

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



CALBIKE
CALIFORNIA BICYCLE COALITION



LADOT



Rock E. Miller, Consultant



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

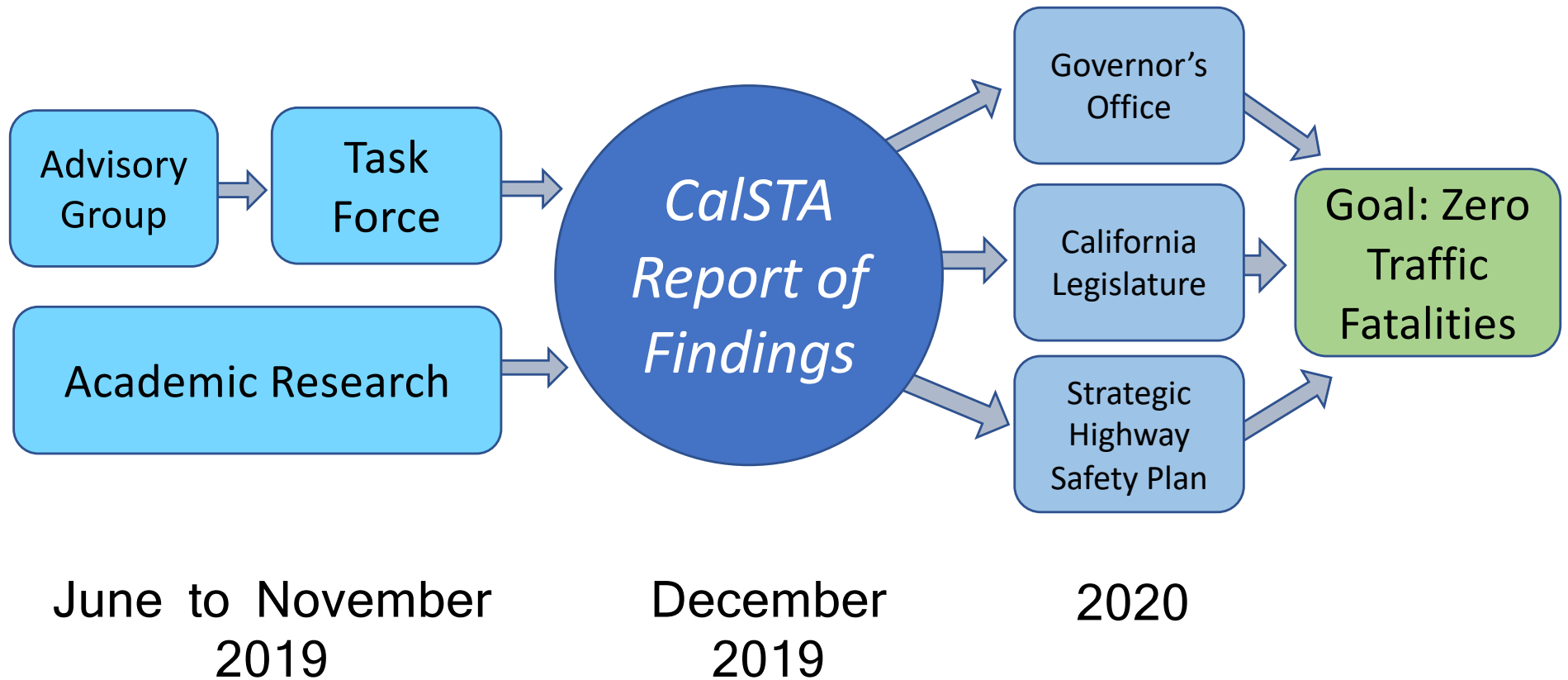
10:00 am	Welcome & Background
10:45 am	Overview of California's <i>Strategic Highway Safety Plan</i>
11:00 am	Safer Speeds: Considerations for Speed Limits and Management
11:30 am	Task Force Survey Results
Noon – 1:00 pm	No-host lunch

Workshop #2 Agenda - Afternoon

Obtaining Initial Input

1:00 pm	Regroup in Main Conference Room
1:10 pm	Breakout sessions
2:10 pm	Break
3:15 pm	Advisory Group
3:35 pm	Next Steps
3:50 pm	Workshop Evaluation
4:00 pm	Adjourn

CalSTA Report of Findings



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

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



Survey Respondents

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



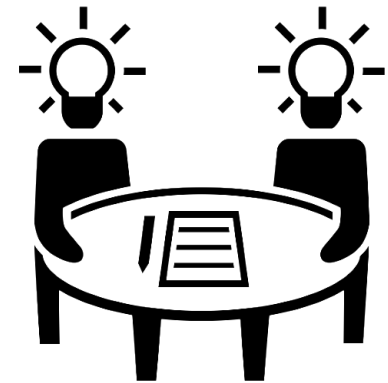
Survey Themes

Survey Questions	
1. Contact Information	2. What is the perspective you bring to the Zero Traffic Fatalities Task Force?
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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

Survey Results – Question 4



“Innovative projects that are focused on speed reductions, i.e., ***neighborhood innovations like Styrofoam figurines at play.***”



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



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



“Lower speed limits open up design options not possible when posted limits are high.”

Survey Results – Question 5

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.***”

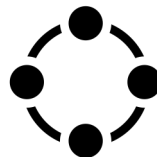
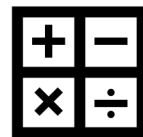
 “Agencies can establish lower speed limits near schools and senior centers. Aside from this exception, agencies can set lower speed limits, but then ***those streets do not qualify for electronic enforcement, and so cannot be practically and safely enforced.***”

 “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 Results – Question 6

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

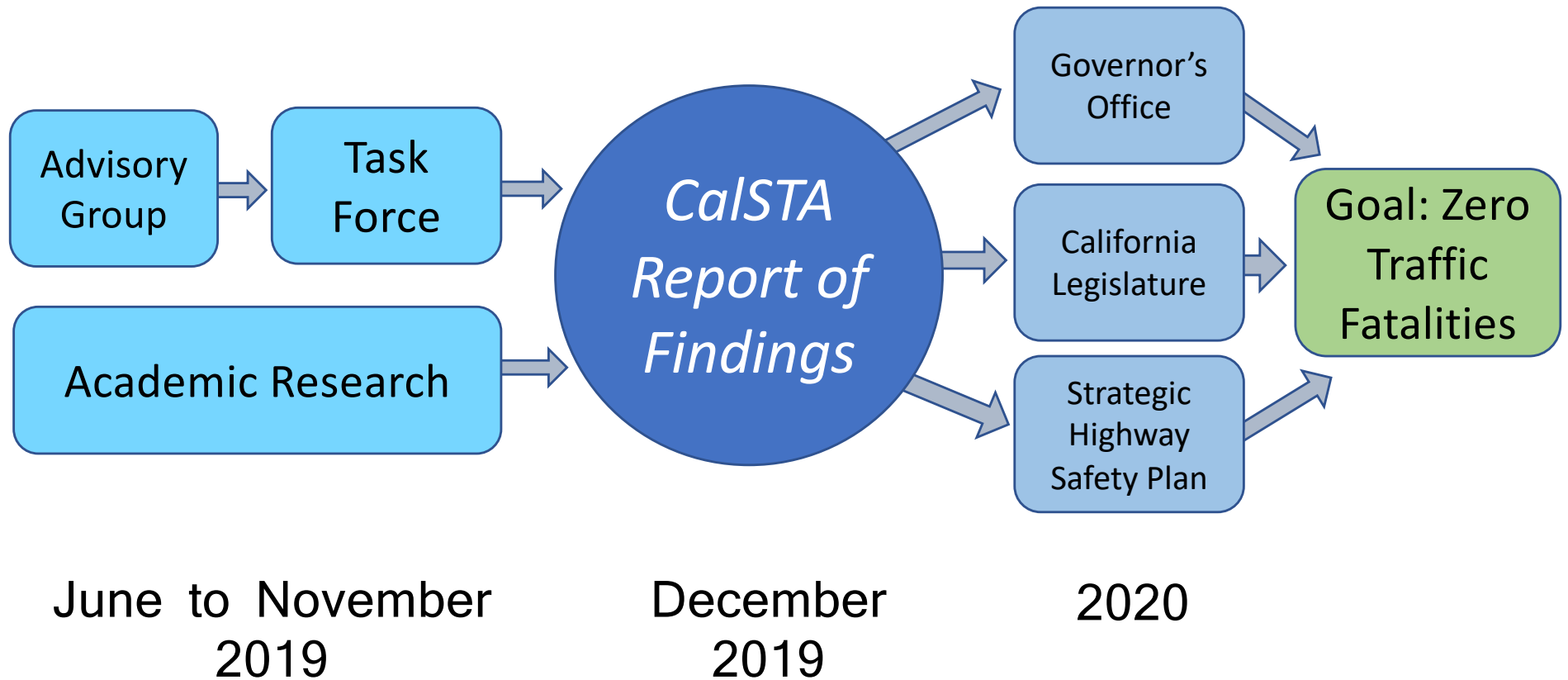


Advisory Group

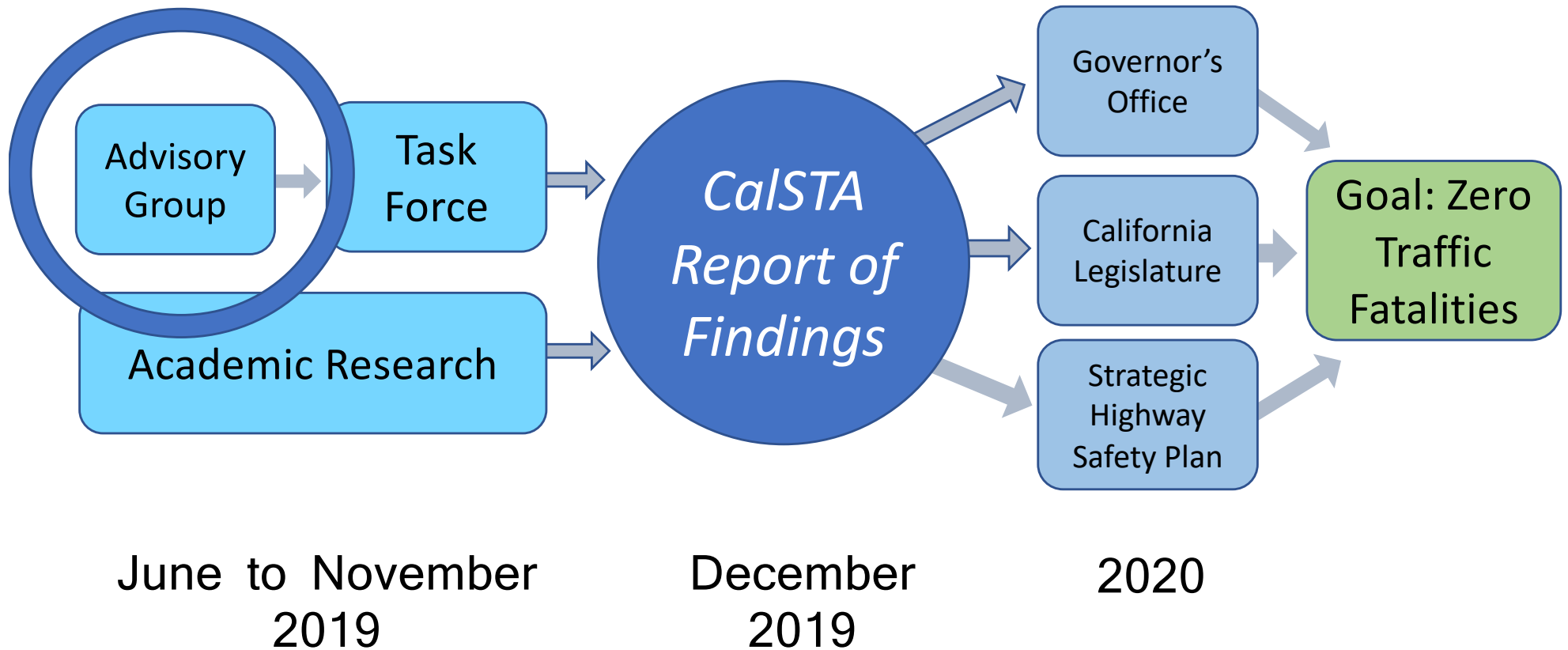
Mike Cappelluti, Lead Facilitator



CalSTA Report of Findings



CalSTA Report of Findings



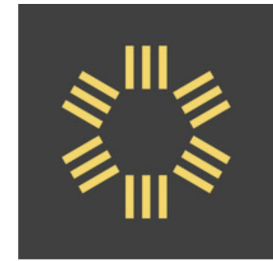
Advisory Group Members

San Francisco
Department of Public Health

ARUP



METROPOLITAN
TRANSPORTATION
COMMISSION



STREETLIGHT DATA



City of
Santa Monica®



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

