

Zero Traffic Fatalities Task Force

Workshop #2 August 21, 2019 10:00 am – 4:00 pm



AB 2363 Report Topics

- 1) The existing process for establishing speed limits, including a detailed discussion on where speed limits are allowed to deviate from the 85th percentile.
- 2) Existing policies on how to reduce speeds on local streets and roads.
- 3) A recommendation as to whether an alternative to the use of the 85th percentile as a method for determining speed limits should be considered, and if so, what alternatives should be looked at.
- 4) Engineering recommendations on how to increase vehicular, pedestrian, and bicycle safety.
- 5) Additional steps that can be taken to eliminate vehicular, pedestrian, and bicycle fatalities on the road.
- 6) Existing reports and analyses on calculating the 85th percentile at the local, state, national, and international levels.
- 7) Usage of the 85th percentile in urban and rural settings.
- 8) How local bicycle and pedestrian plans affect the 85th percentile.

Main Sources and Inputs









CaISTA Report of Findings







Advisory Group Survey Respondents

San Francisco METROPOLITAN **Department of Public Health** TRANSPORTATION COMMISSION COUNTY OF LOS ANGELES lic Health Fehr / Peers Public Works SAN FRANCISCO CITY OF **ARUP**

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Henry Coles, Subject Matter Expert

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Survey Questions

Describe your expertise as it relates to multimodal traffic safety and speed management.

What unique perspective(s) do you bring to the Advisory Group?

What should be the State's top three priorities to reduce traffic fatalities to zero?

Is there any documentation or material you would advise the Task Force to review?

Additional comments



Name and Organization	Perspective
1. Shruti Hari, Metropolitan Transportation Commission	Regional/MPO
2. Sean Co, Streetlight Data	MPO, RTPA, data
3. Ribeka Toda, Fehr & Peers	Engineering, academic
4. Jodie Medeiros, Walk San Francisco	Pedestrian, community support, legislation
5. Rachel Zack, Remix	National trends and best practices, data
6. Gus Pivetti, City of Santa Clarita	Engineering, tort liability, OTS task forces
7. Henry Coles, Retired Engineer	Civilian, speed on residential streets
8. Jean Armbruster, LAC Dept. of Public Health	Public health, policy, equity, culture change
9. Megan Wier, SF Dept. of Public Health	Public health, equity, data-driven
10. Megan Gee, Arup (Australia)	Australian/NZ trends, Safe Systems
11. Matthew Dubiel, LAC Public Works	Needs of urban and rural communities
12. Luke Klipp, City of Long Beach	Funding regional initiatives



Survey Results

What should be the State's top three priorities to reduce traffic fatalities to zero?

Торіс	# Of
	Mentions
Revision to speed-limit-setting process/local authority for	11
context-sensitive speed control	
Enforcement	9
Geometric Design	4
Data (Quality/Timeliness/Collection/Sharing)	3
Public Policy on Impaired/Distracted Driving	3
Funding	3
Education/Safety Programs/Communication	2
Connected/Autonomous Vehicle (CAV) Technologies	1



Research Synthesis by UC Institute of Transportation Studies



(Image: Photo by David Lofink)

Presented by: Dr. Offer Grembek Berkeley SafeTREC

Presented to:

CA Zero Fatalities Task Force August 21, 2019

Purpose of the Research Synthesis

Documenting:

- Existing practices
- Best practices
- Viable alternatives to setting speed limits in California
- Other traffic safety considerations

Synthesis Team

UCLA

- Brian Taylor
- Yu Hong Hwang

UC Davis

- Dillon FitchGraduate Student

UC Berkeley

- Offer Grembek
- Katherine Chen

This effort is coordinated by UC ITS Assistant Director, Laura Podolsky and supported by SB1 funds.

1. Current process for establishing speed limits in California

- a. Existing practices
- b. Historical perspective. Where did the 85th percentile come from and how it evolved over time
- c. Speed surveys and calculation of the 85th percentile. How is it used and applied?
- d. Where are speed limits allowed to deviate from the 85th percentile.
 - i. Highways
 - ii. Local roads
- e. Limitations of the 85th percentile for highways and local streets.
 - i. Highways
 - ii. Local roads

2. Potential alternatives to setting speed limits

- a. Impact of speed on safety.
- b. Synthesis of different approaches to setting speed limits (optimization approach, engineering approach, etc.)
- c. What is being done to set speed limits in other countries. List of attributes and considerations.
- d. Promising alternatives to consider for CA.
 - i. Highways
 - ii. Local roads

3. Engineering recommendations on how to increase vehicular, pedestrian, and bicycle safety

- a. Road design and operations based primarily on FHWA's CMF clearinghouse.
- b. Vehicle-based road-user protection for vehicle occupants and vulnerable street users.
- c. Emerging technological opportunities to provide road-user warning and emergency braking.

4. Existing policies on how to reduce speeds on local streets and roads

- a. Evidence of the connection between absolute value of car speeds and safety
- b. Policies in other countries that reduce speeds on local streets / roads
- c. Safe System approach considerations
 - i. Road design and operations
 - ii. Vehicle design
 - iii. Road-user behavior (enforcement, education)

Next Steps

Market Research Webinar

September 4, 2019 at 1-2 pm

Postponed. Details to be provided soon.



September 12, 2019 at 1-2:30 pm

Upcoming Task Force Meetings

- October 22, 2019 at 10 am to 4 pm (Sacramento)
- December 10, 2019 (via webinar)

