

**Older Users Emphasis Area Team Report**  
**Tuesday, March 7, 2017, 9:30 a.m.**

**Follow Up Commitments**

<b>Commitment</b>	<b>Responsible Person</b>	<b>Due Date</b>
Provide contact information for Blue Zone program	Sonya Landrum	
Get information on older user safety belt use from Katie Womack	Sue Chrysler	
Carefully review the strategies and countermeasures listed in this report and provide feedback	All	3/26/17

**Participants**

<b>Name</b>	<b>Agency/Organization</b>
Kara Thorp, Team Leader	AAA
Marcus Brewer	Texas A&M Transportation Institute
Sue Chrysler	Texas A&M Transportation Institute
Sonya Landrum	North Central TX Council of Governments
Stephen Ratke	FHWA-TX
Terry Pence	TxDOT-TRF
Marcie Perez	Texas A&M Transportation Institute
Susan Herbel	SBH Consulting
Darren McDaniel	TxDOT
Stacey Schrank	Texas A&M Transportation Institute

## Strategies and Countermeasures

Please review the strategies and countermeasures to make sure they are worded as you intended. We hope to finish this section of the Texas Strategic Highway Safety Plan by the end of the next meeting. You will soon be receiving instructions for providing comments and/or additional countermeasure suggestions for any of the strategies. We will collate your suggestions and discuss them on the next call (March 28, 9:30 – 11:00 a.m.).

### Older User Safety Strategies - Revised

*Strategy: Reduce wrong way crashes on ramps and freeways*

#### *Countermeasures and Programs*

- Track and disseminate the results of the wrong way crash programs at NCTCOG, Fort Worth, and other communities
- Examine the San Antonio data to identify wrong way drivers who avoid crashes to identify self-correcting techniques
- Develop a wrong way driver package to assist drivers in self-correction

*Strategy: Design and operate roadways to meet the needs of older system users*

#### *Countermeasures and Programs*

- Implement the Human Factors Guide and the Older Driver and Pedestrian Handbook broadly across Texas. Specifically adopt as standard practice:
  - Turn lane channelization
  - Offset left-turn lanes
  - Delineated edge lines and curbs
  - Left-turn traffic control for signalized intersections (protected left turn phases)
  - Advanced street name signs, particularly at three-legged intersections and locations with a relatively large AADT or a large expected number of crashes.
  - Overhead lane assignment on intersection approach
  - Improved signal head visibility
- Adopt Complete Streets approaches to designing and operating streets
- Adopt a Safe System (Vision Zero) approach to designing and operating streets
- Continue to investigate intersection geometric features, e.g. channelization, island size, lane width, etc., related to older driver and pedestrian safety

- Identify intersections, strip commercial uses, big-box stores, and arterial thoroughfares that pose crash hazards for older motorists and pedestrians, and consider implementing a network of lower-speed streets in the identified locations
- Identify high speed intersections with wrong-way driving issues
- Increase sign size, visibility, and other countermeasures included in the Older Driver and Pedestrian Handbook

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

#### ***Countermeasures and Programs***

- Identify resources to increase older road user safety knowledge and awareness (AAA, Hartford Insurance)
- Implement CarFit statewide
- Encourage participation in the 55 Alive program and other education and training opportunities
- Investigate the Hillcrest Medical Center caregiver focused mature driver program and the Fort Worth Blue Zone program for possible further expansion
- Identify and support effective programs included in the current TxDOT Highway Safety Plan
- Follow the TTI research program and participate in the pilot program designed to test the effectiveness and efficacy of a smartphone-based application that supports older driver safety through the provision of real-time information and warnings to address the behavioral, cognitive, and perceptual factors associated with older driver crashes

***Strategy: Improve mobility options for older road users***

#### ***Countermeasures and Programs***

- Examine the required regional planning documents (MPO LRTPs and TIPs) and other sources to create a clearinghouse on mobility options
- Educate the public on methods for identifying mobility options at the community level
- Identify current and recommended strategies for improving older person mobility in rural communities

*Strategy: Implement methods to reduce injury severity among older road users*

*Countermeasures and Programs*

- Adopt a Safe System (Vision Zero) Approach to reduce the consequences of human error
- Educate older drivers on vehicle safety technologies and provide incentives for purchase of vehicles with enhanced safety features
- Educate older drivers about vehicles and after-market products useful for reducing injuries due to traffic incidences
- Determine older users safety belt use from TxDOT surveys
- Educate older drivers on the importance of using safety belts and provide information on options to increase safety belt comfort for older drivers and passengers

**Next Steps**

*Upcoming Meeting Dates*

- Tuesday, March 28, 9:30-11:00 a.m.