Zero Traffic Fatalities Task Force

Framework for Workshop #2 Breakout Sessions

Workshop #2
August 21, 2019
10:00 am – 4:00 pm
DMV Headquarters
2415 1st Avenue
Sacramento, CA 95818

Introduction

This packet of material is based on the input received from members of the Zero Traffic Fatalities Task Force (pursuant to AB 2363 [Friedman] 2018). Based on an analysis and synthesis of the input received to date, we have developed this *Framework for Workshop #2 Breakout Sessions*. The topics in this Framework are initial working ideas that are designed to stimulate discussion and help focus the Task Force's conversation for Workshop #2. They do not constitute a final recommendation, standard, specification, or regulation.

Morning Breakout Sessions

~~**Topic 1:** Improving Education~~

Topic 2: Posted Speed – Rethinking Speed Limits

~~**Topic 3:** Geometric Design~~

Topics 1, 3, 4, 5, and 6 were not discussed during Workshop #2.

Afternoon Breakout Sessions

~~**Topic 4:** Speed Enforcement~~

~~**Topic 5:** Rethinking Funding Allocations~~

~~**Topic 6:** Enhancing Safety Data~~

Not discussed during Workshop #2.

Topic 1: Improving Education

This breakout session will focus on developing recommendations related to education on setting and adjusting posted speed limits. Please refer to the following discussion prompts. These prompts are initial ideas and are not designed to be restrictive; they are designed to foster the breakout session conversation.

Prompt 1) Traffic Safety Practitioner-Focused Education

- Provide education and information on policies for setting speeds including how to deviate from the 85th percentile
    - Webpage or Center of Excellence
    - Overview of setting speeds, best practices and case studies
    - Enhance law enforcement understanding of how speed limits are set and engineers understanding of how speed limits are enforced
- Establish an Annual Speed Management Peer Exchange
    - Advance safety-related programs in California
    - Content:
        - Sharing information with peers
        - Learning about best practices in other agencies
        - Gaining knowledge in safety priority areas
        - Include a combination of presentations, roundtable discussions, breakout sessions, as well as optional training and technical site visit opportunities.

Prompt 2) Public-Focused Education

- Develop a statewide coordinated education campaign
    - Develop a culture of safety in California
    - Engage and empower communities
- Review existing Changeable Message Sign (CMS) safety campaign to ensure its targeting data-driven traffic safety issues
- Review programs & policies to ensure that drivers are educated to be responsible

Prompt 3) Other Ideas on Education

Topic 2: Posted Speed - Rethinking Speed Limits

This breakout session will focus on developing recommendations on posted speed limits. Please refer to the following discussion prompts. These prompts are initial ideas and are not designed to be restrictive; they are designed to foster the breakout session conversation.

Prompt 1) Revised Engineering (Operating Speed) Approach

- Revise existing 5 mph adjustment allowances and rounding requirements to provide greater flexibility in setting speed limits
- Revise Engineering and Traffic Survey (E&TS) procedures
- Develop specific conditions/environments where it would be allowed to post speed at:
    - closest 85th percentile,
    - rounded down 85th percentile,
    - closest 50th percentile, and
    - rounded down 50th percentile

Prompt 2) Define new category for lower speed zone with speed limit set by Statute based on:

- character of the surrounding land environment (e.g., urban, fully developed)
- roadway characteristics (i.e., complete streets elements)
- existence of pedestrian and bicyclist plan
- pedestrian and bicyclist activity
- crash data
- others

Prompt 3) Pilot Engineering (Road Risk) Approach

- The speed limit is based on the function of the road and/or the adjacent land use and then adjusted based on road and traffic conditions and crash history.

Prompt 4) Incentivize Expert system Approach

- Speed limits are set by a computer program that uses knowledge and inference procedures that simulate the judgment and behavior of speed limit experts (e.g., USLIMITS2, Transportation Research Board's (TRB) Special Report 254).

Prompt 5) Pilot Optimization Approach

- Setting speed limits to minimize the total societal costs of transport. Travel time, vehicle operating costs, road crashes, traffic noise, and air pollution are considered in the determination of optimal speed limits.

Prompt 6) Pilot Safe System Approach

- Speed limits are set according to the crash types that are likely to occur, the impact forces that result, and the human body's tolerance to withstand these forces.

Prompt 7) Other Ideas on Posted Speed Limits

Not discussed during Workshop #2.

Topic 3: Geometric Design

This breakout session will focus on developing recommendations on geometric design. Please refer to the following discussion prompts. These prompts are initial ideas and are not designed to be restrictive; they are designed to foster the breakout session conversation.

Prompt 1) Develop standards VS. develop guidance for traffic calming

- Vertical deflection devices
- Horizontal deflection devices
- Gateway treatments for high speed rural to city/town transitions

Prompt 2) Develop pedestrian and bicyclist safety countermeasure standards and guidance

- Develop standards for lane narrowing
- Update CA MUTCD based on FHWA's 2018 publication of updated crosswalk marking guidance

Prompt 3) Develop best practices to encourage staff from Caltrans districts and local agencies to design for the safety of vulnerable road users

Prompt 4) Develop a safety treatment hierarchy and selection framework to inform implementation of safety treatments on all projects based on high levels of risk for one or more crash types.

Prompt 5) Streamline Caltrans encroachment permitting process for safety-related projects

Prompt 6) Other Ideas on Geometric Design

Not discussed during Workshop #2.

Topic 4: Speed Enforcement

This breakout session will focus on developing recommendations on speed enforcement. Please refer to the following discussion prompts. These prompts are initial ideas and are not designed to be restrictive; they are designed to foster the breakout session conversation.

Prompt 1) Pilot Automated Speed Enforcement

- Establish work zone or school area pilot
- Require data collection and assessment of the effectiveness of pilot

Prompt 2) Ensure High-Visibility Enforcement

- Require/incentivize a data-driven, high-visibility enforcement program for CHP and allied agencies
- Encourage enforcement activities to be targeted to areas with a high risk of (or experience with) speeding-related crashes

Prompt 3) Other Ideas on Speed Enforcement

Not discussed during Workshop #2.

Topic 5: Rethinking Funding Allocations

This breakout session will focus on developing recommendations related to funding. Please refer to the following discussion prompts. These prompts are initial ideas and are not designed to be restrictive; they are designed to foster the breakout session conversation.

Prompt 1) Revision to the Highway Safety Improvement Program (HSIP)

- Require a traffic calming set-aside for local roads (a la Systemic Safety Analysis Report Program) and for the State Highway System
- Revise allocation of HSIP funds between local roads and the State Highway System consistent with crash data.
    - Background: Streets and Highways Code Section 2333- Allocation of total HSIP funds received from the federal government is in approximately equal amounts between local roads and the State Highway System.
- Require Caltrans to collect posted speed data for the State Highway System and store it within a central database
- Develop an open-data portal for safety statistics for all public roads, that would allow anyone to track fatalities and injuries as well as plans to improve safety

Prompt 2) Establish a statewide funding program to move all allied agencies to electronic traffic collision reporting

- Background: The California Highway Patrol has developed a portal to allow allied agencies to transfer their traffic collision reports electronically. It is currently used by only a few agencies. The Office of Traffic Safety has limited grant funding available to support allied agencies to transition to electronic submission of traffic collision reports.

Prompt 3) Explore funding options for traffic safety campaigns

Prompt 4) Provide dedicated funding to allied agencies for traffic safety enforcement

Prompt 5) Other Ideas on Funding Allocations

Not discussed during Workshop #2.

Topic 6: Enhancing Safety Data

This breakout session will focus on developing recommendations related to safety data. Please refer to the following discussion prompts. These prompts are initial ideas and are not designed to be restrictive; they are designed to foster the breakout session conversation.

Prompt 1) Determine and overcome barriers to linkage of collision and hospital data statewide

Prompt 2) Review and mitigate Statewide Integrated Traffic Records System (SWITRS) lag time

Prompt 3) Review and revise CHP Form 555 Traffic Collision Report

- Ensure collection of necessary speeding-related data, consistent with NHTSA Model Minimum Uniform Crash Criteria (MMUCC) guidelines:
    - Five speeding-related attributes: “no speeding,” “exceeded speed limit,” “racing,” “too fast for conditions,” and “unknown.”
    - Bicyclist Location at Time of Crash (to be included in forthcoming version of the CHP 555)
    - Bicycle Impact Point

Prompt 4) Increase adoption of key data elements

- Implement a program to increase the adoption of above three data elements amongst allied agency’s traffic collision reporting

Prompt 5) Other Ideas on Enhancing Safety Data