Zero Traffic Fatalities Task Force

Workshop #1
June 25, 2019
10:00 am – 4:00 pm
Welcome and Background

Elissa Konove, CalSTA
Assemblymember Laura Friedman
Mike Cappelluti, Lead Facilitator
Task Force Members

City of Sacramento
CALBIKE
ITS Berkeley
Rural Counties Task Force (RCTF)
SFMTA
CHP
LADOT
City of Fresno
Glendale
CalSTA
EFF
Electronic Frontier Foundation
City of San Jose
Caltrans
California Walks
AARP
Safer Streets L.A.
Automobile Club of Southern California
CDPH
City of Palm Springs
NACTO
Rock E. Miller, Consultant

SCAG
Innovating for a Better Tomorrow
Safer Streets, Sensible Laws
California Department of Public Health
Task Force Introductions

- Name
- Organization
- Why are you passionate about this issue?
Ground Rules

1. One person speak at a time.
2. Cell phones on silent.
3. Take calls outside the room.
4. Be specific and efficient with your comments.
5. Parking lot for later topics.
6. We will start and end lunch and breaks on time.
### Workshop #1 Agenda - Morning

**Setting the Stage**

<table>
<thead>
<tr>
<th>Time</th>
<th>Session Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>10:00 am</td>
<td>Welcome &amp; Background</td>
</tr>
<tr>
<td>10:45 am</td>
<td>Overview of California’s Strategic Highway Safety Plan</td>
</tr>
<tr>
<td>11:00 am</td>
<td>Safer Speeds: Considerations for Speed Limits and Management</td>
</tr>
<tr>
<td>11:30 am</td>
<td>Task Force Survey Results</td>
</tr>
<tr>
<td>Noon – 1:00 pm</td>
<td>No-host lunch</td>
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</tbody>
</table>
Workshop #2 Agenda - Afternoon

**Obtaining Initial Input**

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
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<tbody>
<tr>
<td>1:00 pm</td>
<td>Regroup in Main Conference Room</td>
</tr>
<tr>
<td>1:10 pm</td>
<td>Breakout sessions</td>
</tr>
<tr>
<td>2:10 pm</td>
<td>Break</td>
</tr>
<tr>
<td>3:15 pm</td>
<td>Advisory Group</td>
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<tr>
<td>3:35 pm</td>
<td>Next Steps</td>
</tr>
<tr>
<td>3:50 pm</td>
<td>Workshop Evaluation</td>
</tr>
<tr>
<td>4:00 pm</td>
<td>Adjourn</td>
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</tbody>
</table>
CalSTA Report of Findings

- Advisory Group
- Task Force
- Academic Research

Governor’s Office
California Legislature
Strategic Highway Safety Plan

Goal: Zero Traffic Fatalities

June to November 2019
December 2019
2020
Setting the Stage

How are Speed Limits Determined

History of Speed Limits
Overview of the Strategic Highway Safety Plan
Safer Speeds: Considerations for Speed Limits and Management
Task Force Survey Results

Mike Cappelluti, Lead Facilitator and Hilary Fong, Facilitator
## Pre-Workshop Survey

<table>
<thead>
<tr>
<th>Survey Questions</th>
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<tbody>
<tr>
<td>1. Contact Information</td>
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<tr>
<td>3. What does success look like for the Zero Traffic Fatalities Task Force?</td>
</tr>
<tr>
<td>5. Based on your knowledge and experience, where are speed limits allowed to deviate from the 85th percentile speed of traffic requirement?</td>
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<tr>
<td>7. Are there any other topics you would like to discuss during the Task Force workshops?</td>
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# Survey Respondents

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1.</td>
<td>AAA</td>
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<td>2.</td>
<td>AARP</td>
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<td>3.</td>
<td>California Bicycle Coalition</td>
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<td>4.</td>
<td>California Walks</td>
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<td>5.</td>
<td>California Department of Public Health</td>
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<td>6.</td>
<td>City of Culver City</td>
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<td>7.</td>
<td>City of Fresno</td>
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<td>8.</td>
<td>City of San Jose</td>
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<td>9.</td>
<td>City of Los Angeles</td>
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<td>10.</td>
<td>Electronic Frontier Foundation</td>
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<td>11.</td>
<td>National Association of City Transportation Officials</td>
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<td>12.</td>
<td>Nevada County Transportation Commission</td>
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<td>13.</td>
<td>Rock E. Miller</td>
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<td>14.</td>
<td>San Francisco Municipal Transportation Agency</td>
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<td>15.</td>
<td>Vision Zero Network</td>
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</table>
## Survey Themes

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<tr>
<td><strong>1. Contact Information</strong></td>
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<td><strong>2. What is the perspective you bring to the Zero Traffic Fatalities Task Force?</strong></td>
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<td><strong>3. What does success look like for the Zero Traffic Fatalities Task Force?</strong></td>
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<td><strong>4. Based on your knowledge and experience, what existing policies effectively reduce speeds on local streets and roads?</strong></td>
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<td><strong>5. Based on your knowledge and experience, where are speed limits allowed to deviate from the 85th percentile speed of traffic requirement?</strong></td>
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<td><strong>6. Based on your knowledge and experience, what are the alternatives to using the 85th percentile speed of traffic requirement? List in order of preference.</strong></td>
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<td><strong>7. Are there any other topics you would like to discuss during the Task Force workshops?</strong></td>
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Survey Results – Question 3

What does success look like for the Zero Traffic Fatalities Task Force?

- **Actionable and implementable** recommendations on how to reduce traffic fatalities in California with the goal of Zero Fatalities.

- Recommendations to be used as the basis for:
  - Policy
  - Design
  - Legislative action

- **Commitment** and **collaboration** between agencies and stakeholders
Survey Results – Question 3

“The development of a **consensus set of recommendations** that can be advanced for legislative consideration.”

“Developing **statewide policies and actionable guidance** to reduce traffic-related deaths and serious injuries on California streets, toward the vision of eliminating them entirely.”

“Long term success would be measured by **substantial reductions in fatalities and severe injuries.**”
Survey Results – Question 4

Based on your knowledge and experience, what existing policies effectively reduce speeds on local streets and roads?

- Design
- Enforcement
- Education
Survey Results – Question 4

Design

• Lane width reduction
• Bike lanes
• Parking
• Road Diet
• Raised Medians
• Well-marked and planned intersections
• Traffic calming devices
  ✓ Chicanes
  ✓ Speed humps
• Modifying traffic signals and signs
Survey Results – Question 4

Enforcement

• Random enforcement periods
• Automated speed enforcement (ASE)
• Targeted and sustained enforcement

Education

• No specifics given
“Innovative projects that are focused on speed reductions, i.e., neighborhood innovations like Styrofoam figurines at play.”

“Some policies that do reduce speeds are also really frustrating for drivers...they've slowed traffic essentially by increasing congestion.”

“Install safety cameras on high-injury streets with public participation, and consider equity in camera placement.”

“Lower speed limits open up design options not possible when posted limits are high.”
Based on your knowledge and experience, where are speed limits allowed to deviate from the 85th percentile speed of traffic requirement?

• Business districts
• Construction zones
• Residence districts
• School zones
• Senior zones
• Hospital zones

• Where conditions provide a basis for "engineering judgement" (e.g., collision history, pedestrian/bike safety, cross streets, etc.)
Survey Results – Question 5

Multiple respondents noted that other U.S. states and cities have greater flexibility to set speed limits based upon local conditions, for instance:

- Seattle
- Portland
- New York City
- Massachusetts

“An increasing number of States are acknowledging the needs of local communities that want to emphasize safe roadway environments for pedestrians, bicyclists, school children, people with disabilities and others.”
Survey Results – Question 5

“Allow local jurisdictions to evaluate roadway speed using context sensitive design analysis.”

“Agencies can establish lower speed limits near schools and senior centers. Aside from this exception, agencies can set lower speed limits, but then those streets do not qualify for electronic enforcement, and so cannot be practically and safely enforced.”

“It is critical for land use contexts and vulnerable road users needs to figure more prominently in speed surveys.”
Survey Results – Question 6

Based on your knowledge and experience, what are the alternatives to using the 85th percentile speed of traffic requirement?

• NACTO guidance
• Urban Speed Limit Study
• Amending speed and traffic surveys
• Prima facie or de facto zones
• Engineering approach
• Optimal speed limit calculations
• Design-based criteria

• Safe System approach
• Optimization approach
• Expert System approach
• Complete Streets approach
• Sensitivity to unique local conditions
• Larger deviation from 85th percentile
• USLIMITS2
Survey respondents also identified factors to be considered when setting speed limits, which include:

- Adjacent land uses
- Street widths and other road characteristics
- Average daily traffic volume
- Total number of fatal and injury crashes in a specified time period
- Details of pedestrian, bike, and vehicle fatalities
Survey Results – Question 6

“A posted speed limit substantially below the 85th percentile needs to be supported by consistent enforcement along with engineering measures.”

“The NTSB Safe System Approach would serve our Vision Zero goals more effectively than a strict 85th percentile approach.”

“Framework should be data-driven to allow for continued progress updates, performance monitoring, and accountability.”
Lunch Break
Reducing Speeds on Local Streets and Roads

Mike Cappelluti, Lead Facilitator
Breakout Sessions

Breakout Groups – Red, Yellow, Green, and Blue
Breakout sessions

Four groups: Red, Yellow, Green, and Blue
After you determine your group meet in your assigned room:

- Red – Main Room / Front
- Yellow – Main Room / Rear
- Green – Room Closest to Reception Desk
- Blue – Room Farthest from the Reception Desk

After you finish, take a 15 minute break and then meet back in our main room to report out.
Break
Report Outs

Breakout Groups – Red, Yellow, Green, and Blue
Advisory Group

Mike Cappelluti, Lead Facilitator
CalSTA Report of Findings

Advisory Group
Task Force
Academic Research

CalSTA Report of Findings

Governor’s Office
California Legislature
Strategic Highway Safety Plan

Goal: Zero Traffic Fatalities

June to November 2019
December 2019
2020
Next Steps

Elissa Konove, CalSTA Undersecretary and Task Force Chair
Next Steps

✓ Upcoming Task Force Meetings
  • August 21, 2019
  • October 22, 2019
  • December 10, 2019

✓ Ongoing academic research conducted by UC Institute of Transportation Studies
Workshop Evaluation

Mike Cappelluti, Lead Facilitator
Thank you!

Zero.Traffic.Fatalities@calsta.ca.gov