SHSP Action Plan Development

Speeding EA Team

April 11, 2018

Agenda

- Welcome and Introductions
- Review Completed Action Plans Developed by Working Groups
- Identify Additional Work Needed
- 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 #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.

No preliminary action plan

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

Lead Organization: Any City, TX [add Any County]

Action: Incorporate Target Speed Concepts into Local Regulatory Documents (Master Transportation Plan, Engineering Design Standards, Local Specifications, etc.)

This action will require modifications to existing ordinances or adopted regulatory documents to include a discussion of target speed concepts. The end result should be an inclusion of a target speed value for each roadway classification/cross-section (in the case of a MTP) and/or a listing of target speed values adjacent to (or instead of) design speed values (in the case of engineering design standards).

S.R-is Austin doing something related to this? Passed speed management in Austin/ discussion of corridors; ATD is fleshing out how policy will work in Austin but not quite released yet; maybe connect Brian to Laura Dierenfield-Austin Transportion Department

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Effectiveness - Speed plays a critical role in the cause and severity of crashes. There is a direct correlation between higher speeds, crash risk and the severity of injuries. Reducing posted and design speeds to a lower 'target speed' has been demonstrated to be effective by high quality evaluations with consistent results.

Cost – $-$$ - Requires some additional staff time, equipment, facilities, and/or publicity

Time to Implement -
Short – Less than 1 year

Barriers / Other Issues to Implementation – The primary barrier to implementation will be local opposition. However, an education outreach/campaign relative to the safety enhancements inherent to lower speeds and a discussion of the relationship between speed and crash number and severity is usually sufficient to overcome.

…this same action item should also be conducted at the state level (TxDOT), however, implementation may exceed the 5-year threshold…

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SR: ATD-road right sizing report (road diets)—really good data effectiveness…proven effective in Austin.

JC: some streets after diets have seen more use…safer speed could mean more people getting through and safer

LK: brought up City of Pasadena road diets---could get in touch with city engineer;

SR_Every day counts countermeasure—8 hour workshop available on road diets; only been done once in Amarillo not that long ago…we could do more of this

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).

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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)

feedback from david palmer-giving LEOs background, reminder of what data used for is potentially helpful; challenge that LEOs investigation findings get translated into the form; differentiating differences in how speed issues are recorded could be helpful; overall on right track; TCOLE credit is a good incentive especially for smaller agencies.
Look for countermeasure regarding changes to CR-3…add field for estimated speed of vehicle at the time of the crash.

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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 #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.

Effectiveness-DDACTs model average or above

Cost- $11 million on STEP

Time-2 years

Barriers-until HSOC came on board – every agency had data / analytical challenges; needed a standard analysis plan/ common indicators etc; HSOC collaboration has allowed for overcoming barriers; agency inertia –don't want to change from how they have always done things….paying for change allowed for overcoming inertia

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:

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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)

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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) [make same information here as 3b]

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 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 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 the effectiveness and acceptance of automated speed enforcement.

feedback from Susan: have to build grass roots support; discuss at regional workshops/TSC; add – develop guidelines to show what is allowable by law; procedures communities have to go through in order to install automated speed enforcement; TxDOT or TTI takes responsibility of training so local law enforcement can oversee…education for law enforcement/community leaders at local level; after writing guidelines, build grassroots support

Feedback: Steve, TX already has a lot of rules; David added that red light cameras have taken a hit b/c some jurisdiction treated it as revenue generator…who profits are challenges that need to be overcome

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 the effectiveness and acceptance of automated speed enforcement.

Effectiveness: **

Cost to implement: $$ (vendor pays…maybe there is cost associated with training and building grass roots support…excess revenue could go into a safety fund for other projects..might help convince public of the benefit of doing this)

Time to implement: medium (1-5 years)

Barriers:

- Legislative support
- Privacy issues
- Rural mentality

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

DECIDED NOT TO DO ACTION PLAN FOR THIS ONE

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

- Regional Workshops
  - Houston: May 1st
  - San Antonio: May 3rd
  - DFW: May 15th
  - Midland: May 17th
- Enforcement focused Webex: April 12th
- Project inventory web survey
- Traffic Safety Conference
  - August 8-10
  - Sugar Land Marriott Town Square
- Questions
- Comments

Thanks very much!