

Texas Strategic Highway Safety Plan Update

3rd Emphasis Area Team Meeting

Speeding

3/30/2017

Austin, TX

Agenda

- Welcome and introductions (roll call)
- Finalize strategies
- Discuss countermeasures

Team Members

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

General Comments

- Redesigning streets and roads for lower speeds is the most important thing, how can we include that into our strategies?
- Should include road diets
- Speed, not just speeding, must be addressed to drive down deaths and injuries. We should look at ways to engineer networks for slower vehicle speeds, while creating greater reliability, e.g. timing signals for 25 mph travel.

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**

Comments: I think we need to be careful though that looking at ratios doesn't cloud our view of absolute numbers. We could have a situation for instance where we have a high percentage of fatal crashes on a higher speed road, but a greater absolute number on a lower speed one.

  - Analyze jurisdictional data to better understand location and characteristics of speeding crashes
  - Educate public on difference between posted speed limit, design speed, and safe driving speed;

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**
  - Educate the target audience on speed (likelihood of causing a fatality, stopping distance, reduced site distance);
  - Pilot program to test the effectiveness of automated speed enforcement
  - Encourage cities, counties, MPOs, and TXDOT to adopt comprehensive safe design speed practices, including using the NACTO Urban Design Guidelines, equating target speed to design speed to posted speed, and lowering speed limits to allow for safer modern street design.
  - Lower the prima facie speed limit in urban districts to 25 mph. Lower the allowable minimum speed limit in urban districts to 20 mph to allow safe neighborhood kids pilot slow zone programs with 20 mph design speed treatments. Good references: http://www.austintexas.gov/edims/document.cfm?id=267599, http://tex.streetsblog.org/2016/12/22/austin-city-council-votes-for-safer-street-designs-and-speed-limits/

Strategy #1 continued

- **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**
  - Design safe connectivity for people walking and biking, both along and across road network, especially arterials and highways
  - Deploy traffic calming or redesign for roads with speeding
  - Evaluate speed limits throughout the network, e.g. streets with certain land uses or lots of foot traffic probably shouldn't be 35+ mph

Strategy #2

- **Educate law enforcement on contributing crash factors to improve speeding related crash data reporting**

Comments: Do we need changes to the CR-3 and non-crash citations? My understanding is that citations for violations that don't result in a crash don't have good locational data. This causes problems for evaluation, including any attempt to lower the speed on a road under Sec. 545.356. Authority of Municipality to alter speed limits. Some contributing factors, like speeding—overlimit, aren't used as often as they probably occur. Is this a problem of a higher burden of proof for overlimit than say unsafe for conditions?

  - 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 #2 continued

- **Educate law enforcement on contributing crash factors to improve speeding related crash data reporting**
  - Electronic submission of CR-3 and citations, with features to ensure all fields filled out.
  - Periodic training for officers (what's the current frequency?)
  - Find way to add estimated speed of vehicles to every single crash reports (including when vehicles are traveling at or below speed limit) while avoiding any issues of police being wary of assigning blame.

Strategy #3

- **Leverage data to improve engineering, education and deployment**

Comments:

- Data-driven deployment is more than just law enforcement – data is used at all levels of local government; The data needs to be accessible to the all agencies in local government and public health organizations
- For the first bullet, it might be useful to create capacity in TxDOT to create crash maps (5-year data) for cities throughout the state. This would create a standardized analysis, for easier comparison, and likely provide a resource many PDs don't have. This could also help address the second bullet.

Strategy #3 continued

- **Leverage data to improve engineering, education and deployment**
  - Develop a resource center for assisting law enforcement agencies in data-driven deployment
  - Train and encourage law enforcement agencies to make effective use of data during patrol
  - Require that STEP grant funded enforcement be data driven
  - Identify resources to increase older road user safety knowledge and awareness (AAA, Hartford Insurance)

Strategy #3 continued

- **Leverage data to improve engineering, education and deployment**
  - Improve the data to include public health information beyond what is available in a crash report – link hospital data and forensic data with crashes to allow for better understanding the problem and the causes for fatal crashes
  - High crash (especially injury and fatality) mapping, mapping contributing factors
    For older road users, periodic driver's licensing tests, especially since many of the traffic control devices/markings in use today didn't even exist (e.g. PHBs, green lanes)

Strategy #3 continued

- **Leverage data to improve engineering, education and deployment**
  - Produce a report on the potential crash, death, and serious injury reduction of shifting all surface streets in urban districts under TXDOT control to 25 mph design speed, including feeder roads.
  - Use tactical urbanism strategies to implement temporary demonstration safe design speed projects in a variety of different settings. Empower neighborhoods to do their own traffic calming, such as painting murals over whole intersections or creatively painted crosswalks. A TXDOT Department of Tactical Urbanism could partner with school children to implement safe streets projects across the state, while also providing the students with intimate knowledge of the crisis of traffic deaths and the potential solutions, likely modifying future behavior and decisions.

Strategy #4

- **Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities)**

Comments: Automated speed enforcement isn't currently allowed, but the results from places that use it are clear: it works. Texas needs this tool.

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

Strategy #4

- **Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities)**
  - Automated speed enforcement
  - Dynamic Display Speed Devices/speed feedback
  - Where there's speeding, there's likely too high of a design speed--> deploy traffic calming and/or redesign

Strategy #5

- **Improve the effectiveness of educational techniques, tools and strategies for speeding. (Target specific age groups.)**

  Comments: I think it's important to educate people driving about what a safe speed is for people outside of a vehicle, i.e. a car crash at 30-35 for someone driving may not be serious, but it can be fatal for someone walking or biking. Should stress that severity of crashes is a power function: small increases in speed lead to greater severity.

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

Strategy #5

- **Improve the effectiveness of educational techniques, tools and strategies for speeding. (Target specific age groups.)**
  - Redesign ticket dismissal courses and drivers education courses to improve driver behavior; Does Texas have a driver's license point system? If not, institute a driver's license point system. Develop simulators to simulate what happens when speeding
  - Incorporate speed info from cities pursuing Vision Zero, e.g. 20 mph vs. 40 mph crash outcomes
  - Adopt a goal of reducing traffic deaths to zero within a set period of time and tailor all education campaigns around the shared vision and responsibility of this goal.

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
- Discuss additional meetings & safety conference
- Adjourn