

Joint Working Group Meeting

Transportation Safety, Active Transportation, Go Human

December 10, 2020

1:00 p.m. – 3:30 p.m.

www.scag.ca.gov



Discussion Logistics



1. Please take care to Mute your audio/phones when not speaking.
 - When using the phone, to mute and unmute your phone press *6
2. You can ask questions by:
 - Using the “Raise Hand” feature when clicking on “Participants” at the bottom of your screen
 - Press *9 when using the phone
 - Type it into the chat box
 - If preferred, save your questions for the Q&A session at the end
3. The presentation slides will be emailed to those who registered to participate in today’s meeting.
4. Think of something after the meeting? Email keyes@scag.ca.gov.

AGENDA



1. Welcome, Self Introductions	<i>Hannah Keyes, SCAG</i>	1:00 – 1:05 p.m.
2. Workshop: Setting Safe Speed Limits on Urban Streets	<i>Jenny O’Connell, NACTO</i>	1:05 – 2:05 p.m.
3. Equity Working Group Update	<i>Hannah Brunelle and Courtney Aguirre, SCAG</i>	2:05 – 2:20 p.m.
3. Transportation Safety Targets	<i>Courtney Aguirre and Hina Chanchlani, SCAG</i>	2:20 - 2:45 p.m.
4. Go Human Updates & Feedback	<i>Andres Carrasquillo, SCAG</i>	2:45 – 3:15 p.m.
5. Active Transportation Program Updates	<i>Cory Wilkerson, SCAG</i>	3:15 – 3:25 p.m.

WORKSHOP: SETTING SAFE SPEED LIMITS ON URBAN STREETS

Jenny O'Connell, NACTO

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SCAG'S EQUITY EFFORTS PROGRESS

Hannah Brunelle, SCAG

Courtney Aguirre, SCAG

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SCAG's Commitment to Racial & Social Justice

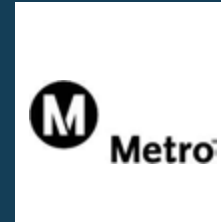
- On July 14, SCAG Board adopted resolution on its support for racial & social justice.
- SCAG's policy for a regional discussion and Action on Equity and Social Justice
- Directs staff to regularly report back on the work of the Special Committee on Equity and Social Justice
- Identified core deliverables, including:
 - Establishing a working definition of equity
 - Completing an equity inventory
 - Developing an equity framework
 - Developing a Diversity, Equity, and Inclusion work plan
 - Reviewing the Public Participation Plan

Staff report on board action available [here](#)

Special Committee on Equity & Social Justice [website](#)

Equity Definition Background Research

- Equity Work Group scanned for equity definitions from peer agencies within the state.
 - LA Metro
 - MTC-ABAG (Bay Area MPO)
 - SACOG (Sacramento Council of Governments)
 - SBCTA, SBCOG, & SB County (San Bernardino County)
- Scan included other national agencies, such as Oregon Metro and Metropolitan Council (Twin Cities).



LA Metro
[2020 LRTP](#)



MTC-ABAG
[Equity Platform](#)



SACOG
[Equity, Race, & Inclusion Working Group](#)



SBCTA, SBCOG, & SB County
[Equity Ad Hoc Committee & Equity Element in Countywide Vision](#)

Snapshot of Equity Efforts across California



	Los Angeles Metro	MTC-ABAG	SACOG	SBCTA, SBCOG, & SB County
Statement on Racism	Metro statement on Black Lives Matter and our commitment to fighting racial injustice	MTC Resolution No. 4435. "MTC's conviction that Black Lives Matter and reaffirming its commitment to advancing justice, equity, diversity and inclusion in the nine-county Bay Area"	Statement from SACOG Board Chair and Vice-Chair. Formation of Board Working Group on Race, Equity and Inclusion	Resolution No. 2020-103. "Resolution Affirming that Racism is a Public Health Crisis that Results in Disparities in Family Stability, Health and Mental Wellness, Education, Employment, Economic Development, Public Safety, Criminal Justice, and Housing"
Equity within Policy or Planning Document	Equity Focus Communities in 2020 L RTP	Equity assessment & strategic implementation plan identified as action in Equity Platform	Our Path Forward: The Prosperity Strategy. A Bridge to Action for Inclusive Economic Recovery & Growth	Addition of "Equity" as eleventh element in Countywide Vision
Action Plan	L RTP Priority Area 4.1f. Develop and advance a Racial and Socio-Economic Equity Action Plan	Equity Platform Next Steps	Equity, Race, & Inclusion Working Group ; Racial Equity Audit performed by The McKensie Mack Group	Formation of Equity Element Group

Revised Equity Definition Working Draft



From 11/16/20

As central to SCAG's work, equity describes the actions, policies and practices that eliminate bias and barriers to create opportunities for all people, and especially historically and systemically marginalized people, to be healthy and prosperous and to participate fully in civic life.

Revised working draft 12/8/20

As central to SCAG's work, racial equity describes the actions, policies and practices that eliminate bias and barriers that have historically and systemically marginalized communities of color to ensure all people can be healthy and prosperous and to participate fully in civic life.

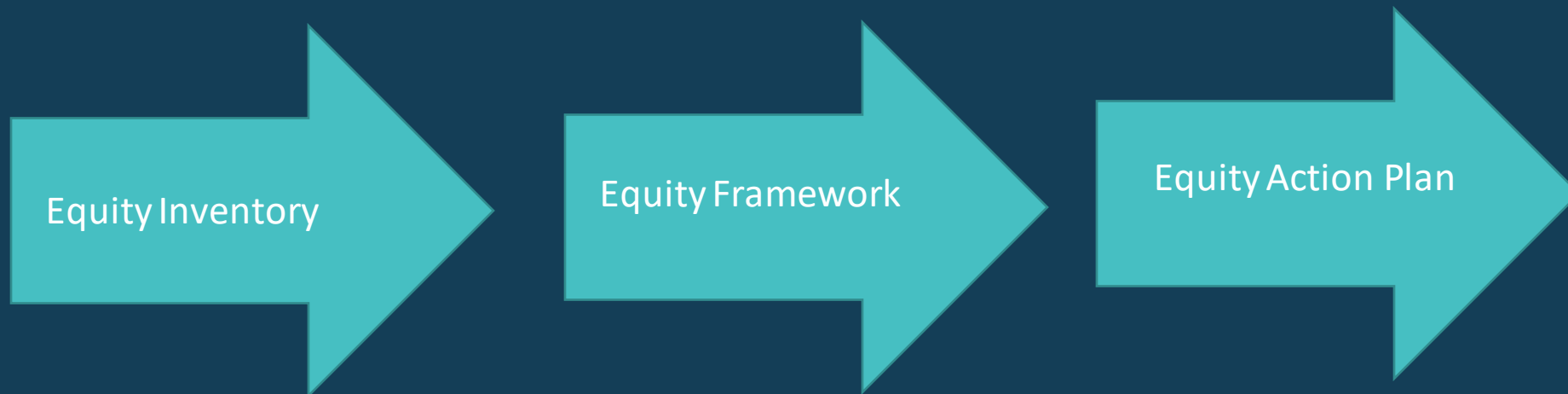
Equity Core Concepts

- Core Concepts (equity-related terms- establishing a SCAG lexicon)
 - Racism
 - Racial justice
 - Social justice
 - Race
 - Ethnicity
 - Discrimination
 - Prejudice
 - Privilege
 - White Supremacy
 - Historically marginalized
 - Systemically marginalized
 - Power (institutional)
 - Intersectionality
 - Distributional, procedural, and structural equity
 - Explicit and implicit bias

Additional dimensions include and are not limited to housing, infrastructure, economic, environmental, health and food.

Equity Inventory & Framework

- First step towards developing larger strategic approach to integrating equity in SCAG's work
- Catalogues existing planning work that takes equity into account and identifies additional areas where equity could be integrated
- Provides holistic snapshot of how equity is currently taken into account



Human Resources: Diversity, Equity, and Inclusion



Support Strategic Plan Goal 5: Recruit, support, and develop a world-class workforce and be the workplace of choice

Recruit	Recruit and retain a highly skilled and diverse workforce at all levels through removing barriers in the hiring process, mitigating implicit bias, and ensuring an equitable, accessible, and transparent hiring process
Foster	Foster an organizational culture around equity, diversity, and inclusion where employees of diverse backgrounds can be their authentic selves, feel a sense of belonging, and have their unique talents, skills, and perspectives valued and supported
Integrate and align	Integrate and align equity, diversity, and inclusion initiatives with organizational strategies, objectives, and culture and ensure accountability through measurable outcomes

Future Public Participation Plan Recommendations with Emphasis on Equity



- Reflect on our approach and take into consideration ways communication and information-sharing have changed since 2018
- In preparation for the development of the next Connect SoCal, implement intentional, grassroots process to engage diverse constituencies without geographic barriers
- Engage CBO's and foster partnerships for a more equitable, sustainable, accessible, and affordable region through organizing
- Acknowledge digital divide and promote efforts for broadband across the region
- Continue to bringing traditionally underrepresented and underserved communities to the Table
- Support resiliency that looks to climate adaptation and public health preparedness as key strategies to address community prosperity, safety and economic recovery

Thank you

Courtney Aguirre – Aguirre@scag.ca.gov

Hannah Brunelle – Brunelle@scag.ca.gov

www.scag.ca.gov



TRANSPORTATION SAFETY TARGETS AND SAFE SYSTEMS POLICY

Courtney Aguirre, SCAG

Hina Chanchlani, SCAG

www.scag.ca.gov



Existing Conditions



1,500 PEOPLE DIE EVERY YEAR FROM COLLISIONS



5,200 PEOPLE SUSTAIN SERIOUS INJURIES EVERY YEAR FROM COLLISIONS

The top contributing factor of all collisions is unsafe speed.



136,000 PEOPLE SUSTAIN INJURIES EVERY YEAR FROM COLLISIONS



270 COLLISIONS OCCUR PER DAY ON THE STREETS

THAT IS ROUGHLY **99,000** PER YEAR

Safety Performance Management Final Rule

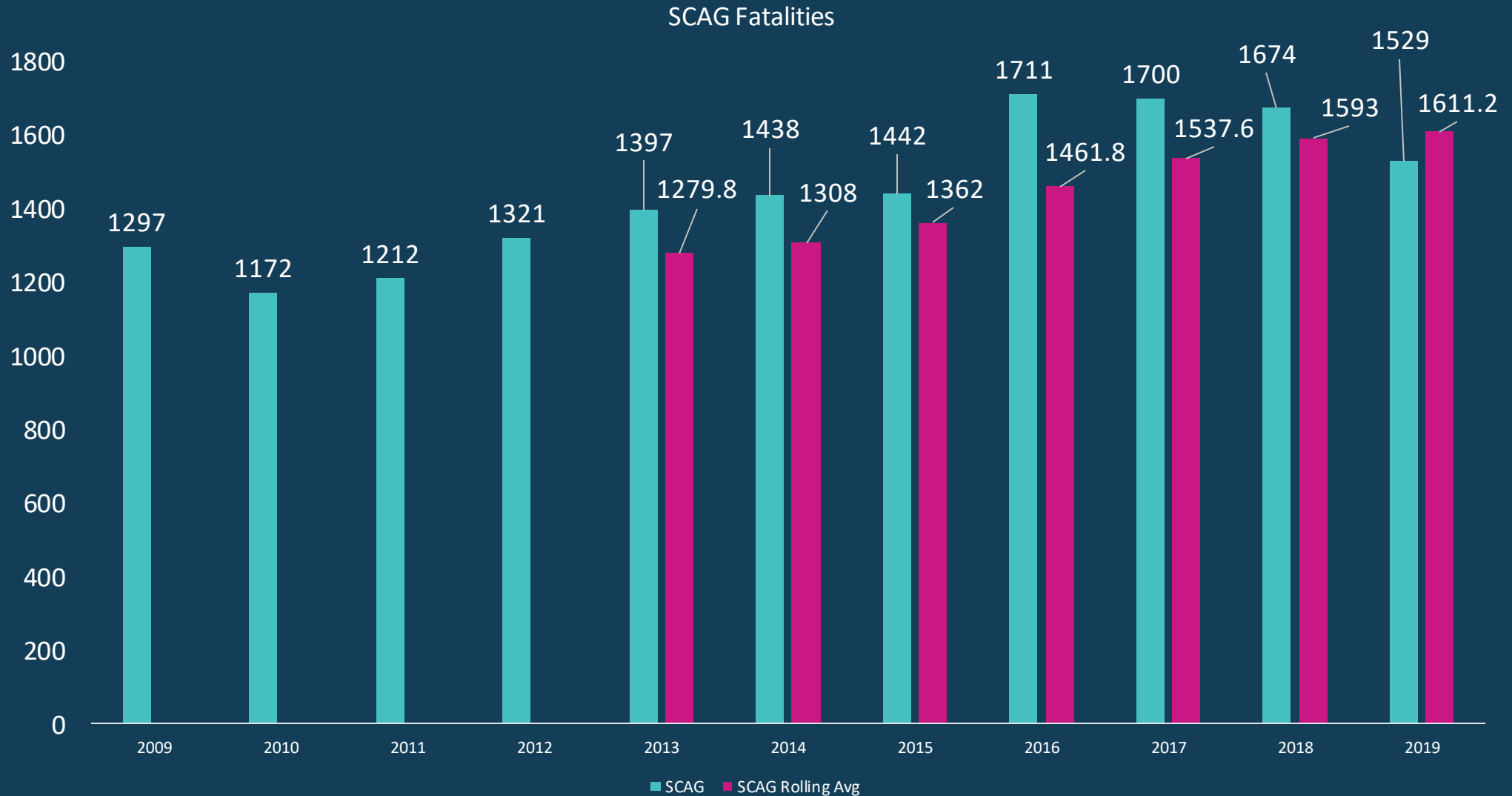
- Effective April 14, 2016
- Statutory authority under MAP-21 (49 USC 490)
- Establishes 5 safety performance measures
 - Number of Fatalities (victims)
 - Rate of Fatalities (victims) per 100 million VMT
 - Number of Serious Injuries (victims)
 - Rate of Serious Injuries (victims) per 100 million VMT
 - Number of Non-motorized Fatalities and Non-motorized Serious Injuries (victims)
- 5-Year Rolling Averages

MPO Targets

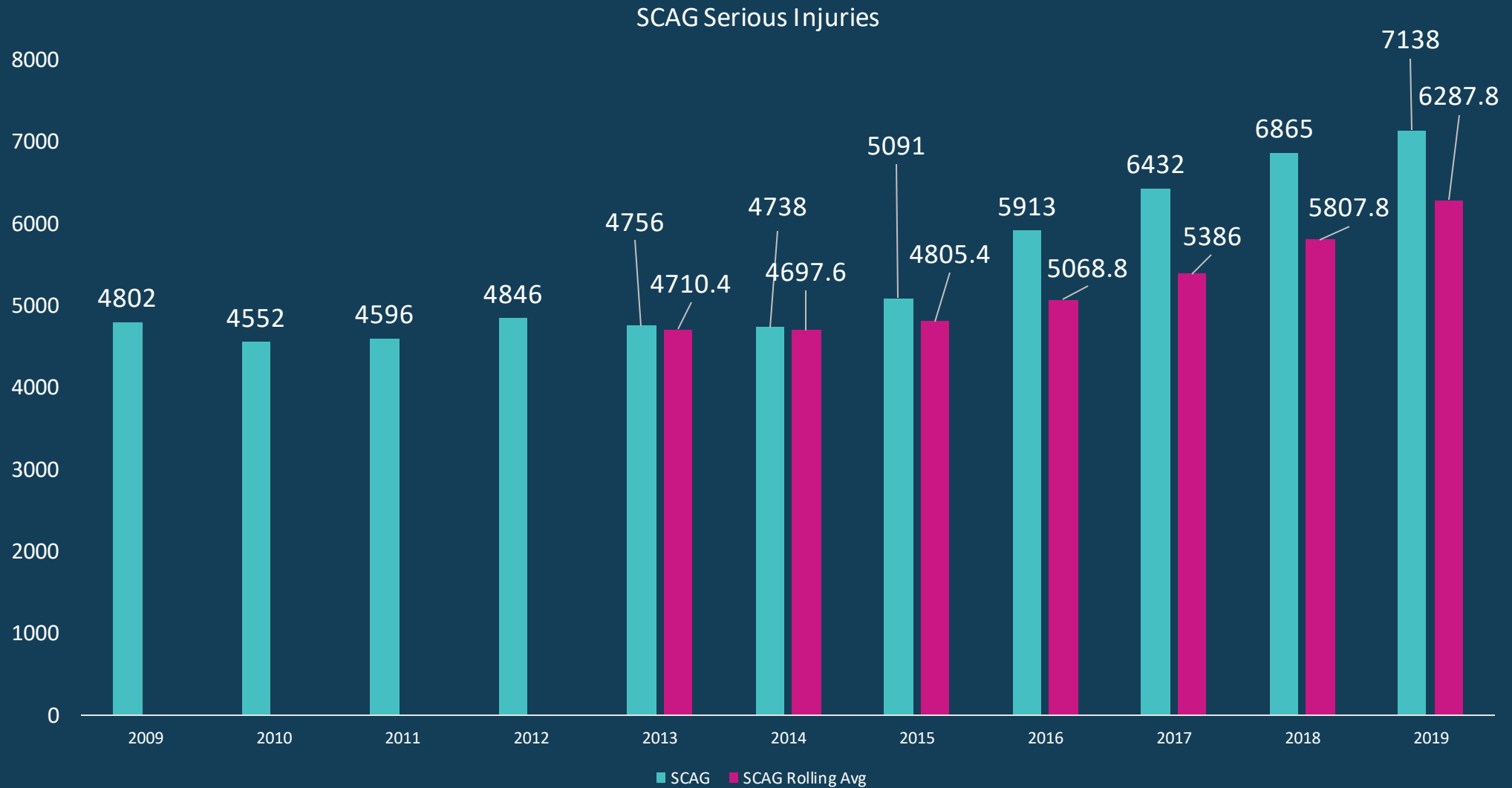
- Must establish safety targets within 180 days after the State establishes targets (Feb. 28, 2021)
- Can support State targets, establish numerical targets specific to the region, or use a combination of both
- MPO reporting progress to the State includes reporting in RTP/SCS and FTIP



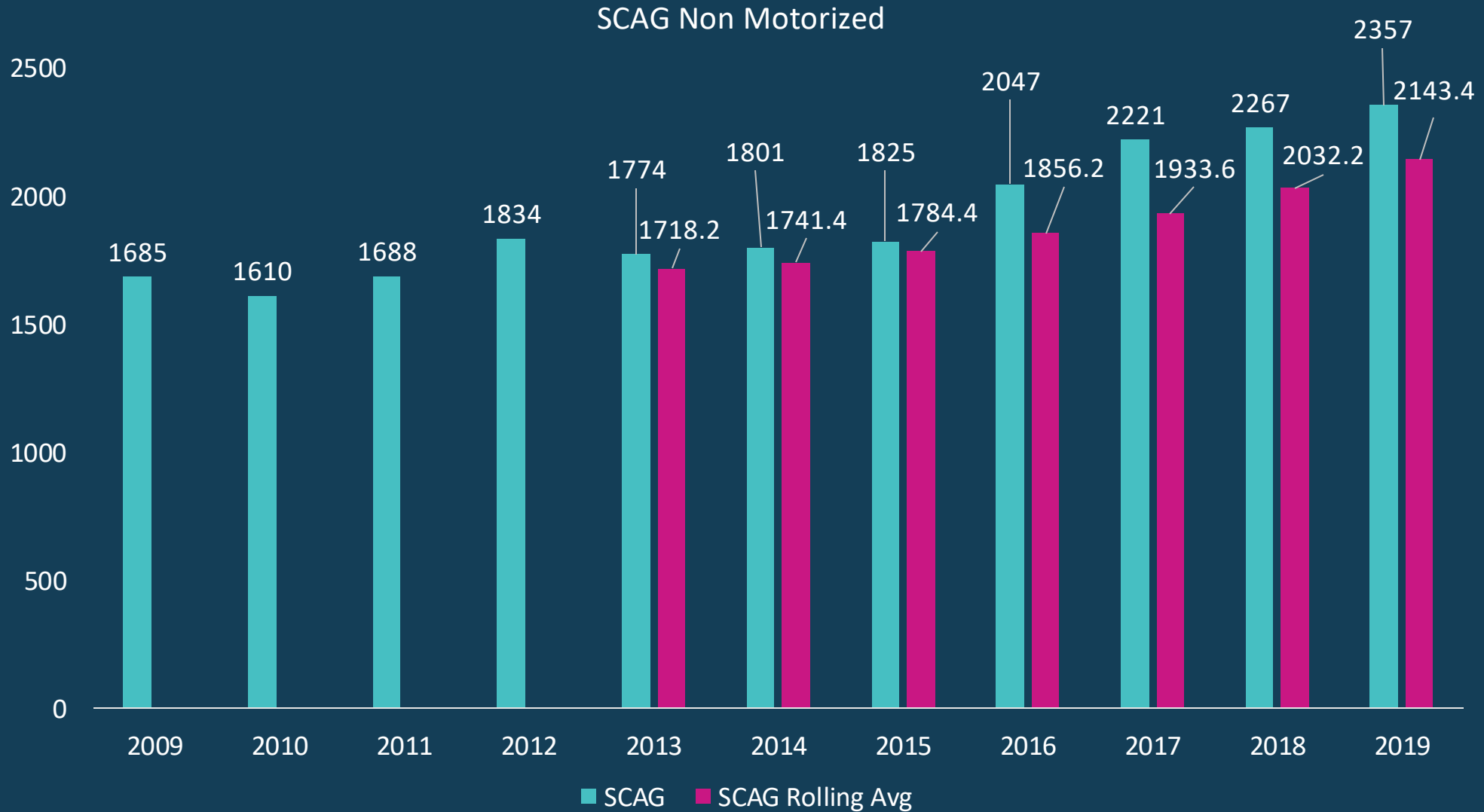
Trends: Fatalities



Trends: Serious Injuries



Trends: Non-Motorized Fatalities & Serious Injuries



SCAG's Role in Transportation Safety

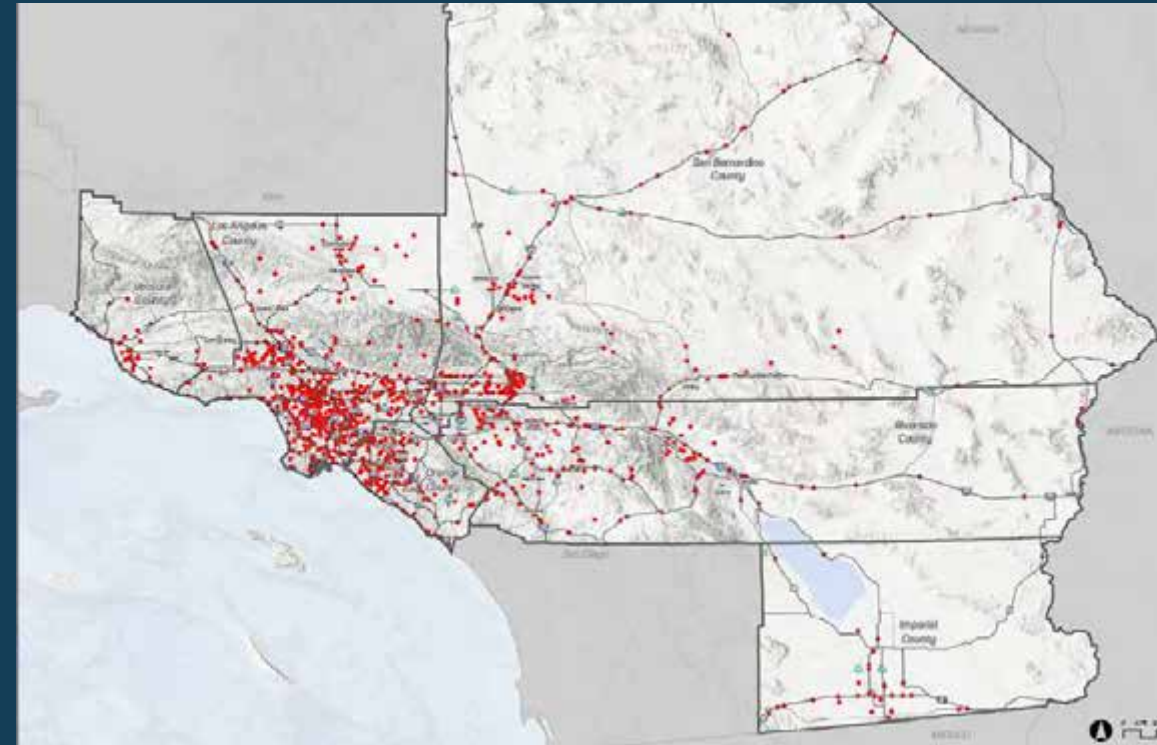
■ Safety Policy and Planning

- Support and collaborate on SHSP Steering Committee
- Safety component of the RTP/SCS
- Transportation Safety Regional Existing Conditions Report
- Annual safety targets (TZD)
- Report on progress towards achieving safety targets in FTIP and RTP/SCS
- Supporting safety legislation (AB 43)
- Convening jurisdictions and agencies to achieve better coordination (Transportation Safety Working Group)



SCAG's Role in Transportation Safety

- Data Collection and Analysis
 - Regional High Injury Network
 - Macro level safety modeling (Nov. 2020-secured FHWA technical support)
 - Gathering data such as roadway network, traffic volumes, and VMT
 - Analyzing, interpreting and sharing regional data



SCAG's Role in Transportation Safety

- Funding Safety-Related Efforts
 - SCAG Sustainable Communities Planning Grants
 - Supporting ATP funded projects
- Encouraging Best Practices
 - Toolbox Tuesdays (High Injury Network Training)
 - Regional Safety Workshops & Peer Exchanges
- Leading and Collaborating on Safety Education Campaigns
 - Go Human



Past Target Setting Methodologies



Year	State Method	SCAG Method
2018	Toward Zero Deaths by 2030 7.69% reduction in fatalities 1.5% reduction in serious injuries 10% reduction in bike/ped fatalities/serious injuries	Same as State
2019	Toward Zero Deaths by 2030 3% reduction fatalities 1.5% reduction serious injuries 3% and 1.5% reduction in bike/ped fatalities/serious injuries	Same as State
2020	Toward Zero Deaths by 2050 3.03% reduction in fatalities 1.5% for reduction for serious injuries 3.03% and 1.5% reduction in bike/ped fatalities/serious injuries	Same as State
2021	Trend Line Approach 2.9% reduction in fatalities 1.3% reduction in serious injuries 2.9% and 1.3% reduction in bike/ped fatalities/serious injuries	Towards Zero Deaths by 2050 3.5% reduction in fatalities 3.5% reduction in serious injuries 3.5% reduction in bike/ped fatalities/serious injuries

Safety Targets for 2021



Measure	Single Yr SCAG Region	Baseline 5-Year Rolling average SCAG Region	SCAG Targets TZD	SCAG Targets TZD	SCAG Targets State method 2.9 F and 1.3 SI	SCAG Targets TZD method from last cycle (3.5 F and 3.5 SI)	Caltrans Targets
	<u>2019</u>	<u>2019</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2021</u>	<u>2021</u>
Number of Fatalities	1529	1611.2	1467	1607	1622.1	1608.9	3624.8
Rate of Fatalities per 100 MVMT	1.25	1.33	0.89	0.96	1.32	1.31	1.044
Number of Serious Injuries	7138	5068	5552	5735.61	6672.23	6490.1	15,419.40
Rate of Serious Injuries per 100 MVMT	5.83	5.19	3.366	3.42	5.45	5.30	4.423
Total Number of Non - motorized	2357	2143	2133	1915.98	2211.95	2162.59	4340.8

Anticipated Recommendation

- Recommend that the Regional Council adopt SCAG's calendar year 2021 transportation safety targets, which are supportive of Toward Zero Deaths, specifically:
 - The region will reduce fatalities by 3.5 percent and serious injuries by 3.5 percent on an annual basis and achieve a goal of Towards Zero Deaths by 2050
 - Seek Toward Zero Deaths resolution
 - Thoughts? Questions?

Next Steps

- Seek SCAG's Transportation Committee and Regional Council adoption of 2021 safety targets (January/February)
- Submit 2021 safety targets to Caltrans by February 2021
- Continue to work with FHWA on safety target methodology and safety models
- February onwards:
 - Work with stakeholders to implement Connect SoCal's safety strategies and actions (e.g., encourage applications for SCAG's SCP, California's HSIP, LRSP, ATP, etc.)
 - Monitor progress and set updated targets each year

Questions?

Further Questions? Please contact:
Courtney Aguirre, aguirre@scag.ca.gov

www.scag.ca.gov



GO HUMAN UPDATES & FEEDBACK

Andrés Carrasquillo, SCAG

www.scag.ca.gov



Agenda



- *Go Human Overview*
- 2020 Strategies & Outcomes
- 2021 Outlook of Upcoming Strategies
- Shaping 2022 ~ Visioning & Strategy Development

SCAG Resolution to Close the Gap of Racial Injustice



From Resolution No. 20-623-2:

“SCAG stands in solidarity with those working toward a fair and just society, and with those calling for systemic change to eliminate all barriers that reduce opportunity and undermine Southern California’s shared values and ability to thrive.”

2020 Strategies & Outcomes

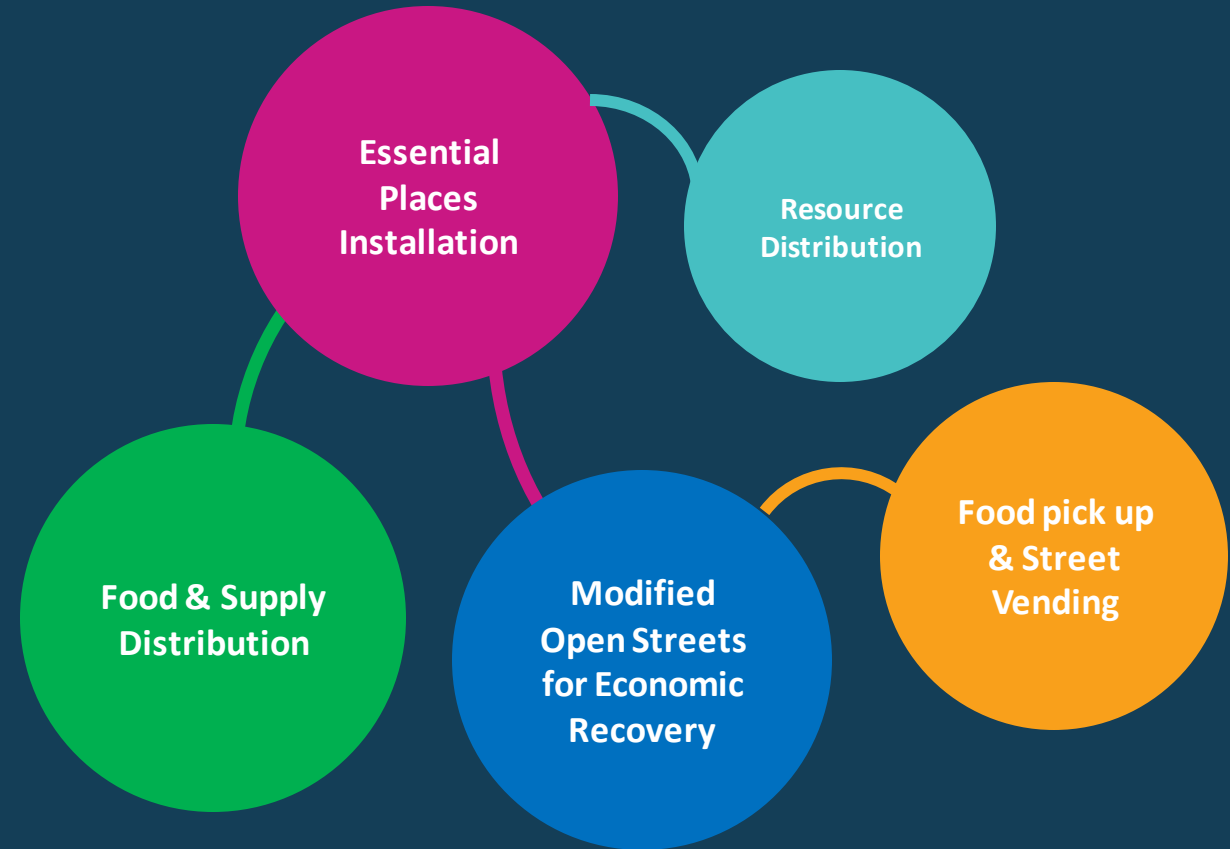
Regional Advertising Campaign

- Campaign reached over 328 million impressions across six counties, far exceeding the 280 million target.
- Total impressions to date for *Go Human* exceeds 1.3 billion.
- Post campaign survey (600) shows 80% of respondents found the messaging motivating.
- 44 Jurisdictions signed *Go Human's* Safety Pledge



Resilient Streets Toolkit

- Defining & Planning for Resilient Streets Strategies
- Community-Driven Processes
- Using & Adapting the *Go Human* Kit of Parts
- Examples/Case Studies
- Pandemic Response & Recovery
- Funding Opportunities



2020 Strategies & Outcomes

Safe & Resilient Streets Mini Grants

- 28 community-led and neighborhood level projects
- \$210,000 awarded across the region
- 76,000 people reached



Community Intelligence

Echo Park Film Center



Los Angeles Walks

Wednesday 6:15 PM

Hola buenas tardes Dulce,
Espero que se encuentren bien. Aquí está el enlace para el grupo de Facebook para los talleres:
<https://www.facebook.com/groups/tallereswilmingtoncsfs>
Por favor ingrédese para aceptarla y para que se actualice. Dígame si tiene preguntas 😊 gracias!

Yesterday 8:27 AM

Hola buen día gracias 🙏🙏
bendiciones 🙏

2020 Strategies & Outcomes

Latino Health Access

Más seguro usando casco y mascarilla

SCAG gohuman OCTA LATINO HEALTH ACCESS OTS TRAFFIC SAFETY

City Fabrick

CX3 COMMUNITY SURVEY

The City of Long Beach would like to hear how COVID-19 has impacted your walking experience in your neighborhood.

TAKE THE 5 MINUTE SURVEY NOW!

Central City Neighborhood Partners

TRANSIT THURSDAY

SCAG gohuman

VAMOS POMONA

do day one

1/2

Day One

2020 Strategies & Outcomes

Central City Neighborhood Partners

Recuerde: Mascarilla; Distancia; Lavar sus manos con frecuencia.
Nataj chawe: le ch'uqb'al achi', kiya' ixol; xaq kach'ajwi' le ag'ab'.

6ft

CCNP's Community First COVID-19 Initiative

Bike Ventura



T.R.U.S.T South LA

T.R.U.S.T. SOUTH LA
CONSEJOS DE SALUD PARA COVID-19

- Máscaras son requeridas afuera de su hogar
- Lávese las manos frecuentemente
- Evite tocar su cara
- Quédese en la casa si está enfermo
- Desinfecte superficies que son usadas frecuentemente
- Mantenga una distancia de 6' entre usted y personas fuera de su hogar

4331 S. Main St.
Los Angeles, CA 90037
322.223.4118

TrustSouthLA.org

Fundado por la Oficina de Seguridad del Estado de California

Outlook of Upcoming Strategies ~ Spring 2021

- **Sub regional Peer Exchanges**
 - 8-12 virtual workshops
- **Community Ambassador Safety Program**
 - 60 ambassadors, 3 counties
 - 6-9 virtual leadership sessions
 - Ambassadors compensated
- **Mini Grant Program**
 - Responsive to community needs
 - Kit of Parts (CBO Partnership)
 - Requesting CBO proposals for engagement
 - Co-branding
- **Safety Pledge Cohort – Resource Distribution**
- [Community Listening Session Survey](#)



FY 22 Strategies: Visioning



Five Strategies

Convene Community
Groups

Community Safety
Ambassador Cohort

Provide
Funding

Safety & Resiliency
Mini-Grants

Continue
Engagement

Community-Led
Convenings

Safety Pledge
Cohort
Engagement

Explore Alternatives to
Policing

Community Visions
for Safety

FY 22 Strategies: Visioning

Strategies

Convene Community Groups

Community Safety Ambassador Cohort

Provide Funding

Safety & Resiliency Mini-Grants

Continue Engagement

Community-Led Convenings

Safety Pledge Cohort Engagement

Explore Alternatives to Policing

Community Visions for Safety



Exploring Outcomes

Build career pipeline

Promotora Model

Fund community-driven solutions

Resource delivery

Showcase community strategies

Provide resources to jurisdictions

Strategy Toolkit

Community Partnerships

Input for FY 22 Strategies



Discussion

- What do jurisdictions need?
- What are necessary considerations for these strategies and outcomes?
- What is missing?

Strategies

- Community Safety Ambassador Cohort
- Safety & Resiliency Mini-Grants
- Community Led Convenings
- Safety Pledge Cohort Engagement
- Community Visions for Safety

Thank you for being champions for safety in your city and region!

More information on the advertising campaign visit gohumansocal.org
And follow @gohumansocal on Twitter, Instagram, and Facebook.

Andrés Carrasquillo
Community Engagement Specialist
carrasquillo@scag.ca.gov // (213) 630-1401



Materials developed with funding provided
by the California Office of Traffic Safety.

ACTIVE TRANSPORTATION PROGRAM UPDATES

Cory Wilkerson, SCAG

www.scag.ca.gov



Discussion Logistics



Applications Submitted:

- 161 Applications in the SCAG Region
- \$945-Million in request

Schedule:

- February 15, 2021 – CTC Statewide Recommendations
- March 2021 – CTC adopts Statewide Projects List
- May 2021 – SCAG Regional Council Adopts MPO Recommendations
- June 2021 – CTC adopts MPO Projects List

Thank you!

Hannah Keyes

Keyes@scag.ca.gov

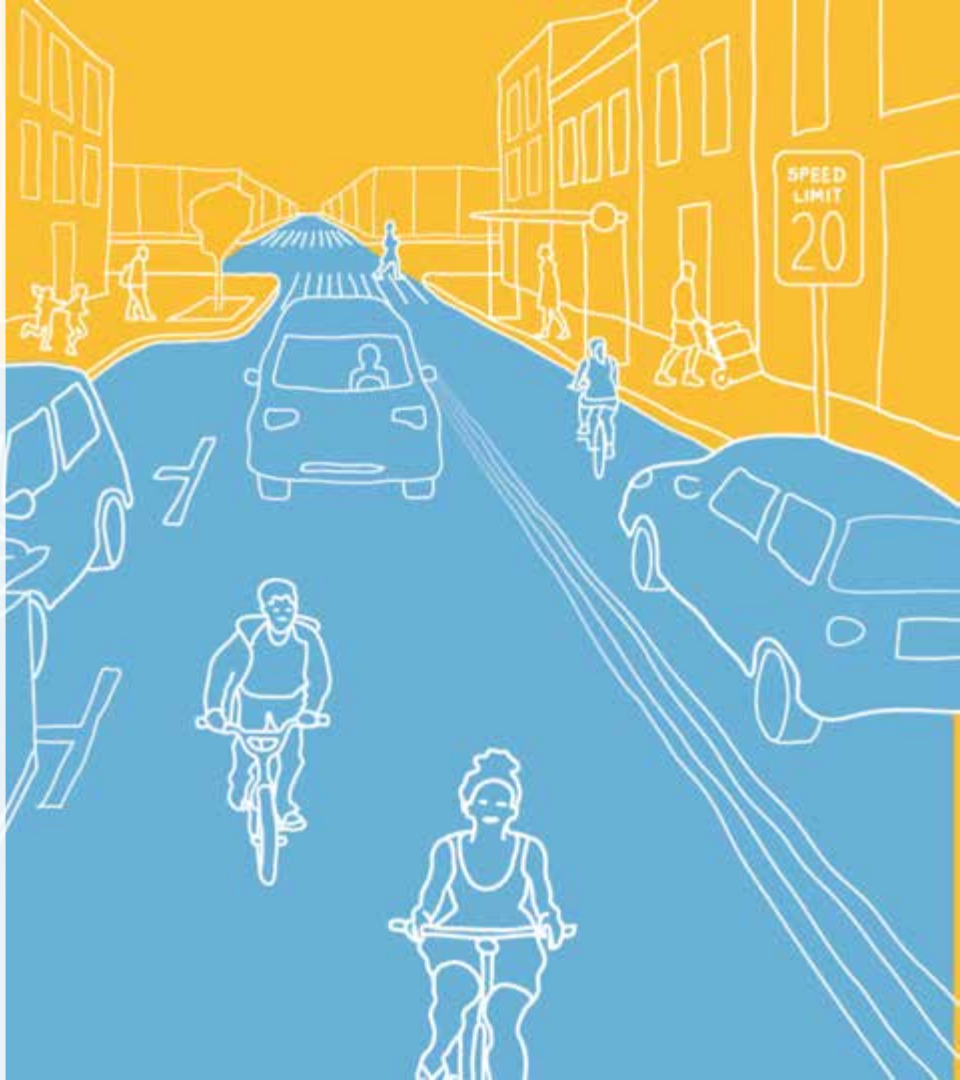
213.236.1887

www.scag.ca.gov



City Limits: a WORKSHOP

12.10.20







Purpose of Today's Workshop

The background image shows a street scene with people walking on a sidewalk. A person in the foreground is wearing a black t-shirt with "PROUD PTA SPONSORS" and logos for "Katy" and "IS". There are cars parked on the street and buildings in the background.

Review *City Limits* and discuss opportunities to leverage a new speed limit setting approach in CA.

SPEED MANAGEMENT

The diagram features a large yellow triangle at the top, resembling a roof, with the text 'SPEED MANAGEMENT' centered inside it. Below the roof are four vertical yellow cylinders, each representing a different speed management strategy. The cylinders are arranged in a row and are separated by thin white gaps. Each cylinder has a white outline and a white shadow at its base, giving it a three-dimensional appearance. The text inside each cylinder is centered and written in a black, sans-serif font.

Street
Design

Speed
Cameras

Signals

Speed
Limits

SPEED MANAGEMENT



Street
Design

Speed
Cameras

Signals

Speed
Limits



RMG NEWS

Carpenter Avenue, Los Angeles (credit: KTLA)



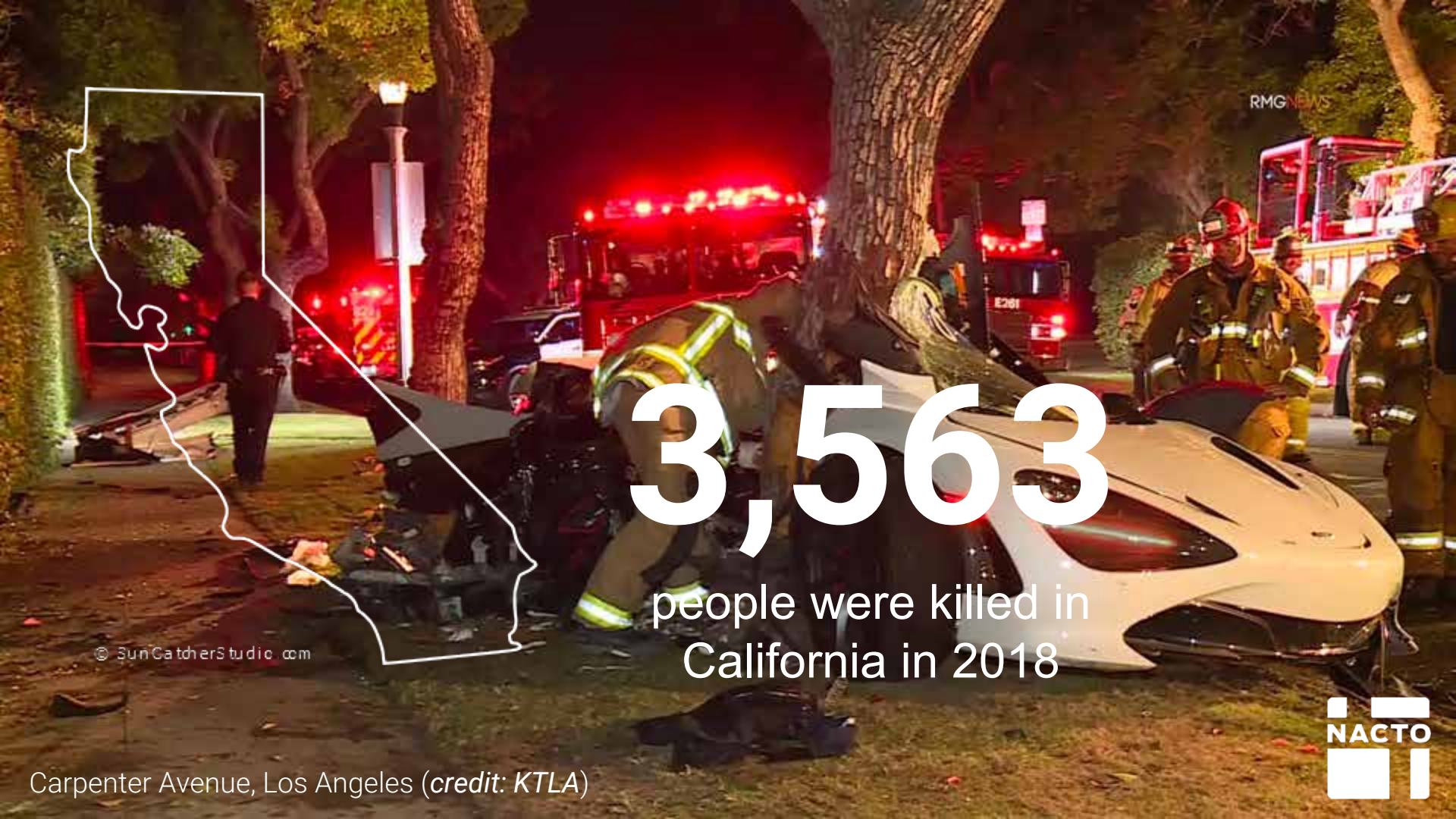
36,560

people were
killed in 2018

RMG NEWS

Carpenter Avenue, Los Angeles (credit: KTLA)





RMG NEWS


3,563

people were killed in
California in 2018

© SunCatcherStudio .com

Carpenter Avenue, Los Angeles (credit: KTLA)





7,354

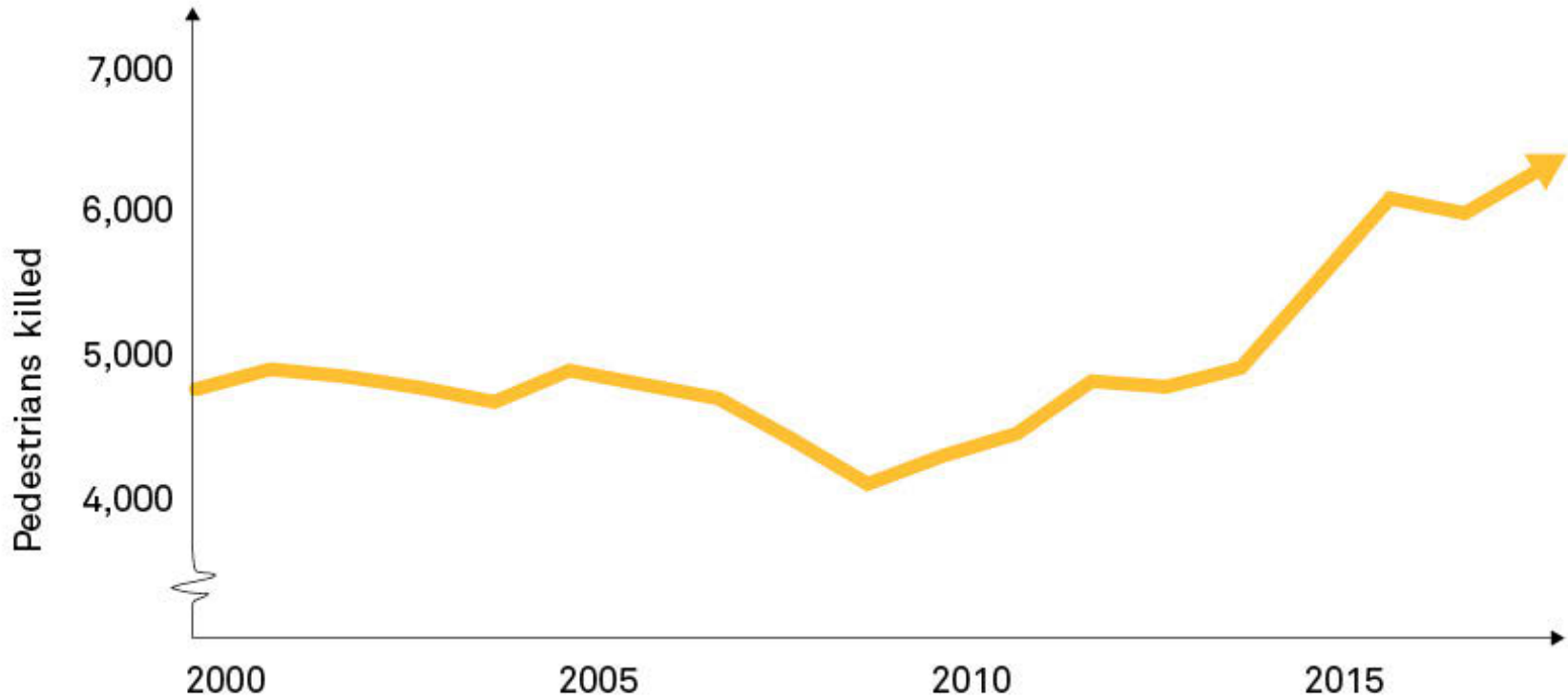
pedestrians & cyclists were killed in 2018



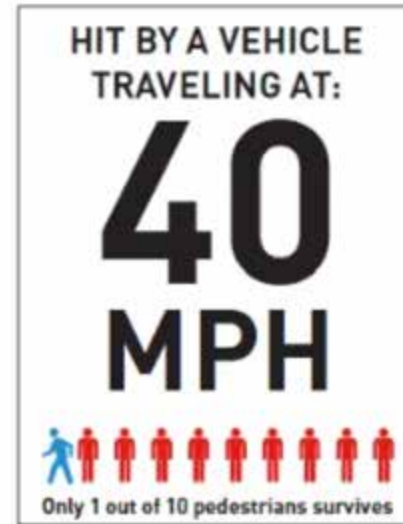
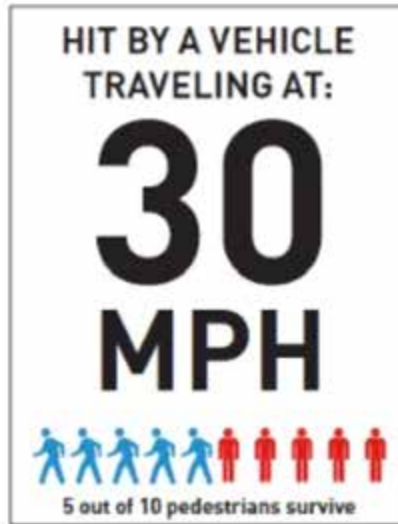
893

pedestrians & cyclists were
killed in California in 2018

Pedestrian Deaths from Traffic Crashes in the US Grew by 46% Between 2009-2018



Speed is a critical factor in crash survivability.





Credit: The New York Times

In NYC...

**traffic
volumes**

- 50%



+ 12%

**speed camera
tickets**

Credit: The LA Times



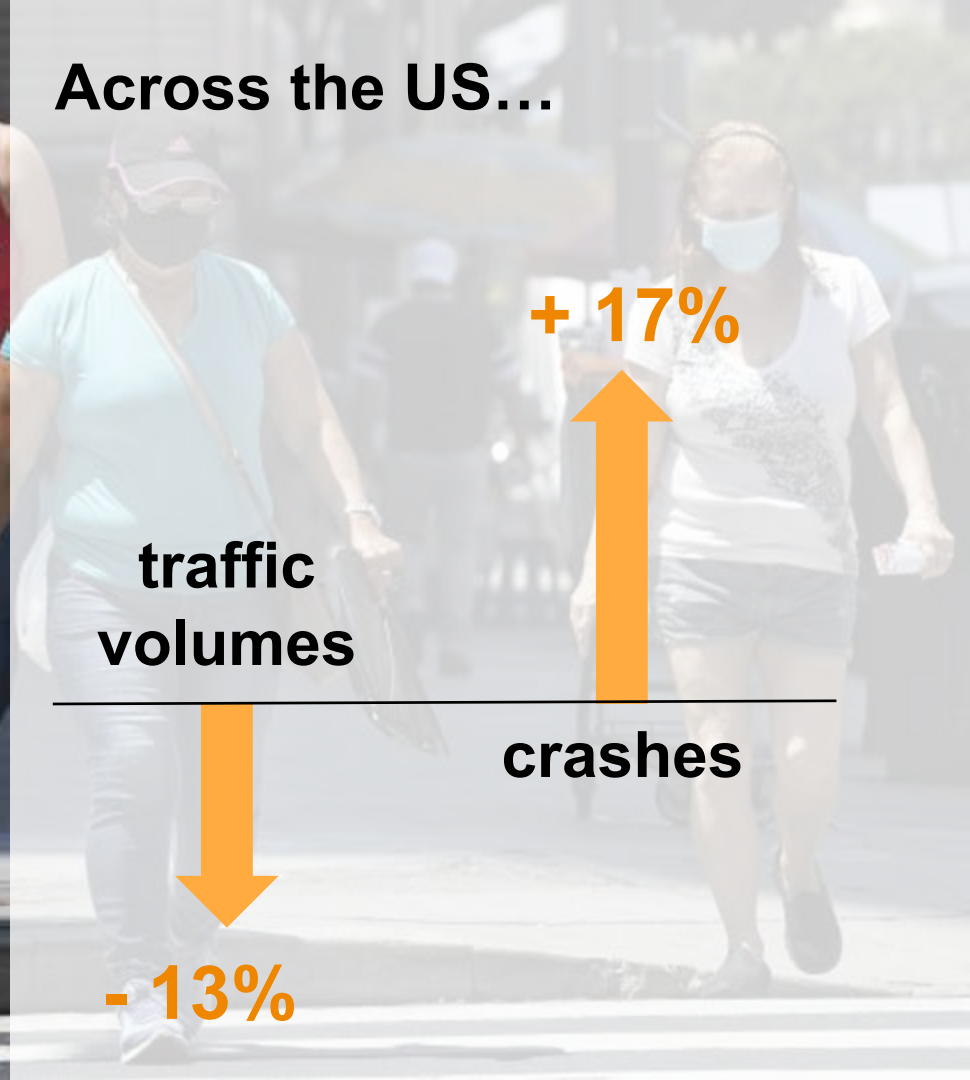
Across the US...

traffic
volumes

- 13%

+ 17%

crashes



Credit: The LA Times

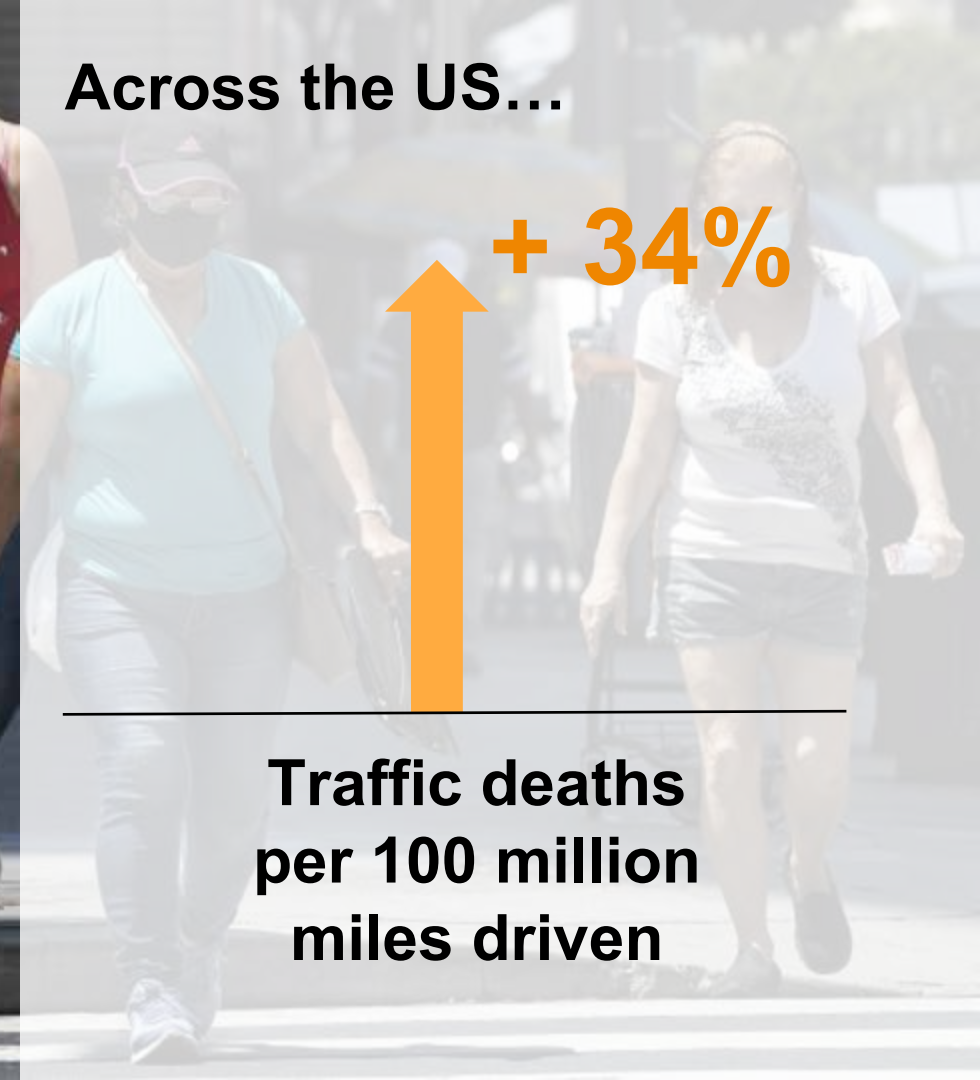


Across the US...

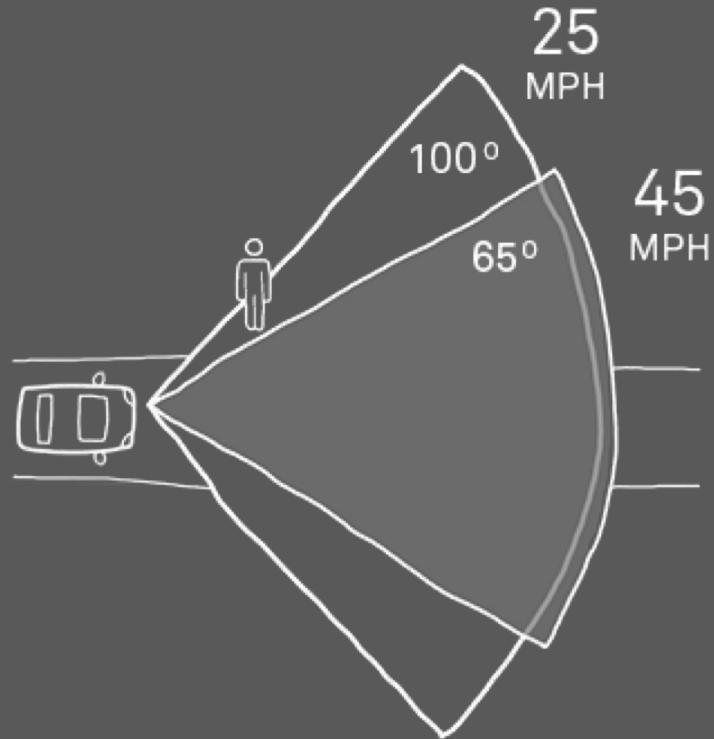
+ 34%



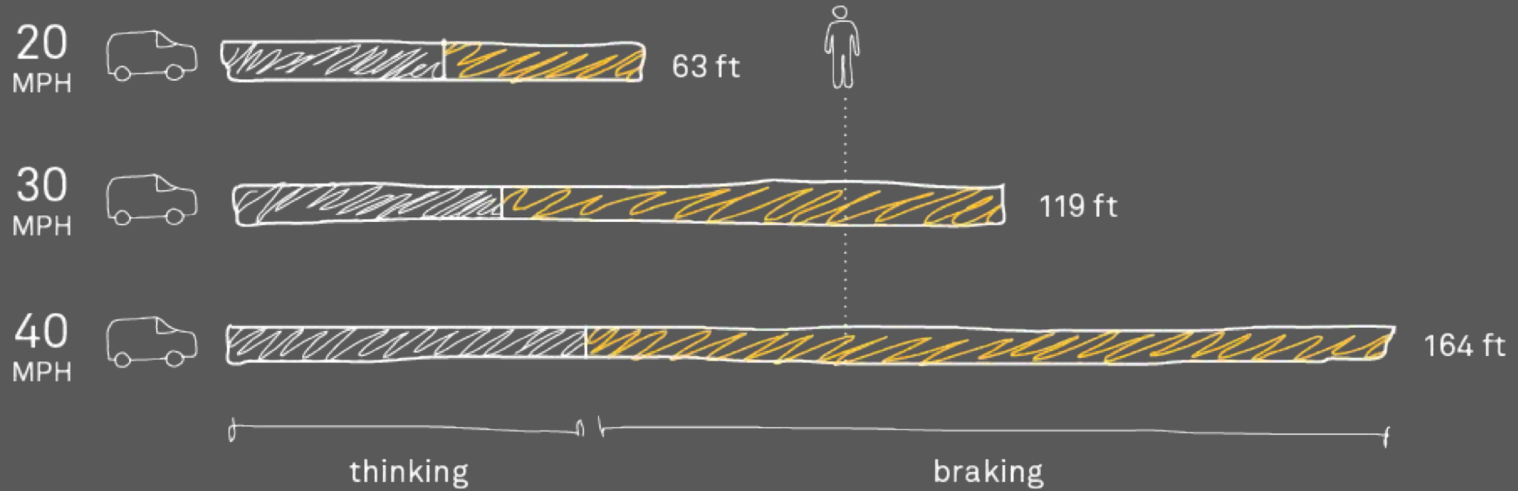
**Traffic deaths
per 100 million
miles driven**



Speed kills because drivers traveling fast don't see well.



Speed kills because drivers traveling fast can't stop quickly.



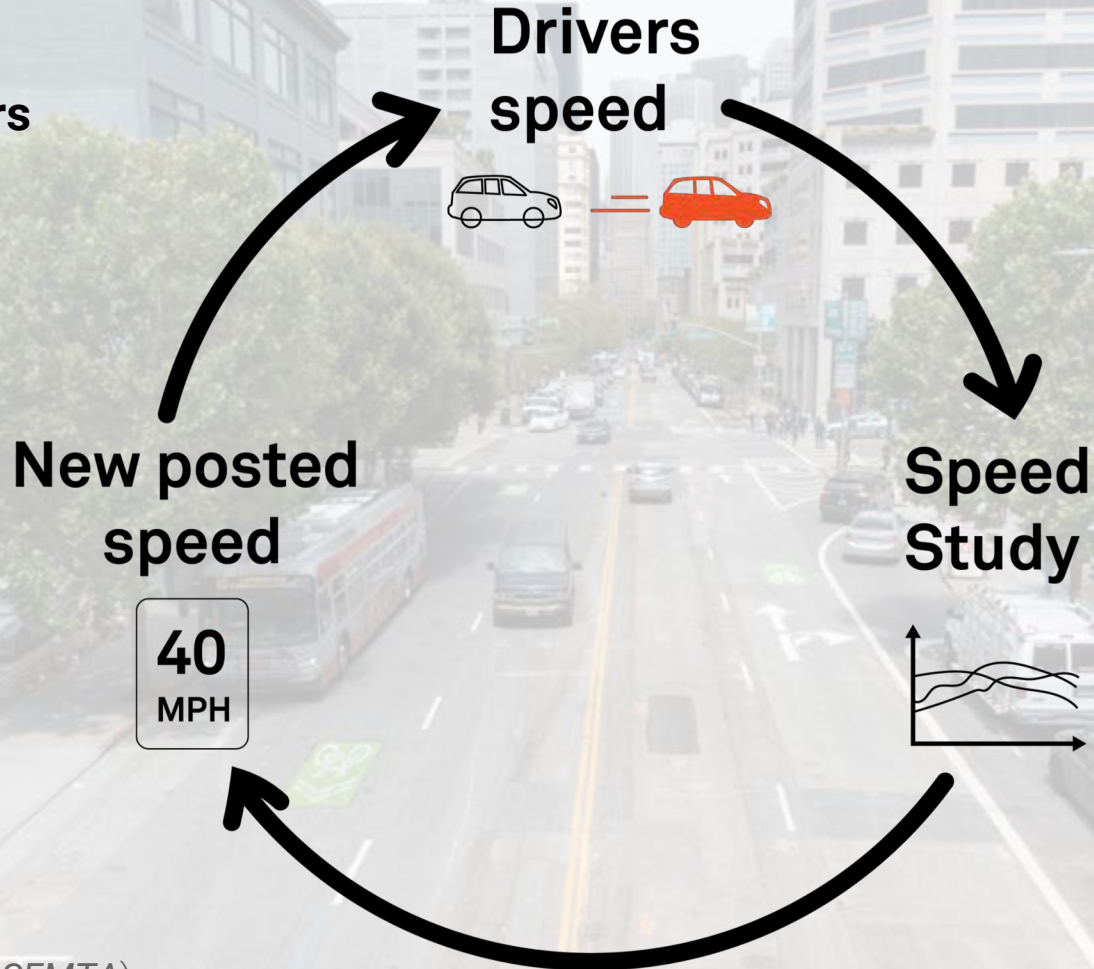
Speed kills because higher speed crashes are more forceful than lower speed crashes.



Credit: Ellis Clinic

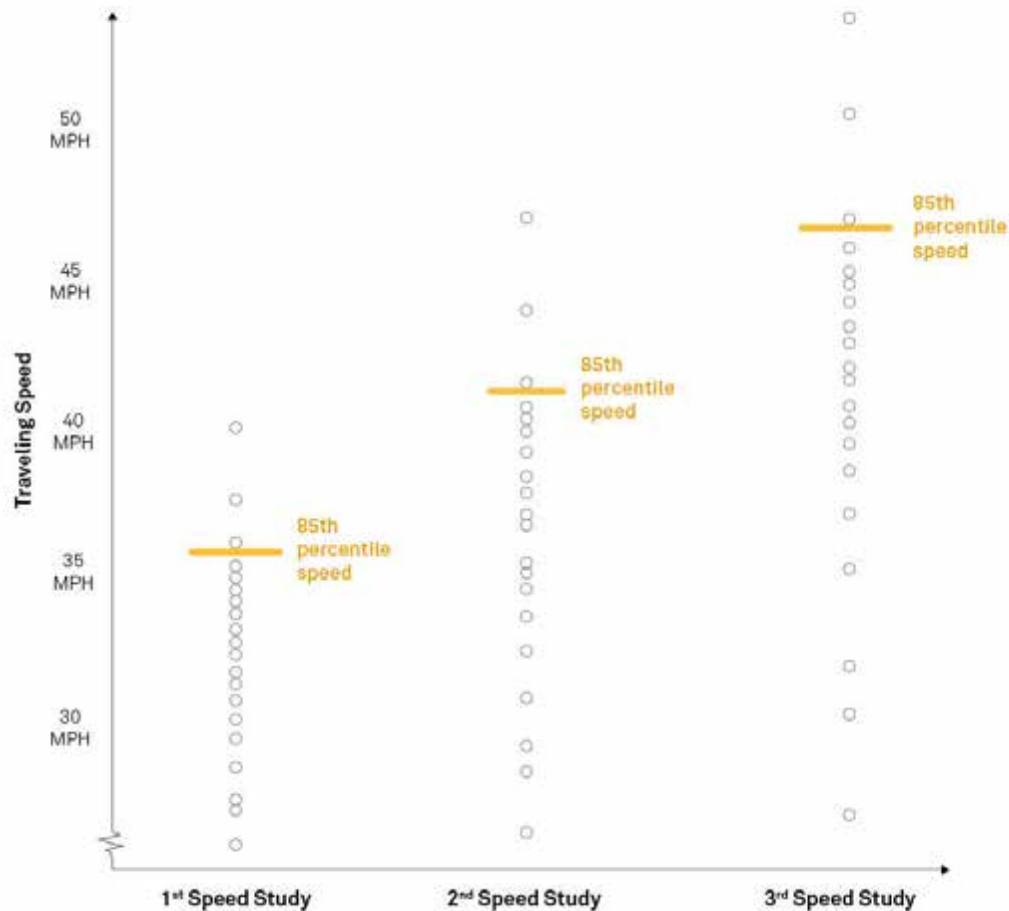


**Our system
rewards drivers
who speed.**

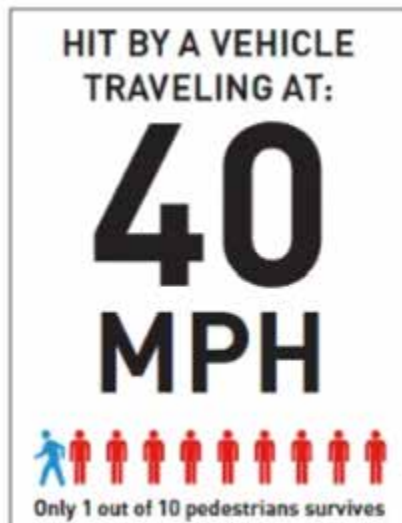
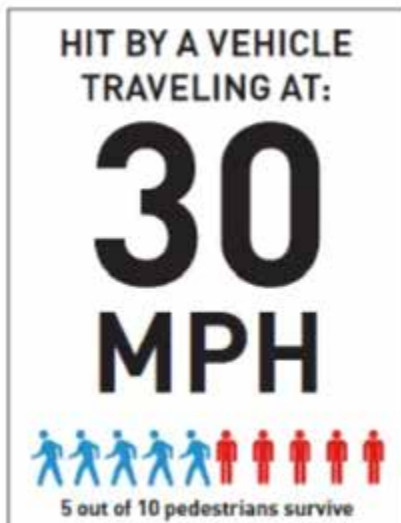
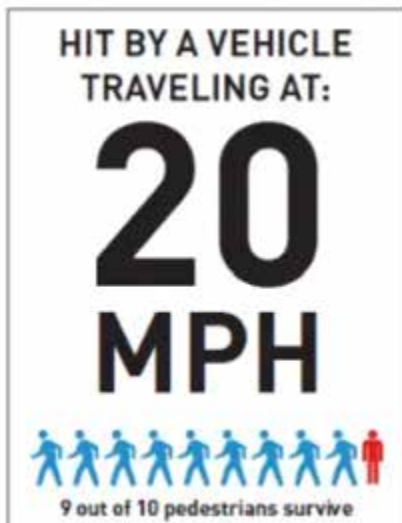


USING PERCENTILES TO DETERMINE SPEED LIMITS
RESULTS IN INCREASED SPEEDS OVER TIME

□ = 5 vehicles (out of 100)
recorded in speed study



This matters.



Safety for all road users must be set as the foremost goal, and all decisions must be made based on how well they advance work toward zero deaths.

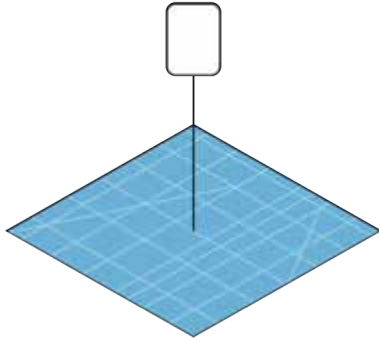


CITY LIMITS

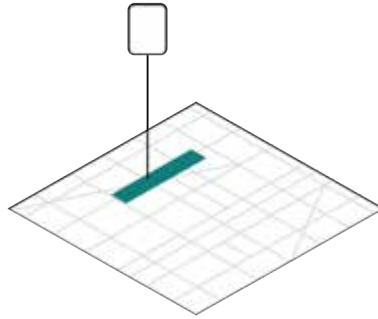
Setting Safe Speed Limits on Urban Streets



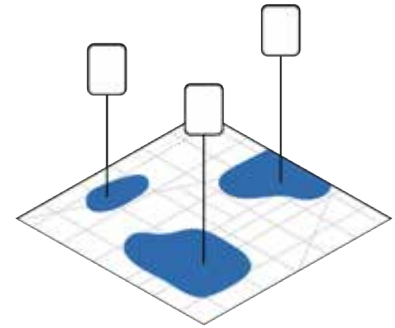
Summer 2020



Default Speed Limits



Corridor Speed Limits



Slow Zones

Speed limits should be set based on a street's:



Conflict Density

(how frequently potential conflicts arise on a given street)



Activity Level

(potential pedestrian, bicycle, transit, and stationary / public space use on a street)



Connecticut (credit: CTDOT)

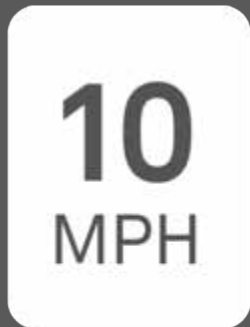




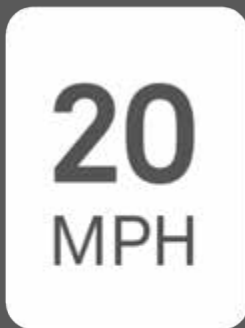
New York City (credit: NYCDOT)



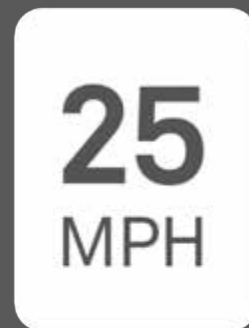
Recommended Maximum Limits for Urban Streets



SHARED STREETS
& ALLEYS



MINOR
STREETS



MAJOR
STREETS



Neighborhood
Slow Zones,
School Zones

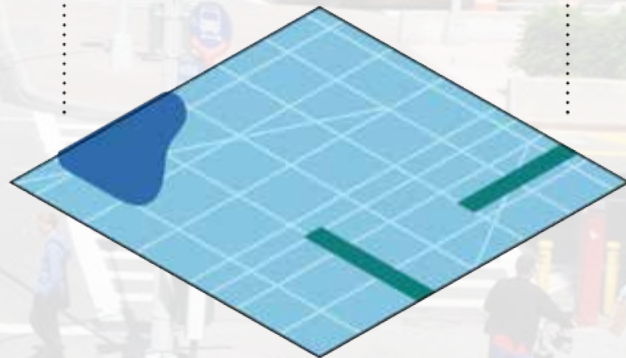
Citywide
Limit

Dangerous
Arterials

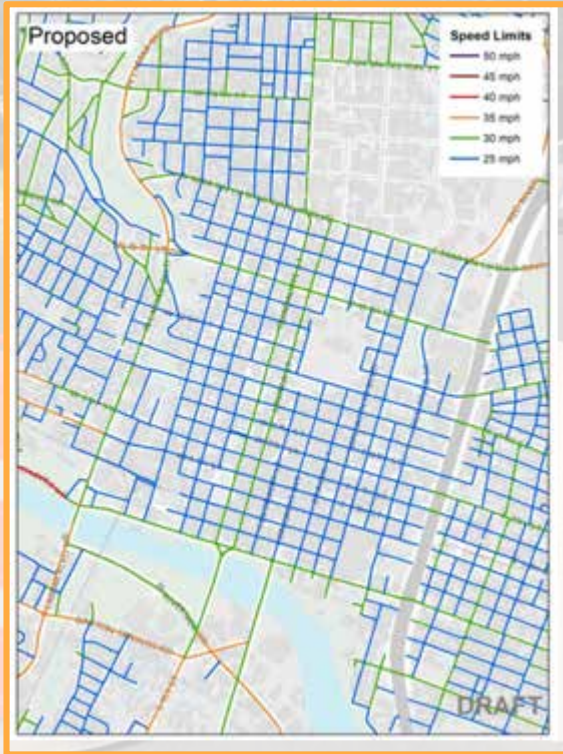
20
MPH

25
MPH

25
MPH



NEW YORK CITY



AUSTIN



Credit: Austin Transportation Department

Credit: Minneapolis Public Works



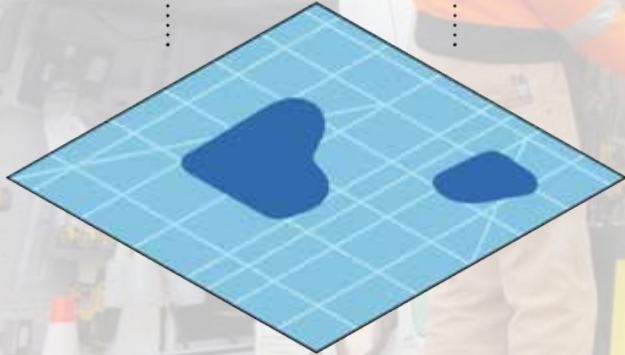
MINNEAPOLIS

Default Limit
for all non-
arterials

25
MPH

Business
Districts

20
MPH



PORTLAND



BOSTON'S NEW DEFAULT SPEED LIMIT 25 MPH EFFECTIVE JAN. 9, 2017

Default speed limit
lowered to 25 mph on
Atlanta roads as part of
Vision Zero plan

APRIL 28, 2020 by INTOWN STAFF

D.C. cuts speed limit to 20 mph to curb pedestrian deaths

Cambridge to Reduce Speed Limit to 20 MPH On Most City Streets

New speed limit signs will start going up around the city in mid-November.

By Christian MilNeil | Oct 29, 2019 | 0 COMMENTS

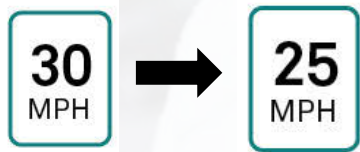
Keep in eye on your speedometer in city lowers residential speed limit



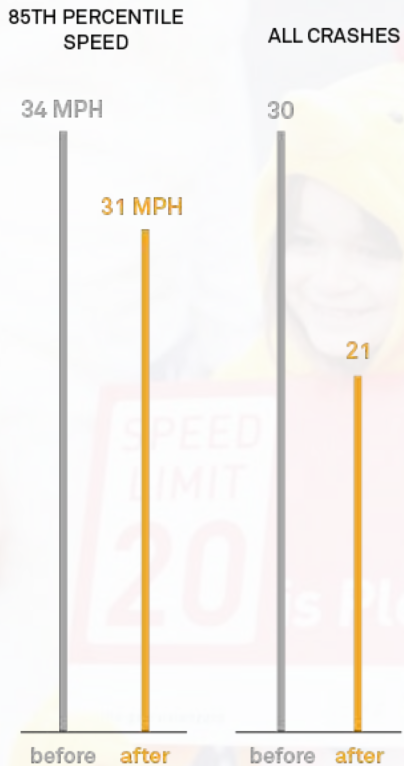
by Keely Sugden

Posted: Jun 18, 2020 / 03:45 PM MDT / Updated: Jun 18, 2020 / 03:45 PM MDT





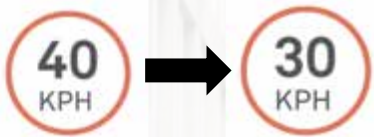
in SEATTLE



SDOT



Credit: SDOT



Credit: Toronto Transportation Services

in TORONTO

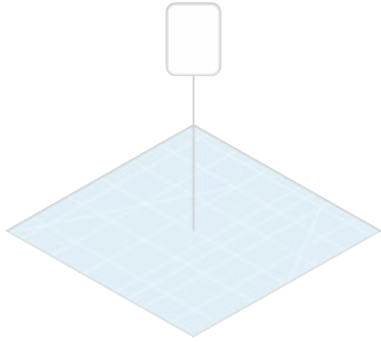
PEDESTRIAN-VEHICLE
COLLISIONS

FATAL & SERIOUS
INJURIES

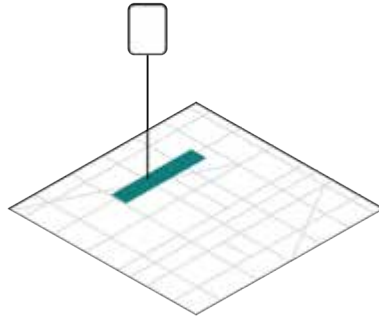
-28%

-67%

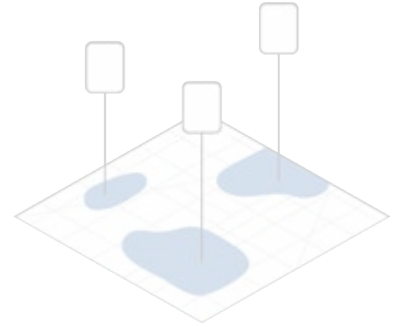




Default Speed Limits



Corridor Speed Limits



Slow Zones

MAJOR STREETS ARE COMPLICATED

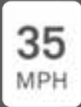
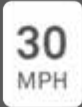
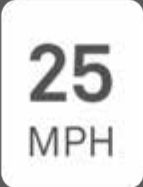
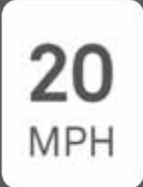


Conflict Density
(how frequently potential conflicts arise on a given street)

Activity Level
(potential pedestrian, bicycle, transit, and stationary / public space use on a street)



MAJOR
STREETS



Safe Speed Study Risk Matrix



Activity Level:



HIGH ACTIVITY



MODERATE
ACTIVITY



LOW ACTIVITY

Conflict Density:



HIGH CONFLICT
DENSITY



MODERATE
CONFLICT DENSITY



LOW CONFLICT
DENSITY

20
MPH

20
MPH

25
MPH

20
MPH

25
MPH

30
MPH

25
MPH

25
MPH

35
MPH

Safe Speed Study Risk Matrix



Activity Level:



HIGH ACTIVITY



MODERATE
ACTIVITY



LOW ACTIVITY

Conflict Density:



HIGH CONFLICT
DENSITY



MODERATE
CONFLICT DENSITY



LOW CONFLICT
DENSITY

20
MPH

20
MPH

25
MPH

20
MPH

25
MPH

30
MPH

25
MPH

25
MPH

35
MPH

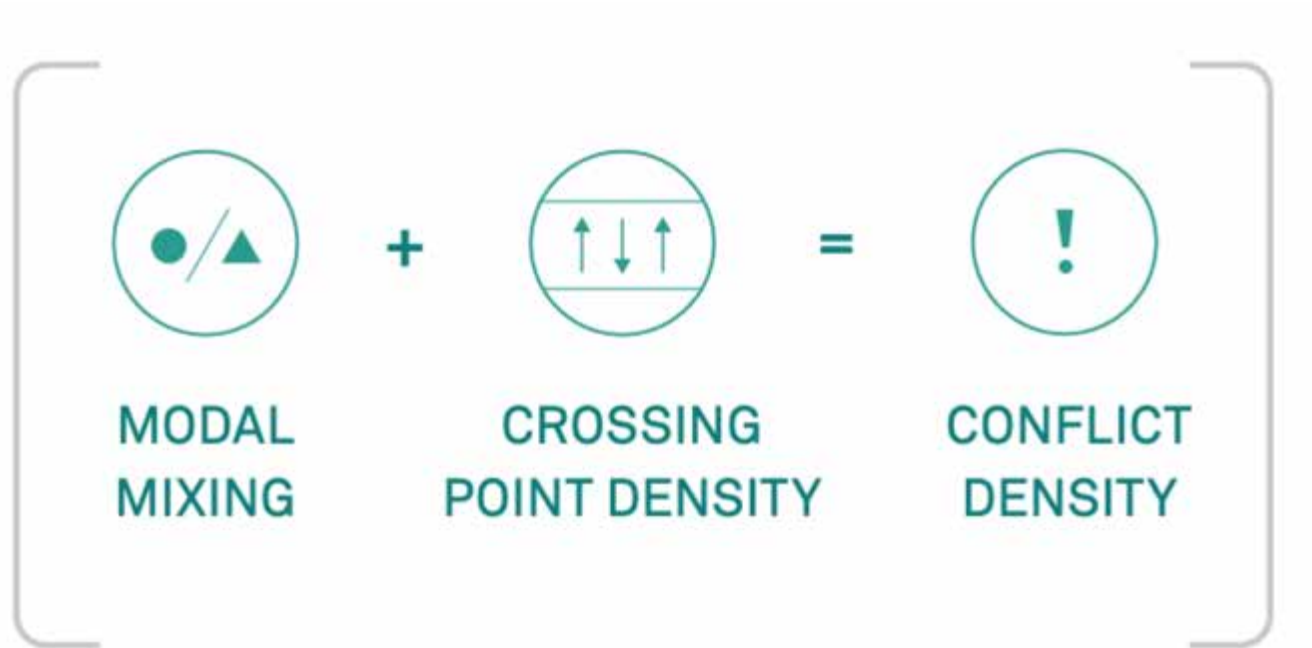
Safe Speed Study Risk Matrix

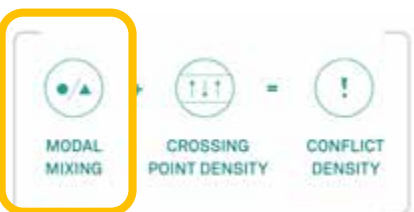




Conflict Density

(how frequently potential conflicts arise on a given street)





MODAL MIXING

How much physical separation the street offers people walking, biking, and rolling along the street.

Typical modal separation patterns in urban contexts:



HIGH MODAL MIXING
(LITTLE OR NO SEPARATION)



MODERATE MODAL MIXING
(MODERATE SEPARATION)



LOW MODAL MIXING
(FULL SEPARATION)



CROSSING POINT DENSITY

How closely spaced intersections and other crossing locations are.

Typical crossing point density patterns in urban contexts:



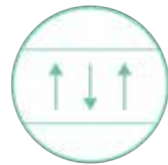
HIGH DENSITY OF CROSSING POINTS for bicyclists, pedestrians, and motor vehicles



MODERATE DENSITY OF CROSSING POINTS for bicyclists, pedestrians, and motor vehicles



LOW DENSITY OF CROSSING POINTS for bicyclists, pedestrians, and motor vehicles





HIGH MODAL MIXING (LITTLE OR NO SEPARATION)

- No sidewalks or sidewalks directly adjacent to moving motor vehicle traffic
- Bicycle traffic expected to use a mixed-traffic lane or a designated shared bike-motor vehicle lane (e.g., sharrows)



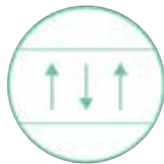
MODERATE MODAL MIXING (MODERATE SEPARATION)

- *Urban Street Design Guide* (USDG)-compliant sidewalk, and/or a curbside loading/parking lane and sidewalk
- If designated as a bike route, a marked bike lane or better
- If not designated as a bike route, a full sidewalk that also permits bicycle use



LOW MODAL MIXING (FULL SEPARATION)

- If designated as a bike route, a sidewalk compliant with the *Urban Street Design Guide* plus a vertically and horizontally protected bike lane, or a shared-use path/trail
- If not designated as a bike route, a full sidewalk that also legally permits bicycle use
- Passengers exiting parked or loading vehicles are not directly in motor vehicle traffic lanes





HIGH MODAL MIXING (LITTLE OR NO SEPARATION)

- > No sidewalks or sidewalks directly adjacent to moving motor vehicle traffic
- > Bicycle traffic expected to use a mixed-traffic lane or a designated shared bike-motor vehicle lane (e.g., sharrows)

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- > If not designated as a bike route, a full sidewalk that also legally permits bicycle use
- > Passengers exiting parked or loading vehicles are not directly in motor vehicle traffic lanes



High modal mixing





HIGH DENSITY OF CROSSING POINTS for bicyclists, pedestrians, and motor vehicles

- > 3 or more "through" or "X" intersections (signalized or unsignalized), "T" intersections, driveways, curb cuts, or other crossing points per 1/4 mile



MODERATE DENSITY OF CROSSING POINTS for bicyclists, pedestrians, and motor vehicles

- > 1-3 "through" or "X" intersections (signalized or unsignalized), "T" intersections, driveways, curb cuts, or other crossing points per 1/4 mile

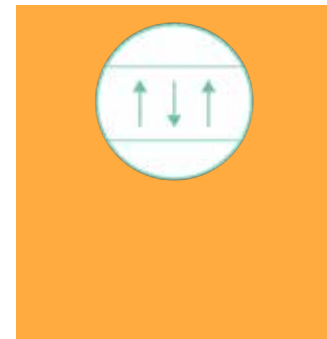


LOW DENSITY OF CROSSING POINTS for bicyclists, pedestrians, and motor vehicles

- > No "through" or "X" intersections (signalized or unsignalized), "T" intersections, driveways, curb cuts, or other crossing points per 1/4 mile



High modal mixing





HIGH DENSITY OF CROSSING POINTS for bicyclists, pedestrians, and motor vehicles

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High modal mixing



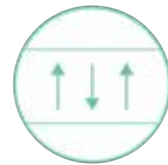
Frequent crossing demand



Toronto



High modal mixing



Frequent crossing demand



High conflict density



Activity Level

(potential pedestrian, bicycle, transit, and stationary / public space use on a street)



Typical **activity** conditions and scenarios include:



HIGH ACTIVITY



MODERATE ACTIVITY



LOW ACTIVITY



NACTO

Toronto



=



HIGH ACTIVITY

Streets with lots of existing or expected pedestrian activity, active public spaces, important bike routes or planned bike routes, high curbside demand, and high density of transit stops

- Downtown / Central Business Districts
- Retail corridors
- High density residential and commercial streets



MODERATE ACTIVITY

Streets with moderate existing or expected pedestrian activity, moderately used public spaces, some existing or expected bike traffic, frequent driveways, curbside parking/loading, and moderate density of transit stops

- Moderate density residential and commercial streets
- Streets with light retail activity
- Mixed use corridors



LOW ACTIVITY

Streets with minimal expected pedestrian volumes, minimal expected or planned bike activity, low curbside demand, and few, if any, transit stops

- Low density industrial and residential streets

=





HIGH ACTIVITY

Streets with lots of existing or expected pedestrian activity, active public spaces, important bike routes or planned bike routes, high curbside demand, and high density of transit stops

- > Downtown / Central Business Districts
- > Retail corridors
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- > Mixed use corridors

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Streets with minimal expected pedestrian volumes, minimal expected or planned bike activity, low curbside demand, and few, if any, transit stops

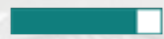
- > Low density industrial and residential streets

Downtown context with high-density residential, commercial, and retail land uses along both sides of the corridor

=

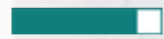


High activity



High conflict density

+



High activity

=

		Conflict Level:		
		High Conflict Density	Moderate Conflict Density	Low Conflict Density
Activity Level:	High Activity	20 MPH	20 MPH	25 MPH
	Moderate Activity	20 MPH	25 MPH	30 MPH
	Low Activity	25 MPH	25 MPH	35 MPH



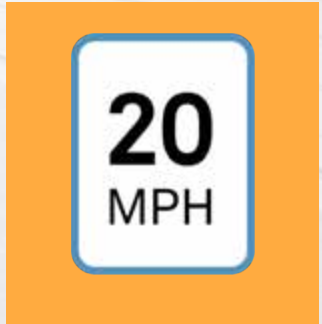
High conflict density

+



High activity

=

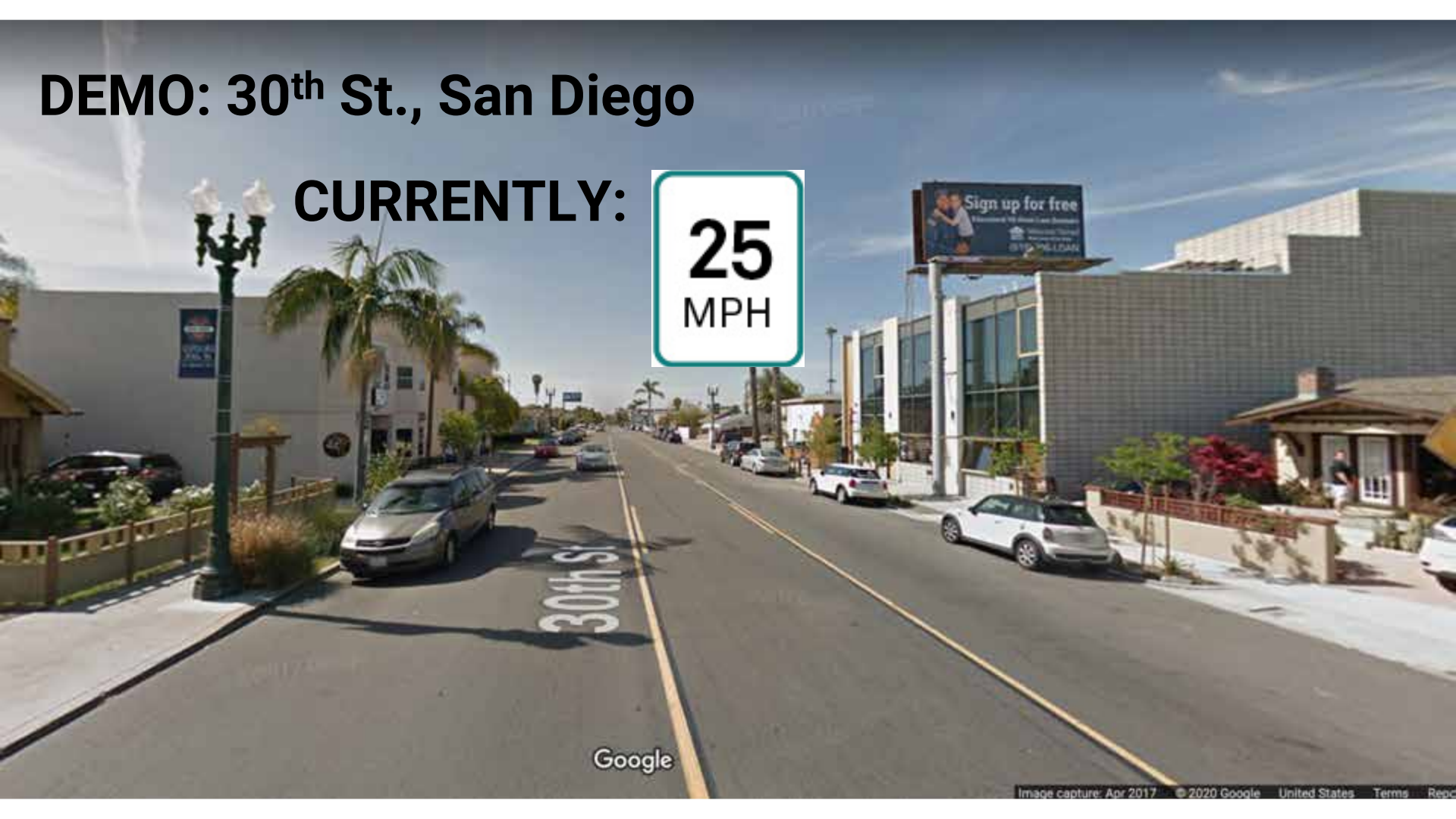
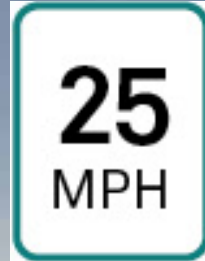


DEMO: 30th St., San Diego

1. Download the Conflict Density Checklist, the Activity Analysis Checklist, and the Applying the Checklists PDFs (see links in chat)
2. Conduct the analysis for the street segment linked to in the chat
3. Go to www.menti.com and enter the code **16 47 63**
4. Write “done” in the chat when you’re done!
5. Drink some water 😊

DEMO: 30th St., San Diego

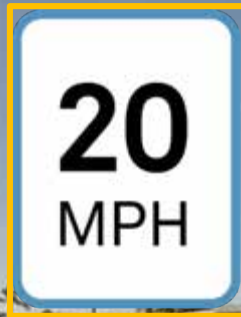
CURRENTLY:



Google

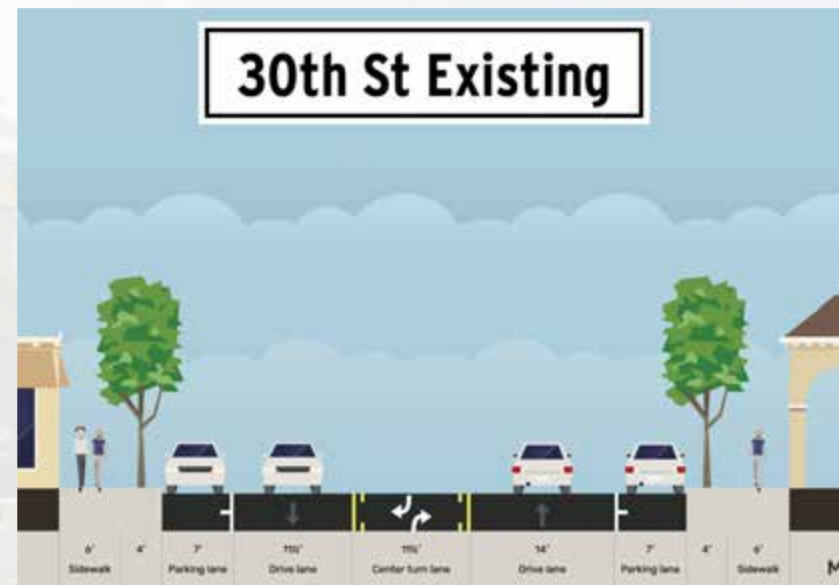
DEMO: 30th St., San Diego

CITY LIMITS:



Google

30th St Existing



Option A+: Wide Bikeways + Parking



30th St Existing

CITY LIMITS:



Made with **Streetmix**

Option A+: Wide Bikeways + Parking

CITY LIMITS:

25
MPH

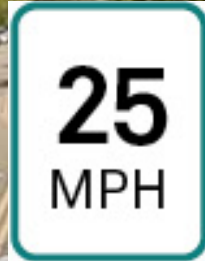


DEMO: 17th St., Santa Monica

1. Conduct the analysis for the street segment linked to in the chat
2. Go to www.menti.com and enter the code **16 47 63**
3. Write “done” in the chat when you’re done!
4. Drink some water 😊

DEMO: 17th St., Santa Monica

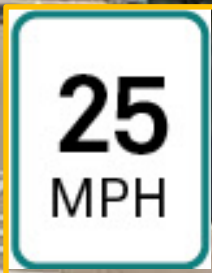
CURRENTLY:



17th St

DEMO: 17th St., Santa Monica

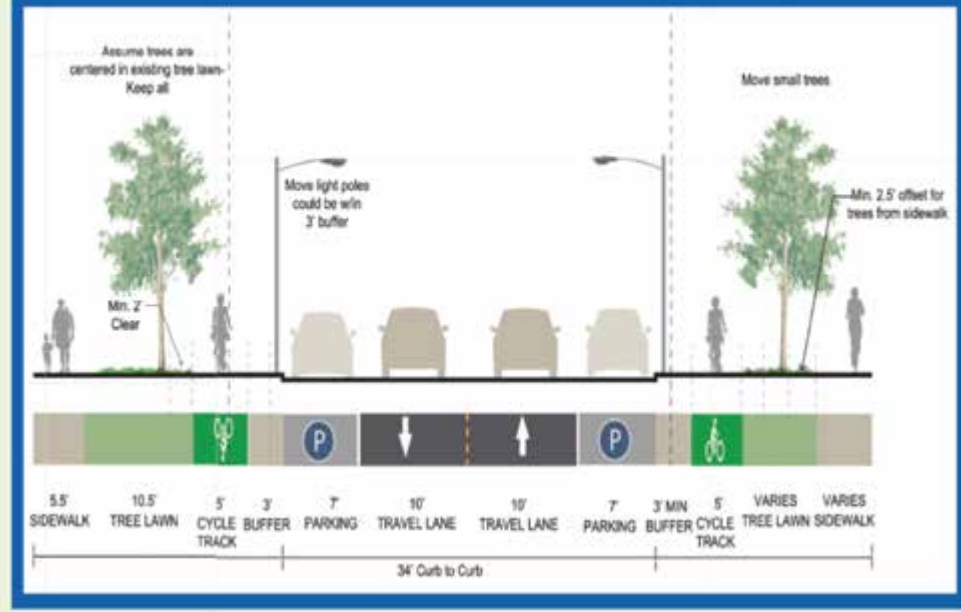
CITY LIMITS:



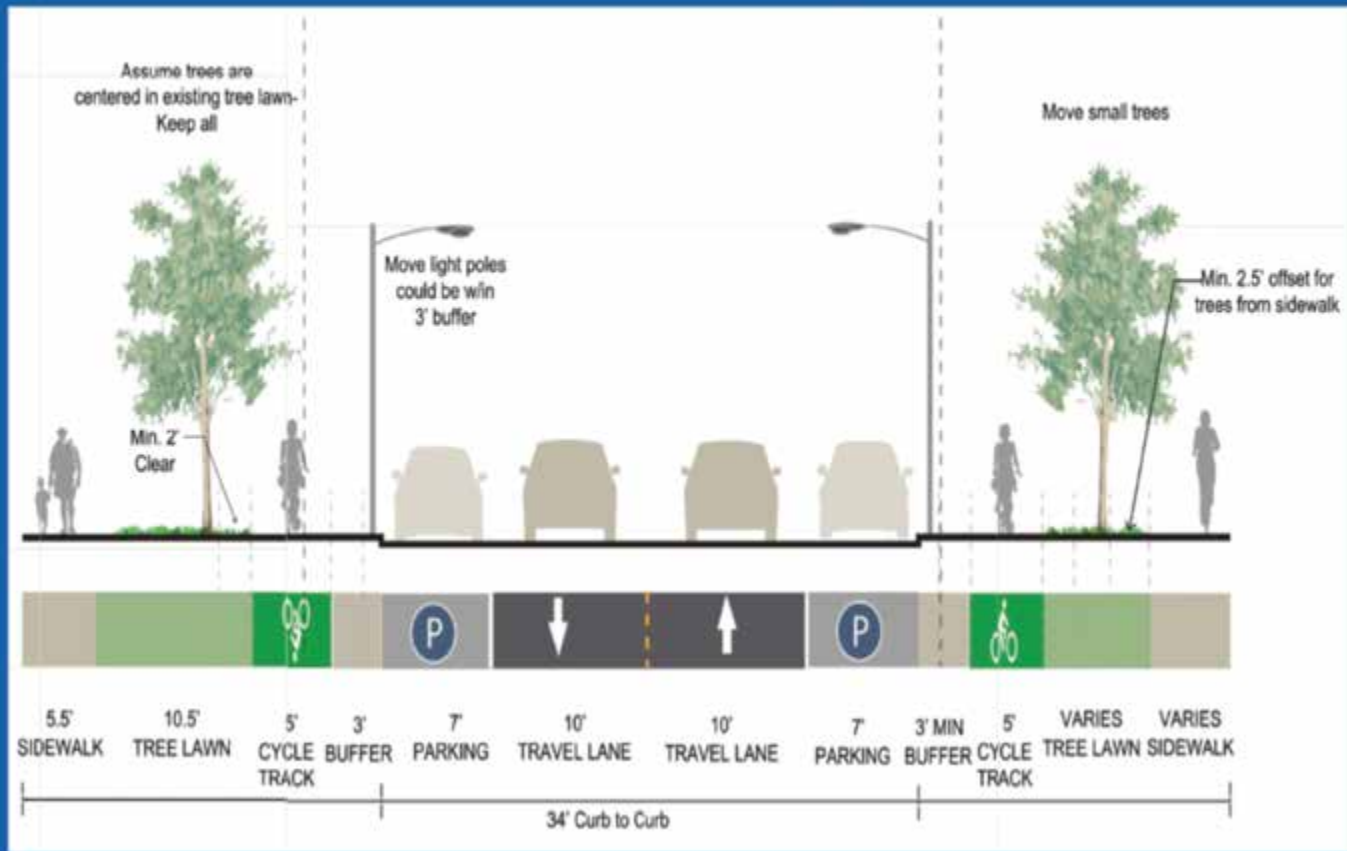
17th Street Existing



Carril de Bici Elevado al Nivel de Acera y Protegido



Carril de Bici Elevado al Nivel de Acera y Protegido



DEMO: Union St., Pasadena

1. Conduct the analysis for the street segment linked to in the chat
2. Go to www.menti.com and enter the code **16 47 63**
3. Write “done” in the chat when you’re done!
4. Drink some water 😊

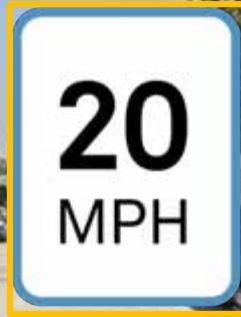
DEMO: Union St., Pasadena

CURRENTLY:



DEMO: Union St., Pasadena

CITY LIMITS:



GARFIELD AVENUE

CONTINENTAL CROSSWALK AT APEX RAMP, TYP. SEE DETAIL 18

EUCLID AVENUE

UNION STREET

263' BWL

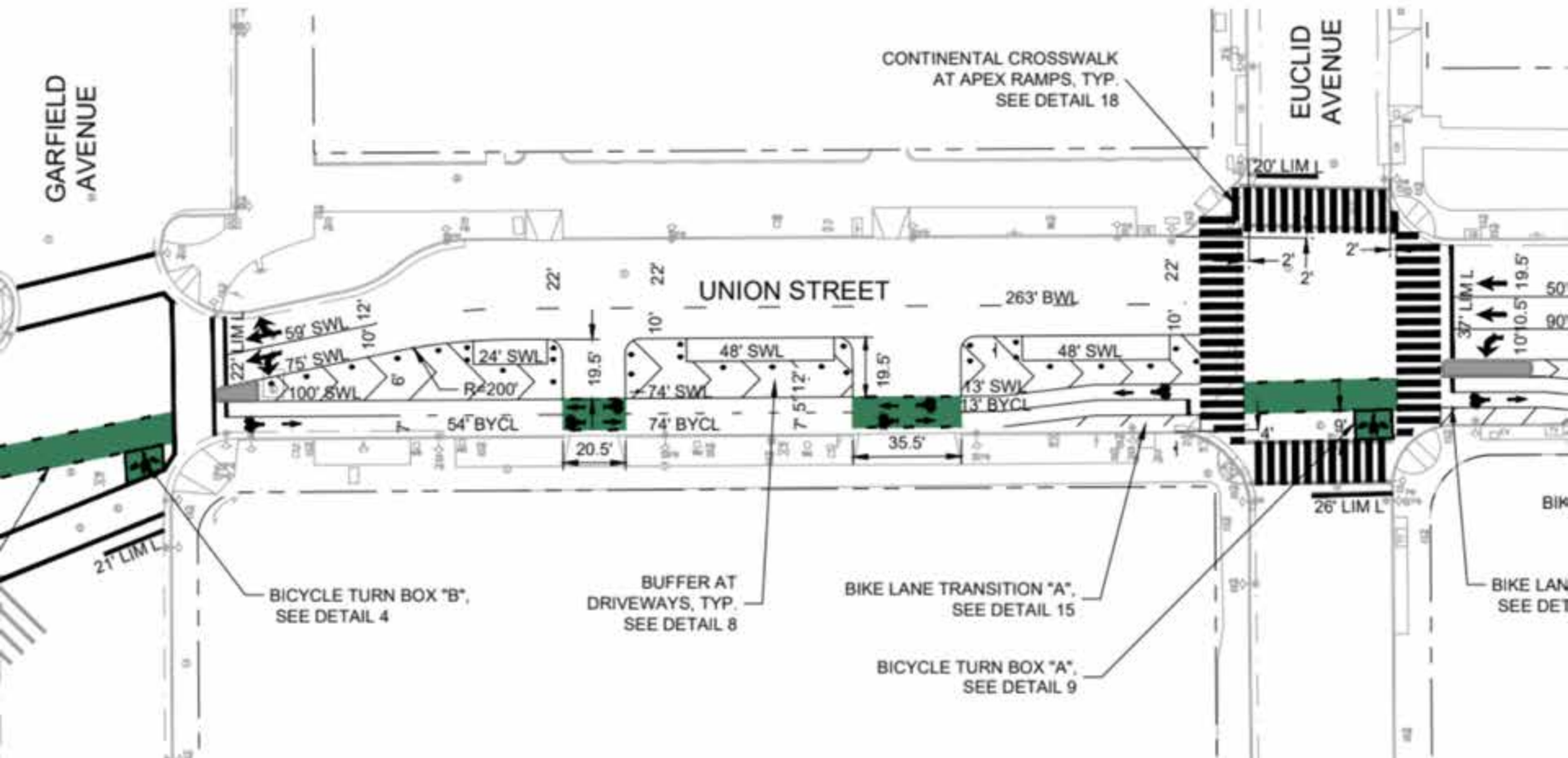
BICYCLE TURN BOX "B", SEE DETAIL 4

BUFFER AT DRIVEWAYS, TYP. SEE DETAIL 8

BIKE LANE TRANSITION "A", SEE DETAIL 15

BICYCLE TURN BOX "A", SEE DETAIL 9

BIKE LAN SEE DET



A photograph showing the back of an adult and a young child walking on a paved surface. The adult is wearing a black t-shirt, light blue shorts, and a watch on their left wrist. They are carrying a large blue and white reusable shopping bag with various fruit and vegetable illustrations. The child is wearing a red and white jacket, dark shorts, and blue sneakers with orange soles. The child is carrying a blue and red Spider-Man backpack. The text 'DESIGN SPEED' is overlaid in white on the adult's back, and 'TARGET SPEED' is overlaid in black on a white rectangular background over the child's backpack.

**DESIGN
SPEED**

**TARGET
SPEED**

New York City (credit: NYCDOT)



**DESIGN
SPEED**



**TARGET
SPEED**

Design streets using **target speed**, the speed you intend for drivers to go, rather than how fast they're already going.





OAKLAND



Credit: Robert Prinz (@prinzrob)





Credit: BeyondDC

DC





BEFORE



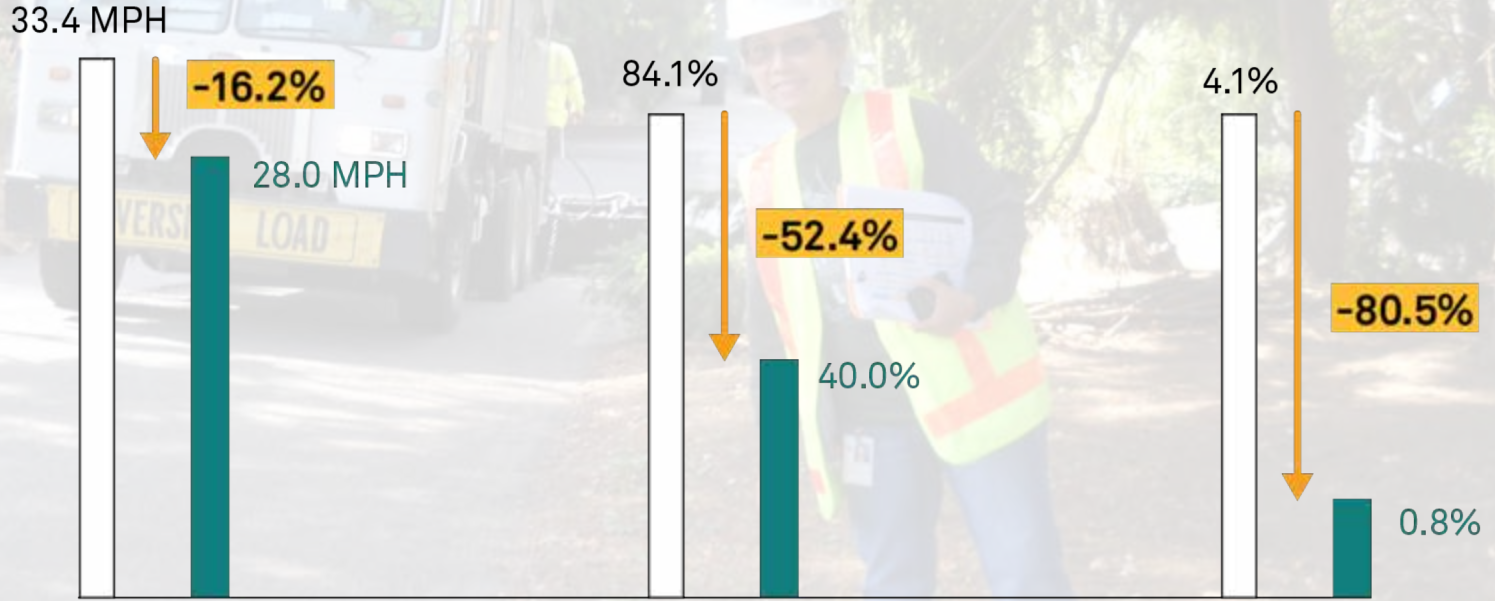
SEATTLE



Credit: SDOT

Rainier Ave, Seattle

2015 (30 MPH speed limit)
2016 (25 MPH speed limit)



50th Percentile Speed, Northbound

Speeders (percent speeding)

Top End Speeders (drivers exceeding 40 mph)



Change is
critical – and
not that
hard!!

New Orleans (credit: City of New Orleans)