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
     o Review of current crash statistics, speed is a critical factor in crash survivability
     o Pandemic has seen an increase in traffic speeds, increase in crashes even while total volume has decreased
     o Drivers traveling fast cannot see as well, stop as quickly as those moving at slower speeds
     o Current speed limit process is dependent on existing 85th percentile speeds (based on Federal Guidelines)

   • City Limits recommends:
     o Default speed limits by street classification
     o Corridor speed limits
     o Slow zones (lower than default in sensitive areas such as those with schools/parks/high senior populations)
     o Speed limits should be based on a street’s potential, not current state
     o 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
     o Seattle researched impacts of lower speed limits on actual speeds and crashes

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