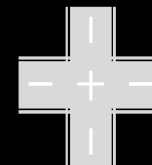SHSP Action Plan Development

Older Road Users EA Team

December 20, 2017

Agenda

- Welcome and Introductions

- SHSP Status

- FY 18 Goals and Objectives

- Action Planning
    - Proposed Approach
    - Meeting Schedule

- SHSP Milestones

SHSP Status

Thanks to you and your teams!

Plan approved by FHWA!!   (Woo Hoo!)
Posted at www.texasshsp.com

Next Steps:
- Action Plans
- Evaluation Plan
- Communication Plan
- Regional Workshops

FY 18 Goals and Objectives

- Establish a SHSP Brand

- Extend participation in SHSP

- Document Existing Safety Programs and Projects

- Develop & disseminate a branded "consumer version" of SHSP

- Develop Action Plans for each Emphasis Area

Document Existing Programs and Projects

- Qualtrics Survey
- Classify
  - By EA
  - By other efforts (e.g., motorcycles, bicycles)
- Starting Point
- Identify gaps
- Set priorities

Action Planning Approach

- EA Teams

  - Review, revise, and confirm countermeasure rankings

  - Review, revise, and confirm preliminary Action Plans

  - Develop and confirm additional Action Plans
    - Ensure all strategies covered
    - All EA team priorities covered

- Three Rounds of Meetings

EA Team Meetings

Round 1

- Review, revise, and confirm countermeasure rankings*

- If time allows, begin reviewing, revising, and confirming preliminary Action Plans*

- Identify additional Action Plans needed to:
  - Ensure all strategies covered
  - Cover all EA team priorities

* Developed during 2017 Texas Traffic Safety Conference

STRATEGIES: OLDER ROAD USERS EMPHASIS AREA

Strategy #1	Reduce wrong way crashes
Strategy #2	Design and operate roadways to meet the needs of older road users
Strategy #3	Implement effective methods and tools to prepare older road users to deal with the limitations brought on by the aging process
Strategy #4	Improve mobility options for older road users
Strategy #5	Implement methods to reduce injury severity among older road users

NUMBER	COUNTERMEASURE	RA
1b Sonya	Install wrong way driver warning signs, pavement markings, and advanced technology to detect and warn wrong way drivers, particularly at high speed intersections with medians where drivers are likely to turn into oncoming traffic.	1
3e	Encourage adoption of a law requiring periodic driver licensing tests for adults.	2
2a	Implement strategies and standards included in the Human Factors Guide and the Handbook for Designing Roadways for the Aging Population broadly across Texas. Specifically adopt as standard practice: Turn lane channelization, offset left-turn lanes, edge line and curb delineation, left-turn traffic control for signalized intersections (protected left turn phases), advance street name signs, particularly at three-legged intersections and locations with a relatively large annual average daily traffic or a large expected number of crashes, larger signs, advance warning signs, overhead lane assignment on intersection approach, and improved signal head visibility. Publicize improvements	3
2e	Bring training courses on the Handbook for Designing Roadways for the Aging Population and Human Factors Guidelines to TxDOT districts, MPOs, and city engineering audiences. (FHWA and National Highway Institute, others, Action plan to review)	
4c, 4b Debbie	Identify current and recommended strategies for improving older person mobility in urban and rural areas, fund research on ways to encourage use of mobility options other than driving (including transit and transportation network companies) by older drivers and recommend strategies for improving mobility in urban and rural areas.	4
5b,1c, 3a Debbie	Educate older drivers on vehicle safety technologies, vehicle safety systems, and after-market products useful for reducing injuries due to traffic incidences (Pilot test providing vehicle safety system information from the My Car Does What program in one or more motor vehicle offices). Implement CarFit, an educational program that offers older adults the opportunity to check how well their personal vehicles fit them. Identify resources and disseminate the information to increase older road user safety knowledge and awareness (AAA, AARP, Hartford Insurance, Hillcrest Medical Center caregiver-focused mature driver program, and the Fort Worth Blue Zone). Educate and encourage medical professionals to discuss driving ability especially as it relates to post-surgery, specific medications, and general aging. Educate law enforcement on importance of, and procedures and practices, to refer drivers to the Drivers License Medical Advisory Board Video, pamphlets, pocket cards) (TxDOT outreach program)	5
2c	Continue to investigate the effectiveness of intersection geometric features (e.g., channelization, island size, lane width) related to older driver and pedestrian safety.	6
1c	Address high speed intersections with medians where drivers are likely to turn into oncoming traffic.	7
3c	Implement CarFit, an educational program that offers older adults the opportunity to check how well their personal vehicles fit them.	8
4b	Identify current and recommended strategies for improving older person mobility in rural communities.	9
2b	Adopt Safe System (Vision Zero) and Complete Streets approaches that benefit older road users when designing and operating roadways	1

NUMBER	COUNTERMEASURE for ACTION PLANNING	RANK
1b	Install wrong way driver warning signs, pavement markings, and advanced technology to detect and warn wrong way drivers.	1
3e	Encourage adoption of a law requiring periodic driver licensing tests for adults. Educate and encourage medical professionals to discuss driving ability especially as it relates to post-surgery, specific medications, and general aging.	2
2a	Implement strategies and standards included in the Human Factors Guide and the Handbook for Designing Roadways for the Aging Population broadly across Texas. Specifically adopt as standard practice: Turn lane channelization, offset left-turn lanes, edge line and curb delineation, left-turn traffic control for signalized intersections (protected left turn phases), advance street name signs, particularly at three-legged intersections and locations with a relatively large annual average daily traffic or a large expected number of crashes, larger signs, advance warning signs, overhead lane assignment on intersection approach, and improved signal head visibility.	3
4c	Fund research on ways to encourage use of mobility options other than driving (including transit and transportation network companies) by older drivers.	4
5b	Educate older drivers on vehicle safety technologies, vehicle safety systems, and after-market products useful for reducing injuries due to traffic incidences (Pilot test providing vehicle safety system information from the My Car Does What program in one or more motor vehicle offices).	5

Action Plan Overview

- Steps (requires most effort)
  - Lead organization
  - Action

- Key points
  - Effectiveness
  - Cost to implement
  - Time to implement (based on 5 year plan)
  - Barriers or issues to implementation

Strategy #1	Reduce wrong way crashes
Countermeasures and Programs:	
1b	Install wrong way driver warning signs, pavement markings and advanced technology to detect and warn wrong way drivers

Facilitated Discussion Group Notes:

Step 1: Design, evaluation plan; implement pre-test; identify sites
> (Lead organization: research organization, i.e. TTI)

Step 2: Install countermeasure (Markings technology, etc.)
> (Lead organization: TxDOT, municipalities)

Step 3: Evaluation, hopefully leading to standardization
> (Lead organization: research organization)

Strategy #1	Reduce wrong way crashes
Countermeasures and Programs:	
1b	Install wrong way driver warning signs, pavement markings and advanced technology to detect and warn wrong way drivers

Effectiveness: **

- Limited study of effectiveness of technology to detect
- Pavement markings highly effective

Cost of implementation: $

- Pavement markings are inexpensive
- Technology can be more expensive

Time of implementation: medium

- Can be done with existing staff, needs to be worked into existing plans

Strategy #2	Design and operate roadways to meet the needs of older system users
Countermeasures and Programs:	
2a	Implement strategies and standards included in the Human Factors Guide and the Handbook for Designing Roadways for the Aging Population broadly across Texas. Specifically adopt as standard practice: Turn lane channelization, offset left-turn lanes, edge line and curb delineation, left-turn traffic control for signalized intersections (protected left turn phases), advance street name signs at three-legged intersections and locations with a relatively large AADT or a large expected number of crashes, larger signs, advance warning signs, overhead lane assignment on intersection approach, and improved signal head visibility

Facilitated Discussion Group Notes:

Step 1: Evaluate time to implement and coat effectiveness/prioritize which measures to implement

Step 2: Implementation of measures

Step 3: Evaluation of measures leading to making measures part of standards

Effectiveness: ***
- Already vetted

Cost of implementation: $$
- Varies by specific countermeasure

Time of implementation: very long to full implementation

Strategy #3	Implement effective methods and tools to prepare older road users to deal with the limitations brought on by the aging process
Countermeasures and Programs:	
3e	Encourage adoption of a law requiring periodic driver licensing tests for adults

Facilitated Discussion Group Notes:

Step 1: Develop older driver task force include TxDOT, TTI, TxDPS, local law enforcement, advocacy groups, Area Agency on Aging, AARP, gerontologists, social workers, community organizations, VA

Step 2: Research (Lead organization: Task force)

- Surveys on behavior
- Focus groups
- Interviews

Step 3: Draft policy (Lead organization: Task force)

Step 4: Identify Texas legislator champion (Lead organization: Task force)

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

Countermeasures and Programs:	
3e	Encourage adoption of a law requiring periodic driver licensing tests for adults

Step 5: Introduce bill (Lead organization: champion)

Step 6: Lobby support (Lead organization: champion, task force)

Step 7: Work with task force for PI&E (Lead organization: DPS)

Step 8: Enforce/implement (Lead organization: DPS)

Step 9: Evaluate   (Lead organization: task force)

Effectiveness: *

Cost to implement: $

Time to implement: medium

Wrap Up

- Review plans for next meeting
- Questions
- Comments

Thanks very much!

EA Team Meetings

Round 2

- Complete reviewing, revising, and confirming preliminary Action Plans

- Develop additional Action Plans
  - Ensure all strategies covered
  - All EA team priorities covered

EA Team Meeting Schedule

Round 2
- January
- February

Round 3
- February
- March

EA Team Meetings

Round 3

- Complete Action Plans

- Announce regional workshop dates and locations

- Discuss EA Team role in workshops

- Encourage participation and marketing assistance

SHSP Milestones

Regional Workshops (May)

- Houston
- DFW
- San Antonio
- Midland/Odessa

SHSP Action and Evaluation Plans

- August 1st to FHWA

Traffic Safety Conference

- Focus on success and overcoming barriers
- Interactive workshops

2018 Traffic Safety Conference