



Texas Strategic Highway Safety Plan Update

2nd Emphasis Area Team Meeting

Impaired Driving

3/15/2017

Austin, TX

Agenda

- Welcome and introductions (roll call)
- Review revised strategies
- Review new data runs
- Finalize strategies
- Discuss countermeasures

Team Members

Commitment	Responsible Person	Due Date
None		

Revised Strategies

- Identify and document the contributing crash factors associated with impaired driving related crashes
- Increase impaired driving citations and arrests

Revised Strategies

- Examine the contributing factors and circumstances related to the drop in citations (municipal or traffic courts)
 - Improve data systems to identify road types, corridors, regions, counties and communities at high risk for impaired driving crashes
 - Study the reduction in DWI arrests, e.g., less contact with civilians on the roadway or same level of contact but citations either aren't issued or reflect something other than impaired driving
 - Use DDACTS analysis to compare high crash areas with high crime areas, include attention to the existence of licensed alcohol establishments as well as temporary permits (e.g., festivals) and caterers' permits (coordinate with ABC members)

Revised Strategies

- Increase enforcement on high risk road types, corridors, regions, counties, and communities for impaired driving (include data on population growth)
- Increase impaired driving convictions
 - Provide impaired driving training and education opportunities for the courts and the labs
 - Examine the literature and evidence related to drugged driving as a contributing factor in impaired driving crashes

Revised Strategies

- Identify times and patterns of activity leading to heavy drinking and increase enforcement capabilities accordingly

Impaired Fatalities & Severe Injuries

2010-2015

Fatalities:

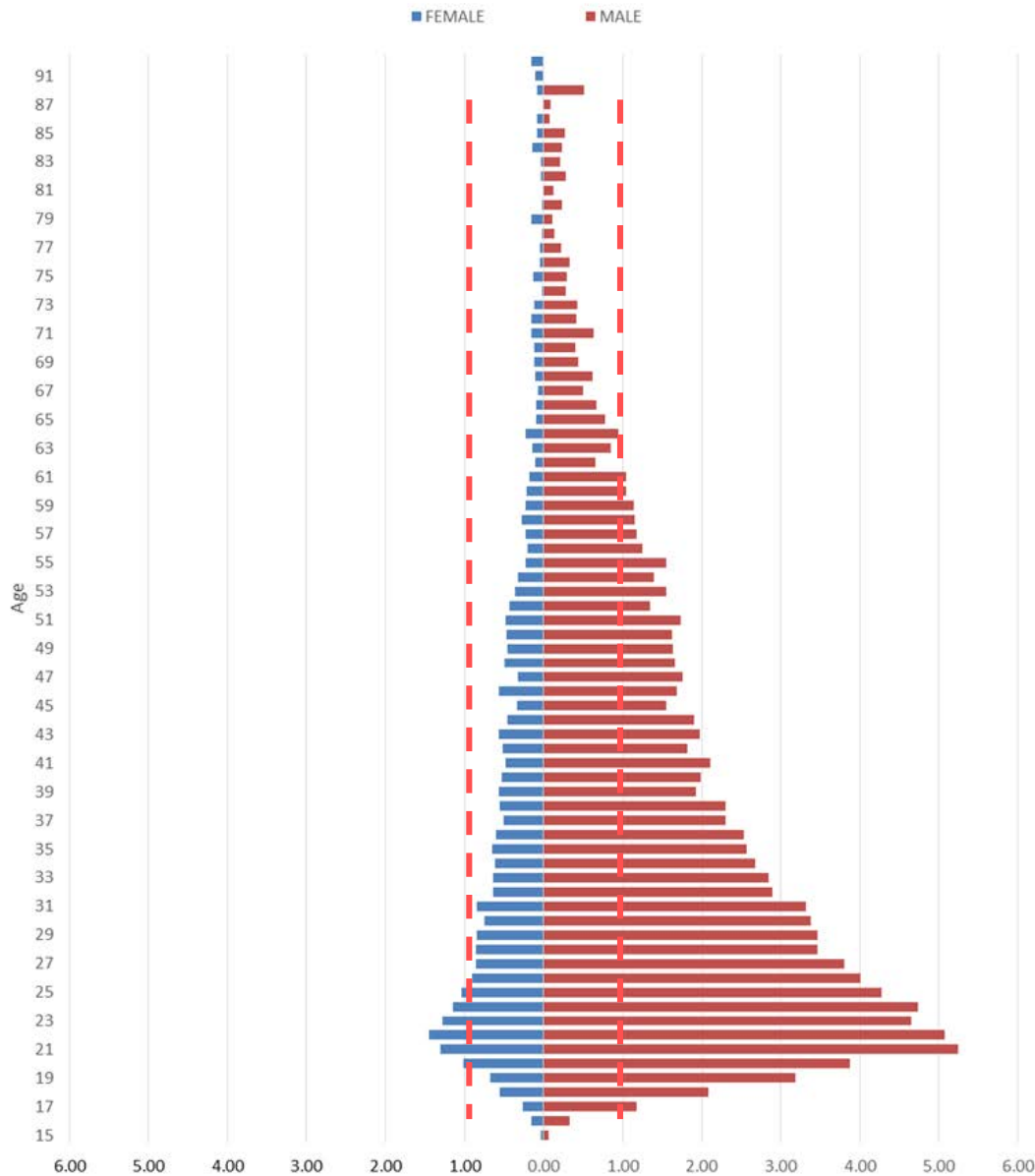
8,025 (40%)

Severe Injury:

16,798 (17%)



Ratio of DUI Drivers of K&A Crash Proportion to Population Proportion by Age



2010-2015

Accounting for population size,

- *Males*
- *Peak: 21-22 years*

*Values over 1.00 indicate age/gender group experienced an excess

Percent of Impaired Driving KA Crashes



That also:

are at intersections

24%



Speeding



26%

SVROR & Head-on



59%

Older Drivers



5%

Peds



3%

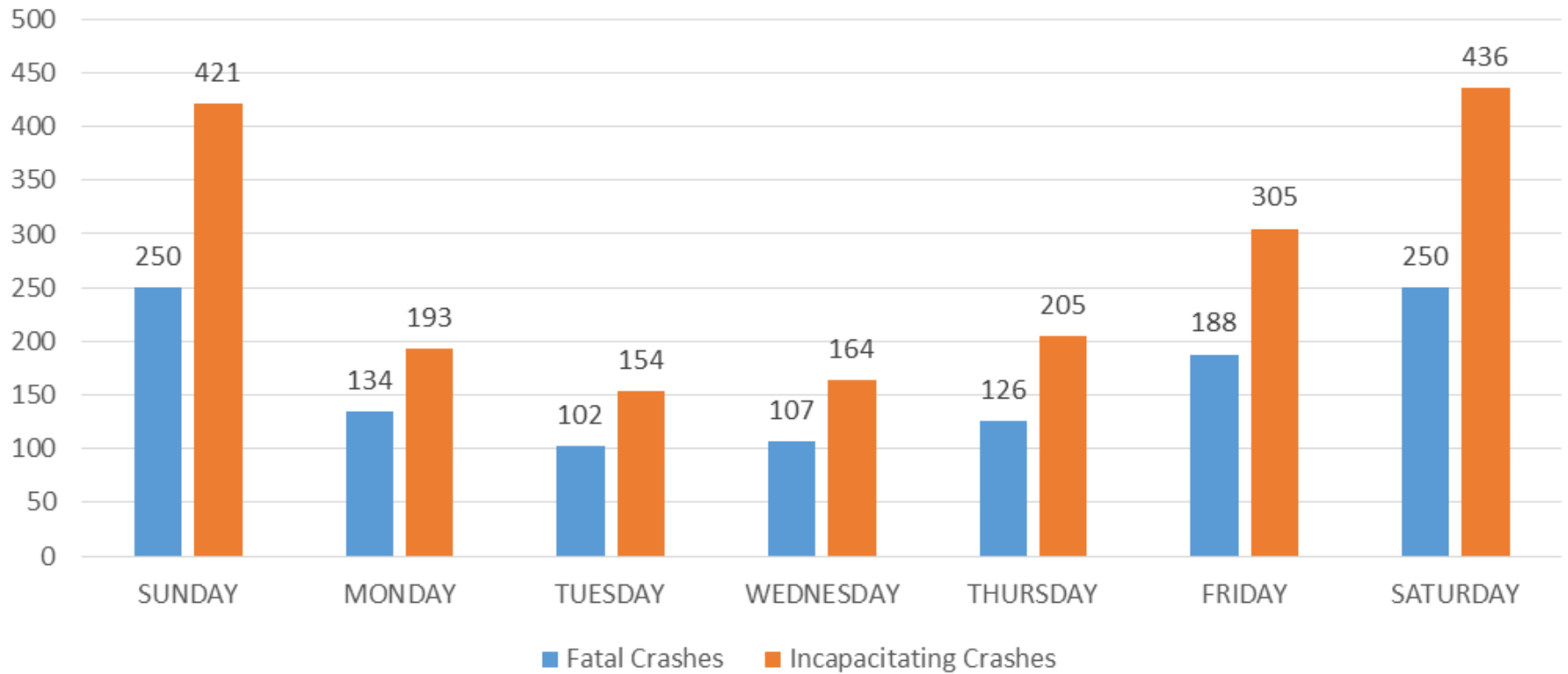
Distraction



11%

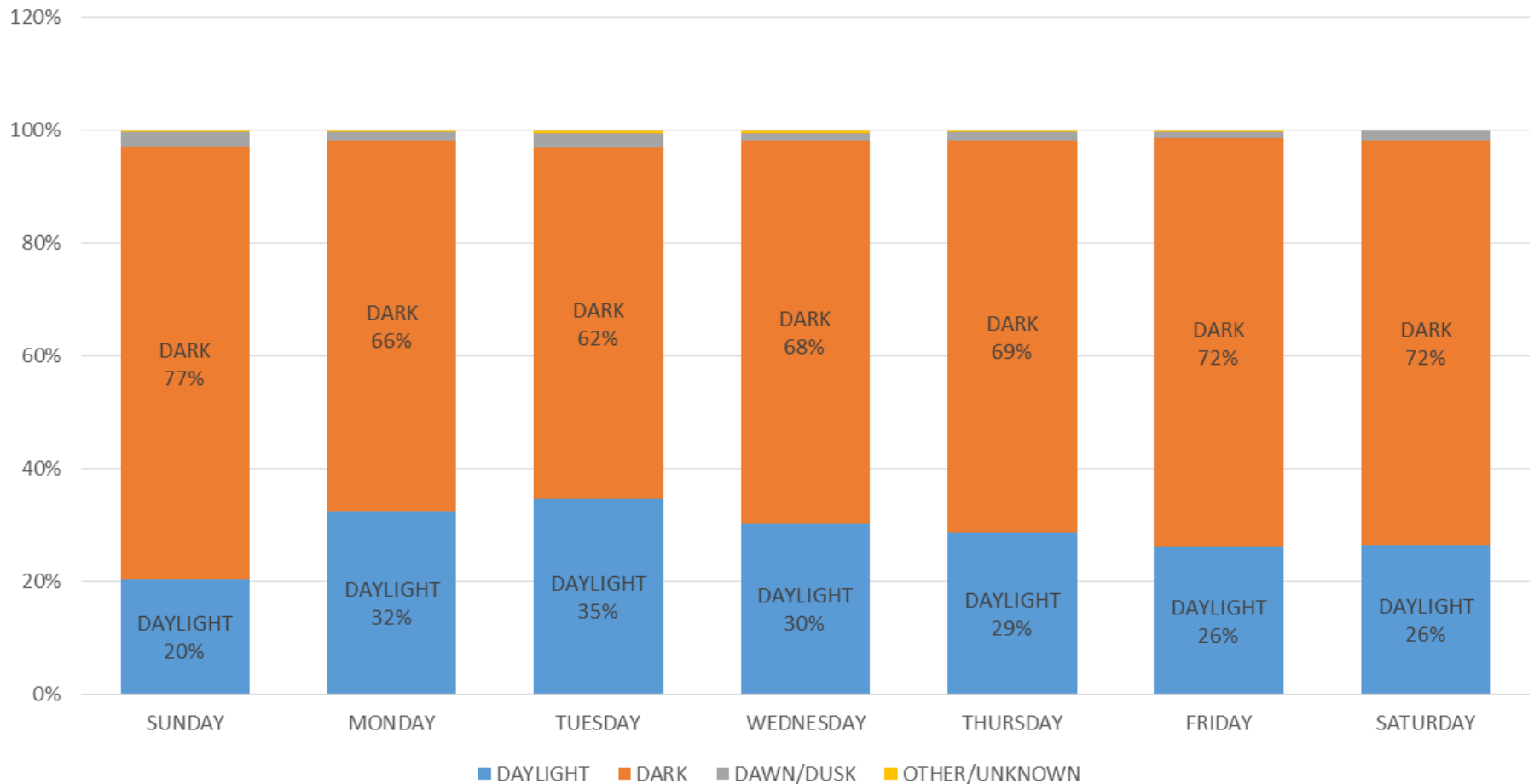
Day of Week (KA)

K&A Crashes by Day of the Week, 2016



Lighting Conditions (KA)

K&A Crashes by Lighting Condition and Day of Week, 2016



Hour of the Day (KA-2016)

Crash Hour												
AM	Midnight	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM
Total	216	250	312	155	113	87	63	56	39	31	41	34
Crash Hour												
PM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Total	61	51	74	88	90	105	149	185	189	217	205	224

Impaired K & A Crashes by Ethnicity (2012-2016)

Urban 50%	Rural 50%
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Urban

White 43%	Hispanic 40%	Black 15%	Other 2%
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Rural

White 65%	Hispanic 26%	Blk 8%	Other 1%
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Collision Group for KA Crashes (2016)

Urban 52%	Rural 48%
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Urban

One Motor Vehicle 55%	Angle 13%	Opposite Direction 13%	Same Direction 19%
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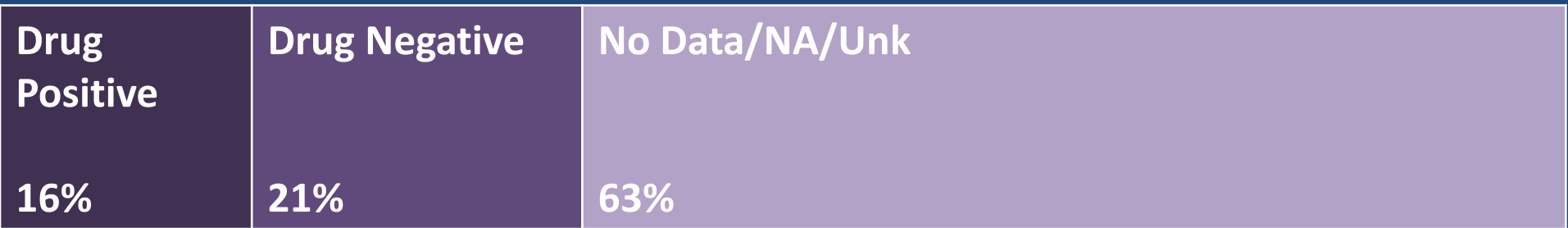
Rural

One Motor Vehicle 64%	Angle 6%	Opposite Direction 19%	Same Direction 11%
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Alcohol versus Drug Tests - DUI Drivers (KA)



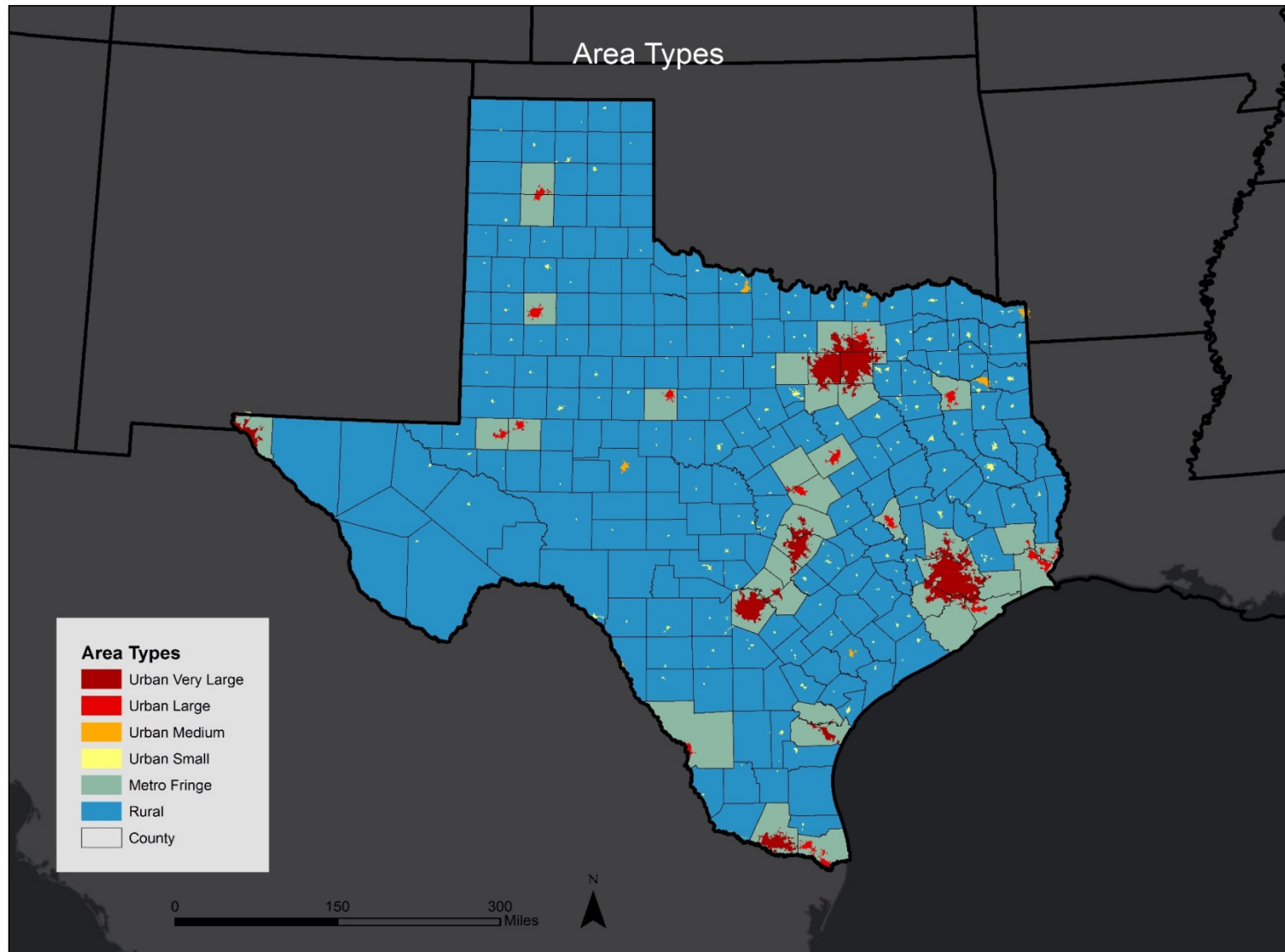
Alcohol Positive



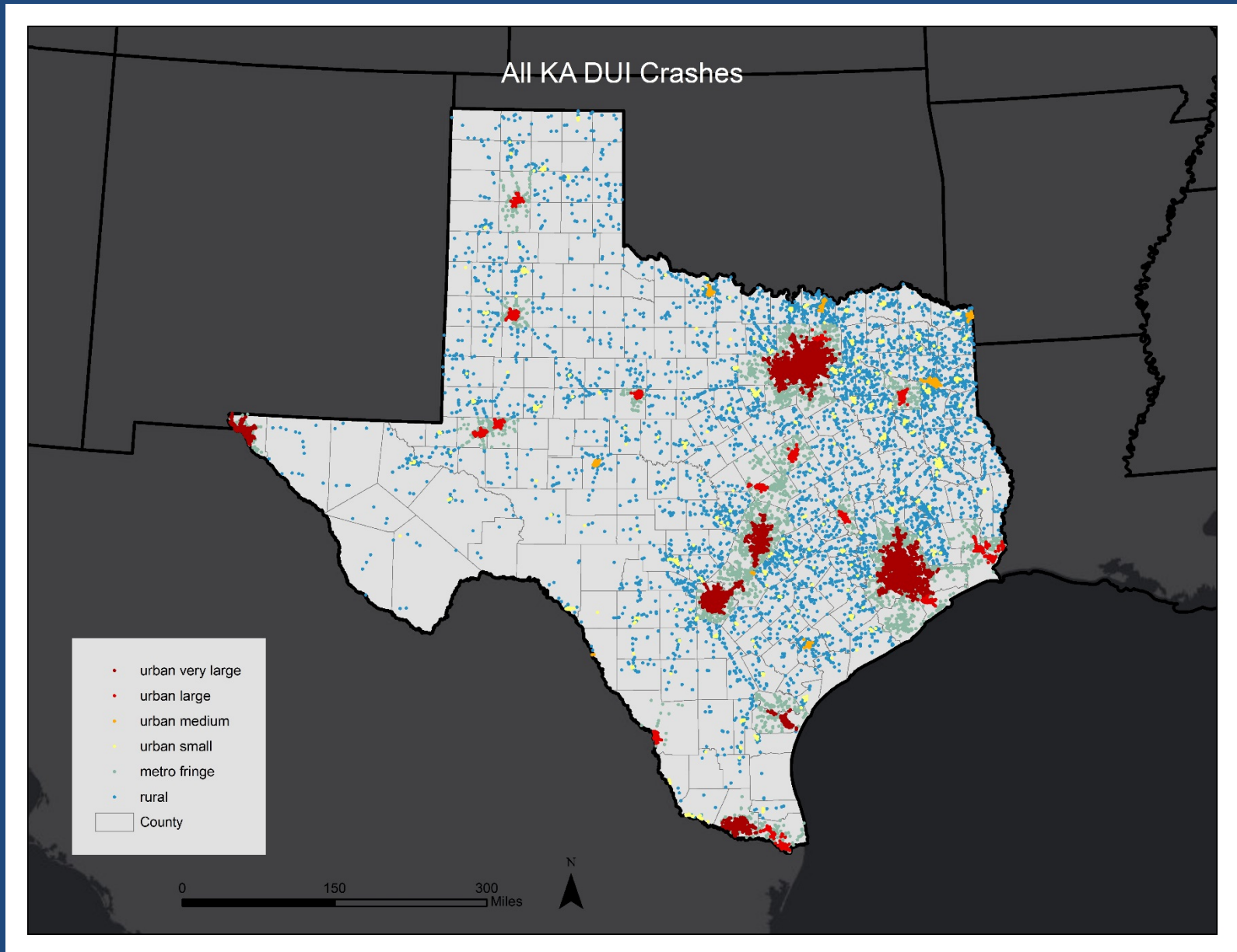
Alcohol Negative



Area Type Classification



Impaired Driving Crashes



Impaired K & A Crashes by System and Area Type

State System 65%	Off System 35%
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State System

Urban Area > 100K Pop. 38%	<10 0K 6%	Fringe 20%	Rural 37%
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Off System

Urban Area > 100K Pop. 66%	<1 00 K 4 %	Fringe 15%	Rural 14%
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Impaired K & A Crashes by System and Functional Class



State System



Off System



F
W
Y
3

COUNTERMEASURES

A Word on Countermeasures

Effectiveness (history, current, new measures)

Impact (history, priorities)

Feasibility (policies, resources, expertise, sponsors, public acceptance)

Summary and Adjourn

- Review action items
- Summarize additional needs requested by the EA team members prior to the next meeting
- Next meeting: March 22; 2:00-3:30pm
- Adjourn