Texas SHSP Emphasis Areas (EA)

Speeding EA Team Meeting
Monday, October 25, 10:00 am

TEXAS TOGETHER
on the Road to Zero

Larry Krantz (TxDOT), Team Leader

Melissa Walden (TTI), Facilitator

Susan Herbel (SBH Consult), Facilitator

Emily Martin (TTI), Recorder

Texas SHSP

Agenda

- Welcome & Introductions
- SHSP Overview, Requirements & Process
- Speeding Analytics
- Strategy & Action *(Double Down on What Works)*
- Next Steps

EA Team Representation

- TxDOT
- FHWA
- Vision Zero
- DPS & Local Law Enforcement
- MPOs, Cities & TranStar
- Dept of Motor Vehicles
- Dept of State Health Services (DSHS)
- Engineering, Education & Research

Mission of EA Teams

- Stakeholders & subject matter experts with common interest in this area of transportation safety

- More that just identifying strategies & countermeasures

- Evidenced-based decision-making

- Work together & separately to advance the implementation of countermeasures

SHSP Requirements

- Data-driven problem identification

- Performance-based

- Evidence based strategies & countermeasures

- Five-year updates

- Regular evaluation

Texas SHSP Update Process

Executive Committee
Texas SHSP Update Review & Approval

Management Team
Strategic Objectives

Comprehensive Crash Data/Trends Review

Emphasis Area Teams
Emphasis Area Crash Data Review

Countermeasure Review

Action Plans

SHSP Emphasis Areas

Prevent Crashes

Roadway Departures [1]

Pedestrians [2]

Intersections [3]

Impaired [4]
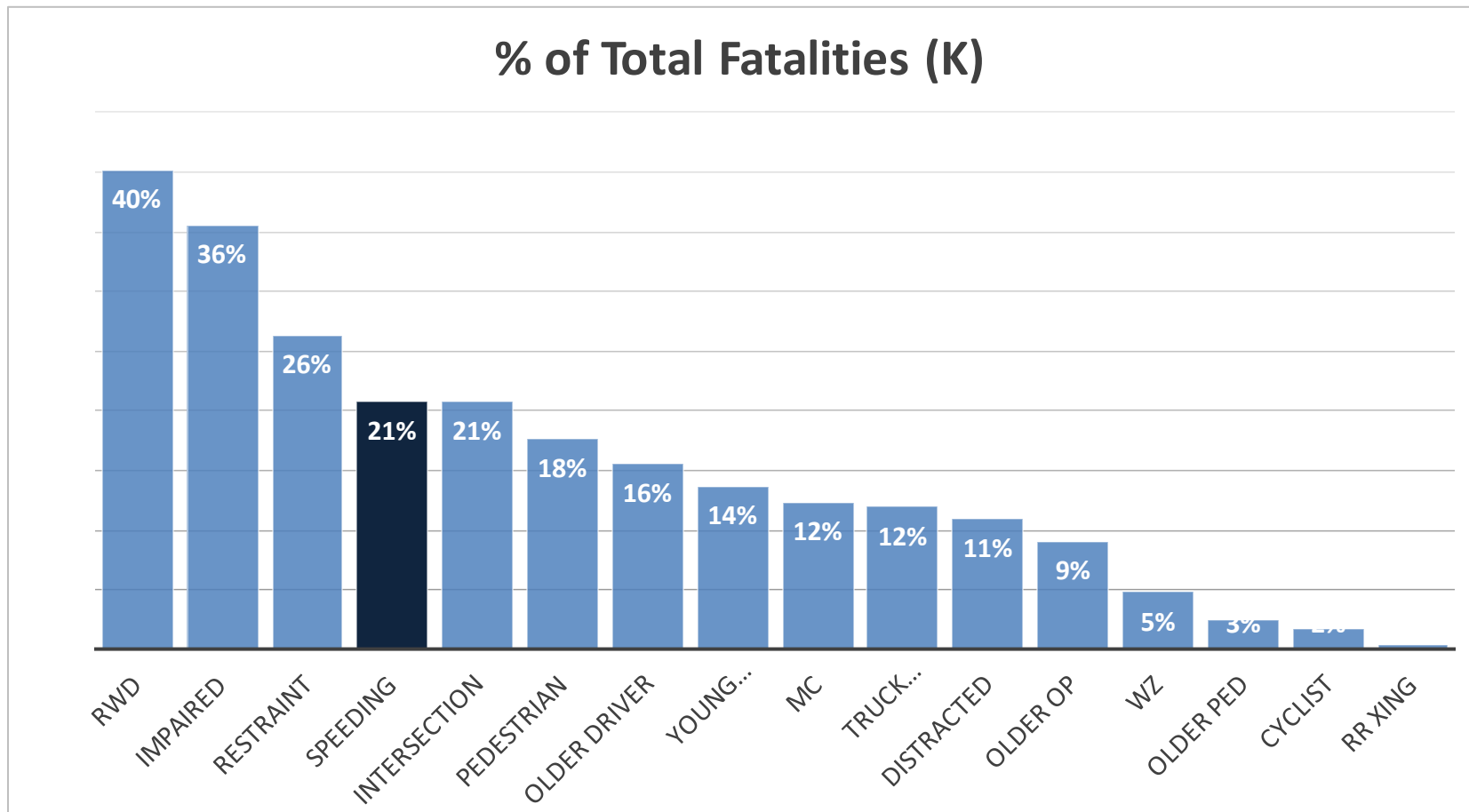
Distraction [5]

Older [6]

Reduce Severity

Restraints / Gear [7]

Speeding [8]

Roadway Departure [1]

Intersections [3]

Enhance Emergency Response

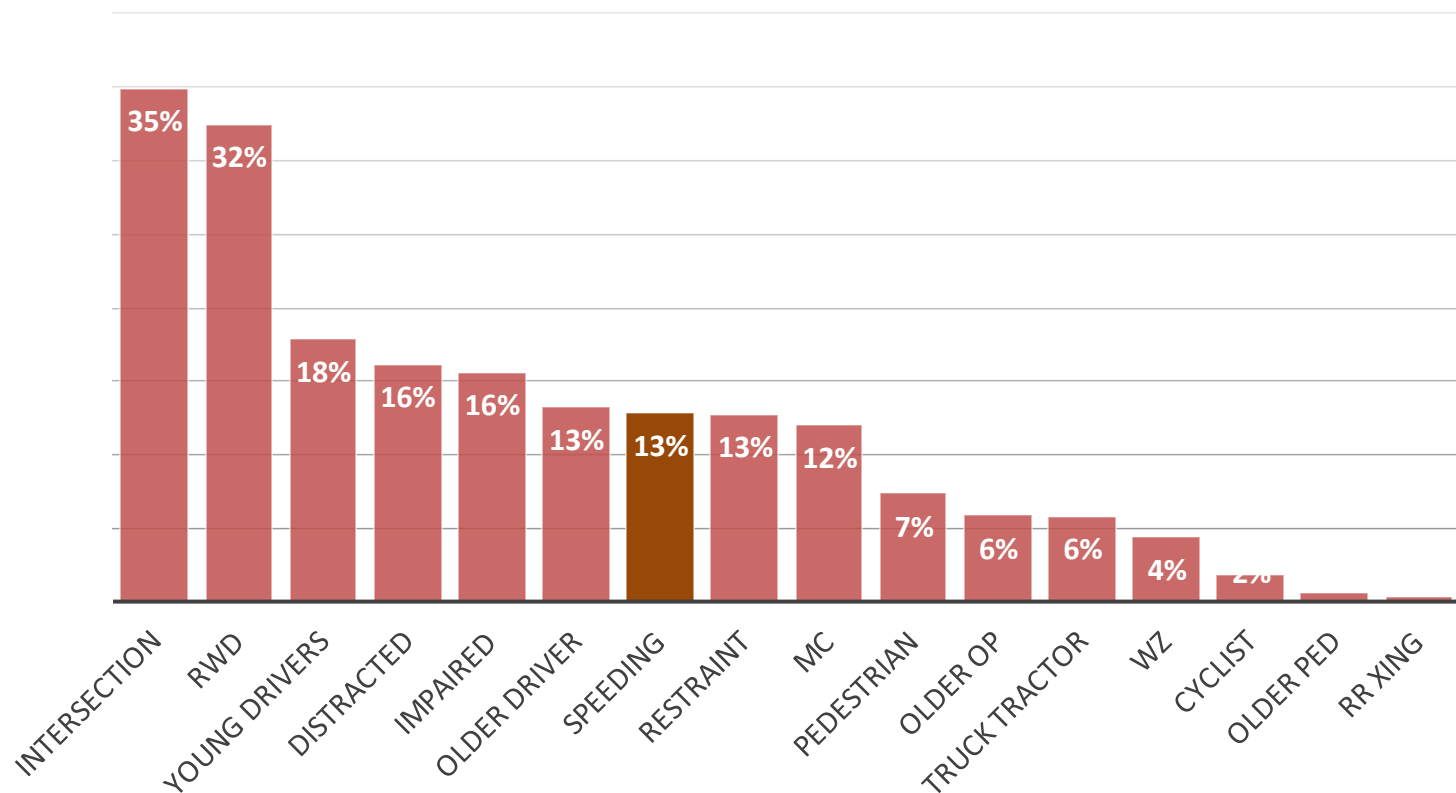Traffic Management
&
Crash Response [9]

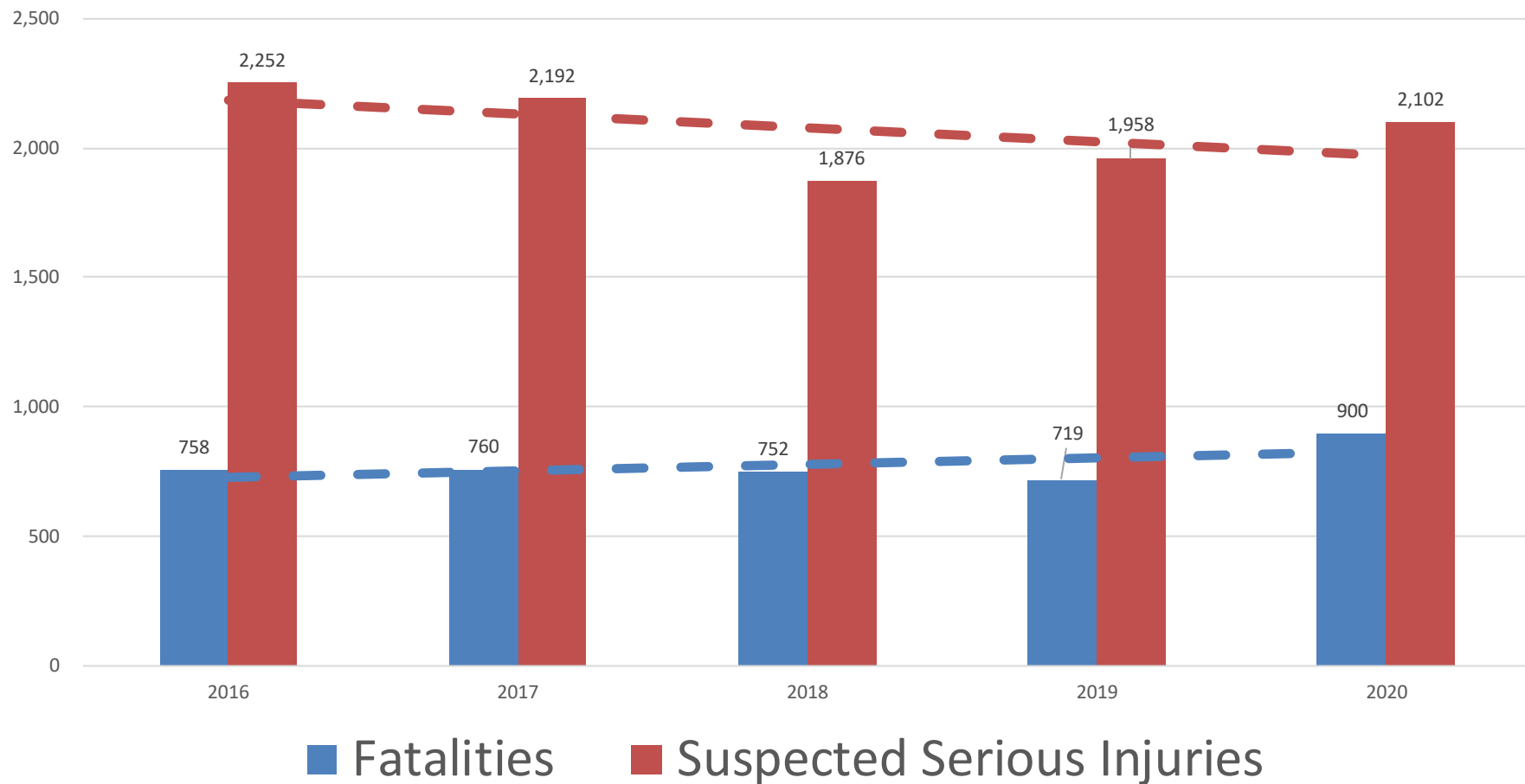Include younger road users in all applicable Emphasis Area

Fatalities

% of Total Fatalities (K)

Category	%
RWD	40%
IMPAIRED	36%
RESTRAINT	26%
SPEEDING	21%
INTERSECTION	21%
PEDESTRIAN	18%
OLDER DRIVER	16%
YOUNG...	14%
MC	12%
TRUCK...	12%
DISTRACTED	11%
OLDER OP	9%
WZ	5%
OLDER PED	3%
CYCLIST	2%
RR XING	

Serious Injuries

% of Serious Injuries (A)

Category	Value
INTERSECTION	35%
RWD	32%
YOUNG DRIVERS	18%
DISTRACTED	16%
IMPAIRED	16%
OLDER DRIVER	13%
SPEEDING	13%
RESTRAINT	13%
MC	12%
PEDESTRIAN	7%
OLDER OP	6%
TRUCK TRACTOR	6%
WZ	4%
CYCLIST	2%
OLDER PED	
RR XING	

Speeding Crashes: Injuries

	2016	2017	2018	2019	2020
Fatalities	758	760	752	719	900
Suspected Serious Injuries	2,252	2,192	1,876	1,958	2,102

■ Fatalities   ■ Suspected Serious Injuries

What about now?

Q1 & Q2 Average % Fatalities
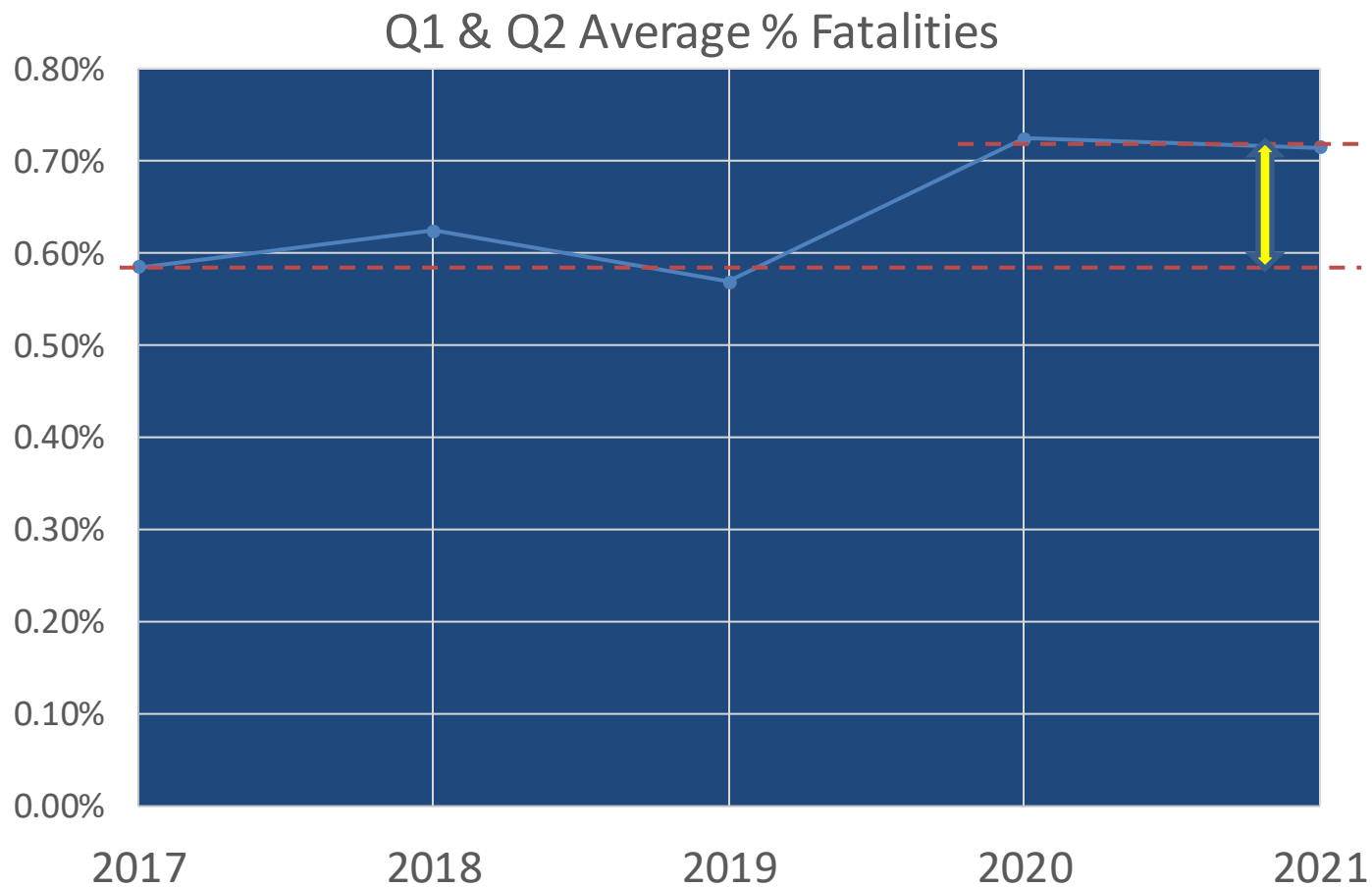
21% increase

Speeding KA Crashes
Also Classified As Involving

Roadway Departure

63%

Intersection

18%

Pedestrian

3%

Speeding KA Crashes
Also Classified As Involving:

Young Drivers
19%

Older Users
8%

Impairment
31%

Seat Belts
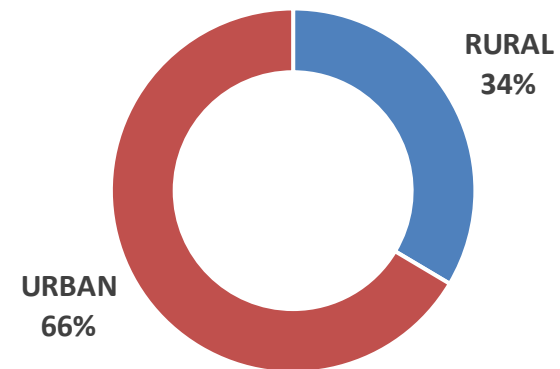24%

Distraction
9%

Rural/Urban by Contributing Factor

Fatal and Suspected Serious Crashes

Unsafe Speed

URBAN
34%

RURAL
66%
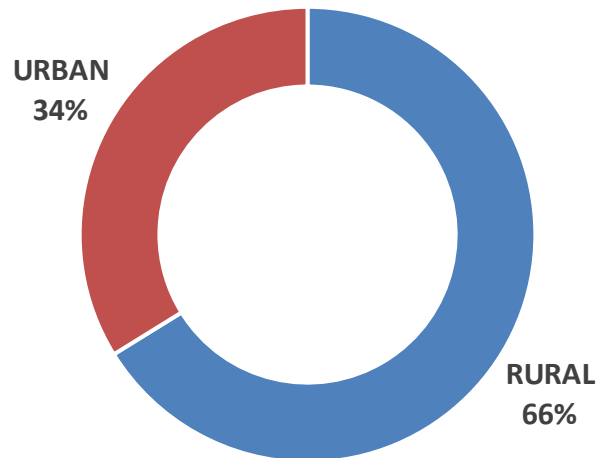
Fatal and Suspected Serious Injury Crashes

Over the Speed Limit

RURAL
34%

URBAN
66%

Review 2017 Strategies

1. Establish target speed limit & road characteristics to reduce speeding

2. Educate LEOs on contributing crash factors to improve data collection

3. Leverage data to improve engineering, education & enforcement

4. Increase & sustain high visibility speeding enforcement

5. Improve the effectiveness of educational techniques, tools & strategies for speeding to target specific age groups

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Strategy #3: Leverage data to improve engineering, education and enforcement

- ✓ Encourage cities to implement safe design speed demonstration projects in various settings. This could include involving neighborhoods in community-based traffic calming.
- ✓ Train and encourage law enforcement agencies to make effective use of data during planning and patrols.
- ✓ Require STEP grant-funded enforcement programs to be data driven.
- ? 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.
- ? Encourage cities to implement safe design speed demonstration projects in various settings. This could include involving neighborhoods in community-based traffic calming.
- ? 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)

? *Develop a best practices guide for speed enforcement techniques.

? *Investigate the effectiveness and acceptance of automated speed enforcement.

* Action plan exists for this countermeasure

Measuring Success

Are we doing things right?

Are we doing the right things?

Review Countermeasures & Actions

- Follow-up email with details on all Speeding Strategies & Countermeasures

- Provide feedback electronically

    1. Is the action proven effective?
    2. Does it address the problem in Texas?
    3. Is it feasible? [Resources, Leadership and/or Political Will]
    4. Is it measurable?
    5. If measurable but not proven effective, how and when will we evaluate it, e.g., what are the performance measures?

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Next Steps

1. February EA Meetings
   a. Finalize strategies/objectives
   b. Discuss and finalize countermeasures/action steps

2. Action plan development assignments

3. Establish final meeting date in late March/early April

3. Submit final draft plan to TxDOT for review

Adjourn

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

✓ *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.

* Check mark indicates the action has been and/or is being implemented

Strategy #2:Educate law enforcement on contributing crash factors to improve crash data collection

- ✓ Educate law enforcement on the use of crash data and the need for accurate information. (Examples are to encourage periodic training for officers on crash reporting; better define contributing factors in instructions for law enforcement officers; and highlight the difference between failure to control speed and speeding over the limit.)
- ? *Ensure law enforcement and crash analysts understand the difference in speeding-related contributing factors and their association with statutes when analyzing crash data.
- ✓ Encourage electronic submission of the standard crash report form (CR-3) and citations, with features to ensure all fields are completed.
- ? Collaborate with law enforcement to explore methods to add the estimated speed of vehicles to crash reports (including when vehicles are traveling at or below the speed limit).

*Indicates the action is not being implemented.

Strategy #3: Leverage data to improve engineering, education and enforcement

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- ✓ Train and encourage law enforcement agencies to make effective use of data during planning and patrols.
- ✓ Require STEP grant-funded enforcement programs to be data driven.
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Strategy #4: Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities)

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? *Investigate the effectiveness and acceptance of automated speed enforcement.

* Action plan exists for this countermeasure

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

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

✓ Educate the public on the difference between the posted speed limit, speed design, and safe driving speed.

State Roads & City/County Roads

**Fatal & Suspected Serious Injury
Speeding Crashes by System**

City & County Roads | **39%** | **61%** | **State Roads**

Rural

33% | **67%**
City & County Roads | State Roads

Urban

48% | **52%**
City & County Roads | State Roads

Objectives and/or Strategies

SMART
- Specific
- Measurable
- Attainable
- Relevant
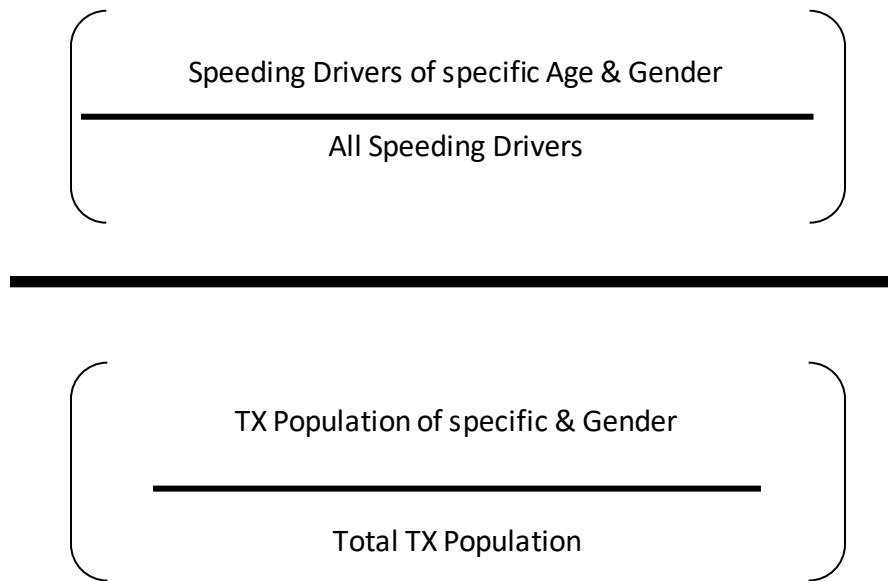- Time Based

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

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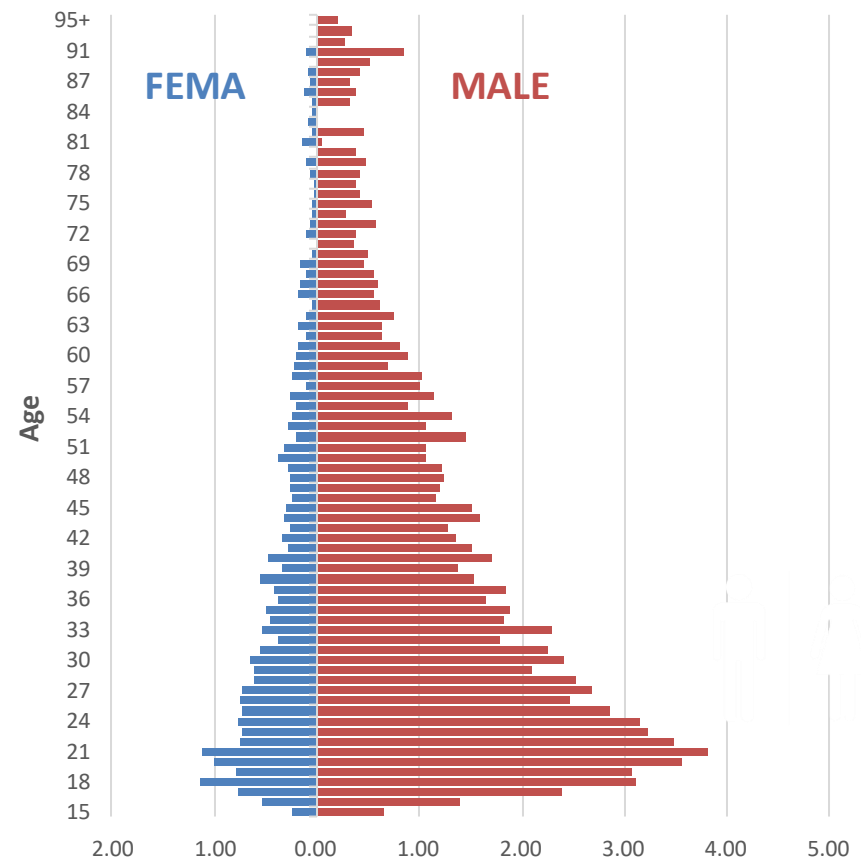
* Check mark indicates the action has been and/or is being implemented

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3,894

Age and Gender of Speeding Drivers in KA Crashes

$$\frac{\left(\dfrac{\text{Speeding Drivers of specific Age \& Gender}}{\text{All Speeding Drivers}} \right)}{\left(\dfrac{\text{TX Population of specific \& Gender}}{\text{Total TX Population}} \right)}$$

Ratio of Driver Age & Gender by Population by Age & Gender

Defining Speeding Crashes

A crash is classified as speeding crash if any of the vehicles involved in the crash was assigned a contributing factor or possible contributing factor in the crash report of :

- UNSAFE SPEED: Operator fails to drive at an appropriate reduced speed that is reasonable & prudent under existing circumstances with regard to traffic, including pedestrians, weather or roadway conditions.

- SPEEDING – OVER LIMIT: When an operator is traveling over the posted speed limit and it contributes to the crash.

What does the research show?

Here we insert results from the research and list proven effective countermeasures as best we can at this point and discuss potential changes to the strategies/objectives.

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