



Joint Working Group Meeting

Transportation Safety, Active Transportation, & Go Human

December 10 2020

1:00 p.m. – 3:30 p.m.

AGENDA

1. **WELCOME 1:00 p.m.-1:05 p.m.**

Hannah Keyes, SCAG

2. **WORKSHOP: SETTING SAFE SPEED LIMITS ON URBAN STREETS 1:05 p.m.-2:05 p.m.**

One-hour workshop on NACTO's recently released [guidance](#) that gives practitioners a detailed, context-sensitive method to set safe speed limits on urban streets.

Jenny O'Connell, NACTO

- [NACTO City Limits](#) speed limit guidance document
- Various working group members already working on speed limit projects to varying degrees

- Existing Conditions
 - Review of current crash statistics, speed is a critical factor in crash survivability
 - Pandemic has seen an increase in traffic speeds, increase in crashes even while total volume has decreased
 - Drivers traveling fast cannot see as well, stop as quickly as those moving at slower speeds
 - Current speed limit process is dependent on existing 85th percentile speeds (based on Federal Guidelines)
- City Limits recommends:
 - Default speed limits by street classification
 - Corridor speed limits
 - Slow zones (lower than default in sensitive areas such as those with schools/parks/high senior populations)
 - Speed limits should be based on a street's potential, not current state
 - Recommended Max Limits:
 - Shared Streets/Alleys = 10 mph
 -
 - Major Streets = 25 mph
 - There is the potential for variability (20-35 mph) based on context
 - Risk Matrix helps to determine best option for the specific corridor
 - Conflict Density Analysis (see presentation slides for details)
 - Did not define thresholds (density levels, etc.). Opted for open definition to allow each city to define their own thresholds
- Many cities have lowered speed limits recently, especially during the Covid-19 Pandemic
 - Seattle researched impacts of lower speed limits on actual speeds and crashes

- **Workshop Activity: 30th St., San Diego**
 - Resources:



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- [Streetview](#)
- [Conflict Density Checklist](#)
- [Activity Level Checklist](#)
- [Analysis](#)
- Majority of participants thought example should be posted at 20 mph
- Street planned for redesign

- **Workshop Activity: 17th St., Santa Monica**
 - Resources:
 - [Streetview](#)
 - [Conflict Density Checklist](#)
 - [Activity Level Checklist](#)
 - [Analysis](#)
 - More varied responses, but slight majority chose 25 mph
 - Santa Monica is planning a [redesign](#) of this street

- **Workshop Activity: Union St., Pasadena**
 - Resources:
 - [Streetview](#)
 - [Conflict Density Checklist](#)
 - [Activity Level Checklist](#)
 - [Analysis](#)
 - Street planned for [redesign](#)

State speed limit legislation:

- [Assembly Bill 43](#), Assembly Members Friedman, Ting, Chiu, and Quirk (Principal coauthor: Assembly Member Boerner Horvath). Intended to advance the recommendations of the [Zero Traffic Fatalities Task Force](#).

3. EQUITY WORKING GROUP UPDATE 2:05 p.m.-2:20 p.m.

Courtney Aguirre, SCAG

Comments from Zoom Chat on definitions:

- Recommended for inclusion:
 - immigrants and refugees
 - toxic stress, adverse childhood experiences and trauma informed design
- Do we need to identify Tribes as a separate group that really needs to be integrated into our planning systems?

Resources:

- [SCAG Special Committee on Equity and Social Justice](#)
- SCAG has recently joined the [Government Alliance for Racial Equity](#), recommend that all interested member agencies consider joining as well

4. TRANSPORTATION SAFETY TARGETS AND SAFE SYSTEMS POLICY 2:20 p.m.-2:45 p.m.

Courtney Aguirre and Hina Chanchlani, SCAG

- Questions and Comments:



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- *How does an agency reach compliance when some communities are encouraging less enforcement or rules?*
- *It's really about public education/outreach. Need for a public agreement that this is a priority, only way to shift behavior (better than enforcement, though there is a role for enforcement).*
- *concur- media campaigns, commercials, PSAs, education... much like tobacco*
- *I get vision zero type plans are data and infrastructure focused, but mobility isn't safe if community and police violence is a reality, especially in low-income, Black/Brown Communities where harassment is high. It would be cool to have this be considered as a safety indicator or targets, but also with more non-enforcement methods (e.g. Black Lives Matter principles)*

5. GO HUMAN UPDATES & FEEDBACK 2:45 p.m. – 3:15 p.m.

Andrés Carrasquillo, SCAG

- *Go Human [survey](#), please provide your input on our 2021 strategy*
- *Working Group Input:*
 - *Facilitated on a [Jamboard](#)*
 - ***Request for input by 12/18***

6. ACTIVE TRANSPORTATION PROGRAM UPDATE 3:15 p.m. – 3:25 p.m.

Cory Wilkerson, SCAG

- *Update on number and funding ask from the SCAG region for Cycle 5 ATP*
- *Review of schedule, see presentation slide for details*