

Intersection Emphasis Area Team Report Wednesday, February 22, 2017, 9:30a.m.

Follow Up Commitments

Commitment	Responsible Person	Due Date
Find research data about isolated rural intersections	Rebecca Wells	As soon as possible
Follow up with Sonya at NCTCOG about someone from Dallas Injury Prevention Center joining team	Brian Moen	Next meeting

Participants

Name	Agency/Organization
Brian Moen, Team Leader	City of Frisco
Dave Carter	City of San Antonio
Edgar Fino	TxDOT - El Paso
Amanda Martinez	TxDOT
Stephen Ratke	FHWA - TX
David Shilson	Frisco Police Department
Rebecca Wells	TxDOT - ATL
Toni Whitfield	FHWA - TX
Darren McDaniel	TxDOT
Susan Herbel	SUB Consulting
Eva Shipp	Texas A&M Transportation Institute
Srinivas Geedipally	Texas A&M Transportation Institute
Stacey Schrank	Texas A&M Transportation Institute

The role of the Emphasis Area Teams is to develop the content of the Texas Strategic Highway Safety Plan (SHSP), provide input to other areas of the Plan, assist the Management Team with outreach and networking, advise on implementation strategies, and track implementation progress. The purpose of the EA teams is to utilize the members' knowledge, expertise, and experiences to identify the SHSP strategies and countermeasures pertaining to pedestrian safety.. The multiple disciplines that make up each EA team will ensure the proposed solutions are feasible, practical, and effective. The consulting team will help by reviewing the literature, examining the data, etc., as requested.

Intersection Safety Strategies

Strategy 1

Improve data systems for identifying specific intersections and intersection types at high risk for serious intersection crashes

- Improve safety data on intersections by developing an intersection database, e.g., roadway characteristics, traffic volumes, # of driveways, type of controls

Strategy 2

Consider alternative design strategies for improving intersection safety

Strategy 3

Educate decision makers and the public on the safety factors associated with roundabouts

Strategy 4

Implement proven, low cost, engineering countermeasures in a systemic manner

Strategy 5

Improve pedestrian safety at high risk urban intersections

Strategy 6

Increase driver awareness of intersections, e.g., pavement markings, flashing beacons, risk factors, etc.

Strategy 7

Develop educational campaigns incorporating data analysis to encourage drivers to focus on the driving task.

- Publicize high crash locations and point out the contributing crash factors, e.g., impaired driving, texting, phone use, etc.

Strategy 8

Increase and renew emphasis on safe driving behaviors in driver education.

Strategy 9

Reduce red light running.

Strategy 10

Use targeted enforcement at high incident locations

- Research and address the factors contributing to reduced law enforcement citations.

Strategy 11

Educate decision makers and the public on the effectiveness and appropriate use of automated enforcement

Next Steps

Data and Resource Requests

- Crashes by region/zip code/MPO boundary
- For both urban and rural crashes breakdown by signalized and non-signalized intersections
- Types of crashes (left-turning, rear end, red light running, etc)
- VMT by gender and age
- Fatalities and severe injuries for pedestrians, bicyclists, and vehicle passengers
- Crash tree analysis for intersections
- Comparison of fatalities and severe injuries at signalized intersections with automated enforcement vs signalized intersections without automated enforcement

Additional Resources

- Case Study from MnDOT (crash tree example)
<https://safety.fhwa.dot.gov/systemic/fhwas13019/element1.cfm>

Upcoming Meeting Dates

- Wednesday, March 8, 9:30-11:00a.m.
- Wednesday, March 22, 9:30-11:00a.m.