

- Be accompanied by sanctions, including court and administrative penalties, which are set by law;

- Be as consistent as possible with the physical and operational characteristics (actual and perceived) of the roadway; and
- Take into account the needs and safety of all highway users, motorists and non-motorists alike.

Legislative components of an effective speed control program should:

- Encourage the highway safety community to develop laws, rules, and regulations that will provide for reasonable and safe speed limits;
- Provide appropriate legislation to allow the establishment of regulatory variable speed limits, such as the provisions of Chapter 11, Article VIII of the Uniform Vehicle Code;
- Provide for public information and education programs to explain how speed limits are established and to convince drivers that speed limits are realistic, reasonable, and include sanctions; and
- Establish sanctions for speeding violations that are reasonable, uniform, and effective as a deterrent.

New devices and technology are available for use in determining appropriate speed limits and in law enforcement actions to measure the speed of vehicles. Transportation and law enforcement agencies should work closely with the SHSA to make certain new technologies can be used under existing legislation. As necessary, these groups should work together in ensuring development and adoption of legislation allowing use of new technologies.

VII. Training

NHTSA fully supports and encourages training for law enforcement officers in the use of speed measurement devices, model speed enforcement strategies, combined enforcement projects, and planning and implementing public information and education programs.

In support of law enforcement training, NHTSA will continue to publish and widely distribute training programs. These courses are related to established as well as new and emerging techniques of speed measurement and enforcement. The training courses are recommended for officers in law enforcement agencies using speed measuring devices. FHWA also provides training programs on CMV traffic enforcement.

Training for law enforcement officers involved in speed enforcement should include:

- Proper use of devices used to measure speed;
- How to use data and analysis to define the speed problem, to target enforcement activities, and to evaluate the results of countermeasures;
- How to relate speed enforcement to public safety;
- How to plan and implement a PI&E program on speed enforcement;
- Model speed enforcement strategies including examples of combined enforcement programs; and
- Assisting traffic engineers and technicians in deployment and use of speed measuring equipment.

Training for traffic engineers and technicians should include:

- Proper use and development of speed measurement equipment;
- Developing guidelines for setting speed limits;
- Establishing appropriate signing policies;
- Investigating alternative approaches to speed control (e.g., signing, stripping, channeling, barriers, speed undulations); and
- Interpreting geometric, operational and environmental data for their impact on roadway safety and user performance.

VIII. Evaluation

The SHSA, in conjunction with State and local law enforcement and transportation agencies should develop a comprehensive evaluation program to measure progress toward established project goals and objectives. The evaluation should measure the impact of speed control programs on traffic crashes, injuries, and deaths; and provide information for revised improved program planning. These agencies should:

- Include evaluation in initial program planning efforts to ensure that data will be available and that sufficient resources will be allocated;
- Report results regularly to project and program managers, to police field commanders and officers, to transportation engineers, to members of the highway safety and health and medical communities, and to the public and private sectors;
- Use results to verify problem identification, guide future speed control activities, and assist in justifying resources to legislative bodies;
- Conduct a variety of surveys to assist in determining program effectiveness, such as speed surveys and surveys measuring public knowledge and attitude about speed control programs;
- Analyze speed compliance and speed-related crashes in areas with actual hazards to the public;
- Evaluate the effectiveness of speed control activities provided in support of other priority traffic safety areas; and
- Maintain and report traffic data to the SHSA, *IACP Traffic Data Report* and other appropriate repositories, such as the FBI *Uniform Crime Reports* FHWA's SAFETYNET system, and annual statewide reports.

HIGHWAY SAFETY PROGRAM GUIDELINE NO. 20—OCCUPANT PROTECTION

Each State, in cooperation with its political subdivisions, should have a comprehensive occupant protection program that educates and motivates its citizens to use available motor vehicle occupant protection systems. A combination of use requirements, enforcement, public information, education, and incentives is necessary to achieve significant, lasting increases in safety belt usage, which will prevent fatalities and control the number and severity of injuries. Therefore, a well-balanced State occupant protection program should include the components described below.

I. Program Management

Each State should have centralized program planning, implementation and

coordination to achieve and sustain high rates of safety belt use. Evaluation is also important for determining progress and ultimate success of occupant protection programs. The State Highway Safety Agency (SHSA) should:

- Provide leadership, training, and technical assistance to other state agencies and local occupant protection programs and projects;
- Convene an occupant protection advisory task force or coalition to organize and generate broad-based support for programs;
- Integrate occupant protection programs into community/corridor traffic safety and other injury prevention programs; and
- Evaluate the effectiveness of its occupant protection program.

II. Legislation, Regulation, and Policy

Each State should enact and enforce occupant protection use laws, regulations, and policies to provide clear guidance to the motoring public concerning motor vehicle occupant protection systems. This legal framework should include:

- Legislation, permitting primary enforcement, requiring all motor vehicle occupants to use the systems provided by the vehicle manufacturer and educational programs to explain their benefits and the correct way to use them;
- Legislation, permitting primary enforcement, requiring children up to 40 pounds (or five years old if weight cannot be determined) to ride in a safety device certified by the manufacturer to meet all applicable Federal performance standards;
- Regulations requiring employees of all levels of government to wear safety belts when traveling on official business;
- Official policy requiring that organizations receiving Federal highway safety program grant funds have and enforce an employee safety belt use policy; and
- Encouragement for automobile insurers to offer economic incentives for policy holders to wear safety belts, to secure small children in child safety seats, and to purchase cars equipped with air bags.

III. Enforcement Program

Each State should have a strong law enforcement program, coupled with public information and education, to increase safety belt and child safety seat use. Essential components of a law enforcement program include:

- Written, enforced belt use policies for law enforcement agencies with sanctions for noncompliance to protect law enforcement officers from harm and for officers to serve as role models for the motoring public;
- Vigorous enforcement of public safety belt use and child safety seat laws, including citations and warnings;
- Accurate reporting of occupant protection system information on accident report forms, including use or non-use of belts or child safety seats, type of belt, and presence of and deployment of air bag;
- Public information and education (PI&E) campaigns to inform the public about occupant protection laws and related enforcement activities;