

Older Users Emphasis Area Team Report Tuesday March 20, 2018, 9:30 a.m.

Participants

Name	Agency/Organization
Kara Thorp, Team Leader	AAA
Marcus Brewer	TTI
Sue Chrysler	TTI
Julia Davies	Baylor Scott & White Mature Driver Program
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Susan Herbel	SBH Consulting
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Major Hofheins	San Angelo MPO
Sonya Landrum	North Central TX Council of Governments
Terry Pence	TxDOT
Danny Plumer	Dallas County Sheriff's Office
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.
Note: Additional text added by EA team
- 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 and Current DRAFT Action Plans

Strategy #1

- 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.

Draft Action Plan

EA Working Group: Melissa Finley (TTI)
Status: No update; In progress

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)

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

- 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.

Draft Action Plan

EA Working Group: Robert Wunderlich, Marcus Brewer, Sue Chrysler
Status: No update; In progress

Facilitated Discussion Group Notes:

Step 1: Evaluate time to implement and cost 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

- 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.

Draft Action Plan

EA Working Group: Millie Hayes, Marcus Brewer
Status: No update; In progress

Steps for Implementation:

Identify availability of courses. Handbook course may not exist. Branch of this: work on developing or asking for a course from USDOT.

Step 1: TxDOT selects desired training format:

- Option 1: NHI instructors deliver low-cost NHI course (limited to a few locations to be selected by TxDOT).
- Option 2: NHI instructors deliver one in-person course and one condensed webinar course (similar to IAJR training conducted a few years ago; each District sent two representatives to an in-person training in Austin, and one condensed webinar version was offered to any others).

- Option 3: NHI instructors conduct a Train-the-Trainer course to TxDOT staff, LTAP staff, or others. The course is then delivered through TxDOT, LTAP, etc.

Step 2: Training delivered to TxDOT Divisions and Districts, MPOs, city engineering audiences, and consultant community. Training also delivered to TexITE and any other similar statewide conferences.

Strategy #3

- 3e Encourage adoption of a law requiring periodic driver licensing tests for adults.

Draft Action Plan

EA Working Group: Darren McDaniel, Kara Thorpe, Susan Herbel, Major Hofheins, Terry Pence Millie Hayes, Marcus Brewer

Status: Updated; need to check references

Steps for Implementation:

Step 1: Gather data from other states concerning periodic driver licensing tests for adults. (Lead organizations: TTI)

Step 2: Develop alternate solutions to periodic driver licensing tests for adults. Safe driving courses for older users

- Vision testing
- Reporting drivers to the medical advisory board
- Preparation for older drivers taking tests

(Lead organizations: TTI, University of Texas (JAPA))

Step 3: Work with Ford Driving Skills to develop program for older drivers. (Lead organizations: Ford Driving Skills Team)

Step 4: Conduct public opinion poll in relation to periodic driver licensing tests for adults making sure to include a summary of potential benefits prior to gathering opinions. (Lead organizations: TxDOT, TTI)

Step 5: Develop Technical Advisory Team or Task Force to address Older Users. (Lead organizations: SHSP Executive Team, Older User EA Team)

Step 6: Develop informational packet on benefits of periodic driver licensing tests and alternate solutions for adults and results of poll. (Lead organizations: TxDOT, TTI)

Step 7: Present findings of periodic driver licensing tests and alternate solutions for adults to

- Legislative Affairs Office at TxDOT
- City Government Affairs departments
- Texas Municipal League
- Safety advocates
- Legislative Transportation Committee
- Legislators willing to champion a bill

(Lead organizations: TxDOT, Cities, Law Enforcement Agencies, and Safety Advocates)

Step 8: Statewide legislation. (Lead organizations: Texas Legislature)

Step 9: Evaluation. (Lead organizations: TxDOT, TTI)

Effectiveness: *

Cost to implement: \$\$

Time to implement: Medium – More than 1 year but less than 5 years

Barriers:

- Legislative support
- Public support
- Cost to implement
- Technical expertise

Check on status of AARP (Rob Schneider, Pat Thomas)

Strategy #4

- 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.

Draft Action Plan

EA Working Group: Debbie Tahiri; Kara Thorp, Julia Davies, Janet Hoelscher, Danny Plumer

Status: Updated; need elements

Steps for implementation:

1. Identify Current Transit/transportation options for the older population
 - Transit (urban and rural transit)
 - Taxi and Network Companies
 - Volunteer networks
 - Council of Governments/ MPO (inventory and data)
2. Research barriers to use of transportation services by older users
 - Cost
 - Fear of trying something new and unfamiliar
 - Limited availability in rural areas
3. Research what volunteer driving programs and traditional service are already in place
Example: Drive a Senior
 - Contact Florida and California DOTs
4. Survey current volunteer programs
 - Find out what works and what doesn't;
 - Identify steps to starting such programs and promoting them to the public
5. Offer training on volunteer driving programs to
 - Senior centers, churches and/or medical facilities
6. Provide information to Older Users on Options and overcoming barriers to use
 - Identify entity and mechanism to update and keep current
 - Contact Florida and California DOTs

Strategy #5

- 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).

Draft Action Plan

EA Working Group: Debbie Tahiri; Kara Thorp, Julia Davies, Janet Hoelscher, Danny Plumer

Status: Updated; need elements; possibly condense countermeasure text

Steps for implementation:

- A. Identify resources, agencies and websites that **educate** older drivers and their caregivers; create handouts and flyers; examples:
 - My Car Does What?
 - CarFit
 - Warning Signs (limitations associated with age)
 - Self Assessment Tools
 - Fact Sheets with Stats, Common Mistakes and Challenges older drivers face
- B. Put together a packet of information (from Step A) that can be disseminated to:
 - DMV
 - Tax Offices
 - Post Offices
 - Senior Centers
 - Car Service Agencies such as Discount Tire, oil changes, Insurance companies
1. Dealerships – Sales People
 - a. Encourage training of vehicle technology
 - i. Sales people take the time to demonstrate to buyers
 - b. Raise awareness of vehicle characteristics that may benefit older drivers
 - c. CarFit training and implementation
 - d. Provide packets for dissemination
 - e. Develop recognition program for those serving the Older Drivers
 - i. this dealership is a ‘certified’ Older Driver agency

2. Medical Community
 - a. Provide packets for dissemination
 - b. Offer training of the resources available
 - c. Conduct workshop at medical conferences
 - d. Lunch -n- Learn for medical offices
 - e. Contact Florida and California DOTs
3. Law Enforcement
 - a. Provide packets for dissemination
 - b. Check with NHTSA and other states to see if something already in place
 - c. Offer training
 - i. Work with TMPA to develop a TCOLE credit class on Older Drivers
4. General Public
 - a. Provide packets for dissemination to:
 - Active Senior Communities
 - DMV
 - Tax Offices
 - Car Service Agencies such as Discount Tire, oil changes, Insurance companies
 - Post Offices
 - Senior Centers
 - b. Create system where drivers can anonymously send in cards when an older driver is seen making poor driving choices
 - i. Mature Driver Program send packets to those drivers
 - ii. Work with DMV or DPS (ask Texas KidSafe Program with BSWH) to identify addresses

Next Steps

- Revise/complete action plans drafts and submit revised action plans to Stacey/Eva by Friday, April 6
- TTI will collect completed action plans and send to EA team for comment
- Project inventory web survey

Upcoming Meeting Dates

- Enforcement-focused SHSP meeting - April 12, 2018
- Regional Workshops
 - Houston: May 1st
 - DFW: May 3rd
 - San Antonio: May 3rd
 - Midland: May 17th
- August 8-10, 2018 - Traffic Safety Conference, Sugarland