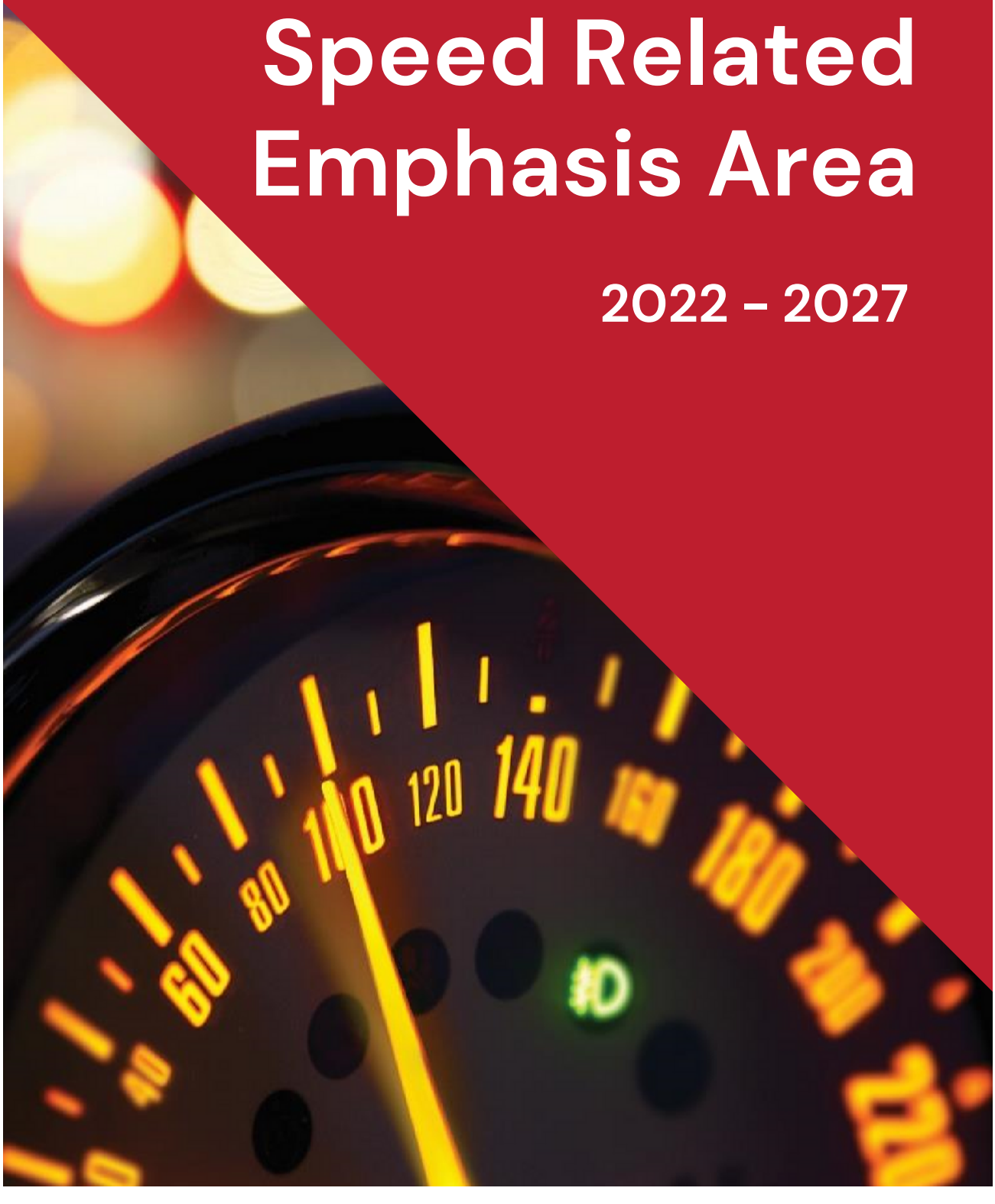
TEXAS SHSP

Speed Related Emphasis Area

2022 – 2027



TEXAS TOGETHER

on the Road to Zero

The development of the *Texas Strategic Highway Safety Plan* was led by the Traffic Safety Division of the Texas Department of Transportation working in conjunction with the Center for Transportation Safety at the Texas A&M Transportation Institute. Hundreds of safety stakeholders from across the state representing local, regional, and state agencies, law enforcement, industry and advocates, engineers, clinicians, and educators actively participated in the process.

Texas Department of Transportation

Save a Life™ Texas Department of Transportation

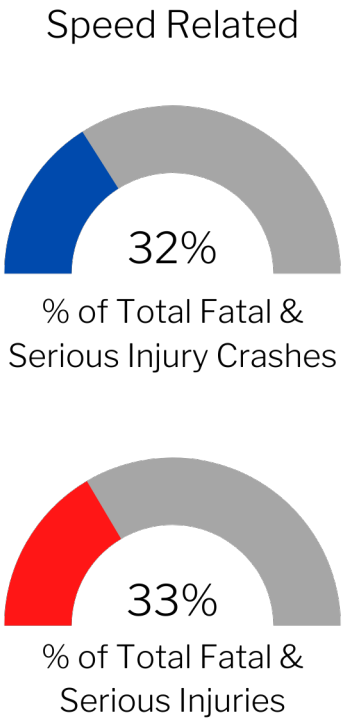
Center for Transportation Safety
Texas Transportation Institute

Texas A&M Transportation Institute

Section 6.3 Speed Related

Background

A Safe System Approach underscores the important principle of safe travel speed. Critical speed thresholds depend on the type of crash being assessed as well as other segment characteristics. Driver behavior, including human error and deliberate, unlawful conduct, is an important contributing factor in fatal and serious injury crashes. The strategies in the speed emphasis area employ holistic methods to address engineering, enforcement, and driver behavior to advance a Safe Systems Approach going forward



During the development of the 2022 revision process for the Texas SHSP, the state wanted to ensure that the definitions for each of the emphasis area data were consistent with those in other statewide plans. In the case of speed related crashes, the Texas Highway Safety Plan (HSP) which is required by NHTSA and produced by the TxDOT Behavioral Traffic Safety Section defined speed to include the crash factor *failure to control speed*. Subsequently, the definition for speed related crashes for the 2022 SHSP was amended to include speeding (over the limit), unsafe speed, and failure to control speed (new factor for the 2022 revision).

Historical & Trend Crash Data Analysis

The Texas SHSP definition for speed-related crashes was amended for the 2022 SHSP revision to include speeding (over the limit), unsafe speed, and failure to control speed (new

factor for the 2022 revision). The fatal and suspected serious injury crashes related to speed represents 32% of all crashes#. Since 2017, speed-related crashes have increased, therefore it is important to reverse this trend to reach the state goal of zero deaths in 2050. The speed related crashes are illustrated in Figure 6.3.1 and the fatal and serious injuries are summarized in Figure 6.3.2.

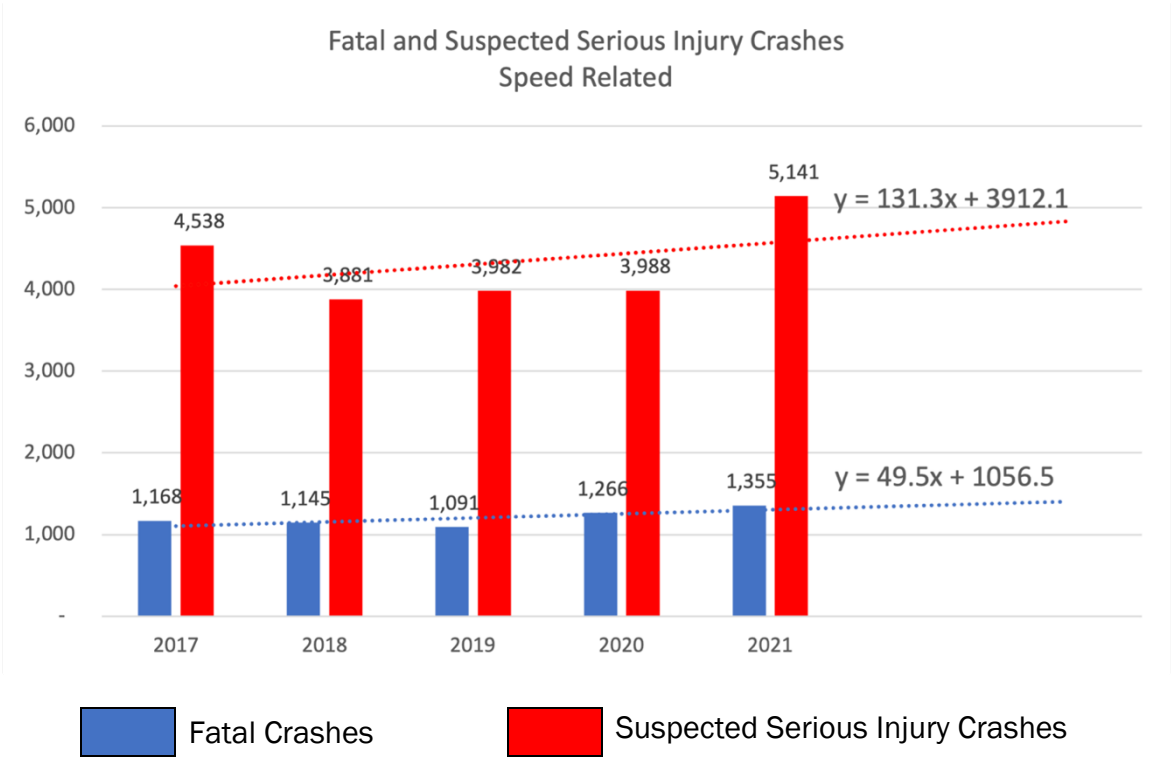


Figure 6.3.1. Speed Related EA: Fatal and Suspected Serious Injury Crashes (2017-2021)

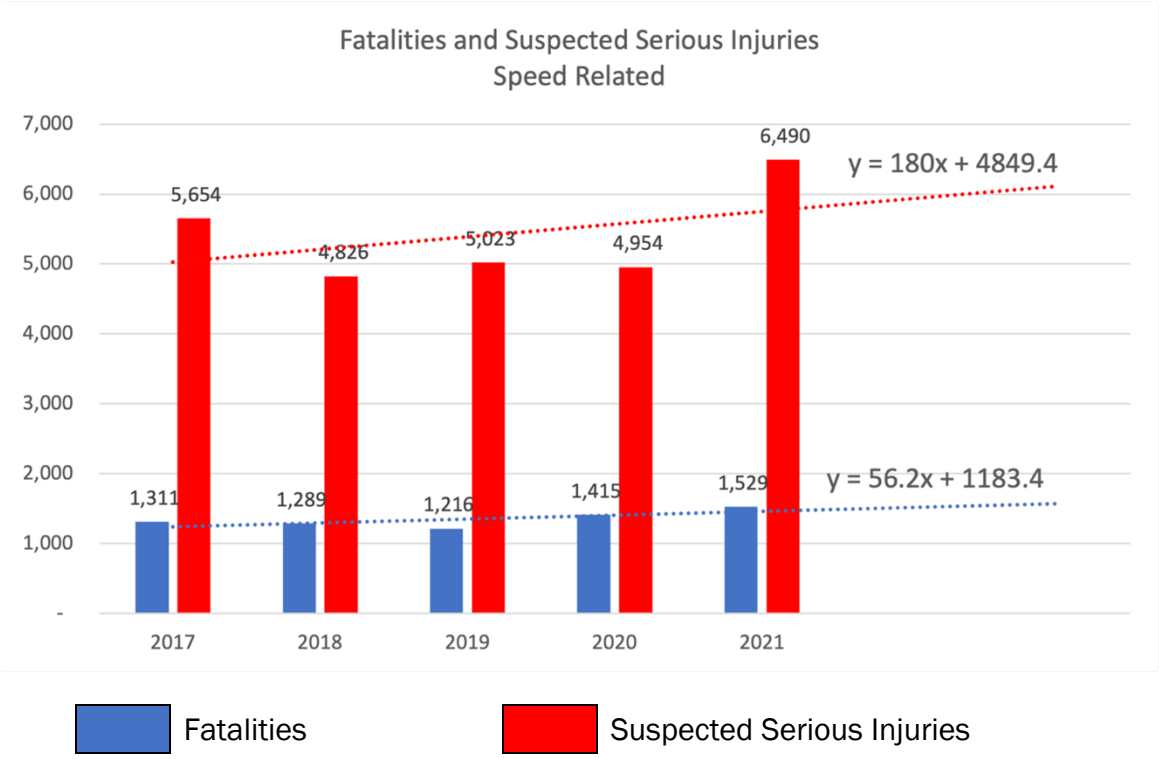


Figure 6.3.2. Speed Related EA: Fatal and Suspected Serious Injuries (2017-2021)

Throughout the Strategic Highway Safety Plan (SHSP) process, the Emphasis Area (EA) teams examined the representation of rural and urban as well as on- and off-system in terms of the crash factors associated with the specific EA. Regarding speed related factors, 56% of the crashes occurred in areas designated as urban while 65% of these types of crashes happened on roadways considered on-system.

Speed Related
% of Fatal & Serious Injury Crashes

Urban 56%

Rural 44%

On-System 65%

Off-System 35%

⇒ 5.4% (1,498) of speeding crashes were work zone related

⇒ 41% of those crashes occurred in dark conditions

Objective for Emphasis Area

Reduce the occurrence of fatal and serious injury crashes by establishing travel speeds that suit the function and level of safety of road segments as well as improve drivers' compliance with speed limits and safe driving based on conditions.

Strategies & Implementation Plans

Strategy 6.3.1 **Establish a target speed limits and road characteristics to reduce speeding on state, county & local roadways.**

Implementation Action Plan	
6.3.1.1	Implement target speeds for arterial, collector, and local roadways with consideration of design and expected operating speeds; Implement target speeds with pedestrian, land use, and roadway context, including options for target speeds of 35 mph or less on arterials, evaluate existing speeds for appropriate target speeds.
6.3.1.2	Establish triggers to review segments prior to construction and maintenance projects to address target speed approach. Consider the revision of state procedures for setting limits included in the TxDOT Design Manual.
6.3.1.3	Establish and/or disseminate procedures for establishing speed zones (regulatory and/or advisory). Coordinate between city, county, and state networks. Identify current best practices and consider adopting new methodologies as appropriate.
6.3.1.4	Complete a roadway network analysis to identify locations with high frequencies of fatal and severe injury crash frequency. Deploy engineering and/or behavior related countermeasures that are proactive/predictive to address hot spots including work zone.
Facilitator(s)	TxDOT Traffic Safety Division & Design Division
Participating Organizations	TxDOT, MPOs, COGs, TTI, Consulting Engineers
Effectiveness	***
Cost to Implement	6.3.1.1 $$, 6.3.1.2 $$, 6.3.1.3 $$, 6.3.1.4 $$
Time to Implement	6.3.1.1 Medium, 6.3.1.2 Medium, 6.3.1.3 Medium, 6.3.1.4 Medium
Barriers	Lack of funding and/or resources

Strategy 6.3.2 **Improve quality of crash data contributing factors related specifically to speed.**

Implementation Action Plan	
6.3.2.1	Review options on the CR-3 for detailing the crash characteristics related to speed. Collaborate with law enforcement to revise the CR-3 form to add more options to detail the elements of speed impacting the crash.
6.3.2.2	Educate law enforcement on the uses of crash data to highlight the need for accurate and comprehensive reporting with special emphasis on speed related characteristics. Include the review definitions for contributing factors & emphasize differences between failure to control speed, speeding over the limit/unsafe for conditions, etc.
6.3.2.3	Ensure crash analysts understand the difference between speeding-related contributing factors and their association with statutes when analyzing crash data.
Facilitator(s)	TxDOT Traffic Safety Division
Participating Organizations	Traffic Records Coordinating Committee (TRCC), TxDOT BTS & Crash Records, DPS, Local & County Law Enforcement Agencies
Effectiveness	**
Cost to Implement	6.3.2.1 $, 6.3.2.2 $, 6.3.2.3 $
Time to Implement	6.3.2.1 Short, 6.3.2.2 Short, 6.3.2.3 Short
Barriers	None known at this time

Strategy 6.3.3 **Leverage data to improve engineering, education, and enforcement.**

Implementation Action Plan	
6.3.3.1	Train law enforcement officers and urge agencies to effectively use CRIS and other data sources during planning and patrols to maximize impact and resources.
6.3.3.2	Develop case studies to document and communicate how cities implement safe design speeds in various settings.
6.3.3.3	Establish partnerships between state, county, and local agencies to implement safe streets projects including, but not limited to, Safe Routes to Schools.
6.3.3.4	Using a data informed approach, deploy awareness and educational campaigns that are proven effective in reducing speeding.
Facilitator(s)	TxDOT TRF, BTS, & CRS
Participating Organizations	TxDOT, DPS, Sheriffs' Departments, MPOs, Cities & Counties
Effectiveness	***
Cost to Implement	6.3.3.1 $, 6.3.3.2 $, 6.3.3.3 $, 6.3.3.4 $$
Time to Implement	6.3.3.1 Short, 6.3.3.2 Short, 6.3.3.3 Short, 6.3.3.4 Short
Barriers	None known at this time

Speeding Emphasis Area Team		
First Name	Last Name	Organization
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Kevin	Kroll	North Central TX Council of Governments
Lewis	Leff	City of Austin
Heather	Lott	TxDOT
David	Palmer	DPS
Jason	Person	TxDOT
Harrison	Plourde	El Paso MPO
Stephen	Ratke	FHWA - TX
Stephen	Ratke	FHWA - TX
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Bryon	Vecera	Houston Police Department
Melissa	Walden	TTI

EA Team Members current as of September 2022