



# Texas Strategic Highway Safety Plan Update

3<sup>rd</sup> Emphasis Area Team Meeting

Older Users

3/28/2017

Austin, TX

# Agenda

- Welcome and introductions (roll call)
- Review revised strategies and countermeasures
- Finalize countermeasures

# Team Members

Commitment	Responsible Person	Due Date
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

# New Information: Seatbelt Survey

	Driver	Passenger
Over 60 years	92.4%	92.4%
20-60 years	89.8%	89.2%
15-19 years	94.0%	89.9%

\*2016 annual seatbelt survey data from 18 cities  
Represent urban use as a result  
Age group is for >60 not ≥65

# Revised Strategies & Countermeasures

- Strategy #1: Reduce wrong way crashes on ramps and freeways
  - Track and disseminate the results of wrong way crash programs at TCTCOG, Fort Worth, and other communities
  - Examine data on wrong way drivers who don't crash (San Antonio) to identify self-correcting techniques
  - Develop a wrong way driver packages to address in self-correction  
{Comment: bullet too vague}
  - **Install wrong way driver warning signs, pavement markings and advanced technology to detect and warn wrong way drivers**

# Revised Strategies & Countermeasures

- Strategy #2: 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. Specifically adopt as standard practice:
    - Turn lane channelization
    - Offset left-turn lanes
    - Delineation of 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

# Revised Strategies & Countermeasures

- Strategy #2: Design and operate roadways to meet the needs of older system users (continued)
  - Adopt a Safe System (Vision Zero) approach to designing and operating
  - 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

# Revised Strategies & Countermeasures

- Strategy #2: Design and operate roadways to meet the needs of older system users (continued)
  - Increase sign size and other countermeasures included in 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
  - **Bring FHWA and NHI training courses on Older Driver Handbook and Human Factors Guidelines to TxDOT district, MPO, and city engineering audiences**
  - **Provide advance warning signs**
  - **Provide lighting**
  - **Provide raised channelization**
  - **Reduce intersection skew angle**



# Revised Strategies & Countermeasures

- Strategy #2: Design and operate roadways to meet the needs of older system users (continued)

## COMMENTS:

{Change “Older Driver and Pedestrian Handbook” to “Handbook for Designing Roadways for the Aging Population”, if we are referring to the FHWA Handbook. That way, we won’t confuse it with another resource with a similar name.}

{Change “Advanced street name signs” to “Advance street name signs” to describe signs placed in advance of the intersection. “Advanced” implies some sort of technology (flashing beacons, speed sensors, etc.) or other feature in addition to the traditional sign.}

{When we say “strip commercial uses” and “big-box stores”, are we referring to the driveways to those retail locations? I’m unsure how the actual stores pose crash hazards for older road users, and some clarity could be beneficial for implementing this countermeasure.}

{Move “Identify high speed intersections with wrong-way driving issues” to wrong way driving strategy}

# Revised Strategies & Countermeasures

- Strategy #3: Implement effective methods and tools to prepare older road users to deal with the limitations brought on by the aging process
  - 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

# Revised Strategies & Countermeasures

- Strategy #3: Implement effective methods and tools to prepare older road users to deal with the limitations brought on by the aging process (continued)
  - 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
  - **Bring FHWA and NHI training courses on Older Driver Handbook and Human Factors Guidelines to TxDOT district, MPO, and city engineering audiences**

# Revised Strategies & Countermeasures

- Strategy #4: Improve mobility options for older road users
  - 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
  - **Monitor TTI research on Transportation Network Companies (e.g. Uber, Lyft) and older travelers**
  - **Establish an online clearinghouse of statewide transportation options available to older road users**

Comment:

{Our University Transportation Center just selected a project to fund concerning Transportation Network Companies (e.g. Uber, Lyft) and older travelers. This will be led by Melissa Tooley}

# Revised Strategies & Countermeasures

- Strategy #5: 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 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

# Revised Strategies & Countermeasures

- Strategy #5: Implement methods to reduce injury severity among older road users
  - **Provide information on vehicle safety systems at DPS offices through the MyCarDoesWhat.org program.**
  - **Increase seat belt use among older drivers**
  - **Work with dealerships to educate older drivers on vehicle safety technologies and to provide incentives for purchase of such vehicles**

Comment:

{Iowa is starting to put brochures in their licensing offices concerning advanced vehicle safety systems. The My Car Does What program offers objective information about these systems  
<http://www.chicagotribune.com/classified/automotive/sc-senior-driver-safety-features-autocover-0512-20160510-story.html>}

# Summary and Adjourn

- Review any action items
- Schedule additional meetings if needed