

Older Users Emphasis Area Team Report Wednesday December 20, 2017, 9:30 a.m.

Participants

Name	Agency/Organization
Kara Thorp, Team Leader	AAA
Marcus Brewer	TTI
Julia Davies	Baylor Scott & White Mature Driver Program
Greg Driskell	Professional Pavement Products
Amelia Hayes	TxDOT
Susan Herbel	SBH Consulting
Janet Hoelscher	Baylor Scott & White Mature Driver Program
Major Hofheins	San Angelo MPO
Sonya Landrum	North Central TX Council of Governments
Darren McDaniel	TxDOT
Daniel Plumer	Dallas Sheriff's Office
Paula Sales-Evans	TxDOT - CRP
Heather Singleton	TxDOT
Eva Shipp	TTI
Stacey Schrank	TTI
Debbie Tahiri	TxDOT
Robert Wunderlich	TTI

Action Plan Development

During the Traffic Safety Conference participants had the opportunity to prioritize the countermeasures in each of the seven emphasis areas. The top 3-5 countermeasures in each emphasis area were presented during the facilitated discussion sessions and preliminary action plans for some of the prioritized countermeasures were developed. Most of these action plans are incomplete and require more consideration by EA team members.

Through a collaborative process EA team members reviewed, revised and/or confirmed the countermeasure rankings and identified all needed action plans based on the following guidelines:

- Action Plan is not needed for every countermeasure
- All strategies must have at least one countermeasure with an action plan.

- Ensure that all EA team priorities are addressed.
- Countermeasures can be combined when appropriate (some were already combined about the conference).

Older Road User Strategies and Countermeasures - Revised

Strategy #1: Reduce wrong way crashes

Countermeasures and Programs

- 1a Track and disseminate the results of wrong way crash mitigation programs around the state.
- 1b 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.

Note: Countermeasures 1b & 1c combined by EA team

Strategy #2: Design and operate roadways to meet the needs of older road 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, 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.
- 2b Adopt Safe System (Vision Zero) and Complete Streets approaches that benefit older road users when designing and operating roadways.
- 2c Continue to investigate the effectiveness of intersection geometric features (e.g., channelization, island size, lane width) related to older driver and pedestrian safety.
- 2d Encourage developers to work with law enforcement to proactively mitigate potential crash hazards for older motorists and pedestrians when building or expanding commercial developments based on the FHWA aging population guidance.
- 2e Bring FHWA and National Highway Institute training courses on the Handbook for Designing Roadways for the Aging Population and Human Factors Guidelines to TxDOT districts, MPOs, and city engineering audiences.

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

- 3b Initiate a pilot program designed to test a smartphone-based application that provides real-time information and warnings to older road users.
- 3d Encourage participation by older road users in the education and training opportunities, such as AARP Smart Driver™.
- 3e Encourage adoption of a law requiring periodic driver licensing tests for adults.

Note: Countermeasures 3a, 3c, and part of 3e were combined with countermeasure 5b.

Strategy #4: Improve mobility options for older road users

Countermeasures and Programs

- 4a Create regional clearinghouses on mobility options available to older road users and educate the public on methods for identifying mobility options at the community level.
- 4b 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.

Note: Countermeasures 4b & 4c combined by EA team

Strategy #5: Implement methods to reduce injury severity among older road users

Countermeasures and Programs

- 5a Adopt a Safe System (Vision Zero) approach to reduce the consequences of human error.
- 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).

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)

Note: Countermeasure 5b now includes countermeasures 3a, 3c and part of 3e. Additional text was also added.

- 5c Provide incentives for purchase of vehicles with enhanced safety features.
- 5d Determine older road users safety belt use from TxDOT surveys and conduct a targeted campaign explaining the benefits of safety belt use.
- 5e Work with Texas Automobile Dealers Association to educate older vehicle purchasers on vehicle safety technologies and provide incentives for purchasing safer vehicles.

Older Road Users Countermeasures for Action Planning

- 1b 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.
Asst.: Sonya Landrum, Greg Driskell
- 3e Encourage adoption of a law requiring periodic driver licensing tests for adults. **Team members needed.**
- 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.
Asst.: Paula Sales-Evans, Marcus Brewer
- 4b 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.
Lead: Debbie Tahiri
- 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).

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Lead: Debbie Tahiri; Asst.: Kara Thorp, Julia Davies, Janet Hoelscher, Danny Plumer

- 2e Bring FHWA and National Highway Institute training courses on the Handbook for Designing Roadways for the Aging Population and Human Factors Guidelines to TxDOT districts, MPOs, and city engineering audiences.

Asst: Paula Sales-Evans, Marcus Brewer, Millie Hayes

Next Steps

- Determine if member of Intersection EA team would like to lead 2a & 2e
- Assign groups for countermeasures not covered
- Review Action Plan drafts

Upcoming Meeting Dates

- Round 2 EA team meeting: Late January/Early February – based on doodle poll results
- Round 3 EA team meeting: Late February/Early March
- May – Regional workshops in Houston, San Antonio, Dallas-Fort Worth and Midland-Odessa
- August 8-10, 2018 – Traffic Safety Conference, Sugarland