

Speeding Emphasis Area Team Report

Thursday March 1, 2018, 9:30 a.m.

Participants

Name	Agency/Organization
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Stephen Ratke	FHWA - TX
Greg Reininger	City of San Antonio
Stacey Schrank	Texas A&M Transportation Institute
Eva Shipp	Texas A&M Transportation Institute
Bill Stockton	Texas A&M Transportation Institute
Robert Wunderlich	Texas A&M Transportation Institute

Action Plan Development

During the Traffic Safety Conference participants had the opportunity to prioritize the countermeasures in each of the seven emphasis areas. The top 3-5 countermeasures in each emphasis area were presented during the facilitated discussion sessions and preliminary action plans for some of the prioritized countermeasures were developed. Most of these action plans are incomplete and require more consideration by EA team members.

Through a collaborative process EA team members reviewed, revised and/or confirmed the countermeasure rankings and identified all needed action plans based on the following guidelines:

- Action Plan is not needed for every countermeasure
- All strategies must have at least one countermeasure with an action plan.
- Ensure that all EA team priorities are addressed.
- Countermeasures can be combined when appropriate (some were already combined about the conference).

Speeding Strategies and Countermeasures - Revised

Strategy #1: Use the concept of establishing target speed limit and road characteristics to reduce speeding

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.
- 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.

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 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.**
- 2b Ensure law enforcement and crash analysts understand the difference in speeding related contributing factors and their association with statutes when analyzing crash data.
- 2c Encourage electronic submission of CR-3 and citations, with features to ensure all fields completed.
- 2d Collaborate with law enforcement to explore methods to add estimated speed of vehicles to crash reports (including when vehicles are traveling at or below speed limit).

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.
- 3b Train and encourage law enforcement agencies to make effective use of data to plan and during patrol.
- 3c Require STEP grant-funded enforcement programs to be data driven.
- 3d Produce a report on the potential crash, death, and serious injury reduction of shifting all surface streets in urban districts under TxDOT control to a lower operating speed, including feeder/frontage roads.
- 3e Encourage cities to implement safe design speed demonstration projects in various settings. This could include involving neighborhoods in community-based traffic calming.
- 3f Encourage partnerships of agencies with school districts to implement safe streets projects across the state, while also providing the students with knowledge of the crisis of traffic deaths and the potential solutions that modify their behavior and decisions.

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.
- 4b Investigate ~~a pilot program to test~~ the effectiveness and acceptance of automated speed enforcement.
- 4c Explore the effectiveness of Dynamic Display Speed Devices.

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

Countermeasures and Programs

- 5b Disseminate information from cities pursuing Vision Zero (e.g., 20 mph vs. 40 mph crash outcomes).
- 5c Revisit driver's education courses, including parent-taught program design, document benefits of certified instructor training and enhance ticket dismissal courses, particularly with regard to speed choice and speeding.
- 5d Educate the public on the difference between posted speed limit and safe driving speed.

Speeding Countermeasures for Action Planning

Strategy #1

- 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.

(Brian Jahn, leader; Francis Reilly)

Strategy #2

- 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; **offer continuing education credit. Better data results in more money which equals more lives saved.**

(Larry Krantz, Greg Reininger)

Strategy #3

- 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.

(Larry Krantz)

Strategy #4

- 4a Develop a best practices guide for speed enforcement techniques.

4b Investigate ~~a pilot program to test~~ the effectiveness and acceptance of automated speed enforcement.

4c Explore the effectiveness of Dynamic Display Speed Devices.
(Rebecca Pacini, Darren McDaniel, Mike Choate, Francis Reilly)

Strategy #5:

5c Revisit driver's education courses, including parent-taught program design, document benefits of certified instructor training and enhance ticket dismissal courses, particularly with regard to speed choice and speeding.

5d Educate the public on the difference between posted speed limit and safe driving speed
(Nina Saint, leader, Rebecca Pacini)

Next Steps

- Revise Action Plan drafts as discussed
- Review completed Action Plans
- Robert will find assistance for 1a
- Contact Laura Mooney about 2c

Upcoming Meeting Dates

- Round 2 EA team meeting: Mid - late February - based on doodle poll results
- Round 3 EA team meeting: Late February/Early March
- May - Regional workshops in Houston, San Antonio, Dallas-Fort Worth and Midland-Odessa
- August 8-10, 2018 - Traffic Safety Conference, Sugarland