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State Perspective on Speed

- Speed per se is not a significant contributing cause of accidents
- Relative speed (differences in speeds of vehicles in the traffic stream) is a contributing cause of accidents.
- Drivers' speeds are governed more by highway conditions at their time of travel than by any posted speed regulations.



State Perspective on Speed

- 12% of all crashes - speed is a contributing factor
- 31% of fatal crashes - speed is a factor
- 43% of fatal crashes occur on roadways posted under 55 mph
- Public does not perceive speed as a safety issue



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State Perspective on Speed

-Vehicle speeds are reduced sharply during unfavorable traffic conditions, such as periods of inclement weather, traffic congestion, and poorer highway geometrics.

-Raising posted speed limits will not cause a corresponding jump in vehicle speeds.



State Perspective on Speed

- Speed limits established on the basis of traffic engineering principles will be abided by the majority of drivers.
- There is a practical difference between statutory speed limits and those established on the basis of engineering studies.
- There are valid reasons for having statutory maximum speed limits.



State Perspective on Speed

- Accident severity increases with vehicle speed.
- Most drivers are good and caring drivers – indeed, our rules and regulations to a large degree are based on this fact.
- 55 NMSL is cited by a majority of the states as a probable cause of a breakdown in motorist discipline.



State Perspective on Speed

Compliance – Summary of Responses

- **55 NMSL**
- **TCD Misuse**
- **Enforcement**
- **Societal Changes**
- **TCD Understanding**
- **TCD Maintenance**
- **Speed Limits**
- **Signal Timing**
- **Driver Education**
- **WZ TCD's**
- **RTOR**
- **3 E's**



State Perspective on Speed

- Motorist actions follow well founded and well know rules of human behavior.
- Routine enforcement efforts cannot coerce compliance with a law which is not supported by the public.



State Perspective on Speed

-Unrealistic traffic regulations are counterproductive, and fly in the face of driver expectancy.

-The nation's drivers are competent and drive in a reasonable and responsive manner well within the bounds of acceptable human behavior.



State Perspective on Speed

+ Speed Limits

- statutory
- residential
- speed zones
- advisory
- transitional
- relative speed



State Perspective on Speed

- uniformity and consistency
- understanding by others (3Es)
- public understanding (PR)



State Perspective on Speed

- ASP
- speed management demos
- Maryland legislation automated enforcement



State Perspective on Speed

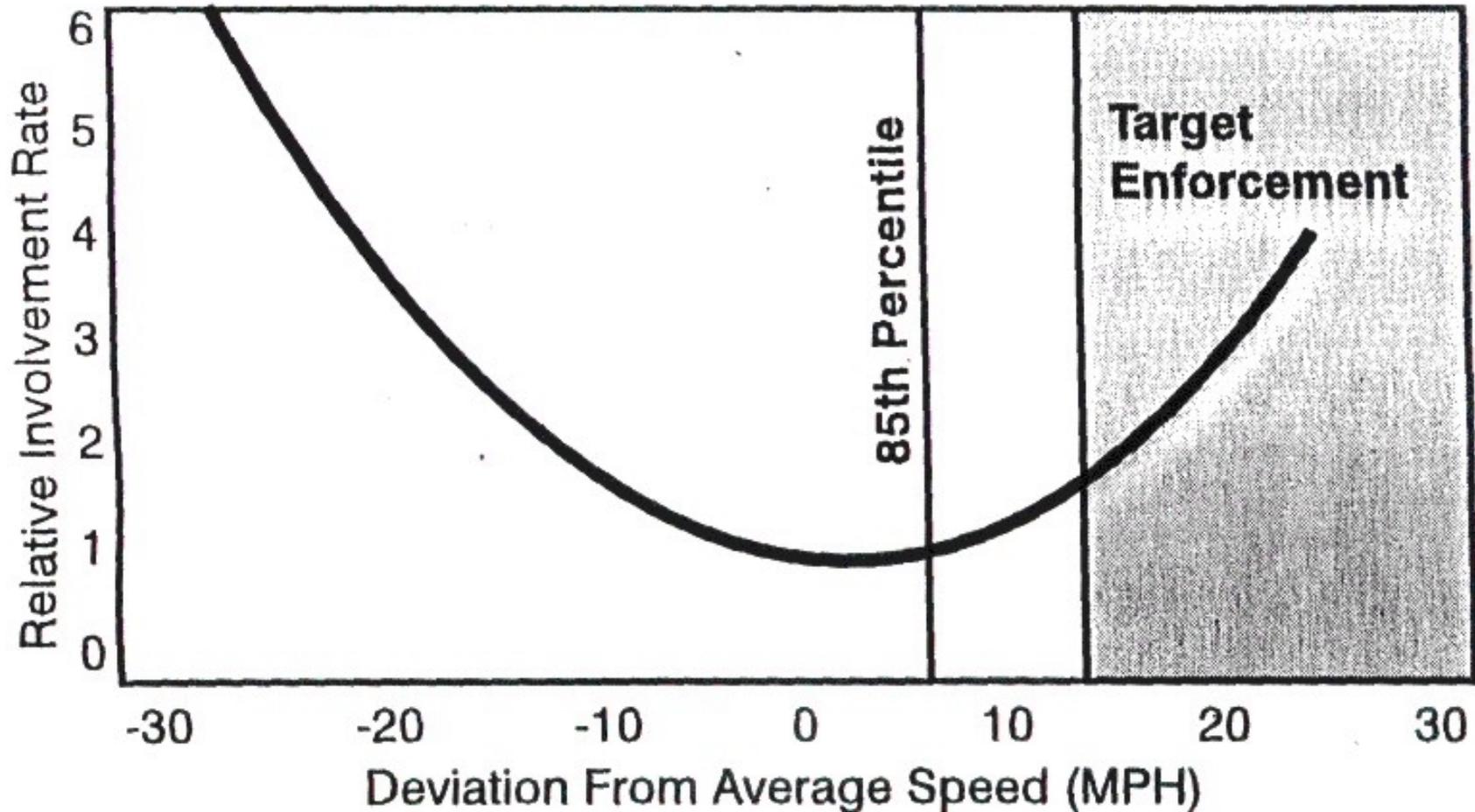
+ Speed and Safety

- 85th %-tile
- crash impact & severity



State Perspective on Speed

Crash Involvement Rate by Deviation From Average Speed





State Perspective on Speed

+ Human Factors

- motorists are confused/program out of kilter with public understanding
- motorists drive by conditions
- positive guidance/meet expectancies



State Perspective on Speed

- time-distance relationships
- elderly concerns
- compliance issues



State Perspective on Speed

+ **Enforcement**

- engineering & enforcement together
- small tolerance



State Perspective on Speed

- working with the courts
- concentrating on the flagrant few
- Maryland legislation automated enforcement



State Perspective on Speed

+ **Calming**

- poor answer to pure speed control
- attention getting/informational



State Perspective on Speed



- instinctive/sub-conscious reaction is best
- must be uniformly applied with regard to warrants, placement and design



State Perspective on Speed

+ **Public Information and Education**

- let's play it straight with our customers
- we will definitely need public understanding and compliance in the future
- WZTC and ITS



State Perspective on Speed

- public demanding more controls/devices;
this causes more frustrations and reckless acts
- it's hard to fight off what is learned –
so let's teach!
- let's walk the talk