Speed Management Work Plan

A product of the USDOT Speed Management Team

Federal Highway Administration

Federal Motor Carrier Safety Administration

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SPEED MANAGEMENT TEAM

WORK PLAN

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INTRODUCTION

Speeding--exceeding the posted speed limit or driving too fast for conditions—is a contributory factor in approximately 30 percent of all fatal traffic crashes. In 1990, a task force comprised of staff from the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) was created to study the speed management issue and develop a US Department of Transportation (DOT) policy on speed. Staff from three DOT surface transportation agencies (NHTSA, FHWA, and Federal Motor Carrier Safety Administration (FMCSA)) now serve on the team, reflecting the importance of both engineering and behavioral countermeasures and in the spirit of ONE DOT.

The Speed Management Team Work Plan that follows is part of the continuing commitment by NHTSA, FHWA and FMCSA to reduce the number of speeding-related fatalities and injuries occurring on our highways. The work plan presents planned activities through 2002, and supports both the *US DOT Policy Statement on Speeding and Highway Safety,* the Department's strategic plan to reduce deaths and injuries on our highways, and the three agencies' strategic plans.

Since the repeal of the National Maximum Speed limit (NMSL) in 1995, many states have raised speed limits on both Interstate and non-Interstate roads. The repeal also ended requirements for States to submit travel speed data, therefore the US DOT lacks national data on vehicle speeds and speed variance.

There is also a renewed interest on the part of States and local communities in how to best determine and set reasonable and safe speed limits and to effectively enforce them. In 1998, under a cooperative agreement from NHTSA, FHWA and the Center for Disease Control, the Transportation Research Board (TRB) issued Special Report 254, *Managing Speed: Review of Current Practice for Setting and Enforcing Speed Limits*, containing the recommendations of a 17-member interdisciplinary committee on speed setting. During the spring of 2000, the USDOT Speed Management Team held a series of workshops to discuss the report's findings and to identify actions needed to restore the credibility of speed limits in the United States. Speed setting and enforcement demonstration projects based on the report are among the projects in this work plan.

Today, States and local communities are looking increasingly at advanced technologies and other solutions to assist them in speed setting and enforcement. Renewed interest is being shown in variable speed limits (VSL), a type of Intelligent Transportation System (ITS) system that utilizes traffic speed and volume detection, weather information, and road surface condition technology to determine appropriate speed limits. Members of the USDOT Speed Management Team are currently participating in a project to identify VSL implementation issues and plans for VSL operational tests.

Some communities are also using advanced technologies for automated enforcement. Photo radar, laser speed measuring technology, and red light running cameras have the potential to assist law enforcement in apprehending speeders. Advances in automated enforcement technology, however, bring with them new challenges for traffic engineers, law enforcement, and the courts.

Traffic Calming – design measures such as traffic circles and speed humps--- has also come into renewed interest. These practices have been documented as lowering travel speeds in residential areas. Traffic calming is designed to control speed and enhance the environment for non-motorists.

Speed management is a complex problem. It involves many factors including public attitudes, driver behavior, vehicle performance, roadway characteristics, enforcement strategies, court sanctions, and speed zoning. To address these changes in policy and practices, the Speed Management Team's activities have been refocused, and new tasks are continually added to the work plan.

Speeding and Aggressive Driving

The issue of aggressive driving is now a major concern to highway safety officials. Although speed is a factor in many aggressive driving actions, numerous other non-speeding related actions (e.g. tailgating, improper lane changes) contribute to the problem and require resources different than those available from the Speed Management Team. In response, the DOT has formed a separate, interdisciplinary Aggressive Driving Team to examine the issues. The USDOT Speed Management Team and Aggressive Driving Team work together on common issues to maximize available resources and develop innovative programs. As a result, numerous activities appear in both the Aggressive Driving Team and the Speed Management Team work plans.

OVERVIEW OF SPEED MANAGEMENT

OBJECTIVE. ***The objective of this program is to develop a wide range of strategies to manage speed and to combat speeding more effectively on our nation's highways, thereby reducing crashes and fatalities.***

APPROACH. Both research and operational test approaches are being pursued. Work will be accomplished in a wide variety of areas including enforcement, education, public information, traffic engineering, crash analysis, and human behavior. Activities are being undertaken independently and jointly by FHWA, NHTSA, and FMCSA. In general, what is known about speed management and speeding will be compiled and summarized. As knowledge gaps are identified attempts are being made to fill those gaps and evaluate new mechanisms and processes. Where countermeasures exist, outreach activities will be identified, implemented, and evaluated.

This document provides specific activities either in progress or being planned. The activities are divided into five categories presented below with the objective of each:

1. Information and Analysis--to gather and analyze information designed to provide insight into speed management and speeding.

2. Speed Zoning--to develop and implement rational criteria for setting speed limits.

3. Technology--to identify, develop, and evaluate applicable speed management technologies.

4. Enforcement--to develop innovative and effective speed enforcement methods, strategies, and programs.

5. Public Information and Education--to develop methods, strategies, and programs to inform the public, law enforcement agencies, engineers, and the judiciary of the dangers of speeding and the steps being taken towards appropriate speed management.

Within each category, activities are summarized and the current status stated. “Activities” can include demonstration projects, studies, tasks within studies, etc. At the end of each project’s description it is noted which agencies have primary responsibility: the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), or the Federal Motor Carrier Safety Administration (FMCSA), as well as implementation dates. (Note: at one time motor carrier safety was part of FHWA. Projects are identified in terms of the agency now responsible.) Activities that are being undertaken solely as a team effort are identified as SMT (Speed Management Team).

1. INFORMATION AND ANALYSIS

OBJECTIVE: ***To gather and analyze information designed to provide insight into speed management and speeding.***

Activity 1.1 Speed/Crash Problem Identification. Study to determine when situational and driver characteristics associated with speeding and other unsafe driving behavior results in crashes. The study will include at-scene crash reconstruction and post crash interviews to determine the conditions in which speeding and other unsafe actions lead to crashes. Data will be collected by NASS investigators specifically trained to identify critical driver pre-crash behavior. [1994 - 1997 NHTSA/FHWA].

Status. In Progress.

Activity 1.2 Speed-Roadway Relationships. Speed data was collected on a variety of roadway characteristics to quantify the speed-roadway relationship. Of specific interest was highway type, various levels of service, and roadside development. [1994 - 1998 FHWA].

Status. Completed. Report anticipated on web by December 2000.

Activity 1.3 Development of a Prototype Driver Model for Highway Design. Human factor studies using driving simulator and instrumented vehicles are being carried out to understand and model how drivers select and control their speed and path on rural two lane highways. [1997 - 2000 FHWA].

Status. In Progress.

Activity 1.4 Effects of Urban Street Design and Roadside Environment on Traffic Speed. Current design speed criteria for low speed urban streets often result in operating speeds higher than the design speed and inappropriate for the urban street environment. Models will be developed for estimating operating speeds for various functional road classes in low speed urban environments based on alignment, grade, cross-section, traffic mix, pedestrian and bicycle traffic, intersection spacing and roadside environment (e.g. parking, setbacks, landscaping, access points). The incorporation of operating speed models in the design process will provide planners and engineers with guidance in selecting street designs that result in actual operating speeds more consistent with road function and speeds intended. [2000 - 2002 FHWA].

Status. In Progress. Contract anticipated in FY 2000.

Activity 1.5 Association of Driving Speeds and Crash Risk - Phase I. Pilot study involving vehicles equipped with speed and location data recording devices. Vehicles will be monitored to determine when and where they are being operated above the posted speed limit. Drivers will be classified according to when, where, and under what conditions (type of roadway, posted limit, time of day, etc.) they speed. This information will then be related to crash experience. [1997 - 1999 NHTSA].

Status. Completed.

Activity 1.5.1 Association of Driving Speeds and Crash Risk - Phase II. A study conducted by the Georgia Institute of Technology to investigate and provide an understanding of the relationship between vehicle speed and crash risk under various demographic, environmental and physical conditions. The study will involve equipping a fleet of passenger vehicles with speed data recorders and continuously recording their speed and location over a two-year period. The data recording devices will incorporate Global Positioning Satellite (GPS) telemetry, a cellular phone for automated data download, tri-axial accelerometers to detect crash events and Automated Collision Notification (ACN). In addition, a comparison of crash-involved drivers with prevailing speeds at the time and location of crashes will allow a determination of the effect of variance from the mean speed on crash risk. [2000 - 2003 NHTSA].

Status. In Progress.

Activity 1.6 National Survey of Speeding and Other Unsafe Driving Actions. Information will on when, where, and under what conditions drivers speed; their crash experience and information on the crash; their perception of what constitutes safe speed; their motivation for speeding; and their risk characteristics. [1996 NHTSA/FHWA].

Status. Completed. Report is available on the web at <http://www.nhtsa.dot.gov/people/injury/aggressive/unsafe/>.

Activity 1.6.1 National Survey of Speeding and Other Unsafe Driving Actions: 2001. The second in a series of studies designed to ascertain public perception regarding speeding and other unsafe driving behaviors to include general concerns, attitudes and potential solutions [2000 - 2001 NHTSA/FHWA].

Status: In Progress

Activity 1.7 Synthesis on Speed Management. A synthesis of relevant speed and speed management research will be prepared to supplement two earlier syntheses. [1996-1997 FHWA/NHTSA].

Status. Completed. Published on web http//www.tfhrc.gov/safety/speed/spdtoc.htm

Activity 1.8 Report to Congress on the National Highway System (NHS) Designation Act of 1995. The report was delivered to the Congress on March 10, 1998.

Status. Completed. Copies were distributed nationwide and placed on the web at <http://www.nhtsa.dot.gov/search97cgi/s97_cgi.exe>.

Activity 1.8.1 State Specific Speed Data. Project to collect speed data to determine the changes in speed and speed variability and its effect on crashes, deaths and injuries. Grants were awarded to Louisiana, South Dakota, Utah and Wisconsin. [1999 - 2001 NHTSA/FHWA].

Status. In Progress. Anticipated completion in March 2001.

Activity 1.9 Synthesis of States Speed Laws and Regulations. A synthesis of the 50 State's speed laws and regulations. This project was first completed in December 1996 and distributed to NHTSA and FHWA offices, Governor's Highway Safety Representatives, national safety organizations and other highway safety groups. [1997 - 1998 NHTSA].

Status. Ongoing. The synthesis, updated and distributed annually, is available on the web at <http://www.nhtsa.dot.gov/search97cgi/s97_cgi.exe>

Activity 1.10. Differential Speed Limits. Before and after speed and crash data will be collected and analyzed to estimate the safety effects of the change in Virginia from a differential to a uniform speed limit for cars and trucks on freeways. Data from NC and WV will be used for control. Currently 10 states have differential speed limits. [2000 - 2002 FHWA].

Status. Pending.

Activity 1.11 Effect of Vehicle Speed on Pedestrian Crash Severity. This study investigated the relationship between vehicle speed and the probability of a pedestrian fatality or serious injury in a pedestrian-motor vehicle crash. US and international research in this area was reviewed and analyses were conducted using USDOT's General Estimates System (GES) data and Florida pedestrian crash data. These findings will provide useful information for speed reduction campaigns and for establishing safe speed limits in areas with pedestrian activity. [1997 - 1999 FHWA/NHTSA].

Status. Completed. Report is posted on the web at <http://www.nhtsa.dot.gov/people/outreach/traftech/pub/tt215.html>

2. SPEED ZONING

OBJECTIVE: ***To develop and implement rational criteria for setting speed limits.***

Activity 2.1 Preliminary Criteria for Establishing Speed Limits. Criteria developed to use in establishing speed limits in an FHWA-contracted study (1994). Criteria involved use of the 85th percentile and an outreach program involving the local communities, enforcement, and judicial personnel. The final report (not published) was developed with input from the engineering community only. Because of the single focus, this issue was revisited by the TRB study (See Activity 2.3). [1994 - 1996 FHWA].

Status. Completed.

Activity 2.2 Marketing of Speed Limit Criteria. The preliminary criteria developed to establish speed limits (See Activity 2.1) will be marketed and field tested under a variety of conditions. [1999 - 2001 FHWA/NHTSA].

Status. Canceled.

Activity 2.3 TRB Evaluation of Speed Setting Criteria. NHTSA, FHWA and CDC contracted with the Transportation Research Board to have a multi-disciplinary panel of experts review criteria used to set speed limits including alternative methods. The panel of experts was: familiar with practices currently used to set speed limits, both in this country and abroad; familiar with new technology; familiar with enforcement issues; familiar with vehicle dynamics; and, familiar with the human factors issues involved in the speed issue. Based on their review, the panel recommended and published broad guidelines for setting and enforcing speed limits. [1997 FHWA/NHTSA].

Status. Completed.

Activity 2.3.1 Speed Setting and Enforcement Demonstrations. A demonstration project of the speed zone guidelines developed by TRB will be evaluated in a number of cooperating communities. Data will be collected and analyzed on issues/problem encountered and the impact on compliance with speed [2000 - 2005 FHWA/NHTSA].

Status. In Progress.

Activity 2.4 Assessment of VSL Implementation Issues. (NCHRP Project 3-59) funded by FHWA and AASHTO through TRB's National Cooperative Highway Research Project (NCHRP), this project will identify judicial, enforcement, technology and safety/mobility implementation issues connected with VSL systems, develop Operational Test plans for the most promising driving situations for VSl applications, and conduct an operational test of a VSL system in a work zone. Selected speed team members participated in the development of the work statement and review of contractor bids; now serve as DOT Liaisons monitoring project progress. [1999 - 2003 FHWA].

Status. In Progress.

Activity 2.4.1. Rural ITS Field Operational Test. Team is working closely USDOT's Intelligent Transportation System (ITS) Joint Program Office on an FY 2001/2002 VSL Field Operational Test (FOT) involving ITS rural and FHWA RD &T funds. Test may be in rural work zone or a "European" style FOT, depending on preliminary op test plans to be submitted by the NCHRP VSL project described above. As a first step, examples of VSL applications here and aboard were collected and published in January 2000 [2000 - 2002 FHWA].

Status. Pending.

Activity 2.5 Acceptable Speed Limits From Non-Motorist Perspective. Data will be collected to determine the speed and volume levels that are considered safe and acceptable, and speed zoning from the viewpoint of residents and vulnerable road users such as pedestrians and bicyclists. The findings will be useful in selecting and establishing safe speed limits in residential and other areas with pedestrian activity. [2001 - 2002 FHWA].

Status. Pending.

Activity 2.6 Expert System for Setting Speed Limits. A computer-based expert system will be developed to advise and assist practitioners in setting credible speed limits within speed zones. The expert speed advisor will provide an objective, quantifiable, and systematic method to establish consistent and safe speed zones. [2001 - 2003, FHWA].

Status. Pending.

3. TECHNOLOGY

OBJECTIVE: ***To identify, develop, and evaluate applicable speed management technologies.***

Activity 3.1 Drone Radar Operational Guidelines. This publication, approved by the Federal Communications Commission, provides specific guidelines and recommendations for the use of drone radar. The guidelines have been distributed to states and communities throughout the country. DOT continues to support this program and the use of drone radar is recommended for inclusion in speed enforcement programs. [1993 - 1997 NHTSA].

Status. Completed.

Activity 3.2 Automated Speed Enforcement (ASE) Demonstration Projects. Three statewide demonstration projects were conducted (MI, NJ and WA) to maximize general deterrence to speeding, thereby reducing speed limit violations and related crashes. Results validated use of technology and acceptance of use. [1995 - 1996 NHTSA].

Status. Completed.

Activity 3.2.1 Automated Speed Enforcement (ASE) Demonstration Projects - George Washington Parkway. An operational and enforcement demonstration using photo-radar on the George Washington Parkway being conducted with the U.S. Park Police. Citations will be issued to the registered owner of the vehicle. [1998 - 2000 NHTSA].

Status. In Progress.

Activity 3.3 Performance Specifications for Photo-Radar Speed-Measuring Devices. Performance specifications and testing protocols are being developed for photo-radar speed-measuring devices by the National Institute of Standards and Technology, Office of Law Enforcement Standards. [1993 - 1997 NHTSA].

Status. In Progress.

Activity 3.4 Field Test of Photo-Radar Speed-Measuring Devices. Photo-radar speed-measuring devices will be field tested and the performance specifications will be evaluated. [1995 - 1996 NHTSA].

Status. Pending completion of Activity 3.3.

Activity 3.5 Improved Speed-Measuring Devices. The project involved working with the International Association of Chiefs of Police (IACP) and the National Institute for Standards

and Technology (NIST) to develop performance specifications and testing protocols for lidar (**Li**ght **D**etection **a**nd **R**anging) speed-measuring devices. [1996 - 1998 FHWA/NHTSA].

Status. Completed.

Activity 3.5.1 Establish Testing Laboratories for Lidar. Independent testing laboratories will be established and operated through the International Association of Chiefs of Police (IACP), Highway Safety Committee, Speed Measurement Advisory Technical Subcommittee for insuring the accuracy and reliability of lidar speed-measuring devices. [1996 - 1998 NHTSA].

Status. In Progress.

Activity 3.6 Impact of ITS on Speeding. Speed management is being addressed in a variety of ITS Operational tests. Projects incorporate speed advisories based on weather and road conditions broadcast via variable messaging signs (*Green Light*--OR, *Idaho Storm Warning System*--ID, *Travel-Aid*--WA) and variable speed limit test and evaluation (Nevada). Additionally, the Dynamic Truck Speed Warning for Long Downgrades Operational Test (CO) utilizes weigh-in-motion scales and speed loops to determine a truck's safe descent speed and the driver is advised of the speed via a variable messaging sign. [1999 - 2003 FHWA/NHTSA].

Status. In Progress.

Activity 3.6.1 Intelligent Vehicle Initiative: Truck Rollover Stability. This project will evaluate an in-cab device to warn drivers of what their combination tractor/trailer rollover threshold is and how close to that threshold the driver has driven. The device will provide feedback to the driver to allow driving adjustment, including speed adjustment, to reduce the number of rollover-related crashes. [2000 - 2002 FMCSA].

Status: In Progress

Activity 3.7 Speed-Measuring Device Performance Specifications. The National Institute of Standards and Technology (NIST), Office of Law Enforcement Standards (OLES), has developed performance specifications and testing protocols for speed-measuring devices. These technical documents serve at the resource for model minimum performance specifications and equipment requirements for speed-measuring devices. The performance specifications provide the public, courts, and law enforcement agencies confidence in the accuracy and reliability of speed-measuring devices. [2000 NHTSA].

Status. On going.

Activity 3.8 Speed-Measuring Device Testing Laboratories. The International Association of Chiefs of Police (IACP) manages independent speed-measuring device testing laboratories. These laboratories test speed-measuring devices to confirm compliance with NHTSA's performance specifications and to insure the accuracy and reliability of the devices. [2000 NHTSA].

Status. On going.

Activity 3.8.1 IACP Speed-Measuring Device Testing Program Administration Guide. This document, developed by the International Association of Chiefs of Police (IACP), the IACP Highway Safety Committee and the IACP Speed Measurement Advisory Technical Subcommittee, establishes and outlines the procedures required for getting speed-measuring devices listed on the IACP Consumer Products List (CPL). In addition, the document establishes and outlines the Critical Performance Testing (CPT) procedures designed to ensure the accuracy and reliability of these devices. [2000 NHTSA].

Status. Completed

Activity 3.9 IACP Speed-Measuring Device Consumer Products List (CPL). The International Association of Chiefs of Police (IACP) publishes and maintains a Consumer Products List (CPL) of speed-measuring devices that have been tested and found in compliance with NHTSA's speed-measuring device performance specifications. In addition, the devices listed on the CPL must periodically perform the IACP's Critical Performance Testing (CPT) protocol to insure and maintain compliance with the applicable performance specifications. . [2000 NHTSA].

Status. On going. The CPLs are posted on the web as follows: radar is at <http://www.theiacp.org/profassist/radarcpl.html> and lidar is at <http://www.theiacp.org/profassist/lidarcpl.html>

Activity 3.10 Automated Enforcement Position Paper. The US DOT Speed Management Team recognizes that advancements in technology have greatly enhanced the mobility, efficiency and effectiveness of traffic enforcement operations. Citizens and highway users must accept these technologies as fair and impartial enforcement methods. The Speed Management Team is developing a paper to safeguard our position that automated enforcement technology should be employed to enhance traffic safety. [2000 SMT].

Status. In Progress.

Activity 3.11 Traffic Calming State-of-the-Art Report. A state-of-the-art report on current traffic calming practice and experiences was prepared in cooperation with the Institute of Transportation Engineers (ITE). A traffic calming web site was created and a one-week international seminar tour of traffic calming sites was planned and conducted. A one-day workshop and "train the trainer" toolkit on residential traffic calming was prepared for the local technical assistance program. [1998 - 1999 FHWA].

Status. Completed. Published on web: http://www.ite.org/traffic/index.htm

Activity 3.12 Traffic Calming Impacts. Tests will be carried out in cooperation with local agencies to assess the effects of various innovative engineering measures (humps, speed tables, chokers, chicanes, mini traffic circles, etc) that have been implemented to control speeds on local and surrounding roads in urban areas. The impacts of these measures on speeds, crashes, pedestrian and bicycle accommodation, route and mode choice, aesthetics, air quality, noise, vibration and emergency response will be evaluated. [2001 - 2003 FHWA].

Status. Pending 2001.

Activity 3.13 Perceptual Countermeasures For Controlling Speed And Crashes Human factors studies will be carried out to identify low cost perceptual and tactile measures (e.g., marking schemes, feedback signs, surface treatments) to reduce traffic speeds. The most promising treatments will be field tested and evaluated in terms of speed and safety. [2002 - 2003 FHWA].

Status. Pending 2002.

Activity 3.14 Speed Management on Main Roads Through Rural Towns**.** Engineering measures to control speeds and enhance the safety of main rural roads passing through towns and other built-up areas will be tested in cooperation with State and local agencies. [2002 - 2004 FHWA].

Status. Pending.

4. ENFORCEMENT

OBJECTIVE: ***To develop innovative and effective speed enforcement methods, strategies, and programs.***

Activity 4.1 Cooperative Law Enforcement Efforts. Outreach activity that encourages states to plan and conduct cooperative enforcement efforts. This activity has been combined into the *Campaign Safe & Sober*, a national initiative to reduce speeding and impaired driving, while increasing seat belt use. These planners are issued three times per year and contain enforcement related pieces. In addition, the publication *Beyond the Limits: a Law Enforcement Guide to Speed Enforcement* is used to promote speed enforcement. [1993 - 1997 NHTSA].

Status. Ongoing.

Activity 4.2 State and Regional Enforcement Workshops. Outreach activity to provide information on enforcement strategies and automated speed-measuring devices. These workshops are presented at the request of NHTSA Regional Offices. In addition, as specific items are developed that enhance speed enforcement, they are provided to the NHTSA Regional Offices and the FHWA Field Offices. [1993 - 1998 NHTSA/FHWA]

Status. Ongoing.

Activity 4.3 Field Test--Laser Speed Enforcement Procedures. Two California communities selected for using laser speed measurement technology and enforcement strategies. The results indicated both lower speeds and a reduction in speed- related crashes. Additionally, the enhanced enforcement showed a decline in some crimes, especially larcenies and thefts. [1993 - 1995 NHTSA].

Status. Completed.

Activity 4.4 Model Speed Enforcement Program. This program was developed in the successful California municipal speed demonstration project. The model enforcement program was distributed with the report, which showed the positive effect of enforcement on speed management. [1994 - 1995 NHTSA]

Status. Completed. The document was distributed nationally in *Campaign Safe & Sober* planners and is available on the NHTSA Web site at <http://www.nhtsa.dot.gov/people/injury/enforce/program.htm>

Activity 4.5 Determination of Enforcement Strategies. Data will be collected from a number of jurisdictions to determine at what speed citations are being issued vis-a-vis roadway type and speed limit. [1995 - 1996 NHTSA].

Status. Canceled.

Activity 4.6 Speed Setting and Enforcement Demonstration Project Strategies. Speed enforcement strategies will be implemented and evaluated [1995 - 2001 NHTSA].

Status. Pending (See Activity 2.3.1).

Activity 4.7 Speed-Measuring Device Operator Training Program. Development of an operator training program consisting of a core curriculum with device specific modules for radar, lidar, photo-radar and VASCAR©. These revisions will improve the efficiency of operator training. [1996 - 1999 NHTSA].

Status. In Progress.

Activity 4.8 Targeted Truck Enforcement. Develop and evaluate comprehensive traffic enforcement strategies for large trucks, including speed enforcement. [1996 - 1998 FHWA].

Status. Completed.

Activity 4.9 Aggressive Driving Enforcement Demonstration Project - Phase I. A demonstration grant was awarded to Milwaukee (WI) Police Department in October 1998 to identify: effective, innovative enforcement techniques; applications for new enforcement technology; legislative, prosecutorial or judicial needs; and what role alcohol and/or drugs play in the problem. Speed is expected to play a defining role in the aggressive driver demonstration program. [1998 - 1999 NHTSA].

Status. Completed.

Activity 4.9.1 Aggressive Driving Enforcement Demonstration Project - Phase II. This phase of the demonstration project will test the validity of findings and evaluate the techniques used in Phase 1 of the Aggressive Driving Enforcement Demonstration Project (Activity 4.9). Grants awarded to Tucson (AZ) Police Department and Marian County (IN) Police Department, a division of the Greater Metro Indianapolis Police Department. [1999 - 2000 NHTSA].

Status. In Progress.

Activity 4.10 Aggressive Driving Technical Assistance. An officer, detailed to NHTSA from an agency with an operating, effective, aggressive driver countermeasure program, will develop an aggressive driver enforcement program and technical assistance guide for state and local law enforcement agencies. This purpose of the Guide is to identify and outline best enforcement practices from around the country. [1997 NHTSA].

Status. Completed. The guide is available on the web at <http://www.nhtsa.dot.gov/people/outreach/safesobr/16qp/adprograms.html>

5. PUBLIC INFORMATION & EDUCATION

OBJECTIVE: ***To develop methods, strategies, and programs to inform the public, law enforcement agencies, engineers, and the judiciary of the dangers of speeding and the steps being taken towards appropriate speed management.***

Activity 5.1. "Speeding. Gets You Nowhere! Fast!" Campaign. PI&E programs designed to increase public awareness of the dangers caused by driving too fast. "Speeding! Gets You Nowhere! Fast!" replaced with "Speed Shatters Life" focusing on injury consequences. NHTSA has produced and distributed English and Spanish multimedia print, television and radio PSAs. [1994 - 1997 NHTSA].

Status. Ongoing.

Activity 5.2 Effective Messages and Marketing Methods. This project has a much larger scope and is an integral part of the NHTSA *Campaign Safe & Sober*. The project is tasked with the development of effective messages and marketing methods including draft editorials, features on speed, information on speed to be distributed with license renewals, etc. In addition, speed related materials have been developed and distributed to a much wider group of highway safety advocacy groups, the enforcement community, legislators, motor vehicle administrators, and other interested parties. Aggressive driving is an emphasis area in current planners. [1994 - 1998 NHTSA/FHWA].

Status. Ongoing.

Activity 5.2.1 Effective Messages and Marketing Methods - Setting and Enforcing Speed Limits. Outreach material on how speed limits are realistically set and enforced based on the TRB study. Effective marketing and outreach messages will be developed using a variety of techniques suitable for the driving public.
[2000 NHTSA/FHWA].

Status. Pending. (See Activity 2.3.1.)

Activity 5.3 Law Enforcement Workshops. PI&E workshops to train law enforcement public information officers how to plan, develop and implement effective PI&E programs to counter speeding. Currently being taught and coordinated by State Highway Safety Offices.

Status. Completed.

Activity 5.4 Innovative Educational/Public Information Campaigns. Using information from driver and Department of Motor Vehicle attitude surveys, develop and field test public information programs designed to educate and inform drivers of the need to comply with speed limits. These programs will be tested in several locations. [1996 NHTSA/FHWA].

Status. Postponed

Activity 5.4.1 TRB Speed Setting and Enforcement Workshops. Workshops to present the TRB-developed criteria for setting and enforcing speed limits to FHWA and NHTSA field personnel, State DOT personnel, LTAP, State Highway Safety Offices and local governments staff, enforcement and judicial personnel. The workshops explained the rationale of the criteria and how it can be implemented.
[1999 - 2000 FHWA/NHTSA].

Status. Completed. Workshop summaries are on the web at <http://safety.fhwa.dot.gov/safetyprogs/hiway/dallas-report.htm>

Activity 5.4.2 Speed Setting and Enforcement Demonstration PI&E. Fund rural and urban demonstration projects to determine effectiveness of the TRB's speed setting and enforcement criteria and the impact of speed on aggressive driving. [2000 - 2002 NHTSA/FHWA].

Status. Pending. (See Activity 2.3.1).

Activity 5.5 Educating the Courts. Using focus groups and surveys, develop a training package to be used for members of the judiciary to inform them of the comprehensive aspects of speed management including setting speed limits, enforcement strategies and activities, and the impact of speeding on highway safety. The focus groups and surveys will be used to determine judicial attitudes on speed limits, enforcement strategies, and the safety impacts of speeding. [1999 FHWA/NHTSA].

Status. Postponed.

Activity 5.6 Legislative Fact Sheet Speed. Fact sheet detailing key facts for use in legislative activities produced by NHTSA. [1995 NHTSA]

Status. Completed.

Activity 5.7 Traffic Safety Facts - Speeding. NHTSA's National Center for Statistics and Analysis publication detailing information on speed involvement in traffic fatalities. The publication is updated and published annually. [1995 NHTSA].

Status. Ongoing. The document is available on the NHTSA web site at <http://www.nhtsa.dot.gov/people/ncsa/pdf/Speeding99.pdf>

Activity 5.8 Capital Beltway Aggressive Driver Project. Support the Maryland State Police effort to use lidar and video technology to identify speeders and aggressive drivers. Because of the difficulty of conducting traffic stops on the Capitol Beltway, vehicle imaging will enable the State Police to record violations, identify vehicle owners, and solicit their future cooperation and compliance. [1997 - 2001 FMCSA].

Status. In Progress.

Activity 5.9 Study the Effectiveness, Benefits, and Costs of Commercial Motor Vehicle Traffic Enforcement. The project is analyzing the impact of traffic law enforcement on crash reduction; assessing the acceptance of this enforcement strategy as part of the MCSAP in the law enforcement community; and evaluating whether traffic enforcement targeted at high-risk locations is a useful strategy in improving highway safety. [1997 - 1998 FMCSA].

Status. In Progress.

Activity 5.10. Provide Training for Judges and Law Enforcement Personnel Development and implementation of a judicial/executive overview program to ensure appropriate and uniform adjudication of commercial motor vehicle safety regulation violations. The Commercial Drivers' License course modules for these target groups are being maintained and marketed by the National Judicial College and the International Association of Chiefs of Police. [1999 - 2001 FMCSA].

Status. Ongoing.

Activity 5.11 Speed Management Workshop Guide. Development of a guide to assist state and local governments and others who wish to conduct a speed management workshops. [2000 FHWA/NHTSA].

Status. Pending.

Activity 5.12 Roadway-Oriented Speeding Exhibit. An exhibit and handouts displaying speeding data by road function classification is being developed. Numbers of speeding-related fatalities and speeding fatality rates will be examined to identify on what kinds of roadways these fatalities are occurring. Differences between urban versus rural areas will also be examined as will data for single vehicle speeding-related crashes and pedestrian deaths. [2000 - 2001 FHWA].

Status. In Progress.

Activity 5.13 85th Percentile Speed Setting Information. Development of education and outreach materials that explain the safety and enforcement reasons to use the 85th percentile in speed setting activities, as well as how to best calculate and collect travel speed data. [2000 - 2001 FHWA].

Status. In Progress.