



Texas Strategic Highway Safety Plan Update

2nd Emphasis Area Team Meeting

Speeding

3/24/2017

Austin, TX

Agenda

- Welcome and introductions (roll call)
- Review new data runs
- Review revised strategies
- Finalize strategies
- Discuss countermeasures

Team Members

Commitment	Responsible Person	Due Date
NONE		

NEW DATA

Percent of speeding
KA Crashes



That also:

Intersection

18%



Impaired



35%

SVROR &
Head-on



70%

Older Drivers



6%

Peds



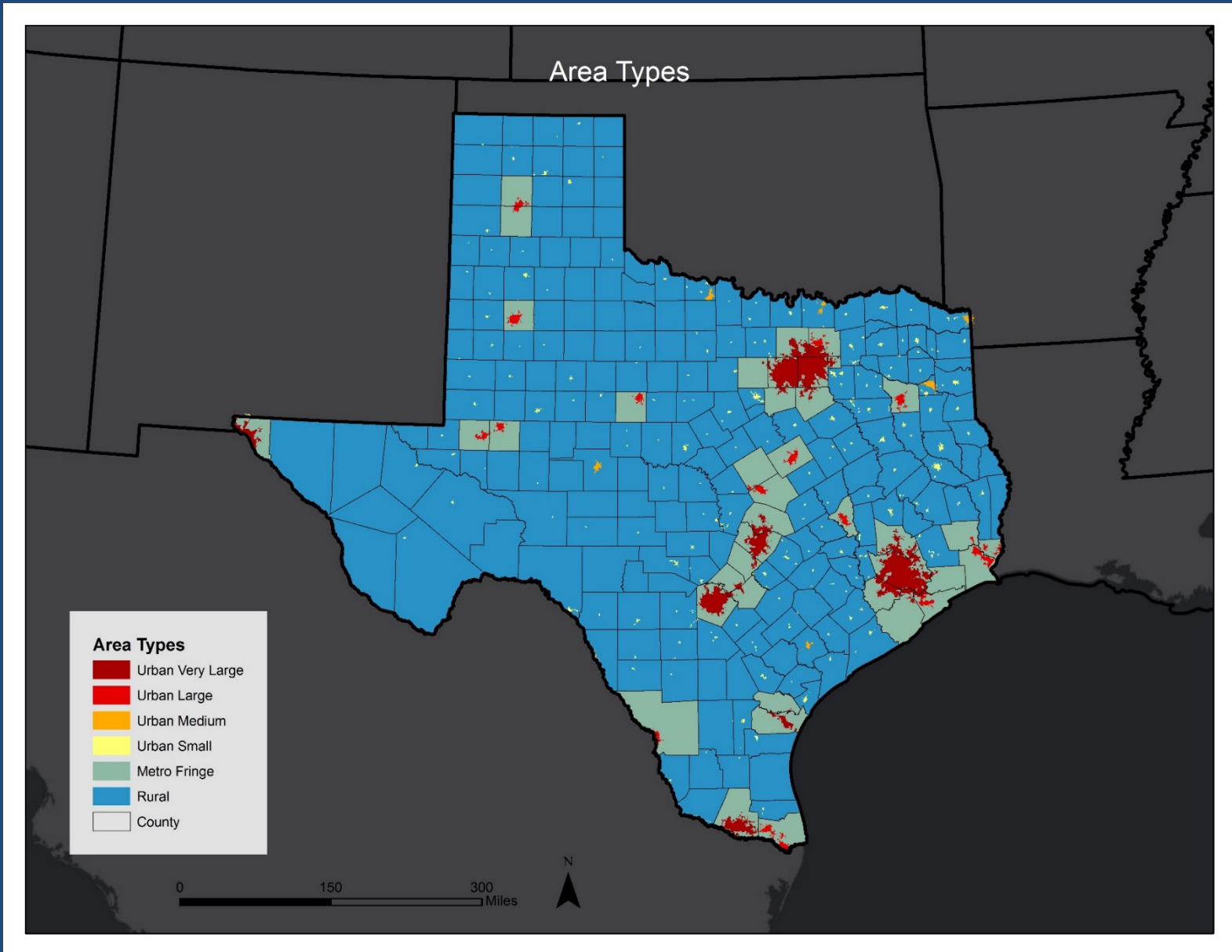
2%

Distraction

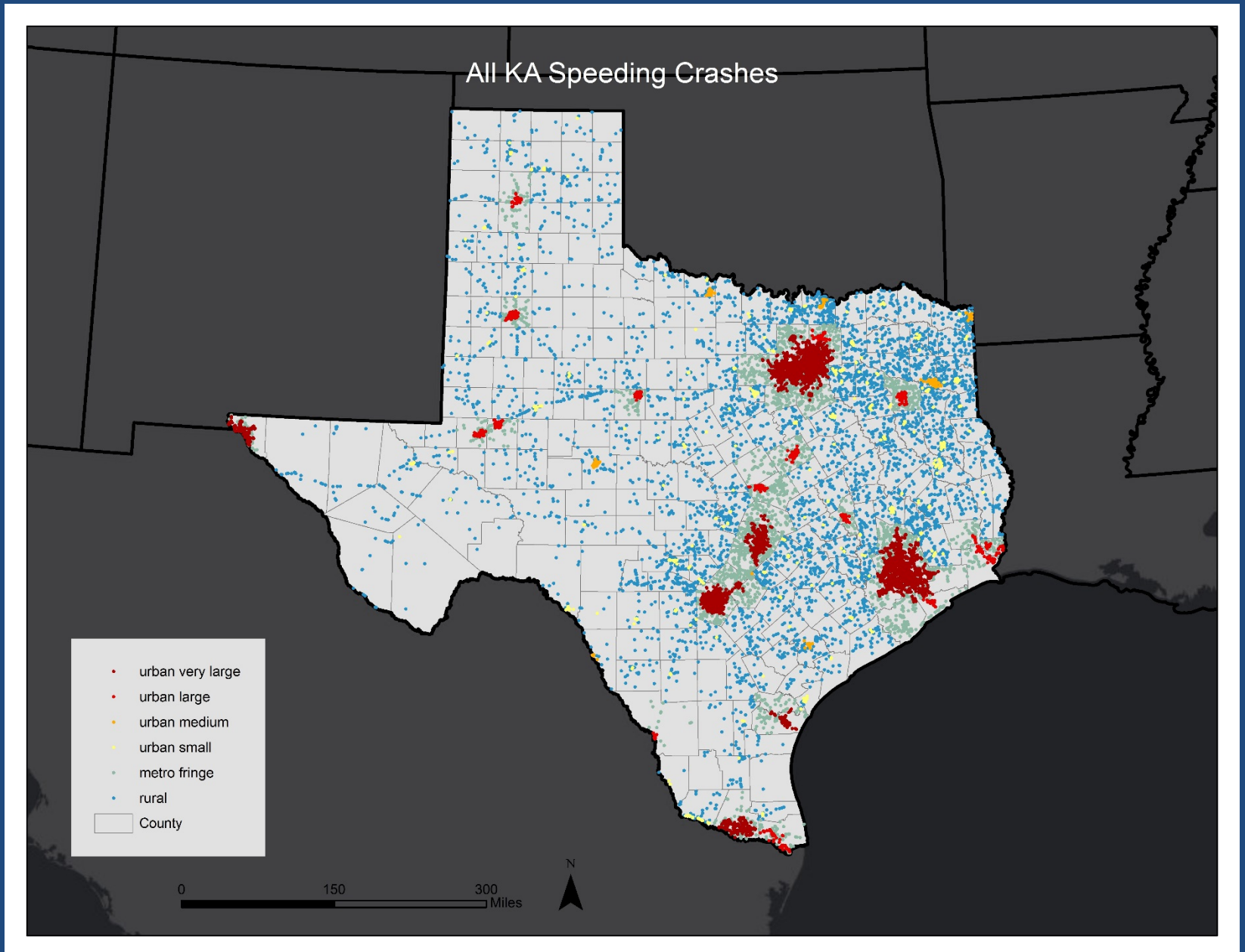


12%

Area Type Classification



KA Speeding Crashes by Area Type



Speeding KA Crashes by Area Type

State System 62%	Off System 38%
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State System

Urban Area > 100K Pop. 26%	< 100 K	Fringe	Rural
	5 %	20%	49%

Off System

Urban Area > 100K Pop. 50%	< 100 K	Fringe	Rural
	5 %	21%	24%

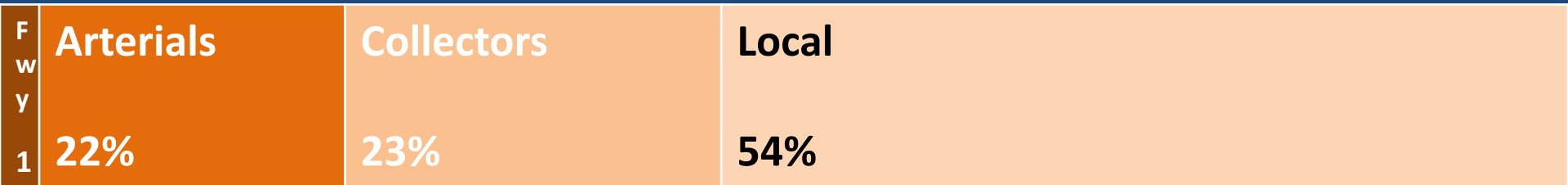
Speeding KA Crashes by Roadway Type



State System



Off System



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1

Speeding KA Crashes by Speed Limit: Urban

State System 53%	Off System 47%
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State System

≥70 mph 10%	55-66 mph 5%	40-50 mph 20%	<40 mph 49%
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Off System

≥70 mph 23%	40-50 mph 30%	<40 mph 65%
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Speeding KA Crashes by Speed Limit: Rural

State System 69%	Off System 31%
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State System

≥70 mph 38%	55-66 mph 50%	40-50 mph 9%	<40 mph 3%
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Off System

70 mph 1%	55-66 mph 22%	40-50 mph 32%	<40 mph 46%
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Speeding KA Crashes by Speed Limit: Urban Frontage Roads

State System 92%	Off System 8%
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State System

≥70 mph	55-66 mph	40-50 mph	<40 mph
19%	66%		14%

Off System

≥70 mph	55-66 mph	40-50 mph	<40 mph
4%	8%	44%	44%

Speeding KA Crashes by Speed Limit: Rural Frontage Roads

State System	Off System
95%	5%

State System

≥70 mph	55-66 mph	40-50 mph	<40 mph
8%	46%	39%	3%

Off System

40-50 mph	<40 mph
83%	17%

Strategies

- Reduce speed-related fatalities and serious injuries (Target specific countermeasure areas, such as pedestrians, bicyclists, school and work zones, rural areas, geometric design standards, and land use patterns).
- Educate law enforcement on contributing crash factors.
- Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities).

Revised Strategies

- Improve the effectiveness of educational techniques, tool and strategies for speeding. (Target specific age groups.)
- Improve speeding related crash data reporting. (Target frontage and farm to market roads, types of speeding crashes, the interaction between speeding and impaired driving, and other areas.)

COUNTERMEASURES

A Word on Countermeasures

Effectiveness (history, current, new measures)

Impact (history, priorities)

Feasibility (policies, resources, expertise, sponsors, public acceptance)

Summary and Adjourn

- Review action items
- Next meeting: March 30 at 2:00-3:30pm
- Adjourn