

SHSP Action Plan Development

Older Road Users EA Team



March 20, 2018

Agenda

- Welcome and Introductions
- Review Completed Action Plans Developed by Working Groups
- Next Steps



STRATEGIES: OLDER ROAD USERS EMPHASIS AREA

Strategy #1	Reduce wrong way crashes
Strategy #2	Design and operate roadways to meet the needs of older road users
Strategy #3	Implement effective methods and tools to prepare older road users to deal with the limitations brought on by the aging process
Strategy #4	Improve mobility options for older road users
Strategy #5	Implement methods to reduce injury severity among older road users

NUMBER	COUNTERMEASURE
1b	Install wrong way driver warning signs, pavement markings, and advanced technology to detect and warn wrong way drivers, particularly at high speed intersections with medians where drivers are likely to turn into oncoming traffic.
2a	Implement strategies and standards included in the Human Factors Guide and the Handbook for Designing Roadways for the Aging Population broadly across Texas. Specifically adopt as standard practice: Turn lane channelization, offset left-turn lanes, edge line and curb delineation, left-turn traffic control for signalized intersections (protected left turn phases), advance street name signs, particularly at three-legged intersections and locations with a relatively large annual average daily traffic or a large expected number of crashes, larger signs, advance warning signs, overhead lane assignment on intersection approach, and improved signal head visibility. Publicize improvements
2e	Bring FHWA and National Highway Institute training courses on the Handbook for Designing Roadways for the Aging Population and Human Factors Guidelines to TxDOT districts, MPOs, and city engineering audiences.
3e	Encourage adoption of a law requiring periodic driver licensing tests for adults.
4b	Identify current and recommended strategies for improving older person mobility in urban and rural areas, fund research on ways to encourage use of mobility options other than driving (including transit and transportation network companies) by older drivers and recommend strategies for improving mobility in urban and rural areas.
5b	<p>Educate older drivers on vehicle safety technologies, vehicle safety systems, and after-market products useful for reducing injuries due to traffic incidences (Pilot test providing vehicle safety system information from the My Car Does What program in one or more motor vehicle offices).</p> <p>Implement CarFit, an educational program that offers older adults the opportunity to check how well their personal vehicles fit them.</p> <p>Identify resources and disseminate the information to increase older road user safety knowledge and awareness (AAA, AARP, Hartford Insurance, Hillcrest Medical Center caregiver-focused mature driver program, and the Fort Worth Blue Zone).</p> <p>Educate and encourage medical professionals to discuss driving ability especially as it relates to post-surgery, specific medications, and general aging.</p> <p>Educate law enforcement on importance of, and procedures and practices, to refer drivers to the Drivers License Medical Advisory Board Video, pamphlets, pocket cards) (TxDOT outreach program).</p>

Countermeasures and Programs:

2e

Bring FHWA and National Highway Institute training courses on the Handbook for Designing Roadways for the Aging Population and Human Factors Guidelines to TxDOT districts, MPOs, and city engineering audiences.

Steps for Implementation:

Identify availability of courses. Handbook course may not exist. Branch: work on developing or asking for a course from USDOT.

Step 1: TxDOT selects desired training format:

- Option 1: NHI instructors deliver low-cost NHI course (limited to a few locations to be selected by TxDOT).
- Option 2: NHI instructors deliver one in-person course and one condensed webinar course (similar to IAJR training conducted a few years ago; each District sent two representatives to an in-person training in Austin, and one condensed webinar version was offered to any others).
- Option 3: NHI instructors conduct a Train-the-Trainer course to TxDOT staff, LTAP staff, or others. The course is then delivered through TxDOT, LTAP, etc.

Step 2: Training delivered to TxDOT Divisions and Districts, MPOs, city engineering audiences, and consultant community. Training also delivered to TexITE and any other similar statewide conferences.

Strategy #3	Implement effective methods and tools to prepare older road users to deal with the limitations brought on by the aging process
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Countermeasures and Programs:

3e	Encourage adoption of a law requiring periodic driver licensing tests for adults
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Steps for Implementation:

Step 1: Gather data from other states concerning periodic driver licensing tests for adults. (Lead organizations: TTI)

Step 2: Develop alternate solutions to periodic driver licensing tests for adults. Safe driving courses for older users

- Vision testing
- Reporting drivers to the medical advisory board
- Preparation for older drivers taking tests

(Lead organizations: TTI, University of Texas (JAPA))

Step 3: Work with Ford Driving Skills to develop program for older drivers (Lead organizations: Ford Driving Skills Team)

Step 4: Conduct public opinion poll in relation to periodic driver licensing tests for adults making sure to include a summary of potential benefits prior to gathering opinions. (Lead organizations: TxDOT, TTI)

Strategy #3	Implement effective methods and tools to prepare older road users to deal with the limitations brought on by the aging process
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Countermeasures and Programs:

3e	Encourage adoption of a law requiring periodic driver licensing tests for adults
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Step 5: Develop Technical Advisory Team or Task Force to address Older Users.

(Lead organizations: SHSP Executive Team, Older User EA Team)

Step 6: Develop informational packet on benefits of periodic driver licensing tests and alternate solutions for adults and results of poll

(Lead organizations: TxDOT, TTI)

Step 7: Present findings of periodic driver licensing tests and alternate solutions for adults to

- Legislative Affairs Office at TxDOT
- City Government Affairs departments
- Texas Municipal League
- Safety advocates
- Legislative Transportation Committee
- Legislators willing to champion a bill

(Lead organizations: TxDOT, Cities, Law Enforcement Agencies, and Safety Advocates)

Strategy #3	Implement effective methods and tools to prepare older road users to deal with the limitations brought on by the aging process
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Countermeasures and Programs:

3e	Encourage adoption of a law requiring periodic driver licensing tests for adults
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Step 8: Statewide legislation. (Lead organizations: Texas Legislature)

Step 9: Evaluation. (Lead organizations: TxDOT, TTI)

Effectiveness: *

Cost to implement: \$\$

Time to implement: Medium – More than 1 year but less than 5 years

Barriers:

- Legislative support
- Public support
- Cost to implement
- Technical expertise

Check on status of AARP (Rob Schneider, Pat Thomas)

Countermeasures and Programs:

4b

Identify current and recommended strategies for improving older person mobility in urban and rural areas, fund research on ways to encourage use of mobility options other than driving (including transit and transportation network companies) by older drivers and recommend strategies for improving mobility in urban and rural areas.

Steps for implementation:

1. Identify Current Transit/transportation options for the older population
 - Transit (urban and rural transit)
 - Taxi and Network Companies
 - Volunteer networks
 - Council of Governments/ MPO (inventory and data)
2. Research barriers to use of transportation services by older users
 - Cost
 - Fear of trying something new and unfamiliar
 - Limited availability in rural areas
3. Research what volunteer driving programs and traditional service are already in place. Example: Drive a Senior
 - Contact Florida and California DOTs

Countermeasures and Programs:

4b

Identify current and recommended strategies for improving older person mobility in urban and rural areas, fund research on ways to encourage use of mobility options other than driving (including transit and transportation network companies) by older drivers and recommend strategies for improving mobility in urban and rural areas.

4. Survey current volunteer programs
 - Find out what works and what doesn't;
 - Identify steps to starting such programs and promoting them to the public
5. Offer training on volunteer driving programs to
 - Senior centers, churches and/or medical facilities
6. Provide information to Older Users on Options and overcoming barriers to use
 - Identify entity and mechanism to update and keep current
 - Contact Florida and California DOTs



Strategy #5	Implement methods to reduce injury severity among older road users
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Countermeasures and Programs:

5b	<p>Educate older drivers on vehicle safety technologies, vehicle safety systems, and after-market products useful for reducing injuries due to traffic incidences (Pilot test providing vehicle safety system information from the My Car Does What program in one or more motor vehicle offices).</p> <p>Implement CarFit, an educational program that offers older adults the opportunity to check how well their personal vehicles fit them.</p> <p>Identify resources and disseminate the information to increase older road user safety knowledge and awareness (AAA, AARP, Hartford Insurance, BSWH's Mature Driver Program, and the Fort Worth Blue Zone).</p> <p>Educate and encourage medical professionals to discuss driving ability especially as it relates to post-surgery, specific medications, and general aging.</p> <p>Educate law enforcement on importance of, and procedures and practices, to refer drivers to the Drivers License Medical Advisory Board Video, pamphlets, pocket cards) (TxDOT outreach program).</p>
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Steps for implementation:

- A. Identify resources, agencies and websites that **educate** older drivers and their caregivers; create handouts and flyers; examples:
- My Car Does What?
 - CarFit
 - Warning Signs (limitations associated with age)
 - Self Assessment Tools
 - Fact Sheets with Stats, Common Mistakes and Challenges older drivers face

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Implement CarFit, an educational program that offers older adults the opportunity to check how well their personal vehicles fit them.
Identify resources and disseminate the information to increase older road user safety knowledge and awareness (AAA, AARP, Hartford Insurance, **BSWH's Mature Driver Program**, and the Fort Worth Blue Zone).
Educate and encourage medical professionals to discuss driving ability especially as it relates to post-surgery, specific medications, and general aging.
Educate law enforcement on importance of, and procedures and practices, to refer drivers to the Drivers License Medical Advisory Board Video, pamphlets, pocket cards) (TxDOT outreach program).

B. Put together a packet of information (from **Step A**) that can be disseminated to:

- DMV
- Tax Offices
- Post Offices
- Senior Centers
- Car Service Agencies such as Discount Tire, oil changes, Insurance companies



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1. Dealerships – Sales People
 - a. Encourage training of vehicle technology
 - i. Sales people take the time to demonstrate to buyers
 - b. Raise awareness of vehicle characteristics that may benefit older drivers
 - c. CarFit training and implementation
 - d. Provide packets for dissemination
 - e. Develop recognition program for those serving the Older Drivers
 - i. this dealership is a 'certified' Older Driver agency

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Educate and encourage medical professionals to discuss driving ability especially as it relates to post-surgery, specific medications, and general aging.

Educate law enforcement on importance of, and procedures and practices, to refer drivers to the Drivers License Medical Advisory Board Video, pamphlets, pocket cards) (TxDOT outreach program).

2. Medical Community

- a. Provide packets for dissemination
- b. Offer training of the resources available
- c. Conduct workshop at medical conferences
- d. Lunch –n- Learn for medical offices
- e. Contact Florida and California DOTs

3. Law Enforcement

- a. Provide packets for dissemination
- b. Check with NHTSA and other states to see if something already in place
- c. Offer training
 - i. Work with TMPA to develop a TCOLE credit class on Older Drivers

Strategy #5	Implement methods to reduce injury severity among older road users
Countermeasures and Programs:	
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4. General Public

- a. Provide packets for dissemination to:
 - Active Senior Communities
 - DMV
 - Tax Offices
 - Car Service Agencies such as Discount Tire, oil changes, Insurance companies
 - Post Offices
 - Senior Centers
- b. Create system where drivers can anonymously send in cards when an older driver is seen making poor driving choices
 - i. Mature Driver Program send packets to those drivers
 - ii. Work with DMV or DPS (ask Texas KidSafe Program with BSWH) to identify addresses

Strategy #1	Reduce wrong way crashes
Countermeasures and Programs:	
1b	Install wrong way driver warning signs, pavement markings and advanced technology to detect and warn wrong way drivers

Facilitated Discussion Group Notes:

- Step 1: Design, evaluation plan; implement pre-test; identify sites
(Lead organization: research organization, i.e. TTI)
- Step 2: Install countermeasure (Markings technology, etc.)
(Lead organization: TxDOT, municipalities)
- Step 3: Evaluation, hopefully leading to standardization
(Lead organization: research organization)

Strategy #1	Reduce wrong way crashes
Countermeasures and Programs:	
1b	Install wrong way driver warning signs, pavement markings and advanced technology to detect and warn wrong way drivers

Effectiveness: **

- Limited study of effectiveness of technology to detect
- Pavement markings highly effective

Cost of implementation: \$

- Pavement markings are inexpensive
- Technology can be more expensive

Time of implementation: medium

- Can be done with existing staff, needs to be worked into existing plans

Countermeasures and Programs:

2a

Implement strategies and standards included in the Human Factors Guide and the Handbook for Designing Roadways for the Aging Population broadly across Texas. Specifically adopt as standard practice: Turn lane channelization, offset left-turn lanes, edge line and curb delineation, left-turn traffic control for signalized intersections (protected left turn phases), advance street name signs, particularly at three-legged intersections and locations with a relatively large annual average daily traffic or a large expected number of crashes, larger signs, advance warning signs, overhead lane assignment on intersection approach, and improved signal head visibility. Publicize improvements.

Facilitated Discussion Group Notes:

Step 1: Evaluate time to implement and cost effectiveness/prioritize which measures to implement

Step 2: Implementation of measures

Step 3: Evaluation of measures leading to making measures part of standards

Effectiveness: ***

- Already vetted

Cost of implementation: \$\$

- Varies by specific countermeasure

Time of implementation: very long to full implementation

Wrap Up

- Regional Workshops
 - Houston: May 1st PM
 - San Antonio: May 3rd AM
 - DFW: May 15th AM
 - Midland: May 17th AM
- Enforcement focused Webex: April 12th
- Project inventory web survey
- Traffic Safety Conference – August 8-10, Sugar Land
- Questions
- Comments

Thanks very much!