

## TRB Speed Management Workshop

### Restoring Credibility to Speed Setting: Engineering, Enforcement, and Educational Issues

*Marriott Wardman Park Hotel, Cotillion North, Washington, DC, January 9, 2000*

#### 11:45 a.m. - Noon. Charge to Working Groups

*Dwight Horne, Director,*

*Federal Highway Administration (FHWA),*

*Office of Highway Safety Infrastructure*

I am back to introduce the next portion of our program—the working group sessions. It's these working groups that will produce the product of today's meeting--- a list of suggested actions that this country must take to restore the credibility of speed limits.

We also are moving into the portion of our program where you will be split into small working groups---- and many of you will shift to new room locations .

We will break into 6 working groups: 3 will focus on credibility issues connected with static speed limits (that is posted signs with unchanging speed limits) and 3 will focus on variable speed limits (limits that change according to traffic, weather, and other conditions ).

It may be that both--static and VSL--- share many of the same credibility issues, but we felt they were different enough to warrant separate treatment.

Part of this workshop is to make sure you all talk to one another and get the whole picture.

It may be very interesting for us engineers to get together to hash over speed issues connected with roadway design or traffic flow, but if we did that we would fail to gain the insight offered by law enforcement officials or the courts.

So we have made some group *pre-assignments* to make sure that each working group represents a cross section of interests. If you take a look at the insert in your workshop program—you will see what group and room you have been assigned to.

If you don't see your name listed—that means we got your name too late—and in that case you should stop by the workshop registration desk in the foyer to get your assignment.

Please see one of the workshop organizers if you have additional questions.

We have assembled a fine group of breakout leaders, and I'm going to ask the Group Leaders to stand as I call your name:

#### Static speed :

- **Judge Peter Evans**, County Court Judge, Palm Beach, FL
- **Dr. William Taylor**, Professor of Engineering, Michigan State University
- **Ray Krammes**, Highway Research Engineer, FHWA Office of Safety Research and Technology

Variable speed:

- **Roy Sumner**, Sr. Vice President, PB Farradyne
- **Peter Briglia**, ITS Program Manager, Washington State DOT
- **Davey Warren**, Highway Research Engineer, FHWA Office of Safety Research and Technology.

We thank these gentlemen for volunteering their time today to assist us—their bios are in the program. Thanks and be seated.

A few general comments before we break into the working groups:

**We are asking all groups to focus on four aspects of the speed setting credibility issue:**

- Public Policy
- Engineering
- Enforcement , and
- Judicial Concerns

We want you to **Focus on the Future.**

**Look forward, not back, when you consider these aspects.**

By this, I mean we are not asking you to tell us what went wrong in the past—we can't change that . Of course, you will discuss problems connected with current and past speed limits in your groups , but we are not asking for list of top 10 speed setting mistakes that this country has made.

We know it would be tempting to spend time arguing about the effect of the National Maximum Speed Limit that our country had for 20 years—but that's not why we've brought you here today.

**We want FIXES that we can apply to where we are today.**

We also are not asking you to come up with a series of actions you want the Federal government to undertake to solve the problem , or what you want State governments or any associations—or anyone else specifically to do for that matter.

We are not far enough along in discussions to decide WHO should undertake remedial actions, but rather stand at the earlier stage of WHAT should be done.

So leave behind considerations of exactly who should implement the action you think is necessary.

We realize that you have been given a relatively short time span—just 2 ½ hours—to tackle the issues. Boils down to about 20 minutes per issue—20 minutes for enforcement, 20 minutes for engineering , etc.

Do the best you can. We have provided recorders to help get down your suggestions and we have asked speakers from this morning to circulate around the groups to offer their advice.

We will reassemble in this room today at 2:30 and your breakout leaders will report out your top suggestions.

Now I am going to ask Donna Nelson to come to the podium and she will provide you some additional instructions.

Donna will moderate the 2:30 report out session.

As mentioned this morning, Donna is one of the three organizers of this workshop.

Her PH.D. in engineering and extensive ITS background has made her invaluable during the planning. She worked for ITS America for 5 years during which time the National ITS program was developed, and currently is the Safety and Enforcement Team leader of the ITS America Committee called Benefits, Evaluation and Cost. Donna also is the new Director of the University of Maryland's T2 Center.

Donna.