

SPEED MANAGEMENT WORKSHOP

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

Hilton Dallas Parkway ♦ Dallas, Texas ♦ March 6, 2000

Agenda

7:45 a.m. - 8:30 a.m. Continental Breakfast

8:30 a.m. - 9:00 a.m. Welcome and Opening Remarks

Georgia Chakiris

Regional Administrator, National Highway Traffic
Safety Administration (NHTSA) Region 6

Dan Reagan

Division Administrator, Federal Highway Administration
(FHWA), Texas Division

9:00 a.m. - 11:00 a.m. First Plenary Session

Moderator: Earl Hardy

U.S. DOT Speed Management Team, Co-Leader, NHTSA,
Traffic Safety Programs

Public Policy and Political Issues

Rick Collins

Engineer of Traffic, Traffic Engineering Sections,
Traffic Operations Division, TxDOT

Engineering Issues

Jerome Hall

Professor, Dept. of Civil Engineering,
The University of New Mexico

Enforcement Issues

Sergeant Vincent Aurentz

Dallas Police Department

Judicial Issues

Judge Michael O'Neal

Administrative Judge for the Dallas Municipal Court

11:00 a.m. - Noon

“Credibility Issues Connected with
Variable Speed Limits (VSL)”

Davey Warren

Research Engineer, FHWA, Office of Safety
Research and Technology

Noon - 1:00 p.m. Lunch

1:00 p.m. - 1:15 p.m. Charge to Working Groups

Suzanne Stack

U.S. DOT Speed Management Team, Co-Leader,
FHWA, Safety Core Business Unit

1:15 p.m. - 3:15 p.m. Concurrent Breakout Groups

Group leader #1: Rick Collins, Traffic Engineering
Sections, Traffic Operations Division, TxDOT

Group leader #2: Terry Sams, Director of
Transportation Operations, TxDOT, Dallas District

Group leader #3: Sgt. Vincent Aurentz,

Dallas Police Department

3:15 p.m. - 4:00 p.m. Second Plenary Session

Presentations of Recommendations by Working
Group Leaders; Moderator: Suzanne Stack, FHWA

4:00 p.m. - 4:30 p.m. Closing Remarks

Suzanne Stack, FHWA

This workshop will provide a forum for researchers and practitioners to discuss speed setting and enforcement issues, building on the Transportation Research Board (TRB) Special Report 254, “Managing Speed: Review of Current Practice for Setting and Enforcing Speed Limits.”

In 1996, the U.S. Department of Transportation and Centers for Disease Control requested that the TRB review the criteria used for establishing and enforcing speed limits in the United States. A 17-member multi-disciplinary committee was formed to study the issues. Their recommendations were published September 1998 as TRB Special Report 254.

The objective of the workshop is to identify actions needed to restore the credibility of speed limits in the United States. Workshop participants will discuss the methodologies used for setting realistic speed limits; public perception and acceptance of speed management; speed setting and enforcement technologies; engineering and operations concerns; judicial considerations; and lessons learned through foreign experiences.

Following the workshop, a summary report containing a list of actions identified by the workshop breakout groups for restoring public confidence in speed limits and enforcement efforts will be available to serve as a resource for those interested in static and variable speed setting issues.

The workshop is sponsored by the Federal Highway Administration, the National Highway Traffic Safety Administration, and ITS America.

Workshop Organizers

Earl Hardy

U.S. DOT Speed Management Team, Co-Leader
NHTSA Traffic Safety Programs

Suzanne Stack

U.S. DOT Speed Management Team, Co-Leader
FHWA, Safety Core Business Unit

Dawn Hardesty

Director, Architecture and Standards
Intelligent Transportation Society of America

Working Group Instructions

Working Group Assignments

Pre-registered participants have been assigned to Working Groups. Assignments were made to include individuals with diverse perspectives and, whenever possible, individuals from a single organization were assigned to different groups. The workshop speakers will circulate among the groups.

Charge to Working Groups

Participants should identify issues and actions that will lead to the restoration of credibility for setting and enforcing speed limits in each of these areas.

1. Engineering
2. Enforcement
3. Judicial
4. Political

The time allotted for Working Groups allows **approximately 20 minutes** for each of the areas above.

During the **last 30 minutes** of the working group session, the group should designate these actions as:

1. **High Priority Actions**—critical to the success of speed management efforts, and must be initiated in the very short term.
2. **Medium Priority Actions**—important, and must be undertaken as soon as possible, but do not have the urgency of the high priority items
3. **Low Priority**—actions that have a significant impact on speed management efforts.

No more than three actions per category should be selected for presentation during the report-out sessions.

Notes