Texas SHSP Emphasis Areas (EA)

Intersection EA Team Meeting

Tuesday, October 26, 2:00 pm

TEXAS TOGETHER
on the Road to Zero

Agenda

- Welcome & Introductions

- SHSP Overview, Requirements & Process

- Speeding Analytics

- Strategy & Action *(Double Down on What Works)*

- Next Steps

EA Team Representation

- TxDOT
- FHWA
- Vision Zero
- DPS & Local Law Enforcement
- MPOs & Cities
- Industry & Consultants
- Fire & EMS
- Engineering, Education & Research

Texas SHSP

Mission of EA Teams

- Stakeholders & subject matter experts with common interest in this area of transportation safety

- More that just identifying strategies & countermeasures

- Evidenced-based decision-making

- Work together & separately to advance the implementation of countermeasures

SHSP Requirements

- Data-driven problem identification

- Performance-based

- Evidence based strategies & countermeasures

- Five-year updates

- Regular evaluation

Texas SHSP Update Process

Executive Committee

Texas SHSP Update Review & Approval

Management Team

Strategic Objectives

Comprehensive Crash Data/Trends Review

Emphasis Area Teams

Emphasis Area Crash Data Review

Countermeasure Review

Action Plans

SHSP Emphasis Areas

Prevent Crashes

Roadway Departures [1]

Pedestrians [2]

Intersections [3]

Impaired [4]
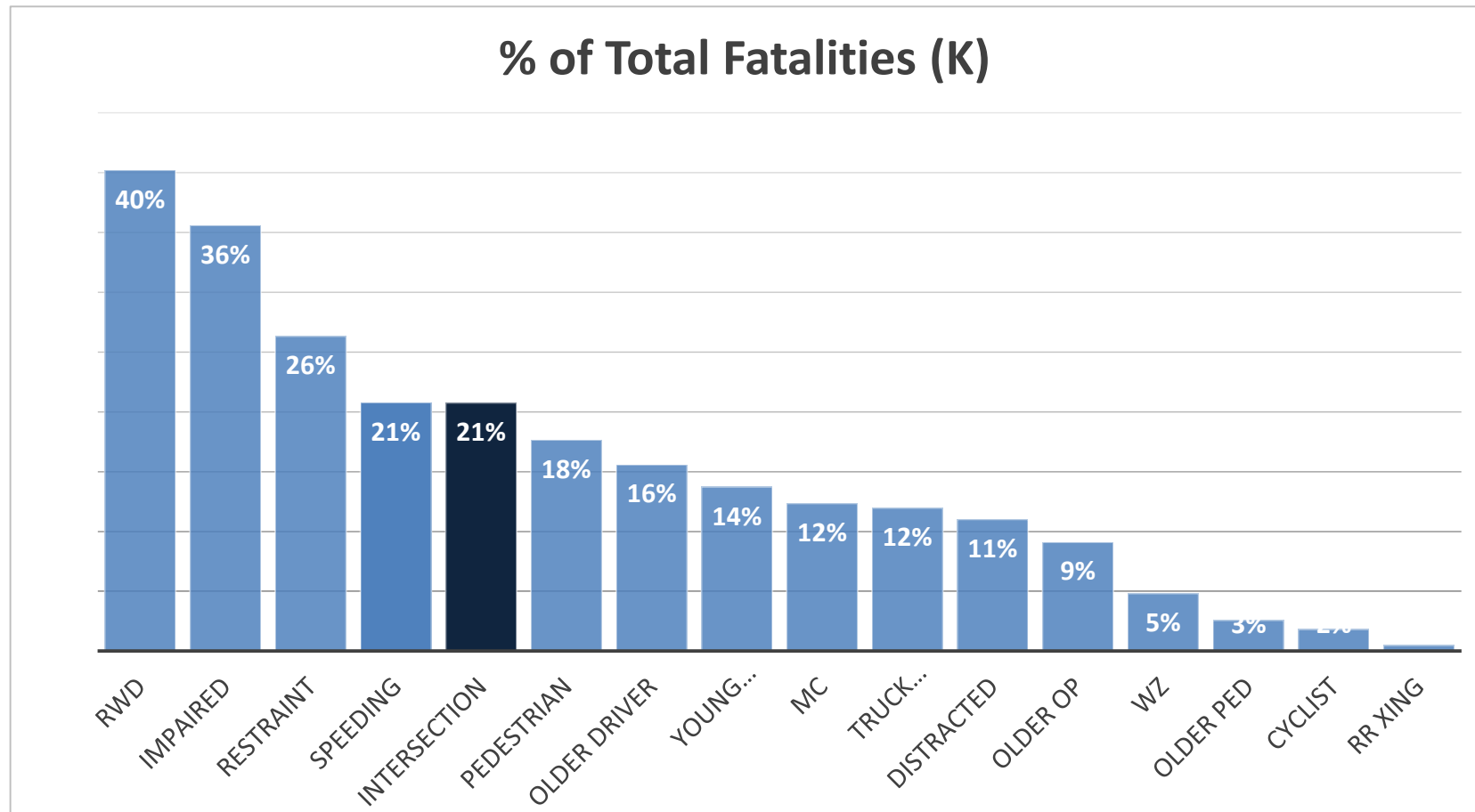
Distraction [5]

Older [6]

Reduce Severity

Restraints / Gear [7]

Speeding [8]

Roadway Departure [1]

Intersections [3]

Enhance Emergency Response

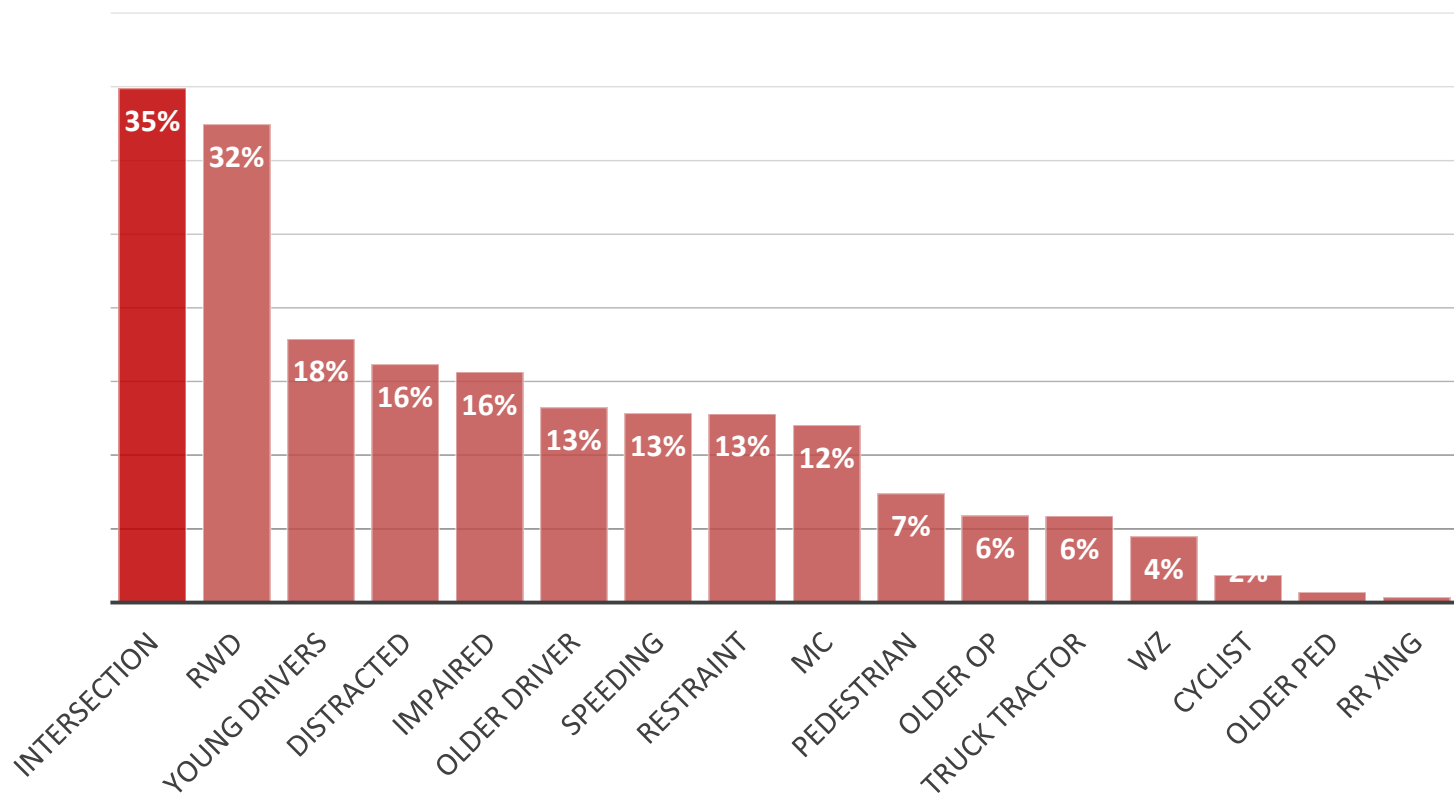Traffic Management
&
Crash Response [9]

Include younger road users in all applicable Emphasis Area

Fatalities

% of Total Fatalities (K)

Category	Percentage
RWD	40%
IMPAIRED	36%
RESTRAINT	26%
SPEEDING	21%
INTERSECTION	21%
PEDESTRIAN	18%
OLDER DRIVER	16%
YOUNG...	14%
MC	12%
TRUCK...	12%
DISTRACTED	11%
OLDER OP	9%
WZ	5%
OLDER PED	3%
CYCLIST	2%
RR XING	

Serious Injuries

% of Serious Injuries (A)

Category	%
INTERSECTION	35%
RWD	32%
YOUNG DRIVERS	18%
DISTRACTED	16%
IMPAIRED	16%
OLDER DRIVER	13%
SPEEDING	13%
RESTRAINT	13%
MC	12%
PEDESTRIAN	7%
OLDER OP	6%
TRUCK TRACTOR	6%
WZ	4%
CYCLIST	2%
OLDER PED	
RR XING	

Intersection Related Fatalities & Suspected Serious Injuries

Intersection Related Fatalities and Suspected Serious Injuries
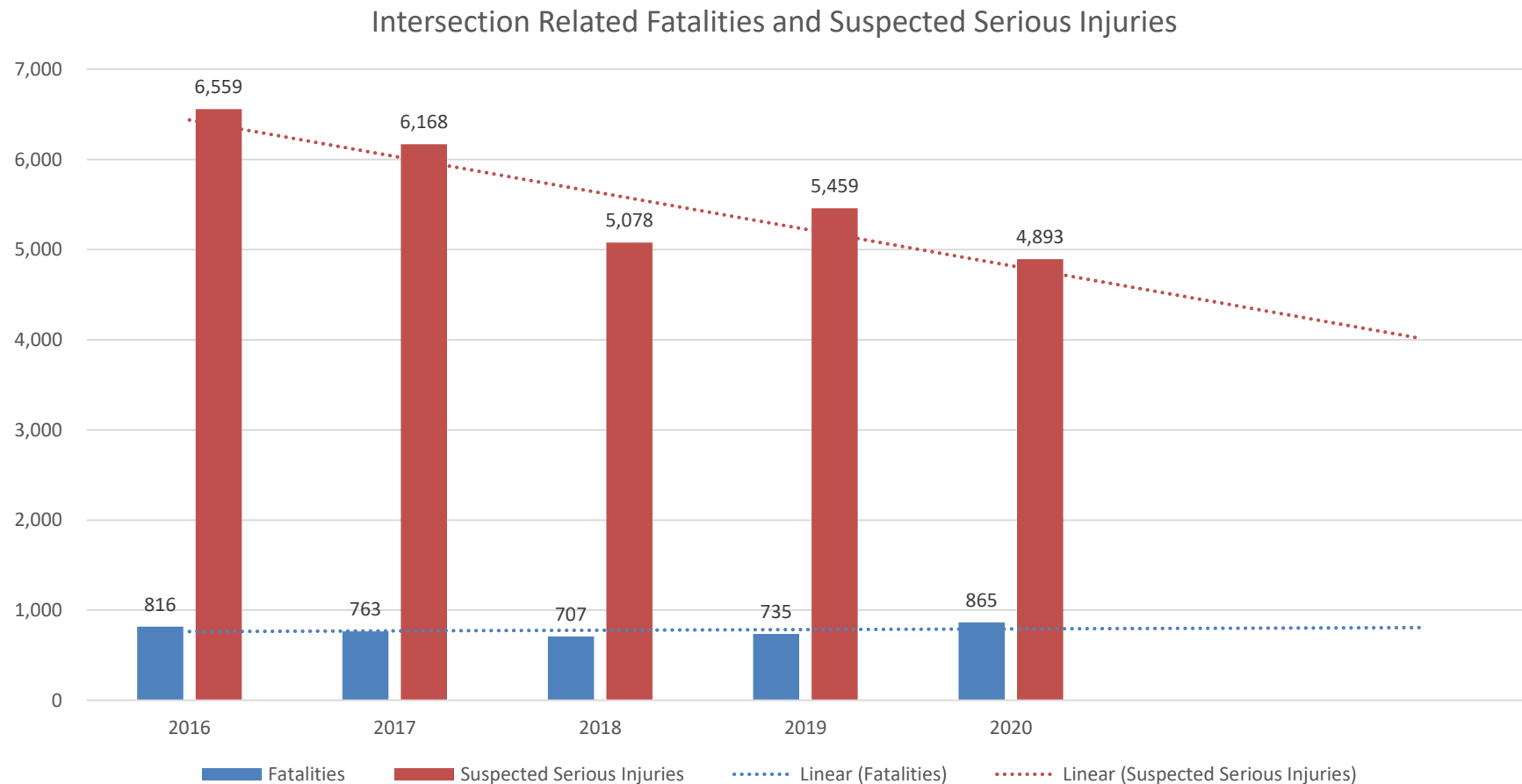
Intersection KA Crashes
Also Classified As Involving

Speed
63%

Pedestrian
8%
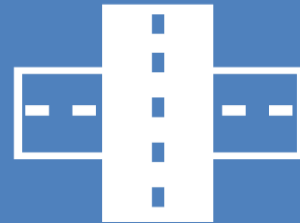
Failure to Yield ROW
35%

Disregard Sign/Signal
23%

Intersection KA Crashes
Also Classified As Involving:

Young Drivers 19%

Older Users 18%

Impairment 12%

Distraction 17%

Rural/Urban by Contributing Factor

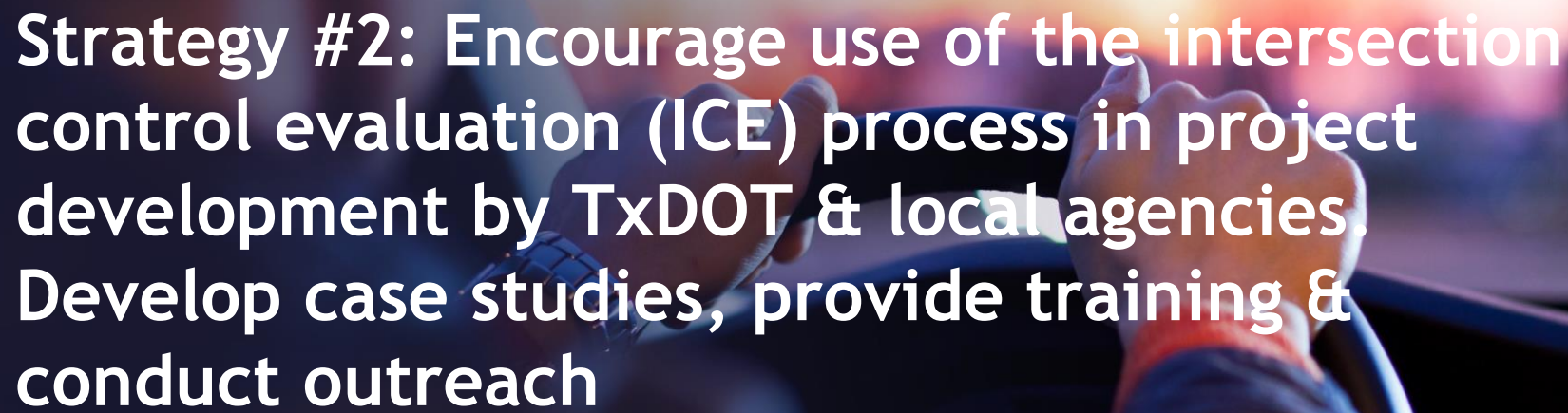## Fatal and Suspected Serious Injury Crashes

Rural 29%

Urban 71%
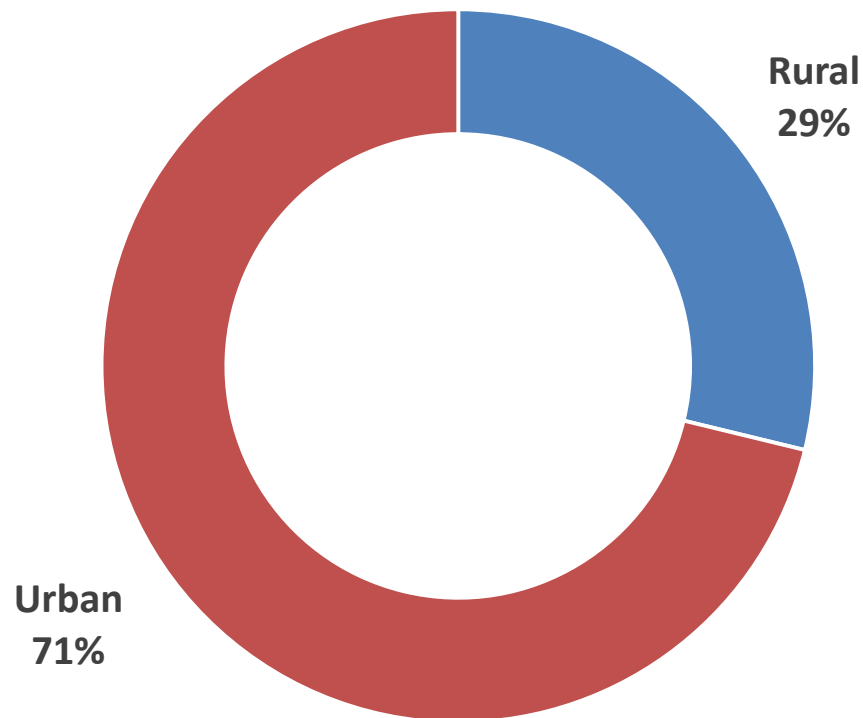
Review 2017 Strategies

1. Improve data systems for identifying specific intersections and intersection types at high probability for serious injury crashes.
2. Encourage use of the intersection control evaluation (ICE) process in project development by TxDOT and local agencies. Develop case studies, provide training, and conduct outreach.
3. Improve pedestrian safety at intersections with high probability of crashes.
4. Increase driver awareness of intersections.
5. Develop educational campaigns incorporating data analysis to improve intersection safety. 6 Reduce red light running

Strategy #1: Improve data systems for identifying specific intersections & intersection types at high probability for serious injury crashes.

✓ Create a statewide intersection safety and roadway elements database. (Incorporate the Model Inventory of Roadway Elements [MIRE] format; create a standardized data structure to support geographic information system (GIS) applications; create an app for data collection; develop partnerships between TxDOT, metropolitan planning organizations (MPOs), and local agencies to populate the database; and develop and implement an intersection identifier system for posting at intersections.)

Strategy #2: Encourage use of the intersection control evaluation (ICE) process in project development by TxDOT & local agencies. Develop case studies, provide training & conduct outreach

✓ Construct roundabouts and create an outreach program to educate the public and public officials about roundabout advantages and safety benefits.

? Convert signalized intersections to diverging left intersections.

? *Encourage use of the ICE process in project development by TxDOT and local agencies. Develop case studies, provide training, and conduct outreach.

Measuring Success

Are we doing things right?

Are we doing the right things?

Review Countermeasures & Actions

- Follow-up email with details on all Speeding Strategies & Countermeasures

- Provide feedback electronically
  1. Is the action proven effective?
  2. Does it address the problem in Texas?
  3. Is it feasible? [Resources, Leadership and/or Political Will]
  4. Is it measurable?
  5. If measurable but not proven effective, how and when will we evaluate it, e.g., what are the performance measures?

Next Steps

1. February EA Meetings
    a. Finalize strategies/objectives
    b. Discuss and finalize countermeasures/action steps

2. Action plan development assignments

3. Establish final meeting date in late March/early April

3. Submit final draft plan to TxDOT for review

Adjourn