Texas Strategic Highway Safety Plan Update

2nd Emphasis Area Team Meeting
Older Road Users
3/7/2017
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 law enforcement member for team		Next meeting

Revised Strategies

- Reduce wrong way crashes on ramps and freeways

- Design and operate roadways to meet the needs of older system users
  - Implement the Human Factors Guide and the Older Driver and Pedestrian Handbook broadly across Texas
  - Adopt Complete Streets approaches to designing and operating streets
  - Adopt a Safe System (Vision Zero) approach to designing and operating streets

Revised Strategies

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

Revised Strategies

- Improve mobility options for older road users
  - Use the required regional plans and other sources to create a clearinghouse on mobility options
  - Educate the public on methods for identifying mobility options at the community level

Revised Strategies

- Implement methods to reduce injury severity among older road users
  - Adopt a Safe System (Vision Zero) Approach to reduce the consequences of human error
  - Educate older drivers about vehicles and after-market products useful for reducing injuries due to traffic incidences

Data Requests
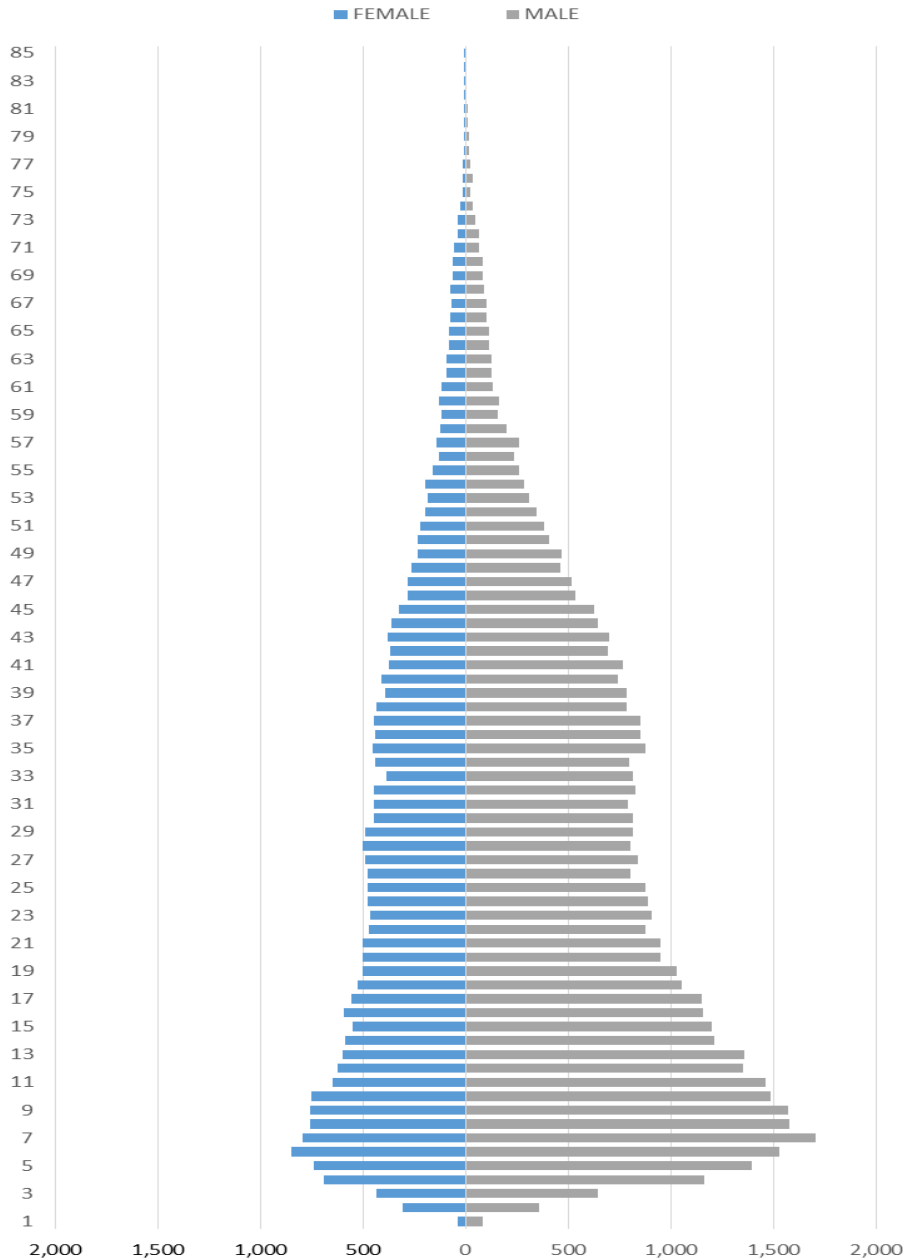
Older Road User Crashes

Older Drivers

12%

Older Pedestrians
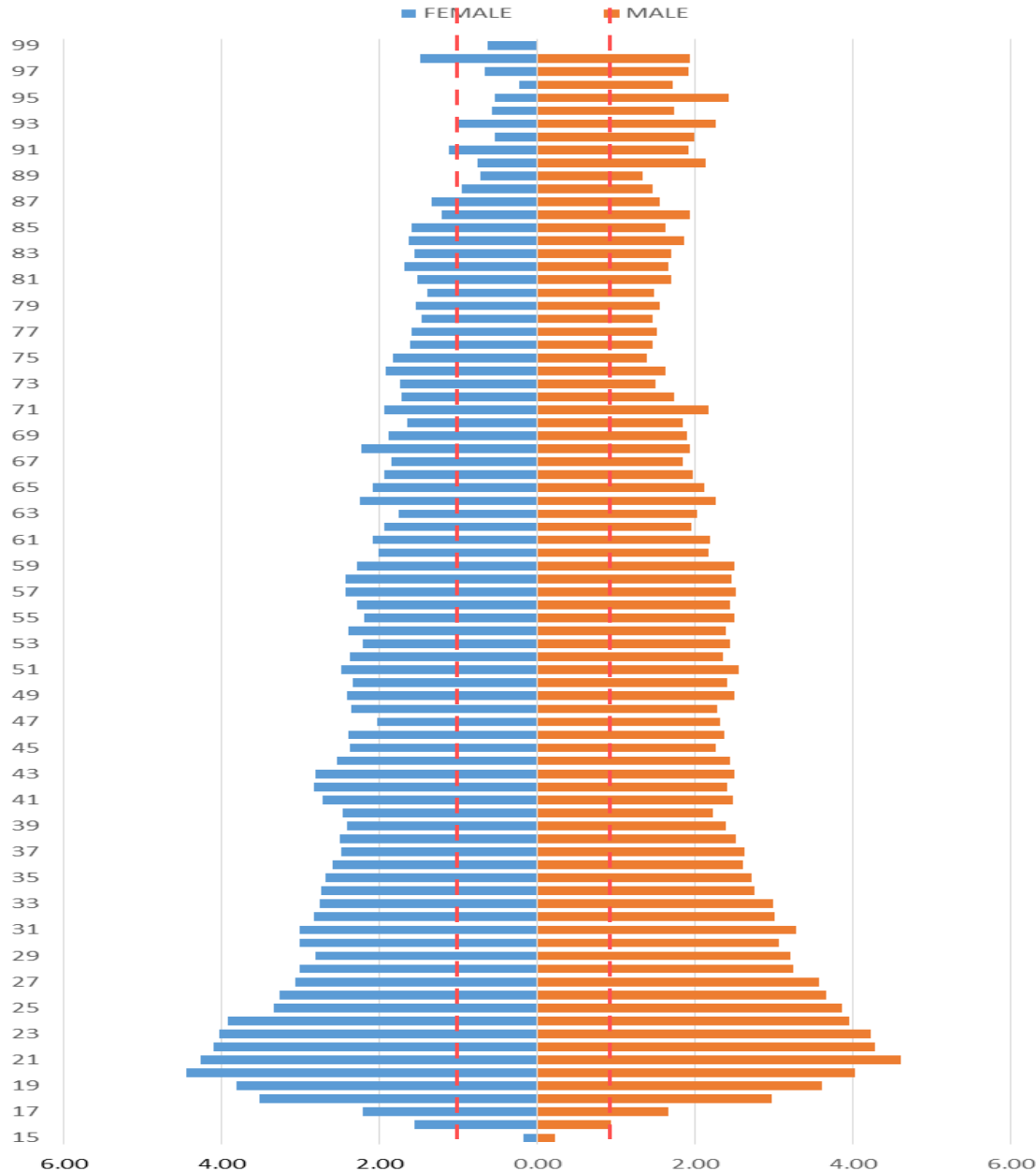
10%

Count of Drivers in K&A Crashes by Age

Drivers

Raw count:

- *Males*

Ratio of Drivers in K&A Crashes Proportion to Population Proportion by Age

Drivers

Accounting for population size,

- *Both genders*

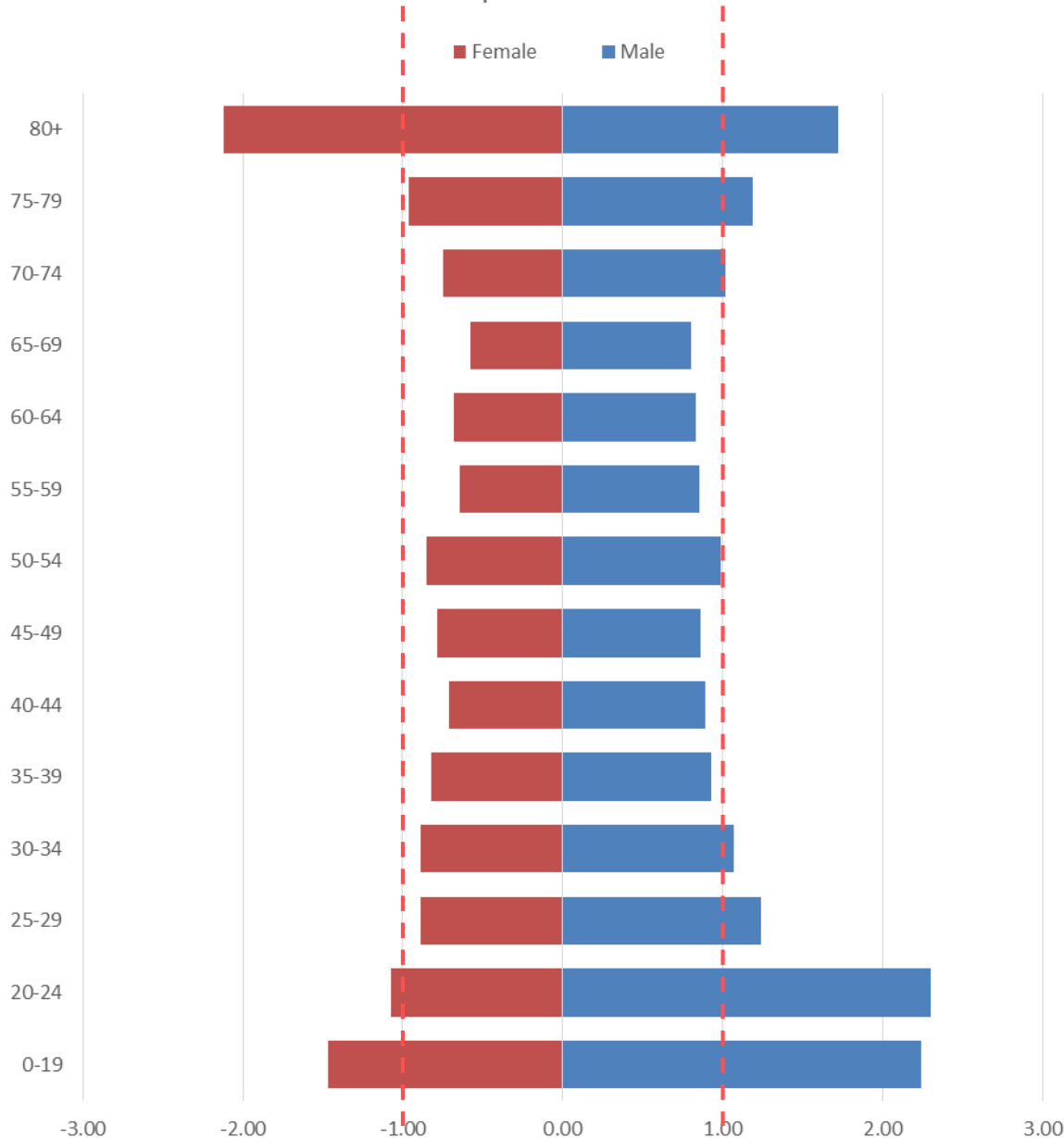*Values over 1.00 indicate age/gender group experienced an excess

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

Drivers

Accounting for VMT,

- *Both genders for older & younger drivers*

*Values over 1.00 indicate age/gender group experienced an excess
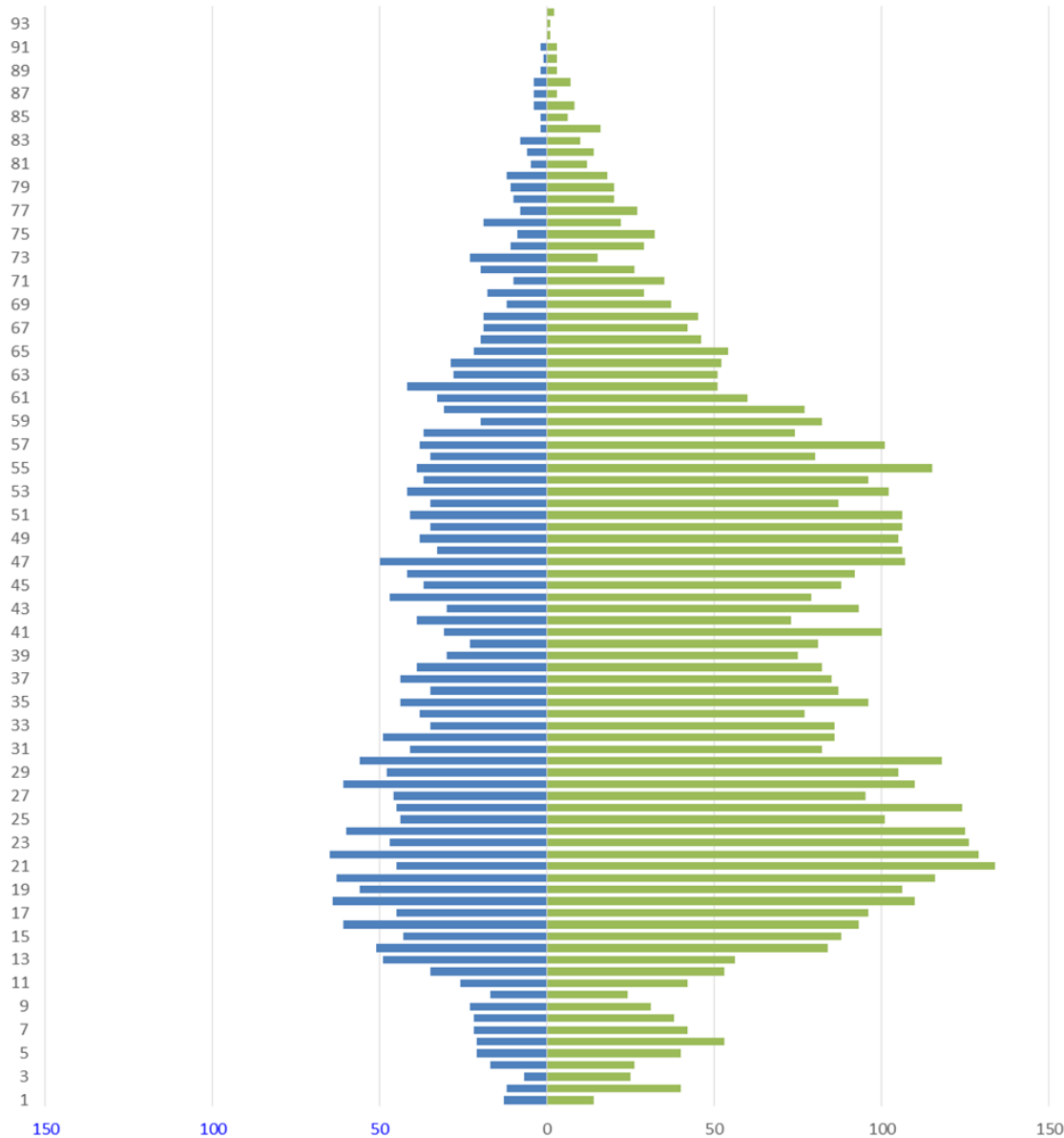
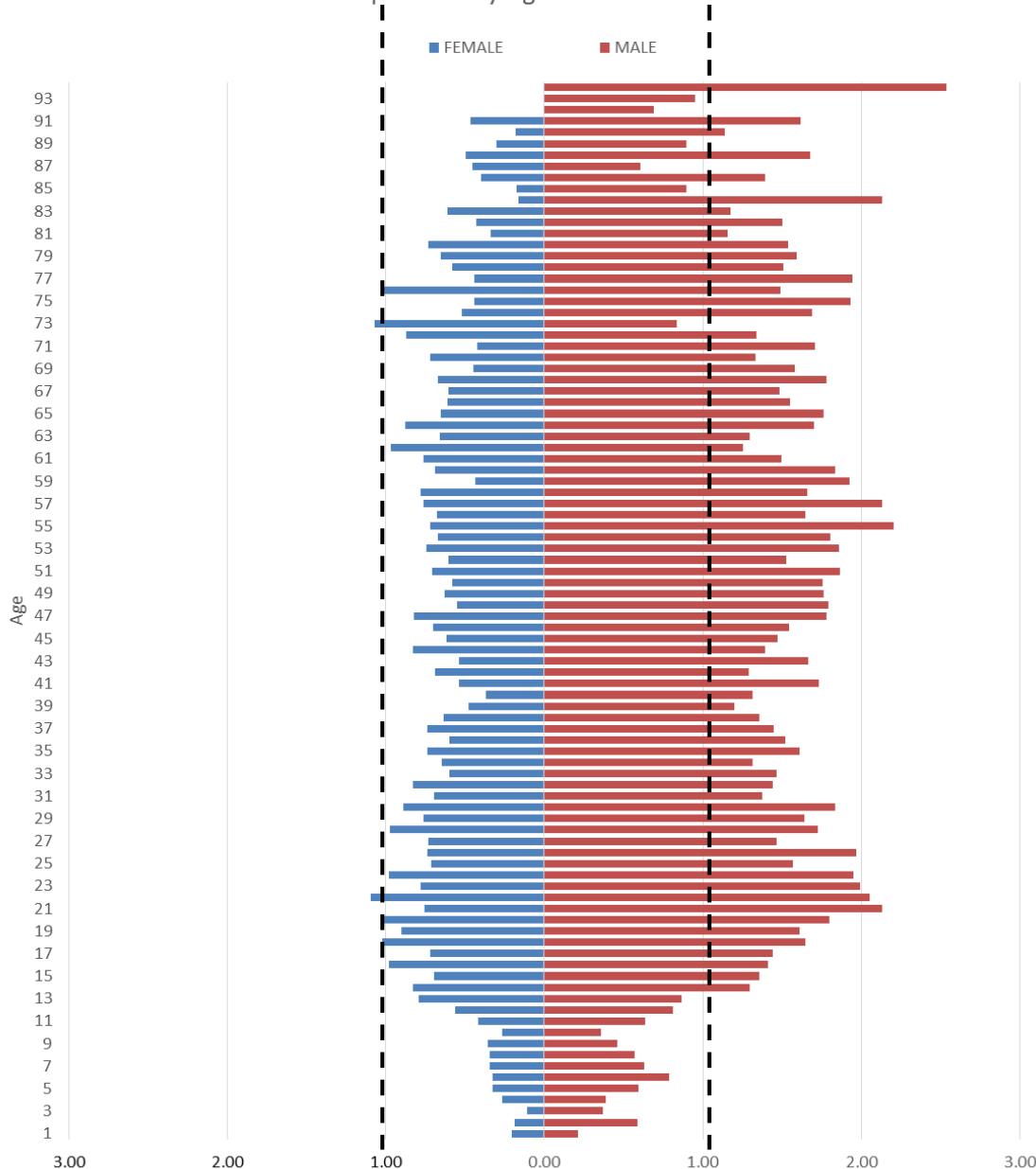Count of K&A Pedestrians by Age

2010-2015

Raw count:

• *Males*

Proportion of K & A Pedestrian Crashes Relative to Proportion of Population by Age & Gender

2010-2015

Accounting for population size,

- *Males*

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

Older Users – by mode and area

Drivers 87% (84%)	Peds 7% (9)	MC 5%	Pass 1

Urban 60% (63%)	Rural 40% (37%)

Urban

82%
(78%)

Rural

61%

62%
of ≤64 MC crashes
are in Urban areas

Older Driver K & A Crashes – by area and intersection

Urban			Rural	
60%			**40%**	

Intersection	Non-Intersection	Intersection	Non-Intersection
56% (44%)	**44%** (56%)	**34%** (24%)	**66%** (76%)

Signalized	Unsignalized
48%	**52%**

Sig	Unsig.
19	81%
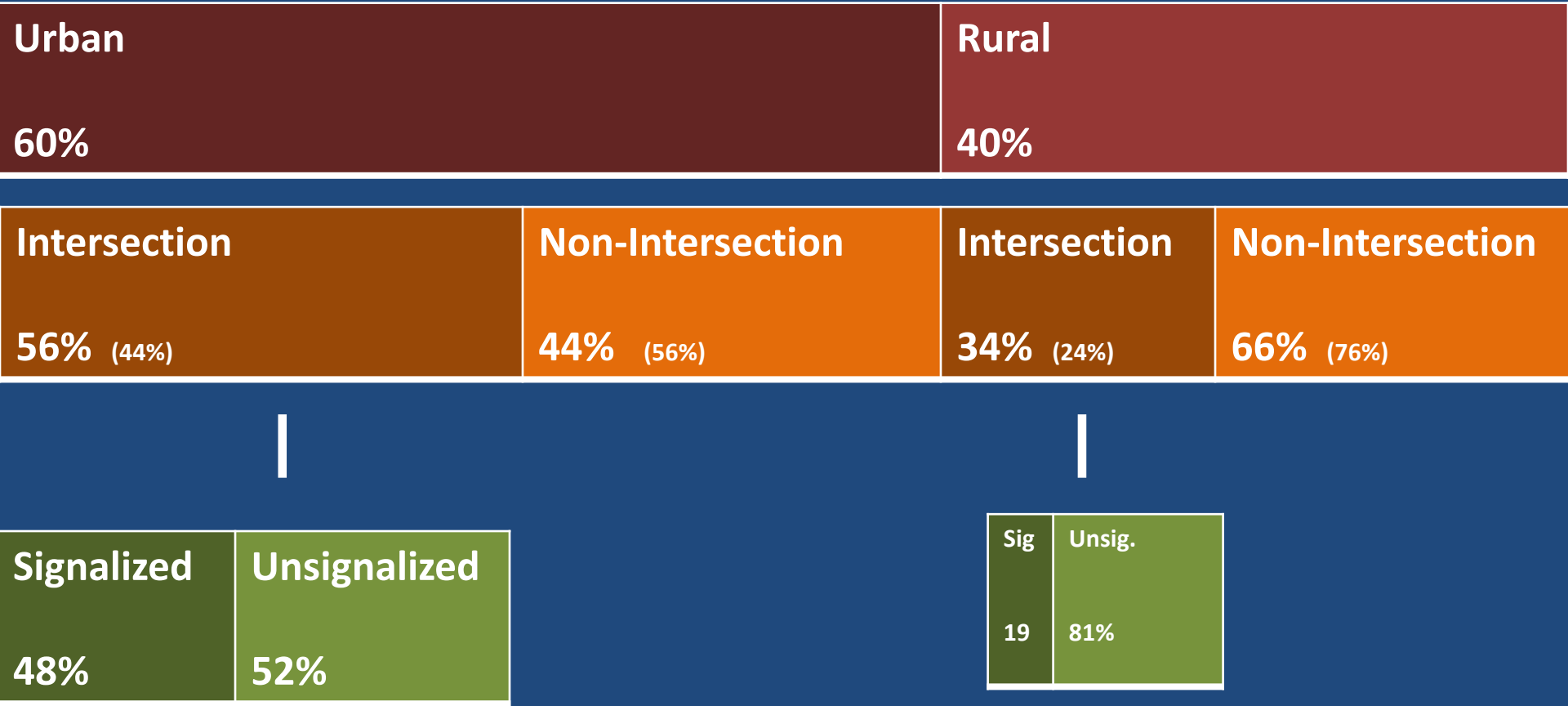
Intersection K & A Crashes by system and area type
65+ vs ≤64

65+

Daylight		Dark Lighted	Dark
78%		10%	12%

≤64

Daylight	Dark Lighted	Dark
55%	21%	24%

Other Factors in Older Driver Crashes

FTYROW, Distracted, Speed, Impaired, Lane Keeping, Sick 99%	Other Factors 43%

FTYROW *(emerg vehicle, open int, pvt drive, stop or yield sign, to ped, turn left or on red)*
31%

39% Turning Left
33% Stop Sign
14% Private Drive

142% with overlaps

Distracted
19%

Speed *(failed to control, unsafe, over limit)*
18%

68%
Failed to Control

Impaired
17%

Lane Keeping
7%

Sick
7%

1ˢᵗ Harmful Event

65+   VS   ≤64

Hit Another Moving Vehicle
73%

47%

Fixed/Overturn
19%

39%

Ped
5%

8%
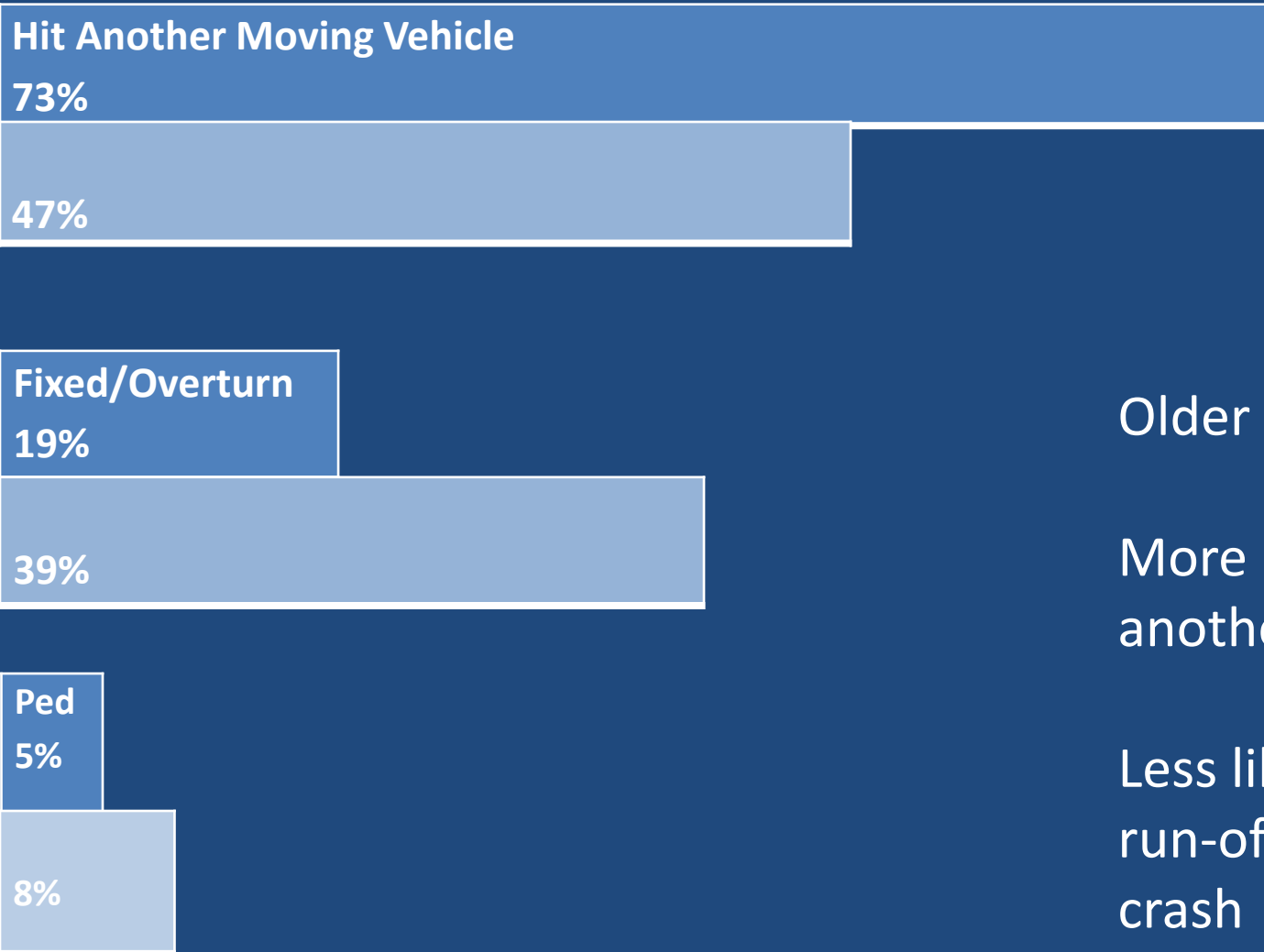
Older drivers are:

More likely to hit another vehicle

Less likely to have a run-off-the-road crash

Crash Types

65+ VS **≤64**

Single Vehicle   **27%**

53%

Angle   **27%**

15%

Same Direction   **25%**

19%

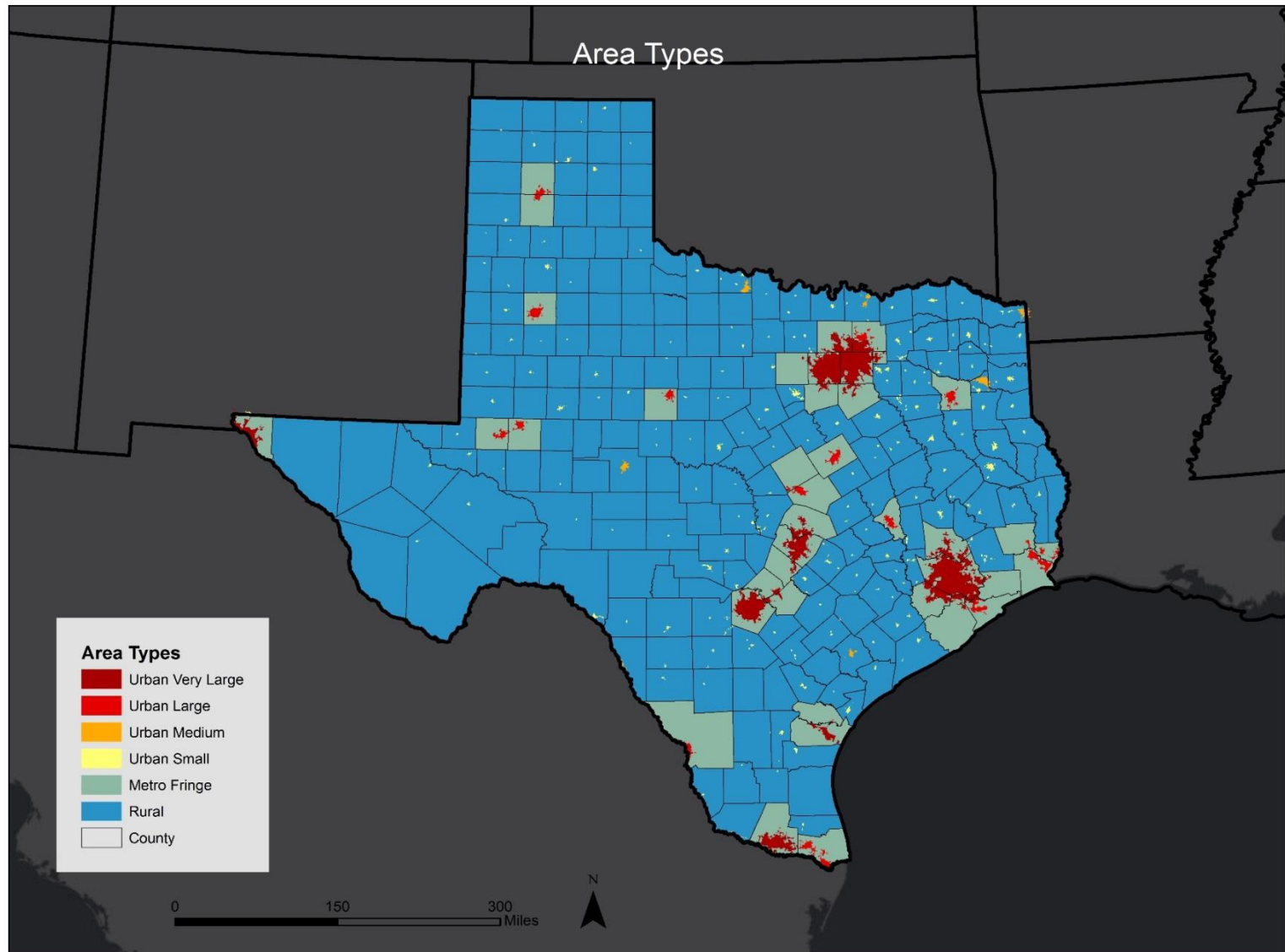**Opposite Direction**   **21%**

13%
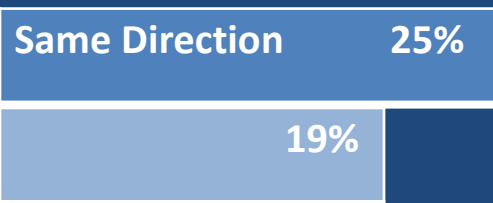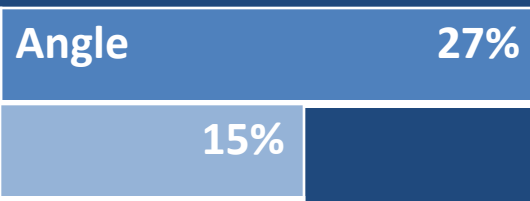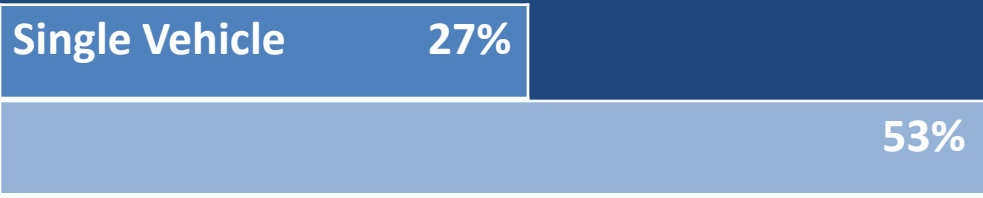
Older drivers are:

More likely to have angle and opposite direction crashes

Less likely to have a single vehicle crash

Area Type Classification

Older Driver Crashes

All KA Older Driver Crashes

All KA Older Driver Crashes
- urban very large
- urban large
- urban medium
- urban small
- metro fringe
- rural
- County
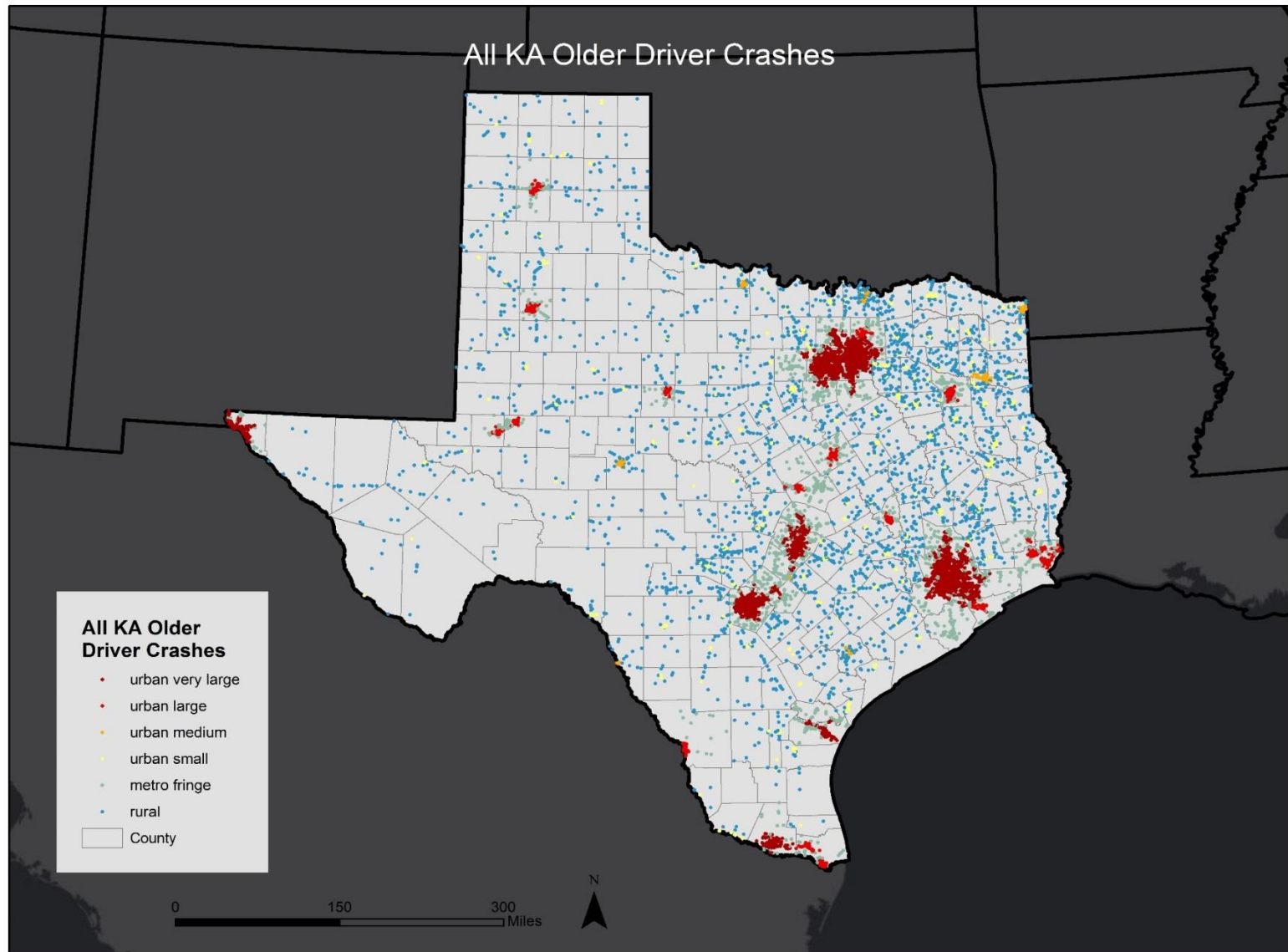
Older Pedestrian Crashes
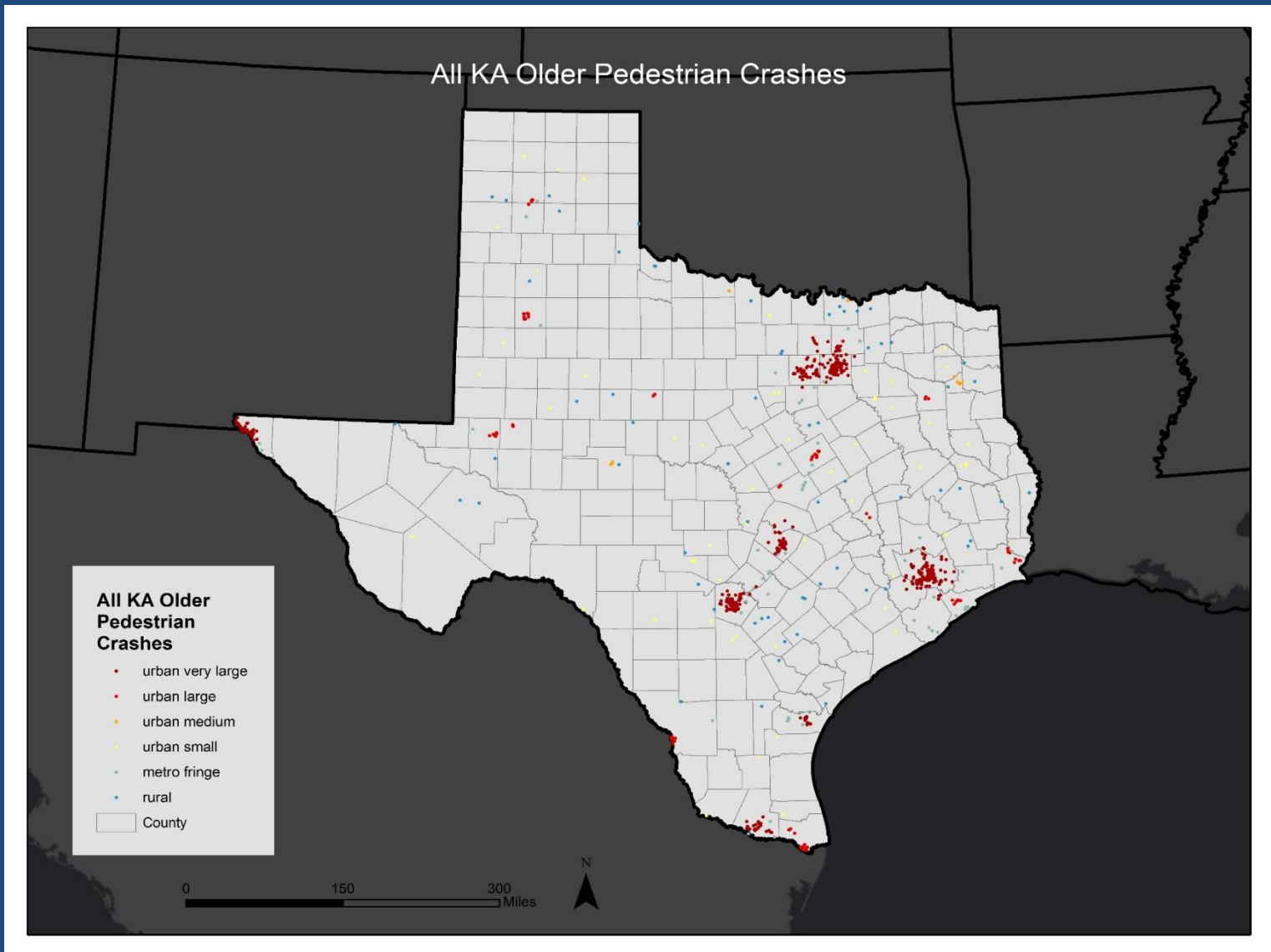
Older Driver K & A Crashes by Area Type

State System 71%	Off System 29%

State System

Urban Area > 100K Pop. 35%	<100K 11%	Fringe 18%	Rural 36%

Off System

Urban Area > 100K Pop. 82%	< 100 5%	Fringe 8%	Rural 6%

Older Driver K & A Crashes by Roadway Type

State System 71%	Off System 29%

State System

Freeway 21%	Arterials 62%	Collectors 16%

Off System

Fwy 2	Arterials 44%	Collectors 20%	Local 34%

Older Pedestrian K & A Crashes by Area Type

State System 44%	Off System 56%

State System

Urban Area > 100K Pop. 57%	<100K 15%	Fringe 13%	Rural 16%

Off System

Urban Area > 100K Pop. 89%	< 100 5%	Fringe 4%	Rural 2%

Older Pedestrian K & A Crashes by Roadway Type

State System 44%	Off System 56%

State System

Freeway 19%	Arterials 71%	Collectors 10%

Off System

Arterials 42%	Collectors 19%	Local 39%
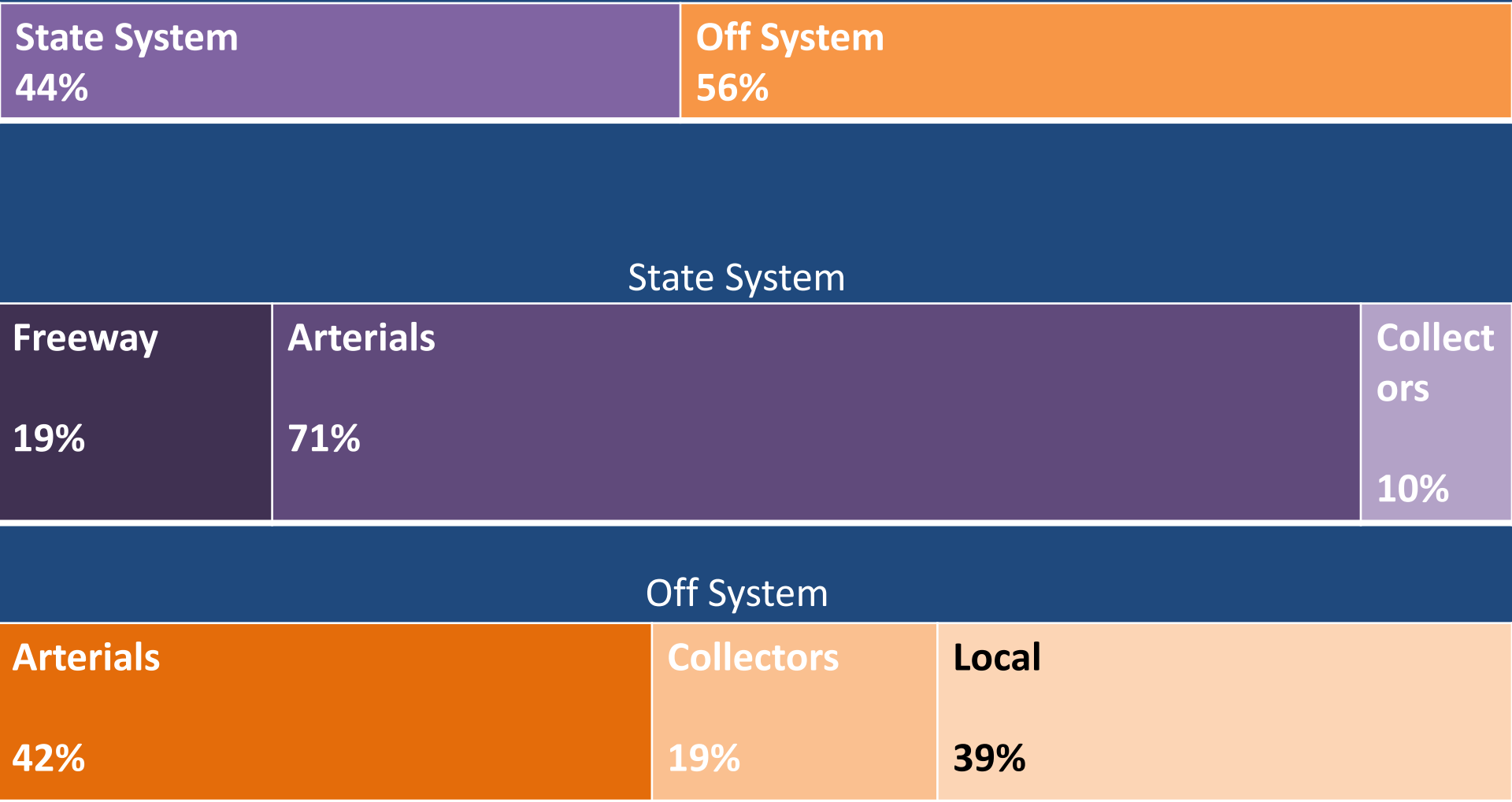
MPOs

MPO	Count	Percentage	Rate per 100,000 pop
Sherman-Denison	441	0.5%	4.62749213
Tyler Area	799	1.0%	4.003066178
Midland Odessa Transportation Organization (MOTOR)	1,071	1.3%	3.997357489
Longview	456	0.5%	3.887534314
Waco	891	1.1%	3.793006564
South East Texas Regional Planning Commission (SETRPC)	1,436	1.7%	3.693928684
Victoria	313	0.4%	3.606281613
Amarillo	738	0.9%	3.408933438
Capital Area Metropolitan Planning Organization (CAMPO)	5,773	6.9%	3.281750782
Killeen Temple Metropolitan Planning Organization (KTMPO)	1,102	1.3%	3.011817695
Corpus Christi	978	1.2%	2.980653184
San Antonio-Bexar County	5,887	7.0%	2.978999244
Abilene	377	0.5%	2.978071284
North Central Texas Council of Governments (NCTCOG)	18,343	21.9%	2.858220246
Bryan-College Station	503	0.6%	2.581459679
Houston-Galveston Area Council (HGAC)	14,898	17.8%	2.52851238
Texarkana	219	0.3%	2.32291733
Laredo	557	0.7%	2.282992729
San Angelo	216	0.3%	2.229171182
Lubbock	554	0.7%	2.207523111
Wichita Falls	209	0.2%	1.914989142
Brownsville	427	0.5%	1.887025923
Harlingen-San Benito	277	0.3%	1.774924229
El Paso	1,397	1.7%	1.637384404
Hidalgo County	1,144	1.4%	1.478009442
No Data	24,661	29.5%	n/a

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 28 at 9:30-11:00am

- Adjourn

Older Users – by mode and area

Urban 60%		Rural 40%	
Intersection 56% (44%)	**Non-Intersection** 44% (56%)	**Intersection** 34% (24%)	**Non-Intersection** 66% (76%)

65+

Single Veh 33%	Rear-end 30%	Angle ^ 21%	Hd 9%	Si 8%

65+

Single Veh 43%	Rear-end 22%	^ 10	Headon 21%

64-

Single Veh 53%	Rear-end 23%	^ 10%

64-

Single Veh 63%	Rear-end 14%	^ 6	Headon 15%