Speeding Emphasis Area Team Report
Monday, July 27, 2020, 2:00 PM

Participants

Name	Agency/Organization
Larry Krantz, Team Leader	TxDOT - TRF
Nicholas Aiello	TxDOT
Jay Crossley	Farm & City
Srinivas Geedipally	Texas A&M Transportation Institute
Marco Hinojosa	City of San Antonio
Mike John	
Lewis Leff	City of Austin
Heather Lott	TxDOT
Michael Misantonis	NCTCOG
David Palmer	DPS
Jason Person	TxDOT
Stephen Ratke	FHWA – TX
Stacey Schrank	Texas A&M Transportation Institute
Eva Shipp	Texas A&M Transportation Institute
Olivia Thomas	Texas A&M Transportation Institute

EA Countermeasure / Strategy Gap Analysis

Process

- Matched programs/projects in SHSP database with current strategies and countermeasures
- Identified countermeasures **NOT** being addressed
    - Strategy 1 – No gaps (completely addressed)
    - Strategy 2 - 4/4 gaps in countermeasures
    - Strategy 3 – 5/6 gaps in countermeasures
    - Strategy 4 – 2/2 gaps in countermeasures
    - Strategy 5 – 1/2 gaps in countermeasures
- EA Team Task
    - Identify if anyone is addressing the gaps (today)
    - Decide if we should keep or remove for the next SHSP update (subsequent meeting)

Addressing Gaps

- Strategy 2 – Educate law enforcement on contributing factors to improve crash data collection
  - o Countermeasure 2A – Law enforcement education
    - ▪ DDACTS grant with IADLEST points to data quality. Includes all contributing factors (Larry Krantz)
    - ▪ City of Austin participated in APD cadet training on days related to crash data to explain importance of accurate data and how it is used. (Lewis Leff)
  - o Countermeasure 2B – Education on contributing factors for law enforcement and crash analyst
    - ▪ TMPA crash data quality course (Larry Krantz)
  - o Countermeasure 2C – CR-3 electronic submission
    - ▪ Completed
    - ▪ As of end of FY19 almost all submitted electronically (Larry Kranz, Steve Ratke)
  - o Countermeasure 2D – CR-3 fields for estimated speed
    - ▪ Original intention to add space for law enforcement to estimated speed of vehicle involved in crash, but law enforcement reluctant to do so. (Jay Crossley)
    - ▪ Create issues to guess because all data is scrutinized especially with more serious crashes (David Palmer)
    - ▪ Austin does some analysis based posted speed
    - ▪ Maybe look at new technologies for estimating speeds
- Strategy 3 – Leverage data to improve engineering, education, and enforcement.
  - o Countermeasure 3A – Mapping resource center
    - ▪ DPS operation center has county level maps of fatal and serious crash data. Interactive website tool. (Larry Krantz)
  - o Countermeasure 3C– Selective traffic enforcement
    - ▪ Complete as of FY19(Larry Krantz)
  - o Countermeasure 3D – Reduction of operating speeds
    - ▪ Rewrite of design manual would resolve (Jay Crossley)
    - ▪ Houston and Austin have done meaningful work on this (Jay Crossley)
    - ▪ Bring up as special research topic (Steve Ratke)
  - o Countermeasure 3E– Safety design demonstration projects
    - ▪ Many examples in smaller town as well as Houston and Austin.
    - ▪ Jay Crossley will compile examples that he knows about. Others may send examples to Jay.
  - o Countermeasure 3F – Partnering with school districts
    - ▪ Current 402 project (Eva)
    - ▪ City of Austin Safe Routes to School (Jay Crossley)
    - ▪ Contact Lydia Bryan-Valdez for list of Safe Routes programs
    - ▪ Add this countermeasure for current Safe Routes programs in database.

- Strategy 4 – Increase and sustain high-visibility speeding enforcement. (Develop, catalog, and disseminate tools and other resources to improve enforcement capabilities.)
  - Countermeasure 4A – Enforcement best practices
    - Fund overtime for APD mainly to enforce speeding and distracted driving, but not sure there is a best practices guide. (Lewis Leff)
    - Not sure anything is codified, but could reach out to sub-grantees to discuss topic. (Larry Krantz)
  - Countermeasure 4B – Automated speed enforcement
    - Group of Vision Zero cities that have discussed what it looks like as a legislative agenda item. Nothing formal, but there is interest. (Lewis Leff)
    - City of San Antonio has discussed equity impacts of enforcement. (Marco Hinojosa)
    - Determine if question regarding automated enforcement is ever on safety culture survey. (Jay Crossley)
- Strategy 5 – Improve the effectivenss of education techniques, tools, and strategies for speeding (target specific age groups)
  - Countermeasure 5A – Driver's education
  - Available on website
  - Emailed out
  - available at Virtual Traffic Safety Conference

Stakeholder Engagement Plan

- Oliva Thomas added to TTI SHSP team
- Increase interaction
- Expand the network

SHSP Website / Survey

- Qualtrics survey going on Tuesday, July 28
  - 3 components
    - Programs/projects
    - Events
    - Website improvements
      - 100 edits so far

SHSP Metrics

Process

- Assess wording for each countermeasure/action plan
- Refine wording if needed.
- Define metrics for outputs and potential data sources
- Document what stakeholders need to do implement action plans

Status
- Delayed – put more energy into gap analysis
- Check back in and plan
  - Jay Crossley
    - Interns are working on them now
    - Should be done in about 2 weeks

EA Member Updates

- Member Updates
  - Larry Krantz
    - TRCC data sub-committee to create external database that will consist abstracts of data that agencies already publish
    - Anyone with data needs or data to contribute contact Jon Graber or Larry Krantz
    - Next meeting in a month to 6 weeks
  - Lewis Leff
    - City of Austin voted to approve a new speed management program
    - Details may be found at http://austintexas.gov/department/speed-management

Traffic Safety Conference

- Virtual due to COVID-19
- Over 580 registered
- Reached attendees that normally not able to attend to travel restrictions

Important Dates

- Next Meeting: FY21