

AB 2363 Zero Fatalities Task Force: Sample of Policy Considerations

Key Recommendations for Policy Considerations

Establishing Speed Limits

Speed Limit Recommendation #3

Revise traffic survey procedures to specifically require consideration be given to bicyclist and pedestrian safety and develop guidance to describe how to consider bicyclist and pedestrian safety in a traffic survey.

Speed Limit Recommendation #4

Allow state and local agencies to post speed limits below 25 mph when supported by a traffic survey.

Speed Limit Recommendation #5

Increase the reduction allowance for posted speed limits to allow greater deviations from the 85th percentile speed. Currently, the posted speed may only be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed. Classes of locations where the posted speed may be reduced further should include:

- High Injury Networks (HIN). Steps to implement include developing a statewide definition of a HIN. Possible criteria may include:
 - A minimum of three years of the most current crash data
 - Weighting of fatal and serious injury crashes
 - Weighting of crashes that occurred in disadvantaged communitiesThe resultant HIN should: identify specific locations with high crash concentrations; identify corridor-level segments with a pattern of crash reoccurrence; and be able to be stratified by mode.
- Areas adjacent to land uses and types of roadways that have high concentrations of vulnerable road users. Steps to implement include defining vulnerable populations (e.g., pedestrians, bicyclists, scooter users, transit users, seniors, children) and developing criteria to identify eligible streets (e.g., streets close to transit centers, homeless shelters, urban parks/playgrounds, and healthcare facilities as well as types of streets like bicycle boulevards and neighborhood greenways).

Speed Limit Recommendation #9

Allow for a traffic survey to retain the existing speed limit (or revert to one determined in a prior traffic survey) unless a registered engineer determines that significant design changes have been made to the roadway since completion of the last traffic survey with the specific intent of increasing the safe operating speed. Currently, if a speed survey shows that vehicle operating speeds have increased, agencies must raise the posted speed limit even if the roadway design has not changed, contributing to speed creep over time.

Engineering

Engineering Recommendation #6

Develop a statewide traffic safety monitoring program that identifies and addresses locations with speeding-related crashes, with the long-term goal of substantially reducing speeding-related fatalities and serious injuries. Newly developed traffic calming devices (see C-EN3) will be the toolbox for this speeding-related monitoring program. An evaluation of the completed monitoring program investigations will help to inform a possible recommendation on modification to the definition of “speeding-related” in crash reporting.

Enforcement

Enforcement Recommendation #1

Use of automated speed enforcement should supplement, not supplant, existing law enforcement personnel.

Enforcement Recommendation #4

Convene a forum where law enforcement agencies Statewide can discuss issues and barriers to consistent and continual traffic safety enforcement.

- The goal of the forum would be to share best practices and develop recommendations to overcome the lack of prioritization of traffic safety enforcement across the State.
- This event would keep local law enforcement engaged in traffic enforcement operations and reinforce the need for traffic safety enforcement.
- This event should include a focus on data-driven, evidence-based strategies to provide for consistent and continual traffic safety enforcement.

Education

Education Recommendation #1

Develop a statewide coordinated traffic safety campaign to:

- Inform and educate the California population at large on how they can travel safely and abide by the laws of the road.
- Prioritize public awareness, outreach, and education on traffic safety and the dangers of excessive speed.
- Expand the reach of individual campaigns being implemented at regional and local levels, and leverage investment through coordinated messaging, visuals, and branding.

*These recommendations were selected by staff as most relevant to Monterey County. A full discussion of findings and recommendations for policy considerations is available in **Chapter 9** (pg. 53) of the **CalSTA Report of Findings**.*