

Older Driver Safety: Survey of States on Their Implementation of Federal Highway Administration Recommendations and Guidelines (GAO-07-517SP), an E-supplement to GAO-07-413

[Read the Full Report](#): Older Driver Safety: Knowledge Sharing Should Help States Prepare for Increase in Older Driver Population (GAO-07-413)

[Background Information](#)

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Background Information

This document presents selected results of GAO's survey of the departments of transportation (DOT) in 50 states and the District of Columbia to obtain information on the extent to which states have implemented practices to make roads safer for older drivers. The questions in our survey were posed to obtain information on the extent to which states have incorporated Federal Highway Administration (FHWA) recommendations to design roads with features to enhance safety for older drivers, reasons for state DOTs rejecting FHWA recommendations, the proportion of practitioners that have been trained in state DOTs to implement FHWA recommendations, and the extent to which states have developed plans and programmed projects for older driver safety. The survey was e-mailed to DOT officials in all 50 states and the District of Columbia, and we obtained a response from each of the survey recipients. We do not include responses for all survey questions. Specifically, this document does not include narrative responses that we received. Additionally, this document does not contain responses to questions 4 and 6 because many states did not answer these questions, and the responses we did receive were difficult to present consistently and accurately because some states supplemented their responses with qualifications or explanations.

A more detailed discussion of our scope and methodology is contained in our report *Older Driver Safety: Knowledge Sharing Should Help States Prepare for Increase in Older Driver Population*, GAO-07-413 (Washington, D.C.: April 2007). We administered the survey from September 2006 through January 2007 in accordance with generally accepted government auditing standards.

Instructions for Viewing This E-Supplement

How to View the Survey and the Summary Results

We present a blank copy of the survey as the respondent saw it during data collection.

The blank copy of the survey is followed by several tables that summarize the results of the survey.

Next to each question is a symbol  which links to the summary table for that specific question.

On the summary table, there is an arrow as well as the word Back (i.e., < Back) that provides a link back to the blank questionnaire.

How to Print the Results of Surveys

To print only the page you are viewing, select “Current Page” from the Print menu.

To print specific pages, enter the page range under “Pages from:” on the Print menu.

To print the entire document, select “All” from the Print menu, or simply select the Printer icon from the standard toolbar.

Contact Information

If you have questions concerning these data, please contact Katherine Siggerud at (202) 512-6570 or SiggerudK@gao.gov.

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U.S. Government Accountability Office

Questionnaire to Officials of State Departments of Transportation about
Older Driver Safety Programs

ID#

The U.S. Government Accountability Office (GAO), an agency of the Congress, is studying older driver safety. As part of this study, we are surveying officials of the department of transportation in each of the 50 states and the District of Columbia.

To assist us, we ask that you complete and return this questionnaire to us by e-mail or fax within the next 2 weeks. When responding, you may consult with others who are also familiar with these topics, if you think it will help you give a more accurate answer. The questionnaire should take 45 minutes or less to complete. If you have any questions about this questionnaire, please contact [the name, telephone number and e-mail address of two GAO staff appeared here when the survey was distributed].

Instructions

To complete the questionnaire electronically:

1. Save this document to your computer's hard drive in Microsoft Word.
2. Open the document and fill in your answers. Then, again save the completed document.
3. E-mail the completed questionnaire and any written documentation as attachments to [the name, telephone number, and e-mail address of a GAO staff appeared here when the survey was distributed].

Or you may fax a copy of the completed questionnaire and any accompanying documentation to [the name and fax number of GAO appeared here when the survey was distributed]

To Answer Questions Electronically:

You can check answer boxes by clicking on the shaded boxes with your mouse. If you need to change your answer, click a second time to uncheck the box. You can complete "fill in the blank" and "narrative" answers by clicking on the shaded area, then typing your answer.

Older Driver Programs

1. Consider your state's current Strategic Highway Safety Plan (SHSP) designed for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Does this plan contain a section(s) that is devoted solely to older road users' safety and mobility?

No

Yes

2. Will representatives of each of the organizations listed below be consulted on the safety and mobility of **older drivers** for your state's current SHSP?

	Yes ▼	No ▼	Not Applicable ▼
<input type="checkbox"/> a. State Agency on the Aging	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> b. Local agencies on the aging	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> c. AAA (formerly American Automobile Association)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> d. AARP (formerly American Association of Retired Persons)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> e. American Society on Aging	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> f. American Occupational Therapist Association (AOTA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> g. Emergency response agencies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> h. State medical association	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> i. Other <i>(Please specify.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. In its Federal Fiscal Year (FFY) 2007 State Transportation Improvement Program (STIP), does your state identify any projects whose **main** purpose is the improvement of **older driver** safety?

No → *(If 'no,' go to question 5.)*

Yes

4. Consider all of the projects whose main purpose is the improvement of older driver safety identified in your state's FFY 2007 STIP. What is the amount of funding allocated for those projects from each of the sources listed below? *(Enter amount.)*

None **OR**

Federal Aid funds (excluding state and local matching funds)	\$
State funds (including state and local matching funds)	\$
Other <i>(Please specify.)</i>	\$

5. In its FFY 2007 STIP, does your state identify any projects whose **main** purpose is the improvement of **all drivers'** safety at intersections?

No → *(If 'no,' go to question 7.)*

Yes

6. Consider all the projects identified in your state's FFY 2007 STIP whose main purpose is the improvement of all drivers' safety at intersections. What is the amount of funding allocated for those projects from each of the sources listed below? *(Enter amount. Please exclude funds already entered in question 4.)*

None **OR**

Federal Aid funds (excluding state and local matching funds)	\$
State funds (including state and local matching funds)	\$
Other <i>(Please specify.)</i>	\$

7. Listed below are some methods states might use to work with local governments to improve older driver safety and mobility. Does your state use each of the methods listed below?

	Yes ▼	No ▼	Not Applicable ▼
<input type="checkbox"/> a. Offering training in road design and traffic control	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> b. Holding sessions at statewide conferences	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> c. Developing programs with Metropolitan Planning Organizations (MPOs)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> d. Developing programs with the Local Technical Assistance Program (LTAP)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> e. Other (<i>Please specify.</i>)	<input type="checkbox"/>		

Definition: Resources include staff hours, and funds spent on research, professional services and construction contracts.

8. As of today, to what extent, if any, has your **department** invested resources in each of the types of safety projects listed below?

To what extent, if any, has your state invested resources in each type of project? (*Check one in each row.*)

	To little or no extent ▼	To some extent ▼	To a moderate extent ▼	To a great extent ▼	To a very great extent ▼
<input type="checkbox"/> a. Safety projects funded by SAFETEA-LU for high risk rural roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> b. Projects to create safe routes to schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> c. Safety projects at railway/highway intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> d. Work zone safety projects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> e. Older driver safety projects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> f. Projects related to the collection and analysis of crash data	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> g. Roadside hazard elimination or mitigation projects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> h. Pedestrian and bicycle safety projects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> i. Road intersection safety projects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> j. Roadway departure projects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> k. Other (<i>Please specify.</i>)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Highway Maintenance, Improvement or New Construction

Definitions FHWA’s **Older Driver Handbook and Guides** refers to the Federal Highway Administration’s (FHWA) “Highway Design Handbook for Older Drivers and Pedestrians (2001), FHWA’s “Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians (2001),” and to FHWA’s “Pocket Guide to Improve Traffic Control and Mobility for Our Older Population (2003).”

Recommendations are those associated with the design elements listed in FHWA’s Older Driver Handbook and Guides.

All of the definitions below tie the words used in this questionnaire to terms referred to in FHWA’s Older Driver Handbook and Guides.

Before is sometimes referred to as “upstream of.”

Railroad crossings with no gates or crossing signals are sometimes referred to as “passive crossings.”

Definitions (cont.) **Reflective markers** are sometimes referred to as “retroreflective raised pavement markers.”

Freeway entrance ramps with full width merge lanes for some distance are sometimes referred to as “parallel ramps.”

Where the land for the road cannot be acquired is sometimes referred to as "restricted right of way."

Clarification: Questions that ask about implementing recommendations apply only to those situations in which the recommendations are **warranted** and **feasible**.

9. Listed below are some recommendations contained in FHWA’s “Highway Design Handbook for Older Drivers and Pedestrians (2001).” Has your state ever implemented, or does it plan to implement, each of the recommendations listed below? *(Check one in each row.)*

	Yes, implemented ▼	Yes, planning to implement ▼	Undecided ▼	No ▼
<input type="checkbox"/> a. Use advance street name signs before major intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> b. Use a series of post-mounted delineators on both sides of the road on approaches to railroad crossings with no gates or crossing signals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> c. Use black backplates on traffic signals on roads with operating speeds of 40 mph or greater	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> d. Supplement standard centerline pavement markings with reflective markers approaching and through curves with a radius of less than 3280 feet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> e. Use freeway entrance ramps with full width merge lanes for some distance, rather than tapered ramps that merge into the freeway sooner	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> f. Design or redesign roadway intersections so that the roads intersect at an angle of at least 75 degrees where the land for the road cannot be acquired.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10. Has your state implemented, or does it plan to implement, each of the practices listed below? *(Check one in each row.)*

	Yes, implemented ▼	Yes, planning to implement ▼	Undecided ▼	No ▼
<input type="checkbox"/> a. Use clear view fonts on signs on an experimental basis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> b. Use 12 inch lenses on all new traffic signals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Construction and Traffic Flow Practices

Definitions **Larger letters** refer to a height of at least 12 inches for upper-case and 9 inches for lower-case letters.

Arrange opposing left turn lanes so that the driver’s view is not obstructed is sometimes referred to as “positive offset of opposing left-turn lanes to minimize the obstruction of sight distances.”

Reflective devices include retroreflectorized raised pavement markers, object markers, delineators or signs.

More obvious is sometimes referred to as “increased conspicuity.”

End of the ramp is sometimes referred to as the “terminus” of the ramp.

Channelizing devices include retroreflective traffic cones, tubular markers, vertical striped panels, chevron panels, traffic drums or delineators.

Evidence is obtained by analyzing crash data or through observations.

11. Listed below are some recommendations contained in FHWA’s “Pocket Guide to Improve Traffic Control and Mobility for Our Older Population (2003).” Has your state ever implemented, or does it plan to implement, each of the recommendations listed below? *(Check one in each row.)*

	Yes, implemented ▼	Yes, planning to implement ▼	Undecided ▼	No ▼
<input type="checkbox"/> a. Use overhead street name signs with larger letters at major intersections in urban areas where advance street name signs are not used	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> b. Arrange opposing left turn lanes so that the driver’s view is not obstructed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> c. Use reflective devices on medians and island curbs to make them more obvious at intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> d. Use “Lane Use Arrows” or “Long Wrong Way Arrows” marked on the pavement at the end of one way freeway ramps	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> e. Use overhead “Intersection Lane Control Signs” at intersections with traffic signals where drivers might have trouble positioning themselves in the correct lane	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> f. Use channelizing devices or temporary barriers to separate opposing traffic in construction zones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> g. Use dashed turn path pavement markings in intersections where evidence suggests that older drivers may experience difficulties negotiating turns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> h. Use advance “STOP AHEAD,” “YIELD AHEAD” and “SIGNAL AHEAD” signs on approaches to intersections when existing signs or signals are not visible soon enough to allow drivers sufficient distance to respond	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Road Design Standards

12. What proportion, if any, of your department's technical staff have been trained in the guidance presented in **FHWA's Older Driver Handbook and Guides**? (*Check one.*)

- All or almost all
- Most
- About half
- Some
- Few or none

13. Consider **all** of the recommendations contained in FHWA's Older Driver Handbook and Guides. About what proportion of those recommendations, if any, are currently included in your state's highway design guides? (*Check one.*)

- All → (*If checked, go to question 16.*)
- Almost all
- Most
- About half
- Some
- Few
- None

14. Now consider all of the recommendations contained in FHWA's Older Driver Handbook and Guides that your state **has not included** in its design guides. About what proportion of those recommendations, if any, is your state considering for inclusion in its design guides? (*Check one.*)

- All
- Almost all
- Most
- About half
- Some
- Few
- None

15. Listed below are some factors that might contribute to a state's decision not to include some of the recommendations in FHWA's Older Driver Handbook and Guides in its design guides. If a factor does not exist in your state, check column 1. If a factor exists, how much did that factor contribute to the decision not to include some of FHWA's recommendations in your state's design guides? (Check one box in each row.)

	Factor does not exist ▼	Factor exists and contributed...?					Don't know ▼
		To little or no extent ▼	To some extent ▼	To a moderate extent ▼	To a great extent ▼	To a very great extent ▼	
<input type="checkbox"/> a. Recommendations are viewed as minor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> b. Few standards are in place to support the recommendations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> c. Costs outweigh the benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> d. Lack of training about the recommendations at the state level	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> e. Lack of training about the recommendations at the local level	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> f. Resources not available for safety improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> g. Recommendations would have adverse effects on roadway capacity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> h. Engineers did not accept the recommendations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> i. Risk of litigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> j. Recommendations have not yet been tested by the state	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> k. State views the recommendations as unfunded mandates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> l. Other (Please specify.)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

16. Who is the main person completing this questionnaire?

Name:

Title:

Telephone Number:

E-mail address:

17. Would you enter below any other comments you might have about the topics mentioned in this questionnaire?

Thank you very much for completing this questionnaire.

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1. Consider your state's current Strategic Highway Safety Plan (SHSP) designed for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Does this plan contain a section(s) that is devoted solely to older road users' safety and mobility?

No	Yes	Number of respondents
23	27	50

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2. Will representatives of each of the organizations listed below be consulted on the safety and mobility of older drivers for your state's current SHSP?

a. State Agency on the Aging

Yes	No	Not Applicable	Number of respondents
21	16	9	46

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2. Will representatives of each of the organizations listed below be consulted on the safety and mobility of older drivers for your state's current SHSP?

b. Local agencies on the aging

Yes	No	Not Applicable	Number of respondents
18	19	8	45

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2. Will representatives of each of the organizations listed below be consulted on the safety and mobility of older drivers for your state's current SHSP?

c. AAA (formerly American Automobile Association)

Yes	No	Not Applicable	Number of respondents
30	12	5	47

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2. Will representatives of each of the organizations listed below be consulted on the safety and mobility of older drivers for your state's current SHSP?

d. AARP (formerly American Association of Retired Persons)

Yes	No	Not Applicable	Number of respondents
26	14	6	46

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2. Will representatives of each of the organizations listed below be consulted on the safety and mobility of older drivers for your state's current SHSP?

e. American Society on Aging

Yes	No	Not Applicable	Number of respondents
3	30	6	39

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2. Will representatives of each of the organizations listed below be consulted on the safety and mobility of older drivers for your state's current SHSP?

f. American Occupational Therapist Association (AOTA)

Yes	No	Not Applicable	Number of respondents
4	30	7	41

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2. Will representatives of each of the organizations listed below be consulted on the safety and mobility of older drivers for your state's current SHSP?

g. Emergency response agencies

Yes	No	Not Applicable	Number of respondents
35	6	5	46

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2. Will representatives of each of the organizations listed below be consulted on the safety and mobility of older drivers for your state's current SHSP?

h. State medical association

Yes	No	Not Applicable	Number of respondents
26	12	7	45

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2. Will representatives of each of the organizations listed below be consulted on the safety and mobility of older drivers for your state's current SHSP?

i. Other (Please specify.)

Yes	No	Not Applicable	Number of respondents
16	0	0	16

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3. In its Federal Fiscal Year (FFY) 2007 State Transportation Improvement Program (STIP), does your state identify any projects whose main purpose is the improvement of older driver safety?

No	Yes	Number of respondents
47	4	51

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5. In its FFY 2007 STIP, does your state identify any projects whose main purpose is the improvement of all drivers' safety at intersections?

No	Yes	Number of respondents
2	49	51

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7. Listed below are some methods states might use to work with local governments to improve older driver safety and mobility. Does your state use each of the methods listed below?

a. Offering training in road design and traffic control

Yes	No	Not Applicable	Number of respondents
32	13	4	49

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7. Listed below are some methods states might use to work with local governments to improve older driver safety and mobility. Does your state use each of the methods listed below?

b. Holding sessions at statewide conferences

Yes	No	Not Applicable	Number of respondents
38	9	3	50

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7. Listed below are some methods states might use to work with local governments to improve older driver safety and mobility. Does your state use each of the methods listed below?

c. Developing programs with Metropolitan Planning Organizations (MPOs)

Yes	No	Not Applicable	Number of respondents
21	23	2	46

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7. Listed below are some methods states might use to work with local governments to improve older driver safety and mobility. Does your state use each of the methods listed below?

d. Developing programs with the Local Technical Assistance Program (LTAP)

Yes	No	Not Applicable	Number of respondents
29	17	2	48

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7. Listed below are some methods states might use to work with local governments to improve older driver safety and mobility. Does your state use each of the methods listed below?

e. Other (Please specify.)

Yes	No	Not Applicable	Number of respondents
8	0	0	8

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8. As of today, to what extent, if any, has your department invested resources in each of the types of safety projects listed below?

a. Safety projects funded by SAFETEA-LU for high risk rural roads

To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Number of respondents
15	12	12	7	4	50

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8. As of today, to what extent, if any, has your department invested resources in each of the types of safety projects listed below?

b. Projects to create safe routes to schools

To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Number of respondents
6	17	16	7	4	50

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8. As of today, to what extent, if any, has your department invested resources in each of the types of safety projects listed below?

c. Safety projects at railway/highway intersections

To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Number of respondents
2	0	14	26	9	51

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8. As of today, to what extent, if any, has your department invested resources in each of the types of safety projects listed below?

d. Work zone safety projects

To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Number of respondents
5	5	17	16	8	51

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8. As of today, to what extent, if any, has your department invested resources in each of the types of safety projects listed below?

e. Older driver safety projects

To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Number of respondents
18	22	8	1	1	50

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8. As of today, to what extent, if any, has your department invested resources in each of the types of safety projects listed below?

f. Projects related to the collection and analysis of crash data

To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Number of respondents
1	2	12	23	12	50

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8. As of today, to what extent, if any, has your department invested resources in each of the types of safety projects listed below?

g. Roadside hazard elimination or mitigation projects

To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Number of respondents
0	0	15	28	8	51

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8. As of today, to what extent, if any, has your department invested resources in each of the types of safety projects listed below?

h. Pedestrian and bicycle safety projects

To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Number of respondents
2	15	26	6	1	50

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8. As of today, to what extent, if any, has your department invested resources in each of the types of safety projects listed below?

i. Road intersection safety projects

To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Number of respondents
0	0	15	24	12	51

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8. As of today, to what extent, if any, has your department invested resources in each of the types of safety projects listed below?

j. Roadway departure projects

To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Number of respondents
0	6	10	25	10	51

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8. As of today, to what extent, if any, has your department invested resources in each of the types of safety projects listed below?

k. Other (Please specify.)

To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Number of respondents
0	0	2	4	2	8

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9. Listed below are some recommendations contained in FHWA's "Highway Design Handbook for Older Drivers and Pedestrians (2001)."

Has your state ever implemented, or does it plan to implement, each of the recommendations listed below?

a. Use advance street name signs before major intersections

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
30	4	13	4	51

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9. Listed below are some recommendations contained in FHWA's "Highway Design Handbook for Older Drivers and Pedestrians (2001)."

Has your state ever implemented, or does it plan to implement, each of the recommendations listed below?

b. Use a series of post-mounted delineators on both sides of the road on approaches to railroad crossings with no gates or crossing signals

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
4	2	19	21	46

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9. Listed below are some recommendations contained in FHWA's "Highway Design Handbook for Older Drivers and Pedestrians (2001)."

Has your state ever implemented, or does it plan to implement, each of the recommendations listed below?

c. Use black backplates on traffic signals on roads with operating speeds of 40 mph or greater

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
36	3	6	5	50

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9. Listed below are some recommendations contained in FHWA's "Highway Design Handbook for Older Drivers and Pedestrians (2001)."

Has your state ever implemented, or does it plan to implement, each of the recommendations listed below?

d. Supplement standard centerline pavement markings with reflective markers approaching and through curves with a radius of less than 3280 feet

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
17	0	13	20	50

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9. Listed below are some recommendations contained in FHWA's "Highway Design Handbook for Older Drivers and Pedestrians (2001)."

Has your state ever implemented, or does it plan to implement, each of the recommendations listed below?

e. Use freeway entrance ramps with full width merge lanes for some distance, rather than tapered ramps that merge into the freeway sooner

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
29	3	10	8	50

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9. Listed below are some recommendations contained in FHWA's "Highway Design Handbook for Older Drivers and Pedestrians (2001)."

Has your state ever implemented, or does it plan to implement, each of the recommendations listed below?

f. Design or redesign roadway intersections so that the roads intersect at an angle of at least 75 degrees where the land for the road cannot be acquired.

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
28	4	10	7	49

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10. Has your state implemented, or does it plan to implement, each of the practices listed below?

a. Use clear view fonts on signs on an experimental basis

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
17	13	13	7	50

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10. Has your state implemented, or does it plan to implement, each of the practices listed below?

b. Use 12 inch lenses on all new traffic signals

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
48	0	2	1	51

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11. Listed below are some recommendations contained in FHWA's "Pocket Guide to Improve Traffic Control and Mobility for Our Older Population (2003)."

Has your state ever implemented, or does it plan to implement, each of the recommendations listed below?

a. Use overhead street name signs with larger letters at major intersections in urban areas where advance street name signs are not used

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
30	3	11	7	51

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11. Listed below are some recommendations contained in FHWA's "Pocket Guide to Improve Traffic Control and Mobility for Our Older Population (2003)."

Has your state ever implemented, or does it plan to implement, each of the recommendations listed below?

b. Arrange opposing left turn lanes so that the driver's view is not obstructed

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
33	6	9	2	50

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11. Listed below are some recommendations contained in FHWA's "Pocket Guide to Improve Traffic Control and Mobility for Our Older Population (2003)."

Has your state ever implemented, or does it plan to implement, each of the recommendations listed below?

c. Use reflective devices on medians and island curbs to make them more obvious at intersections

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
39	4	5	2	50

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11. Listed below are some recommendations contained in FHWA's "Pocket Guide to Improve Traffic Control and Mobility for Our Older Population (2003)."

Has your state ever implemented, or does it plan to implement, each of the recommendations listed below?

d. Use "Lane Use Arrows" or "Long Wrong Way Arrows" marked on the pavement at the end of one way freeway ramps

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
29	1	12	9	51

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11. Listed below are some recommendations contained in FHWA's "Pocket Guide to Improve Traffic Control and Mobility for Our Older Population (2003)."

Has your state ever implemented, or does it plan to implement, each of the recommendations listed below?

e. Use overhead "Intersection Lane Control Signs" at intersections with traffic signals where drivers might have trouble positioning themselves in the correct lane

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
40	2	7	2	51

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11. Listed below are some recommendations contained in FHWA's "Pocket Guide to Improve Traffic Control and Mobility for Our Older Population (2003)."

Has your state ever implemented, or does it plan to implement, each of the recommendations listed below?

f. Use channelizing devices or temporary barriers to separate opposing traffic in construction zones

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
48	1	1	1	51

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11. Listed below are some recommendations contained in FHWA's "Pocket Guide to Improve Traffic Control and Mobility for Our Older Population (2003)."

Has your state ever implemented, or does it plan to implement, each of the recommendations listed below?

g. Use dashed turn path pavement markings in intersections where evidence suggests that older drivers may experience difficulties negotiating turns

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
41	1	4	4	50

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11. Listed below are some recommendations contained in FHWA's "Pocket Guide to Improve Traffic Control and Mobility for Our Older Population (2003)."

Has your state ever implemented, or does it plan to implement, each of the recommendations listed below?

h. Use advance "STOP AHEAD," "YIELD AHEAD" and "SIGNAL AHEAD" signs on approaches to intersections when existing signs or signals are not visible soon enough to allow drivers sufficient distance to respond

Yes, implemented	Yes, planning to implement	Undecided	No	Number of respondents
51	0	0	0	51

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12. What proportion, if any, of your department's technical staff have been trained in the guidance presented in FHWA's Older Driver Handbook and Guides?

All or almost all	Most	About half	Some	Few or none	Number of respondents
2	7	3	32	7	51

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13. Consider all of the recommendations contained in FHWA's Older Driver Handbook and Guides.

About what proportion of those recommendations, if any, are currently included in your state's highway design guides?

All	Almost all	Most	About half	Some	Few	None	Number of respondents
1	4	10	9	20	5	1	50

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14. Now consider all of the recommendations contained in FHWA's Older Driver Handbook and Guides that your state has not included in its design guides.

About what proportion of those recommendations, if any, is your state considering for inclusion in its design guides?

All	Almost all	Most	About half	Some	Few	None	Number of respondents
0	2	10	3	24	8	2	49

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15. Listed below are some factors that might contribute to a state's decision not to include some of the recommendations in FHWA's Older Driver Handbook and Guides in its design guides.

If a factor does not exist in your state, check column 1. If a factor exists, how much did that factor contribute to the decision not to include some of FHWA's recommendations in your state's design guides?

a. Recommendations are viewed as minor

Factor does not exist	To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Don't know	Number of respondents
16	12	13	3	0	0	5	49

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15. Listed below are some factors that might contribute to a state's decision not to include some of the recommendations in FHWA's Older Driver Handbook and Guides in its design guides.

If a factor does not exist in your state, check column 1. If a factor exists, how much did that factor contribute to the decision not to include some of FHWA's recommendations in your state's design guides?

b. Few standards are in place to support the recommendations

Factor does not exist	To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Don't know	Number of respondents
8	9	17	4	4	2	5	49

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15. Listed below are some factors that might contribute to a state's decision not to include some of the recommendations in FHWA's Older Driver Handbook and Guides in its design guides.

If a factor does not exist in your state, check column 1. If a factor exists, how much did that factor contribute to the decision not to include some of FHWA's recommendations in your state's design guides?

c. Costs outweigh the benefits

Factor does not exist	To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Don't know	Number of respondents
3	9	6	12	10	2	6	48

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15. Listed below are some factors that might contribute to a state's decision not to include some of the recommendations in FHWA's Older Driver Handbook and Guides in its design guides.

If a factor does not exist in your state, check column 1. If a factor exists, how much did that factor contribute to the decision not to include some of FHWA's recommendations in your state's design guides?

d. Lack of training about the recommendations at the state level

Factor does not exist	To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Don't know	Number of respondents
6	14	12	8	4	1	3	48

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15. Listed below are some factors that might contribute to a state's decision not to include some of the recommendations in FHWA's Older Driver Handbook and Guides in its design guides.

If a factor does not exist in your state, check column 1. If a factor exists, how much did that factor contribute to the decision not to include some of FHWA's recommendations in your state's design guides?

e. Lack of training about the recommendations at the local level

Factor does not exist	To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Don't know	Number of respondents
5	10	12	5	3	7	6	48

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15. Listed below are some factors that might contribute to a state's decision not to include some of the recommendations in FHWA's Older Driver Handbook and Guides in its design guides.

If a factor does not exist in your state, check column 1. If a factor exists, how much did that factor contribute to the decision not to include some of FHWA's recommendations in your state's design guides?

f. Resources not available for safety improvements

Factor does not exist	To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Don't know	Number of respondents
8	3	11	10	8	3	3	46

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15. Listed below are some factors that might contribute to a state's decision not to include some of the recommendations in FHWA's Older Driver Handbook and Guides in its design guides.

If a factor does not exist in your state, check column 1. If a factor exists, how much did that factor contribute to the decision not to include some of FHWA's recommendations in your state's design guides?

g. Recommendations would have adverse effects on roadway capacity

Factor does not exist	To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Don't know	Number of respondents
12	15	14	3	0	0	3	47

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15. Listed below are some factors that might contribute to a state's decision not to include some of the recommendations in FHWA's Older Driver Handbook and Guides in its design guides.

If a factor does not exist in your state, check column 1. If a factor exists, how much did that factor contribute to the decision not to include some of FHWA's recommendations in your state's design guides?

h. Engineers did not accept the recommendations

Factor does not exist	To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Don't know	Number of respondents
13	16	13	2	0	1	3	48

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15. Listed below are some factors that might contribute to a state's decision not to include some of the recommendations in FHWA's Older Driver Handbook and Guides in its design guides.

If a factor does not exist in your state, check column 1. If a factor exists, how much did that factor contribute to the decision not to include some of FHWA's recommendations in your state's design guides?

i. Risk of litigation

Factor does not exist	To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Don't know	Number of respondents
14	18	7	4	0	0	5	48

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15. Listed below are some factors that might contribute to a state's decision not to include some of the recommendations in FHWA's Older Driver Handbook and Guides in its design guides.

If a factor does not exist in your state, check column 1. If a factor exists, how much did that factor contribute to the decision not to include some of FHWA's recommendations in your state's design guides?

j. Recommendations have not yet been tested by the state

Factor does not exist	To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Don't know	Number of respondents
6	8	18	7	6	0	2	47

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15. Listed below are some factors that might contribute to a state's decision not to include some of the recommendations in FHWA's Older Driver Handbook and Guides in its design guides.

If a factor does not exist in your state, check column 1. If a factor exists, how much did that factor contribute to the decision not to include some of FHWA's recommendations in your state's design guides?

k. State views the recommendations as unfunded mandates

Factor does not exist	To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Don't know	Number of respondents
18	15	4	4	1	2	3	47

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15. Listed below are some factors that might contribute to a state's decision not to include some of the recommendations in FHWA's Older Driver Handbook and Guides in its design guides.

If a factor does not exist in your state, check column 1. If a factor exists, how much did that factor contribute to the decision not to include some of FHWA's recommendations in your state's design guides?

l. Other (Please specify.)

Factor does not exist	To little or no extent	To some extent	To a moderate extent	To a great extent	To a very great extent	Don't know	Number of respondents
0	0	1	0	0	2	0	3