



Texas Strategic Highway Safety Plan Update

2nd Emphasis Area Team Meeting

Intersections

3/8/2017

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
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

Revised Strategies

- 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.
- Consider alternative design strategies for improving intersection safety.
- Educate decision makers and the public on the safety factors associated with roundabouts.

Revised Strategies

- Implement proven, low cost, engineering countermeasures in a systemic manner.
- Improve pedestrian safety at high risk urban intersections.
- Increase driver awareness of intersections, e.g., pavement markings, flashing beacons, risk factors, etc.

Revised Strategies

- 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.
- Increase and renew emphasis on safe driving behaviors in driver education.
- Reduce red light running.

Revised Strategies

- Use targeted enforcement at high incident locations
 - Research and address the factors contributing to reduced law enforcement citations.
- Educate decision makers and the public on the effectiveness and appropriate use of automated enforcement.

Intersection Crashes

Percent of K & A Crashes



34%

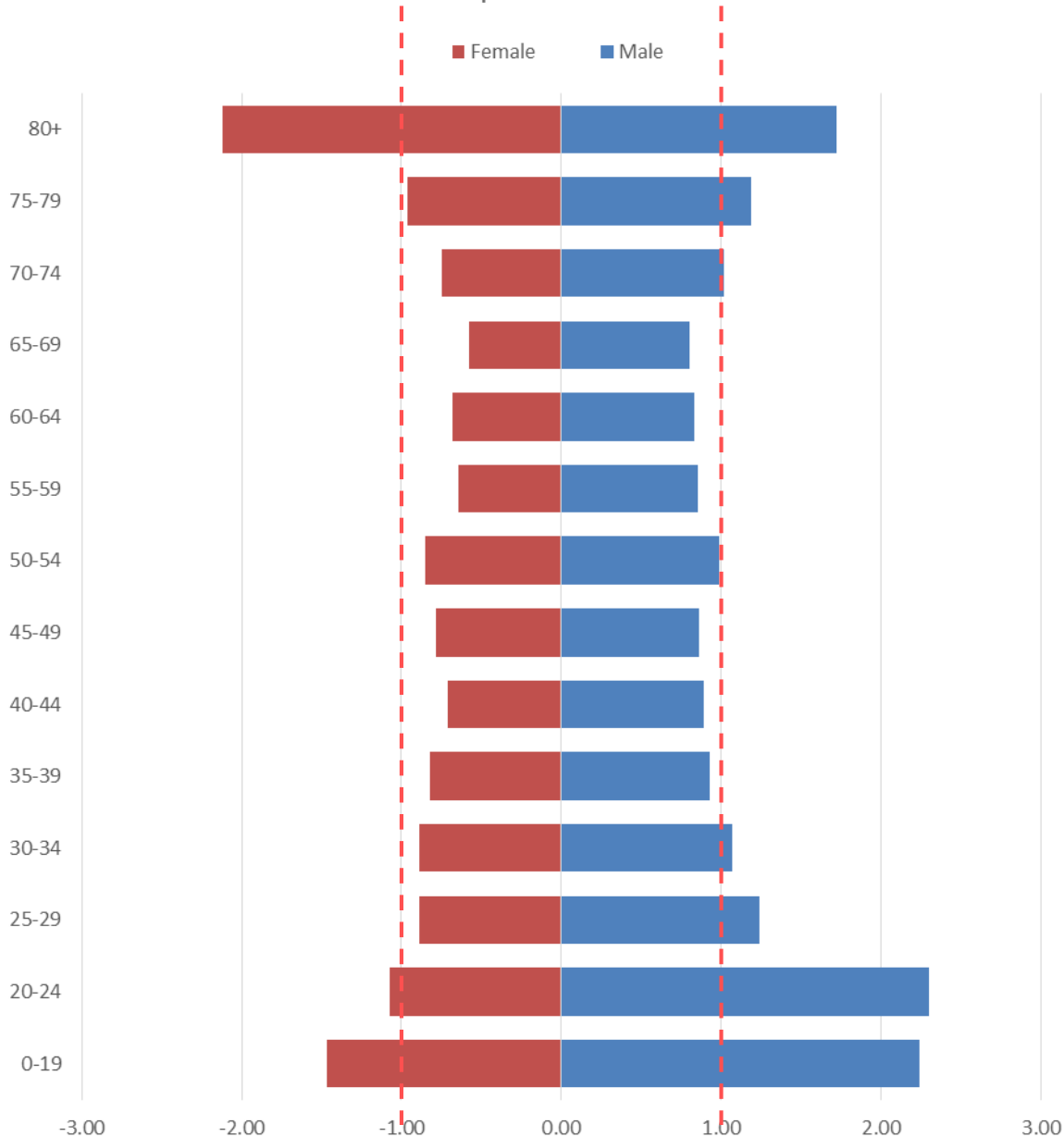
Drivers

Accounting for VMT,

- *Both genders for older & younger drivers*

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

Ratio of Percentage of Drivers in KA Crashes by VMT by Age Group and Gender



Other Factors in Intersection Crashes



FTYROW, Speed, Disregarded Signal or Light, Distracted, Impaired 114%	Other Factors 33%
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FTYROW (*emerg vehicle, open int, pvt drive, stop or yield sign, to ped, turn left or on red*) 33%



43% Stop Sign
38% Turning Left

Speed (*failed to control, unsafe, over limit*)
24%



70%
Failed to Control

Disregarded Signal or Light
22%



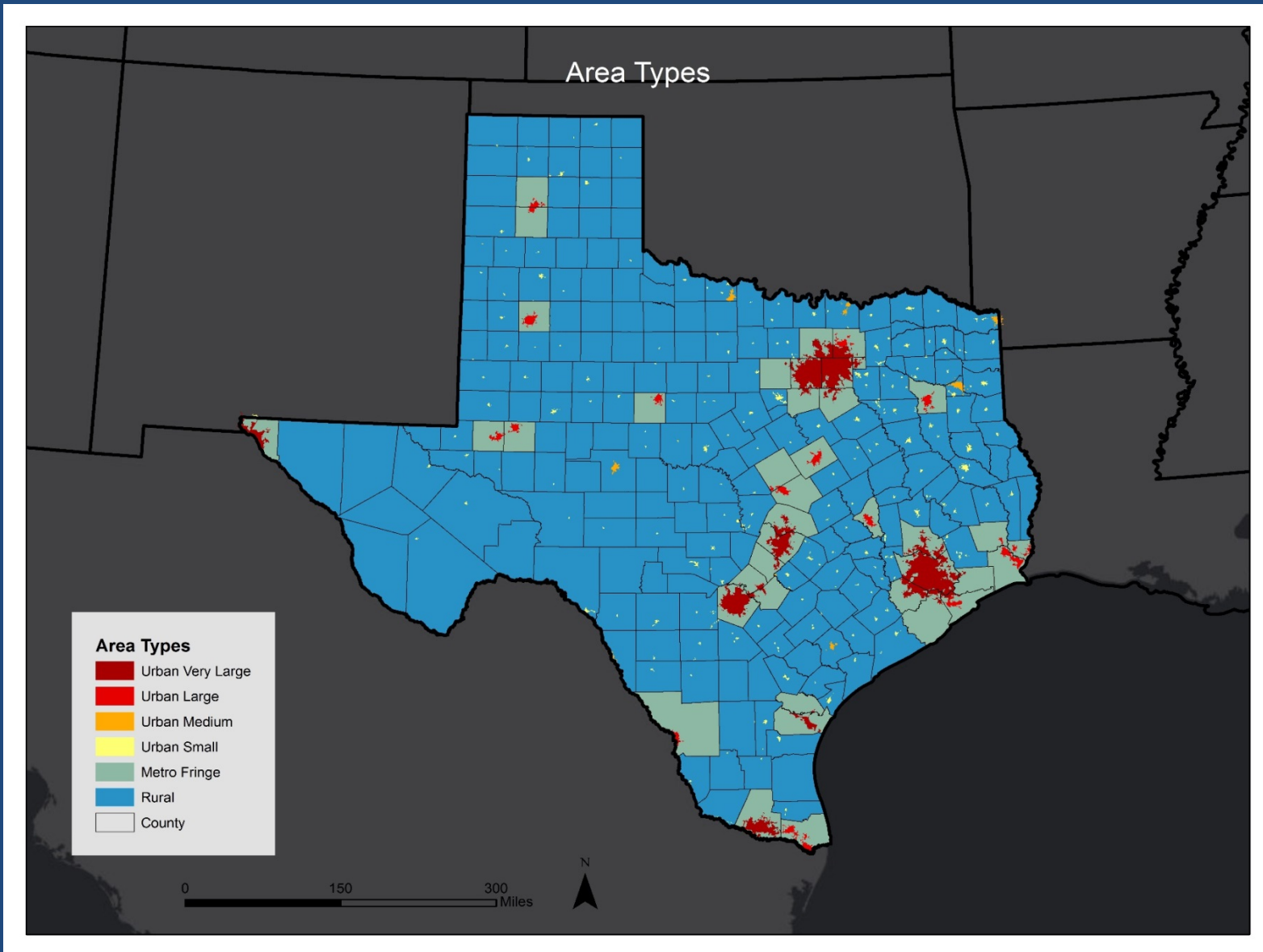
Distracted
21%



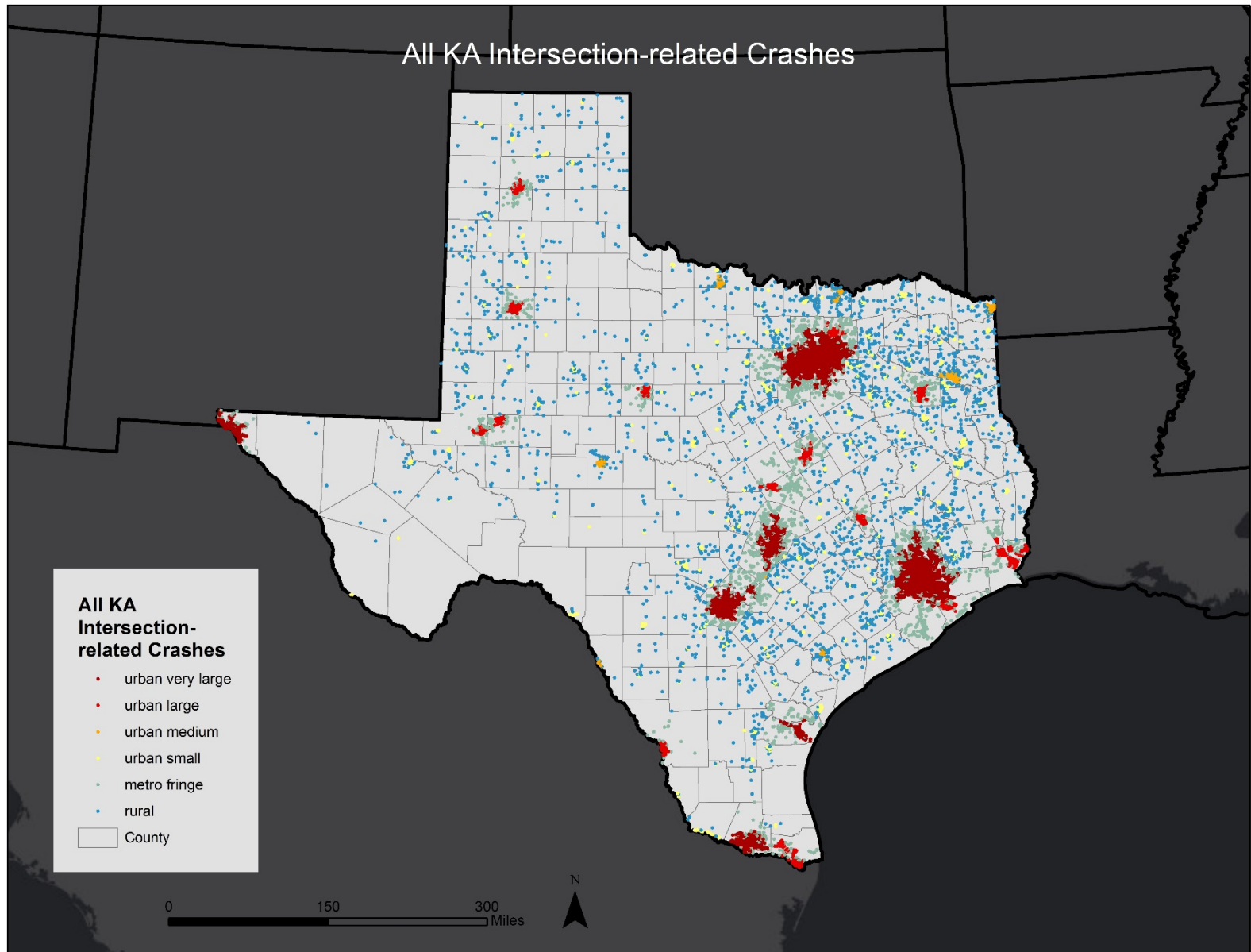
Impaired
14%



Area Type Classification



Intersection Crashes



Intersection K & A Crashes by System and Area Type

State System 56%	Off System 44%
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State System

Urban Area > 100K Pop. 53%	<100K 10%	Fringe 17%	Rural 19%
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Off System

Urban Area > 100K Pop. 88%	< 100K 4%	Fringe 5%	Rural 2%
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Intersection K & A Crashes by Mode and Area

Vehicles Only	89%	Vehicle-Ped	8%	Bike	3%
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Urban	72%	Rural	28%
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Urban
89%

Urban
87%

Urban Intersection K & A Crashes

State System 49%	Off System 51%
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Signalized 52%	Unsignalized 48%	Signalized 39%	Unsignalized 61%
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Rural Intersection K & A Crashes

State System 75%	Off System 25%
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Signalized 19%	Unsignalized 81%	Sig. 22%	Unsignalized 78%
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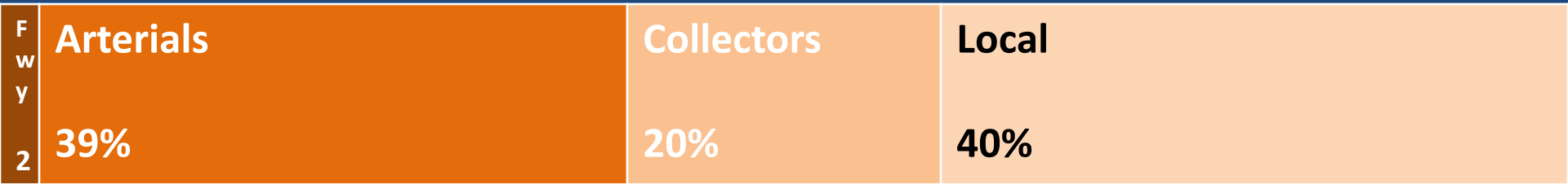
Intersection K & A Crashes by System and Functional Class



State System



Off System



F
w
y
2

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; 9:30-11:00am
- Adjourn