

Speeding Emphasis Area Team Report Friday, March 24, 2017, 2:00p.m.

Follow Up Commitments

Commitment	Responsible Person	Due Date
Info from TDS effectiveness	Eva Ship	
Send out variable speed limit report	Darren McDaniel	
Locate Australian study on benefits of driving with trained instructor	Robert Wunderlich	

Participants

Name	Agency/Organization
Larry Krantz, Team Leader	TxDOT - TRF
Colin Crocker	Department of State Health Services
Kevin Kroll	North Central TX Council of Governments
Caroline Love	Texas Department of Motor Vehicles
Darren McDaniel	TxDOT
David Palmer	DPS
Stephen Ratke	FHWA - TX
Francis Reilly	Austin Transportation Dept; Vision Zero
Brent Smith	San Antonio Police Department
Bill Stockton	Texas A&M Transportation Institute
Eva Shipp	Texas A&M Transportation Institute
Stacey Schrank	Texas A&M Transportation Institute
Robert Wunderlich	Texas A&M Transportation Institute
Srinivas Geedipally	Texas A&M Transportation Institute

Strategies and Countermeasures

Please review the strategies and countermeasures to make sure they are worded as you intended. We hope to finish this section of the Texas Strategic Highway Safety Plan by the end of the next meeting if possible. You will soon be receiving instructions for providing comments and/or additional countermeasure suggestions for any of the strategies. We will collate your suggestions and discuss them on the next call (March 30, 2:00 – 3:30 p.m.).

Speed-Related Crash Reduction Strategies - Revised

Strategy #1: Reduce speed-related fatalities and serious injuries by targeting over-represented features and characteristics, such as highway type, speed limit, ADT, age, and driver demographics

Countermeasures and Programs

- Analyze jurisdictional data to better understand location and characteristics of speeding crashes

Strategy #2: Educate law enforcement on contributing crash factors to improve crash data collection

Countermeasures and Programs

- Educate law enforcement on the use of crash data and the need for accurate information
- Better define contributing factors in instructions to law enforcement officers
- Highlight difference between failure to control speed and speeding over the limit
- Ensure different disciplines know the difference in speeding related contributing factors and association with statute when analyzing crash data

Strategy #3: Leverage data to improve engineering, education and deployment

Countermeasures and Programs

- Develop a resource center for assisting law enforcement agencies to do data driven development
- Train and encourage law enforcement agencies to make effective use of data during patrol
- Require that STEP grant funded enforcement be data driven

Strategy #4: Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities)

Countermeasures and Programs

- Develop a best practices guide for speed enforcement techniques
- Revisit parent-taught program design

Strategy #5: Improve the effectiveness of educational techniques, tools and strategies for speeding. (Target specific age groups.)

Countermeasures and Programs

- Include speeding prevention in TDS app development
- Document benefits of training with a certified instructor

Next Steps

Upcoming Meeting Dates

- Thursday, March 30, 2:00-3:30p.m.