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# US DOT Speed Management Activities

Jeff Lindley  
Associate Administrator for Safety  
Federal Highway Administration  
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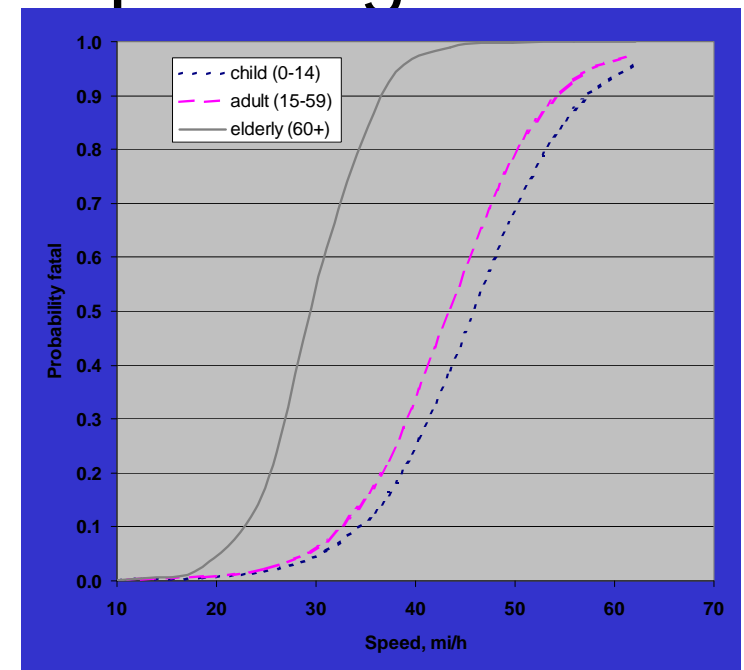
## Speeding-related Facts

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- Speeding – Driving too fast for conditions or exceeding the posted speed limit
- 12% of all Reported Crashes (2005)
- **30%** of all Fatal Crashes (2005)
- 86% non-interstate (2005)
- \$40.4 Billion per Year (2002)

## Speeding significantly impacts priority safety programs

- 46% of run off road fatalities speeding related
  - 56% on curves
- 20% of intersection fatalities speeding related
- 10% of pedestrian fatalities





## Challenges

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- Lack of data:
  - travel speeds
  - speed involvement in crashes
  - police accident reports (PAR)  
subjectivity
- Lack of political will in making speed management a priority



## Challenges

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- Technology
- Many speed limits remain arbitrarily or politically set
  - Not consistent with roadway design and motorists expectations
- Enforcement often a low priority
- Vehicle advertisers emphasize speed and performance of vehicles



## SAFETEA-LU

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- Section 402 assurances
  - Requires States to support highly visible speed enforcement activities.
  
- Guidance to States
  - Provided through the Highway Safety Program Guideline No. 19 – Speed Management (Nov 2006)



# US DOT Speed Management Strategic Initiative

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- Identifies Federal efforts and specific actions planned by NHTSA, FHWA and FMCSA
- DOT policy provides guidance to State and local governments
- Provides roadmap for future activities



National Forum on **SPEEDING** **EHWA NHTSA**  
www.nhtsa.gov

Strategies for Reducing Speeding-Related Fatalities & Injuries

- Held in Washington DC on June 15-16, 2005
  - Identified effective strategies for reducing speeding-related fatalities and injuries
  - Identified ways to coordinate federal, state, local and private sector speeding-related policies and programs
  - Identified additional research, data and programs.
- Focused on all vehicle types – automobiles, motorcycles, and commercial motor vehicles.
- Produced an action agenda developed collaboratively by all the participants.

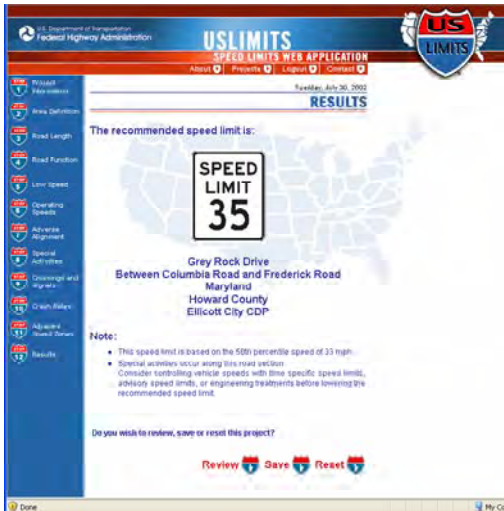
# Speed Management Demonstration Projects

- NHTSA, FHWA and FMCSA funded demonstration projects in seven States (\$150K to 400; 20% match)
  - Mississippi, Massachusetts, Connecticut, Louisiana, Michigan, Indiana, and Virginia
- Program strategy:
  - Multidisciplinary approach
  - Appropriate speed limit
  - Strict high visibility enforcement
  - Media campaign



# Engineering Solutions

- USLIMITS Expert Speed Zone Advisor
- Variable Speed Limits
- Design of self enforcing roads
  - Traffic Calming
  - Roundabouts







# US DOT Speed Management Strategic Initiative

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- **Test, evaluate, and promote onboard vehicle technologies**
  - Evaluate the effectiveness of onboard vehicle technologies for controlling unsafe speeds for conditions.
  - Promote the use of effective onboard vehicle technologies to achieve safe travel speeds.
  - Research appropriate techniques for adapting vehicle speed to the posted speed limit. (Planned, 3 years)
  - Field test and evaluate adaptive speed control in combination with variable speed limits.



## Onboard vehicle technologies

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- FMCSA evaluating and promoting onboard vehicle technologies for controlling unsafe speeds for trucks.
- Curve warning and speed control one of main safety services enabled by VII
- Driver simulation study evaluating appropriate techniques for adapting vehicle speed to the posted speed limit.
- Speed limiters for trucks

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# Petitions on Speed Limiters

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- NHTSA Petition

- Require new trucks with GVWR greater than 26,000 lbs. to be equipped with a speed limiter
- Require it to be set at no more than 68 mph
- Require that the device be tamper-resistant
- Require device to be retrofitted on trucks manufactured after 1990 (Road Safe America)

- FMCSA Petition

- Require speed limiter device be maintained to limit vehicle speed to 68 mph
- Require that owners and operators be prohibited from changing the setting



## Speed Management Workshops

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- Comprehensive partnership promoting cooperative approach to solving the problem of speeding at the State and local level.
  - National problem requiring local solutions
- Workshop is a tool to develop holistic plans involving:
  - Engineering
  - Judicial
  - Enforcement
  - Political/Public Policy
  - Communications



## Speed Management Workshops

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- Workshops completed:
  - Pacific Northwest, New England, Great Lakes, Rocky Mountain, Mid Atlantic, and Western Regions
- Workshops scheduled:
  - Southeast Region (Oct. 22-24, 2007)
  - Eastern Region (Dec. 11-13, 2007)



# Speed Management Communications Program

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- Two speeding messages developed
  - Enforcement- "Speeding: Obey the Sign or Pay the Fine"
  - Social norming- "Stop Speeding before It Stops You"
- Logos/graphics, TV, radio, multimedia and print materials for web-based tool kit developed and ready for local use
- <http://trafficsafetymarketing.gov/>

# Speed Management Communications Program





# Automated Speed Enforcement

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- Supported by NHTSA, FHWA and FMCSA
  - Working group of stakeholders
  - New NCHRP Project on best practices and lesson learned from domestic programs
- Speed Camera Systems Operational Guidelines
- Speed Enforcement Program Guidelines for law enforcement
- Automated Enforcement Literature Review
  - A compendium of research on ASE programs



# Automated Speed Enforcement Programs

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- ASE Programs active in approximately 30 jurisdictions
- Freeway Work Zones IL, OR
- School Zones/ Residential 10
- Intersections (AZ, DC, NM, TN)
- Freeways (AZ, DC)



## Issues Related to Automated Enforcement

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- Policy
- Legal
- Institutional
- Public Acceptance
- Technology

# Speed Program and Research Update

- Intermodal Speeding Demo with ASE
- Telephone Survey
- Travel Speed Survey
- State by State Matrix on Speed Management Programs
- Speed Activated Signs on Curves
- Assessment of Variable Speed Limits
- Catalog of engineering measures



