SHSP Action Plan Development

Speeding EA Team

March 1, 2018

Agenda

- Welcome and Introductions
- Review Action Plans Developed by Working Groups
- Discuss Remaining Countermeasures Identified for Action Planning
- Next Steps

STRATEGIES: SPEEDING EMPHASIS AREA

Strategy #1	Use the concept of establishing target speed limit and road characteristics to reduce speeding
Strategy #2	Educate law enforcement on contributing crash factors to improve crash data collection
Strategy #3	Leverage data to improve engineering, education, and enforcement
Strategy #4	Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities)
Strategy #5	Improve the effectiveness of educational techniques, tools, and strategies for speeding (target specific age groups)

NUMBER	COUNTERMEASURE for ACTION PLANNING
1a	Encourage use of target speeds for arterial, collector, and local roadways; encourage use of target speeds with pedestrian, land use and roadway context, including options for target speeds of 35 mph or less on arterials and the evaluation of existing speed limits to appropriate target speeds
1b	Design and redesign roadways for a target speed appropriate for the adjacent environment (see National Association of City Transportation Officials guidelines). Use speed management techniques as described in ITE Urban Thoroughfares report, such as traffic calming, re-designation of road space (road diets) or other redesign for roads with speeding crash problems.
2a	Educate law enforcement on the use of crash data and the need for accurate information. Examples: Encourage periodic training for officers on crash reporting; better define contributing factors in instructions for law enforcement officers; highlight difference between failure to control speed and speeding over the limit.
3a	Develop a resource center for assisting law enforcement agencies with data driven development, including high crash (especially injury and fatality) mapping and mapping of contributing factors).
3c	Require STEP grant-funded enforcement programs to be data driven.
4a	Develop a best practices guide for speed enforcement techniques.
4b	Conduct a pilot program to test the effectiveness and acceptance of automated speed enforcement
4c	Explore the effectiveness of Dynamic Display Speed Devices.
5c	Revisit parent-taught program design and document benefits of certified instructor training.
5d	Educate the public on the difference between posted speed limit, speed design, and safe driving speed.

Strategy #3	Leverage data to improve engineering, education, and enforcement
Countermeasures and Programs:	
3c	Require STEP grant-funded enforcement programs to be data driven.

Steps for Implementation:

Step 1: Use 3 years of crash data to determine areas with historical overrepresentation of crash activity and plot the high-crash areas on maps for distribution to all law enforcement agencies in Texas. (Lead organization: TxDOT, DPS)

Step 2: Change STEP grant operational plans to focus high-visibility enforcement efforts on high-crash areas rather than areas of low compliance. (Lead organization: TxDOT)

Step 3: Roll out statewide with FY 2019 STEP RFP

Step 4: Enforcement begins October 1, 2018

Strategy #3	Leverage data to improve engineering, education, and enforcement
Countermeasures and Programs:	
3c	Require STEP grant-funded enforcement programs to be data driven.

Effectiveness: *** (Depending on how we implement and get buy-in at all levels)

Cost to implement: no additional ($12.45 million 402 budget) used existing grants

Time to implement: Short – will be accomplished in a little less than a year from official implementation.

Barriers:

- LEAs diluting or over-concentrating enforcement
- Agencies selecting inappropriate enforcement zones

Strategy #4	Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities)
Countermeasures and Programs:	
4a	Develop a best practices guide for speed enforcement techniques.

Steps for Implementation:

Step 1: Research current practices
(Lead organizations: DPS, TTI)

Step 2: Experiment with different speeding enforcement techniques.
Need law enforcement perspective on this step
(Lead organizations: DPS, Law enforcement agencies, TTI)

Step 3: Develop Speed Enforcement Handbook
(Lead organizations: DPS, TTI)

Step 4: Present findings to law enforcement agencies
(Lead organizations: DPS, Law enforcement agencies, TTI)

Strategy #4	Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities)
Countermeasures and Programs:	
4a	Develop a best practices guide for speed enforcement techniques.

Effectiveness: **

Cost to implement: $$

Time to implement: medium (1-5 years)

Barriers:

- Funding to develop guidebook
- Funding to present findings
- Law enforcement agency jurisdictions

Strategy #4	Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities)
Countermeasures and Programs:	
4b	Investigate ~~a pilot program to test~~ the effectiveness and acceptance of automated speed enforcement.

Steps for Implementation:

Step 1: Gather data from other states that use automated speed enforcement. (Lead organizations: TTI)

Step 2: Conduct public opinion poll in relation to automated speed enforcement making sure to include a summary of potential impacts prior to gathering opinions (engage law enforcement)

- Safety benefits of automated speed enforcement
- Revenue is separate and goes towards safety improvements
- Tolerance levels of enforcement (targeting higher speeds)

(Lead organizations: TxDOT, TTI)

Step 3: Develop informational packet on societal cost of crashes and benefits of automated speed enforcement and results of automated speed enforcement poll
(Lead organizations: TxDOT, TTI)

Strategy #4	Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities)
Countermeasures and Programs:	
4b	Investigate ~~a pilot program to test~~ the effectiveness and acceptance of automated speed enforcement.

Steps for Implementation:

Step 4: Present findings of automated speed enforcement to

- Legislative Affairs Office at TxDOT
- City Government Affairs departments
- Texas Municipal League
- Safety advocates
- Legislative Transportation Committee
- Legislators willing to champion a bill

(Lead organizations: TxDOT, Cities, Law Enforcement Agencies, and Safety Advocates)

Step 5: Statewide legislation (Lead organizations: Texas Legislature)

Step 6: Evaluation (Lead organizations: TxDOT, TTI)

Strategy #4	Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities)
Countermeasures and Programs:	
4b	Investigate ~~a pilot program to test~~ the effectiveness and acceptance of automated speed enforcement.

Effectiveness: **

Cost to implement: $$

Time to implement: medium (1-5 years)

Barriers:

- Legislative support
- Privacy issues
- Rural mentality

Strategy #1	Use the concept of establishing target speed limit and road characteristics to reduce speeding ucate law enforcement on contributing crash factors to improve crash data collection
Countermeasures and Programs:	
1a	Encourage use of target speeds for arterial, collector, and local roadways; encourage use of target speeds with pedestrian, land use and roadway context, including options for target speeds of 35 mph or less on arterials and the evaluation of existing speed limits to appropriate target speeds.

No preliminary action plan

Strategy #1	Use the concept of establishing target speed limit and road characteristics to reduce speeding ucate law enforcement on contributing crash factors to improve crash data collection
Countermeasures and Programs:	
1b	Design and redesign roadways for a target speed appropriate for the adjacent environment (see National Association of City Transportation Officials guidelines). Use speed management techniques as described in ITE Urban Thoroughfares report, such as traffic calming, re-designation of road space (road diets) or other redesign for roads with speeding crash problems

No preliminary action plan

Strategy #2	Educate law enforcement on contributing crash factors to improve crash data collection
Countermeasures and Programs:	
2a	Educate law enforcement on the use of crash data and the need for accurate information. Examples: Encourage periodic training for officers and command staff on crash reporting; better define contributing factors in instructions for law enforcement officers; highlight difference between failure to control speed and speeding over the limit; offer continuing education credit. Better data results in more money which equals more lives saved.

Step 1: Identify stakeholders to tailor program to local agencies. May be similar to STEP program.
(Lead organization: TxDOT)

Step 2: Documenting the importance and use of crash data, the identification of contributing factors and other crash characteristics. especially when aggregated. Provide examples of providing value back from aggregated statistics. Including obtaining data driven funding. Data Dictionary for CR-3.

Step 3: Set up liaisons and TxDOT develop training programs (dual lines on communication).

Strategy #2	Educate law enforcement on contributing crash factors to improve crash data collection
Countermeasures and Programs:	
2a	Educate law enforcement on the use of crash data and the need for accurate information. Examples: Encourage periodic training for officers and command staff on crash reporting; better define contributing factors in instructions for law enforcement officers; highlight difference between failure to control speed and speeding over the limit; offer continuing education credit. Better data results in more money which equals more lives saved.

Step 4: Set up pilot program and get feedback from all involved and analyze TxDOT with law enforcement at all levels (San Antonio PD has been identified as pilot agency)
(Lead organization: TxDOT with SAPD and TCI)

Step 5: Establish standardized metrics statewide to aid in a consistent implementation.
(Lead organization: TxDOT)

Step 6: Roll out statewide TxDOT roll out, law enforcement implement.
(certify for TCOLE credit, investigate linking to STEP)

Strategy #2	Educate law enforcement on contributing crash factors to improve crash data collection
Countermeasures and Programs:	
2a	Educate law enforcement on the use of crash data and the need for accurate information. Examples: Encourage periodic training for officers and command staff on crash reporting; better define contributing factors in instructions for law enforcement officers; highlight difference between failure to control speed and speeding over the limit; offer continuing education credit. Better data results in more money which equals more lives saved.

Effectiveness: *** (Depending on how we implement and get buy-in at all levels)

Cost to implement: $ - training and streamlining the form

Time to implement: Short – training expanded on arrest; max 1 year

Medium – long – streamlining the form and interface for input of data.

Barriers

- Lack of buy-in from all stakeholders
- Overcome by identifying stakeholders
- Setting up liaisons

Strategy #3	*Leverage data to improve engineering, education, and enforcement*
Countermeasures and Programs:	
3a	Develop a resource center for assisting law enforcement agencies with data driven development, including high crash (especially injury and fatality) mapping and mapping of contributing factors.

Steps for Implementation:

Step 1: Use 3 years of crash data to determine areas with historical overrepresentation of crash activity and plot the high-crash areas on maps for distribution to all law enforcement agencies in Texas. (Lead organization: TxDOT, DPS)

Step 2: Change STEP grant operational plans to focus high-visibility enforcement efforts on high-crash areas rather than areas of low compliance. (Lead organization: TxDOT)

Step 3: Roll out statewide with FY 2019 STEP RFP

Step 4: Enforcement begins October 1, 2018

Strategy #4	Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities)
Countermeasures and Programs:	
4c	Explore the effectiveness of Dynamic Display Speed Devices.

No preliminary action plan

Strategy #5	Improve the effectiveness of educational techniques, tools, and strategies for speeding (target specific age groups)
Countermeasures and Programs:	
5c	Revisit parent-taught program design and document benefits of certified instructor training.

Facilitated Discussion Group Notes:

Step 1: Open study up to TxDOT Request for Proposals to try to secure funding.

Step 2: Conduct the study.

Step 3: Review 2007 study for gaps with new study and share the findings.

Effectiveness: ***

- Two current studies that show positive effects of driver ed. vs. parent taught
- TTI comparative study- there is a significant difference in crashes of driver educated and parent taught (200,000-250,000 in driver ed. vs. 800,000 in parent taught program.

Strategy #5	Improve the effectiveness of educational techniques, tools, and strategies for speeding (target specific age groups)
Countermeasures and Programs:	
5c	Revisit parent-taught program design and document benefits of certified instructor training.

Cost to implement: $$

- Around $150,000 for study to be conducted

Time to implement: medium

- If put into proposal wouldn't begin until FY 2019
- Legislation couldn't change until 2021

Barriers:

- Legislation opposed
- Countermeasure wording need to be revised - more "action-oriented" verbiage. Needs to be expanded to include actual effectiveness of educational techniques as the strategy reads
- Push back from parents and home school organizations

Strategy #5	Improve the effectiveness of educational techniques, tools, and strategies for speeding (target specific age groups)
Countermeasures and Programs:	
5d	Educate the public on the difference between posted speed limit, speed design, and safe driving speed.

Facilitated Discussion Group Notes:

Step 1: Data collection

- Crash involvement
- Stats for use in campaign

(Lead organizations: TxDOT and TTI)

Step 2: Pass info to law enforcement and safety advocates

(Lead organization: DPS)

Step 3: Funding for campaign and grants.

(Lead organization: TxDOT)

Step 4: Form coalition focused on speed [sustain momentum]

(Lead organization: TxDOT)

Step 5: Execution/Evaluation

(Lead organizations: TxDOT ,TTI, DPS, Safety Coalition)

Strategy #5	Improve the effectiveness of educational techniques, tools, and strategies for speeding (target specific age groups)
Countermeasures and Programs:	
5d	Educate the public on the difference between posted speed limit, speed design, and safe driving speed.

Effectiveness: * - 3; ** - 2; *** - 4
Cost to implement: $ - 3; $$ - 4; $$$ - 1
Time to implement: medium – 6; short – 1
Barriers

- Funding – coalition; public/private
- Public acceptance
  - Coalition/grassroots effort
  - Showing problem via media/PSAs

Wrap Up

- Review plans for next meeting
- Questions
- Comments

Thanks very much!