

Addressing Speed-Related Crashes with a Focus on Protecting Children



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November 8, 2017

Housekeeping

⇒ **Problems with audio?**

Dial into the phone line instead of using “mic & speakers”

⇒ **Webinar issues?**

Re-Load the webpage and log back into the webinar. Or send note of an issue through the Question box.

⇒ **Questions?**

Submit your questions at any time in the Questions box.

Archive and Certificates

Archive posted at www.pedbikeinfo.org/webinars

- ⇒ Copy of presentations
- ⇒ Recording (within 1-2 days)
- ⇒ Links to resources

Follow-up email will include...

- ⇒ Link to certificate of attendance
- ⇒ Information about webinar archive

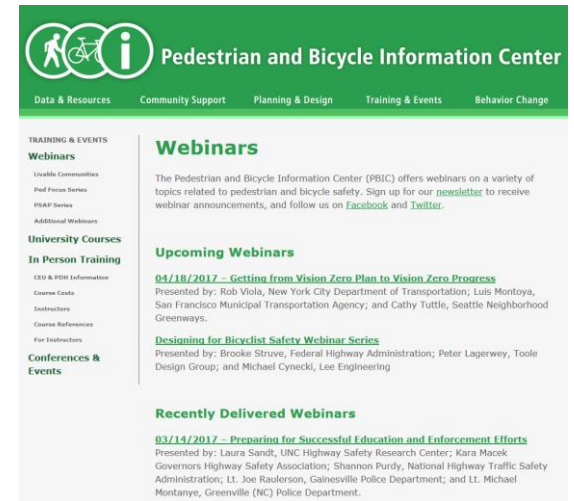
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The screenshot shows the PBIC website's 'Webinars' page. The header includes the PBIC logo and navigation links: Data & Resources, Community Support, Planning & Design, Training & Events, and Behavior Change. The main content area is titled 'Webinars' and contains a description of the center's offerings, a list of 'Upcoming Webinars' (including one on 04/18/2017 about Vision Zero), and a list of 'Recently Delivered Webinars' (including one on 03/14/2017 about preparing for education and enforcement efforts).



The screenshot shows the PBIC Facebook page. The page header includes the PBIC logo and the name 'Pedestrian and Bicycle Information Center'. The page features a cover photo with the text 'Pedestrian and Bicycle Information Center' and the website URL 'www.pedbikeinfo.org'. The page also displays a 'VISION ZERO STRATEGIES SERIES' photo gallery, a 'Send Message' button, and a 'Government Organization' section with contact information: 888-823-3977, www.pedbikeinfo.org, and 3,509 people like this and 3,446 people follow this.

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November 8, 2017

Vision Zero for Youth

Communities creating safer streets starting where youth walk and bike



FOUNDATION



CHILD HEALTH
INITIATIVE



Pedestrian and Bicycle Information Center



Our view

1. Vision Zero and making real impact on preventing speed-related crashes requires:

- Political will/City staff buy-in
- Public support

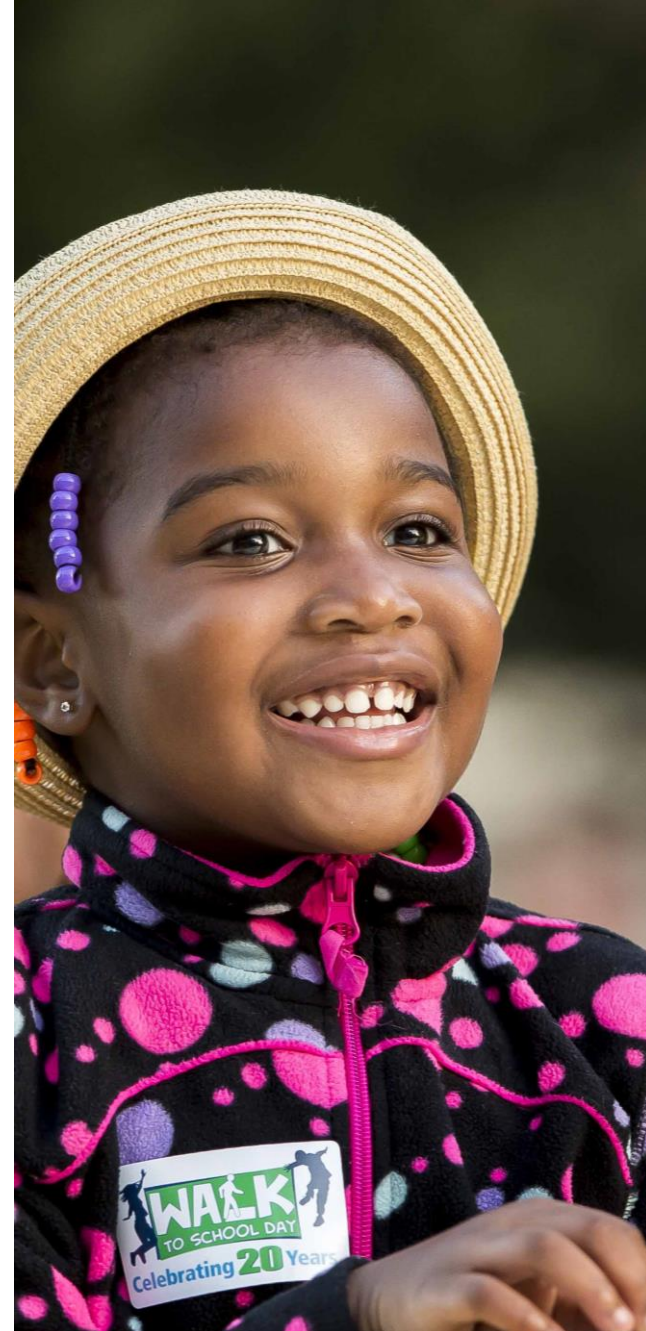


2. Children and youth are the right place to start



3. Provide:

- Opportunities for elected official commitment – Walk to School Day
- Action steps
- Case studies





Mayors invited to sign on to Vision Zero for Youth

Use Walk to School Day to show public commitment.

Washington, DC Mayor Bowser signing Mayors' Statement.

Impact to date

In October 2017 a record-setting **5,581 schools** registered Walk to School Day events.

30% of events included a mayor or other elected official.

1,600 mayors were invited to participate.

More than 50% of events lead to policy or engineering changes.

Menu of options available to take action.

One **Vision Zero for Youth Leadership Award**.

www.visionzeroforyouth.org



[Why it matters](#)
[Join](#)
[Take action](#)
[Stories](#)

A photograph of a diverse group of children of various ethnicities and ages. They are all smiling and appear to be engaged in a conversation. The text "VISION ZERO FOR YOUTH" is overlaid in large, white, bold, sans-serif capital letters across the middle of the image.

VISION ZERO FOR YOUTH

Communities creating safer streets starting where youth walk and bike

Around the world, communities are committing to eliminating traffic fatalities and serious injuries, with an approach called Vision Zero. A growing group of these cities is focused on improving safety in school zones and other places where children and youth walk and bicycle.

Vision Zero for Youth recognizes that starting with youth can be the catalyst to build community support for Vision Zero, and that Vision Zero should include a focus on youth.

Addressing Speed-Related Crashes with a Focus on Protecting Children



Leah Walton

Safety Advocate

National Transportation Safety Board

Vision Zero for Youth Leadership Award City of Los Angeles



Los Angeles Mayor Eric Garcetti and Seleta Reynolds, General Manager of LADOT accept Vision Zero for Youth Leadership Award from Nancy Pullen-Seufert, National Center for Safe Routes to School

Addressing Speed-Related Crashes with a Focus on Protecting Children



Margot Ocañas

Program Coordinator, Safe Routes to School

Los Angeles Department of Transportation

Addressing Speed-Related Crashes with a Focus on Protecting Children



Nina Haiman

Director of School Safety

Juan Martinez

Director of Traffic Operations Policy

New York City Department of Transportation



National Transportation Safety Board

Reducing Speeding-Related Crashes Involving Passenger Vehicles

Leah Walton

PBIC Webinar

November 8, 2017

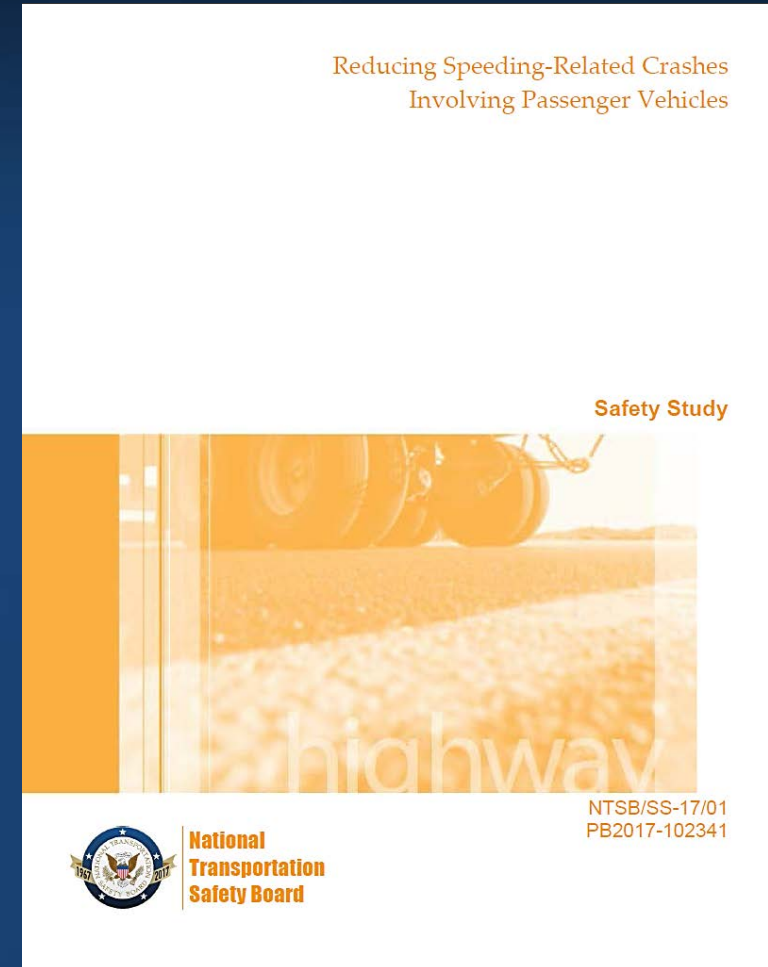
About the NTSB

- Independent federal agency
- Investigates every US civil aviation accident and significant accidents in other modes
- Carries out special studies about transportation safety



NTSB Speeding Safety Study

- *Reducing Speeding-Related Crashes Involving Passenger Vehicles*
- Adopted by Board on 7/25/2017
- 19 safety recommendations to US DOT, NHTSA, FHWA, GHSA, IACP, NSA, and 50 states



Why the NTSB Did This Study

- Speeding is one of most common crash factors
- From 2005-2014, nearly 113,000 fatalities
- Most speeding vehicles in fatal crashes are passenger vehicles



Study Goals

- Summarize scope of problem
- Describe risks of speeding
- Promote proven and emerging countermeasures that are broadly applicable, but underused or ineffectively used

Study Methodology

- Literature survey
- Quantitative analysis of crash data
- Stakeholder interviews
- Stakeholder technical review of study

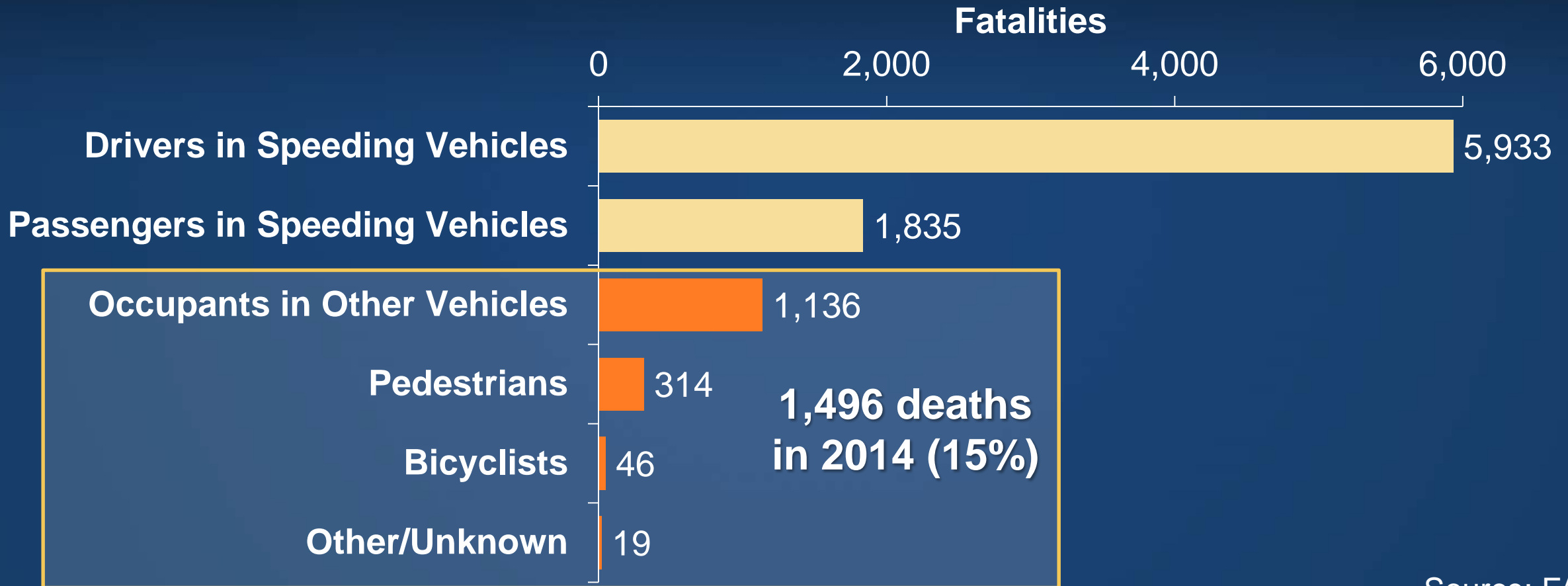
- Federal Highway Administration (FHWA)
- National Highway Traffic Safety Administration (NHTSA)
- State and local DOTs, highway safety offices
- State and local law enforcement
- Vehicle manufacturers, equipment vendors
- Researchers, advocates, professional associations

Speeding-Related Fatalities, 2005-2014



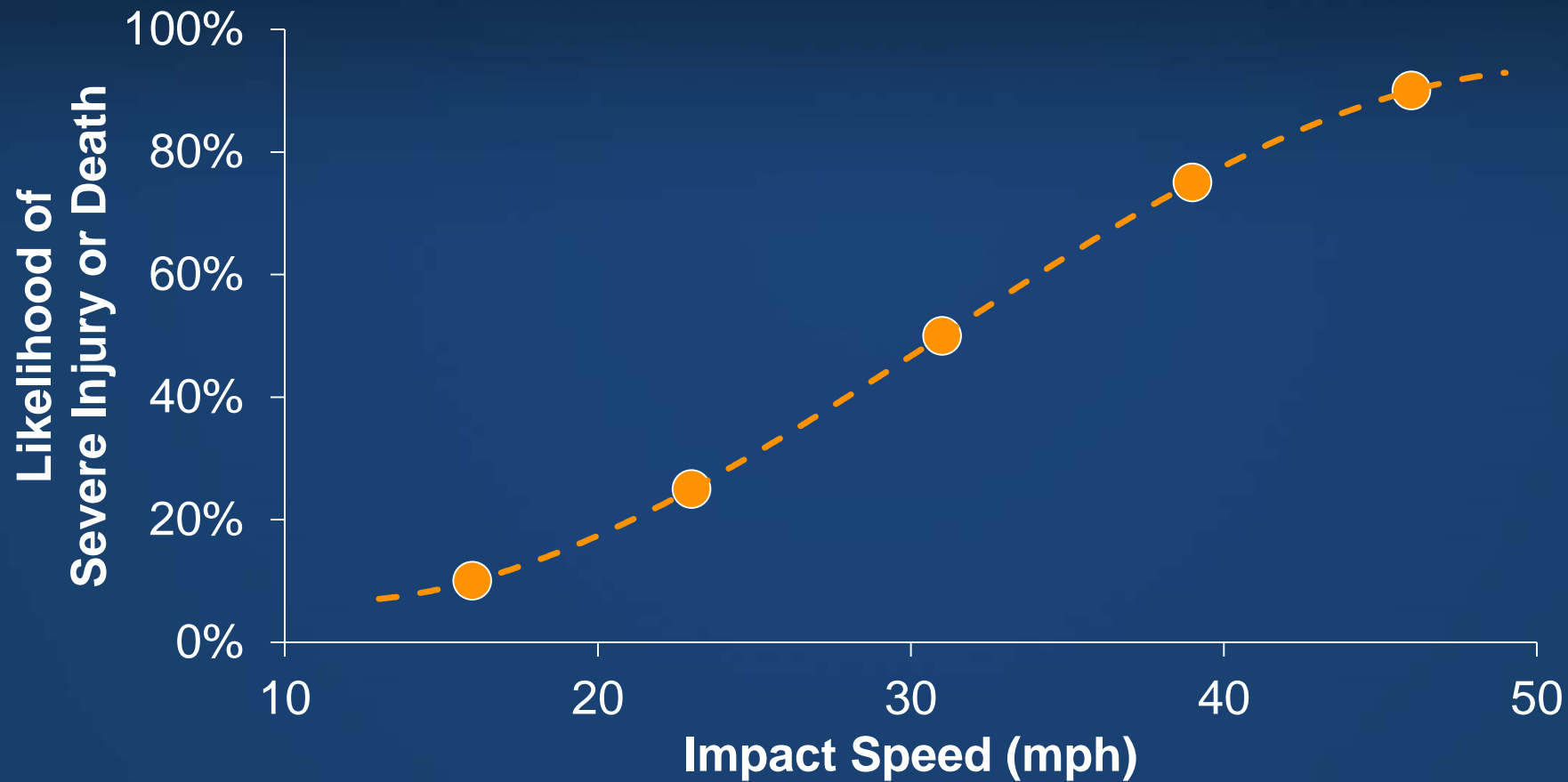
Source: FARS

Speeding-Related Fatalities by Person Type, 2014



Source: FARS

Speed and Pedestrian Injuries



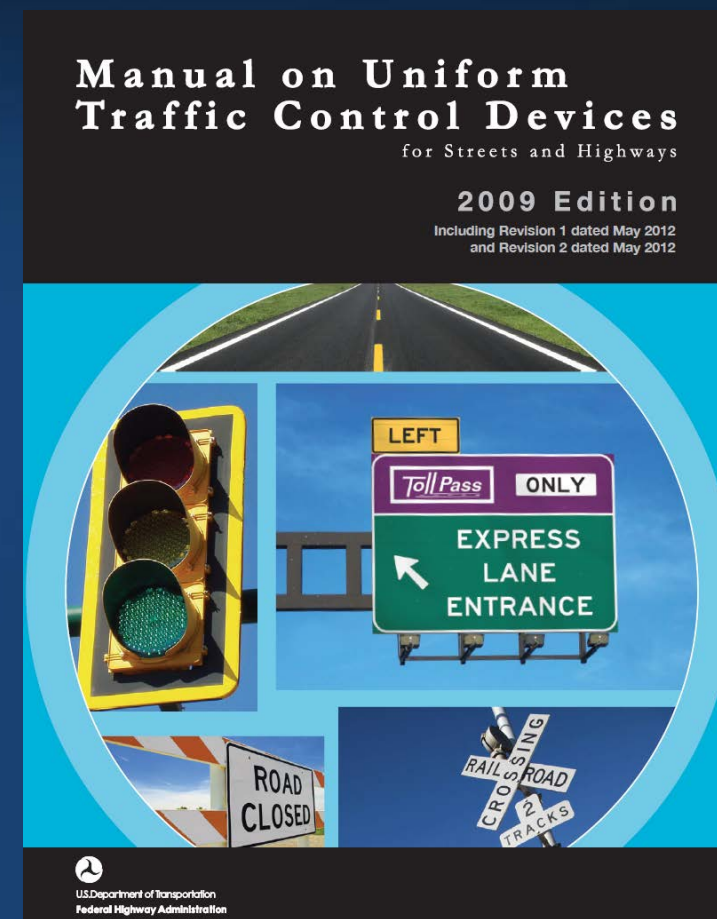
Source: Tefft 2011

Safety Issues

- Speed limits
- Data-driven speed enforcement
- Automated speed enforcement (ASE)
- Intelligent speed adaptation (ISA)
- National leadership

Speed Limits: Findings

- MUTCD guidance for setting speed limits is based on 85th percentile speed of free-flowing traffic
- No strong evidence that 85th percentile speed equates to lowest crash involvement rate
- Use of 85th percentile can result in unintended consequences, including higher operating speeds



Speed Limits: Findings (continued)

- Expert systems can systematically incorporate other factors (such as crash statistics) when setting speed limits
- The safe system approach to setting speed limits in urban areas is an improvement over conventional approaches

Speed Limits: Recommendations

- FHWA: Revise MUTCD
 - Require factors that are currently optional for setting speed limits (such as crash statistics)
 - Require that an expert system be used for validation
 - Remove guidance that speed limits be within 5 mph of 85th percentile
 - Incorporate the safe system approach for urban roads

Automated Speed Enforcement: Findings

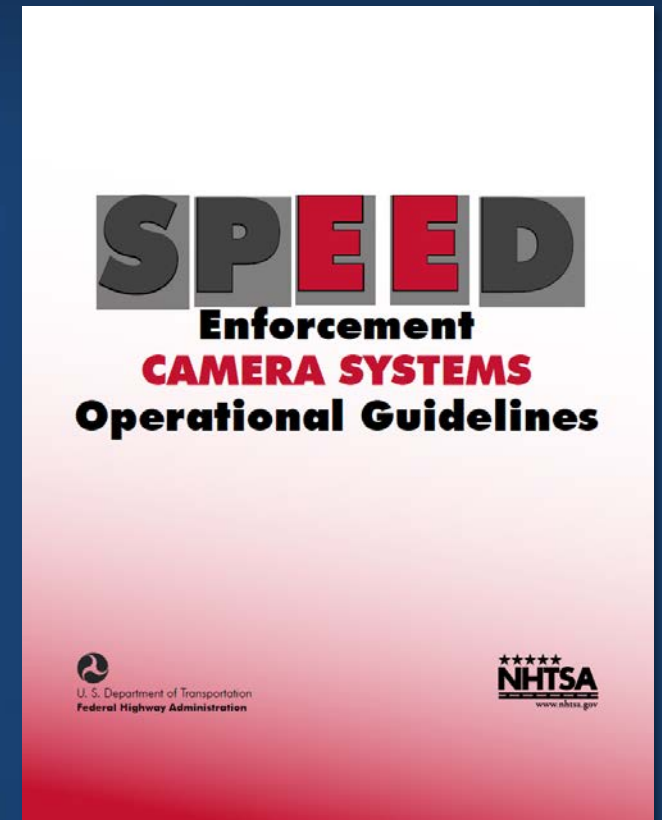
- ASE is an effective countermeasure to reduce speeding-related crashes and injuries
- Federal guidelines for ASE are outdated and not well known among program administrators
- Point-to-point enforcement has been effective in other countries, but has not been used in US



Source:
Washington, DC,
Department of
Transportation

Automated Speed Enforcement: Recommendations

- 50 states
 - Pass or amend laws to allow greater use of ASE
- NHTSA and FHWA
 - Update and promote ASE guidelines
 - Assess effectiveness of point-to-point speed enforcement



National Leadership: Findings

- The current level of emphasis on speeding as a national traffic safety issue is lower than warranted and insufficient to achieve the goal of zero traffic fatalities in the US
- Current federal-aid programs do not require or incentivize states to fund speed management activities at a level commensurate with the national injury burden of speeding

National Leadership: Recommendations

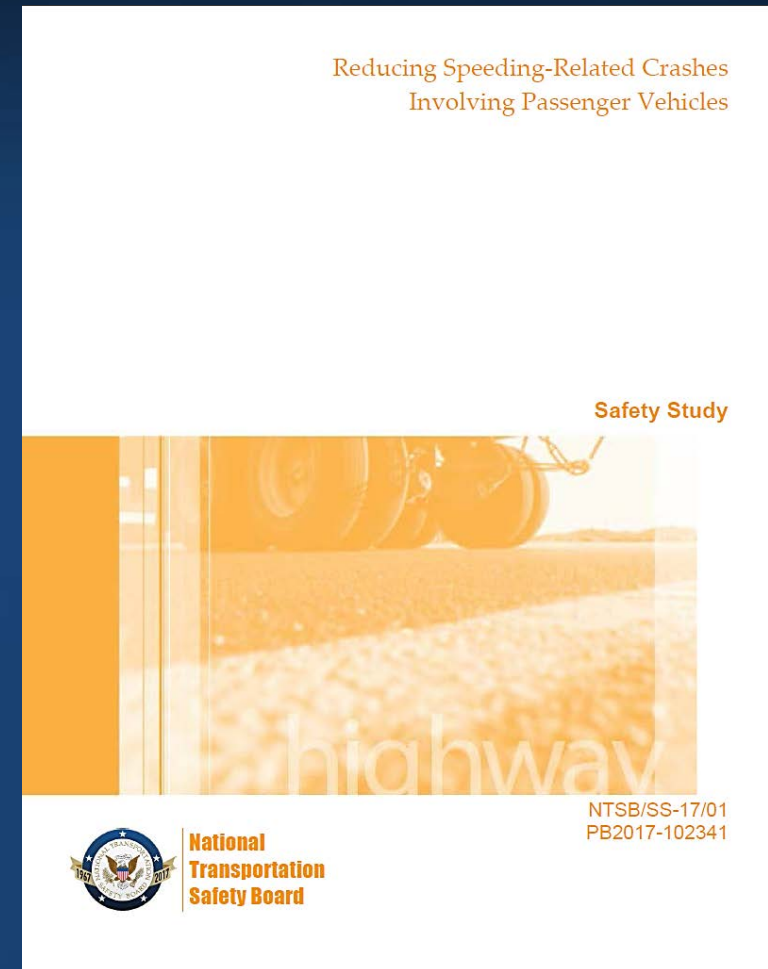
- NHTSA
 - Collaborate with other traffic safety stakeholders to develop and implement an ongoing program to increase public awareness of speeding as a national traffic safety issue, including an annual enforcement mobilization
- US DOT
 - Complete the actions called for in the 2014 *Speed Management Program Plan*

How will this study help?

- Advocating for local or state policies and laws around speeding
- Developing effective countermeasures for speed
- Promoting the implementation of the recommendations

For More Information

- Report
 - www.nts.gov › Publications › Safety Studies
- Presentations and webcast
 - www.nts.gov › News & Events





LOS ANGELES SAFE ROUTES TO SCHOOL



A Core Strategy of Vision Zero
PBIC Webinar
November 8, 2017



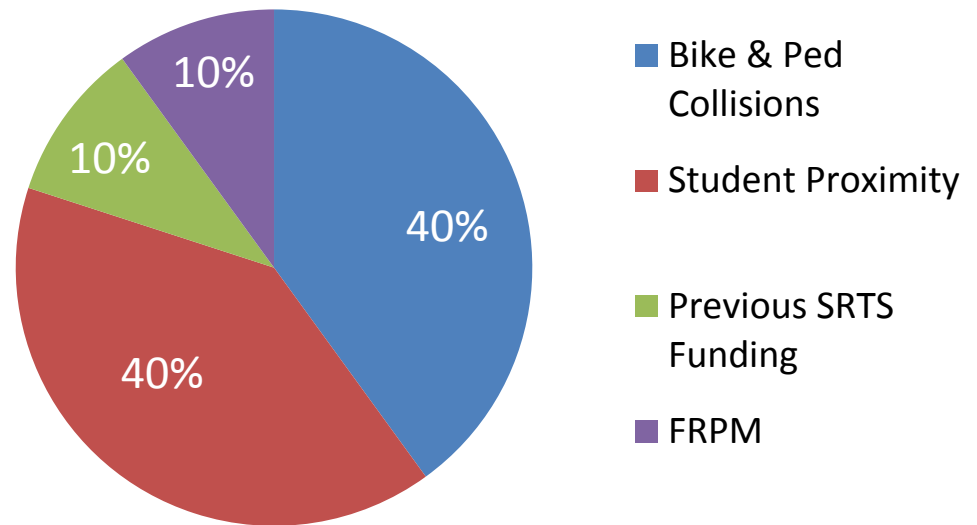
Objectives

- Establish data-driven approach
- Build strong partnerships
- Enhance funding application competitiveness
- Enhance operational efficiencies



Ranking Methodology

- Weighted indicators balances crashes with other variables
- Data-driven ranking of schools with the most need
- Roadmap for SRTS applications and activities



Citywide Safety Imperative

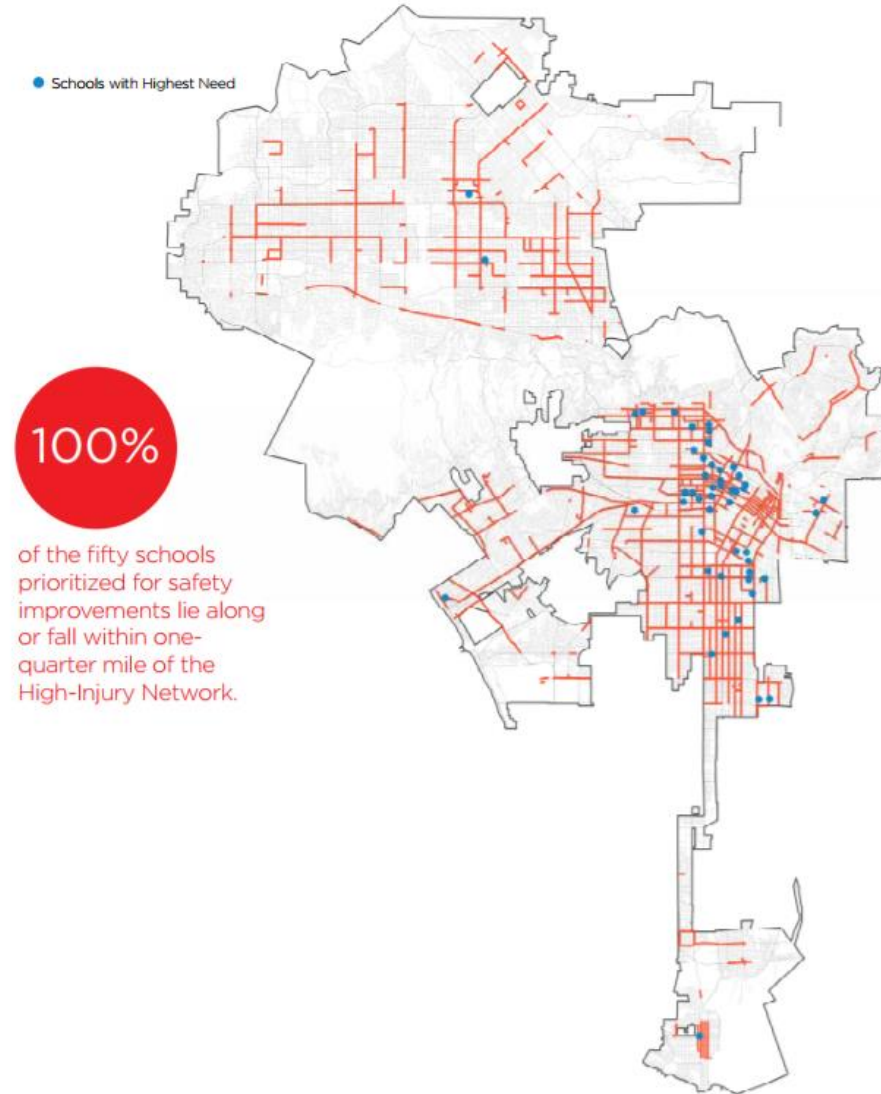


Vision Zero High Injury Network & Top 50 Schools



Focus Areas

6% of the city's 7,500 miles of street account for 86% of all fatalities that involve people walking.



Youth Collisions Analysis

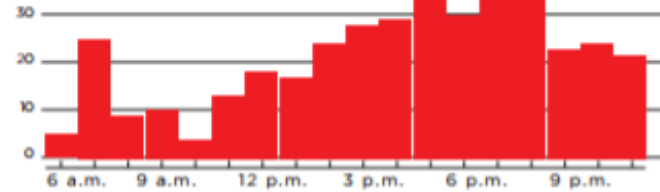


LOS ANGELES SAFE ROUTES TO SCHOOL YOUTH SAFETY REPORT

DECEMBER 2016



15-22 years old



Crashes near Schools by Local District and Severity

LOCAL DISTRICT	KILLED	SEVERE INJURY	INJURY	TOTAL	PROPORTION BY DISTRICT	KSI TOTAL
Central	60	292	3546	3898	40%	352
East	10	37	492	539	6%	47
Northeast	20	73	827	920	9%	93
Northwest	14	59	626	699	7%	73
South	27	140	1050	1217	13%	167
West	41	243	2190	2474	25%	284
TOTAL	172	844	8631	9647	100%	1,016

Note: All ages throughout the day.

KSI Victims by Local District and Age Group Near Schools
During Drop-Off and Pick-Up Hours

AGE GROUP	CENTRAL	EAST	NORTH-EAST	NORTH-WEST	SOUTH	WEST	TOTAL
0-5	8	0	1	1	6	1	17
6-11	3	1	1	3	11	6	25
12-14	7	1	3	3	8	10	32
15-22	20	2	5	4	7	19	57
23+	65	4	18	7	17	44	155
Missing Age Group	3	0	0	2	2	1	8
Total <=22	38	4	10	11	32	36	131
% of Total KSI Youth	29%	3%	8%	8%	24%	27%	100%
Total all ages	106	8	28	20	51	81	294
% of Total KSI	36%	3%	10%	7%	17%	28%	100%

The 5 E's Portfolio



SRTS Plans

Encouragement



Education



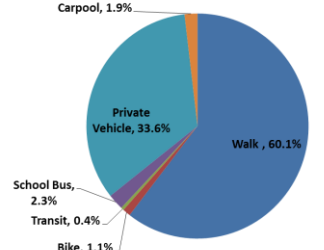
Enforcement



Engineering



Evaluation/Fund



\$3M

Walk to School Day, Safety Campaigns, Education Programs, Safety Zones and Safety Patrols

\$17M

Construction

\$3M

Planning

Vision Zero & Safe Routes to School Outcomes



Share Outcomes

- Create Safe Streets for All
- Develop a Culture of Safety
- Adopt new Policy & Legislation to Address Safety
- Respond to Relevant Data



Infrastructure Toolbox

- Build out the Neighborhood Enhanced Network
- Innovative treatments
- Traffic calm school neighborhood networks
- Evaluation

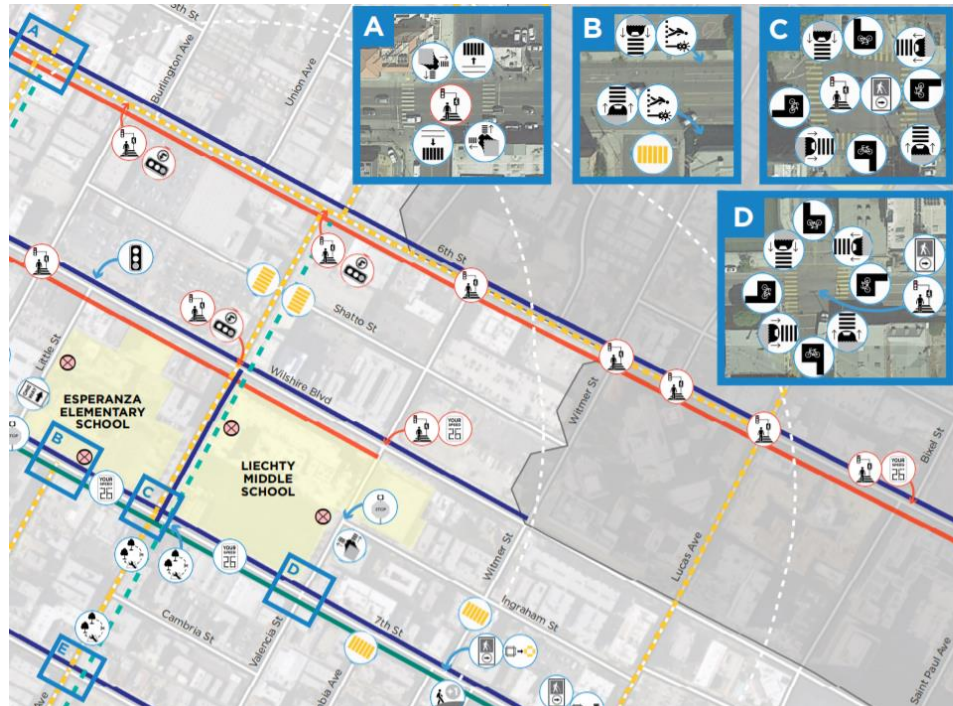


SRTS Plans: Public Participatory Planning



Walking Safety Assessments

- Cross-agency engagement
- Middle school champions
- Route to school map app



SCHOOL

- Entrance/Exit
- Attendance Area

PROPOSED INFRASTRUCTURE IMPROVEMENTS

- Accessible Pedestrian Signals (9)
- Bike Box (12)
- Bike Sharrows (2)
- Continental Crosswalk - White (2)
- Continental Crosswalk - Yellow (5)
- Continental Crosswalk Upgrade - White (8)
- Continental Crosswalk Upgrade At All Legs - White (2)
- Continental Crosswalk Upgrade At All Legs - Yellow (1)
- Crosswalk with Rectangular Rapid Flashing Beacon (2)
- Curb Extension (12)
- Curb Ramp +1 (1)
- Full Curb Extension (3)
- Leading Pedestrian Interval (2)
- One-way Street (1)
- Rectangular Rapid Flashing Beacon (1)
- Speed Feedback Sign (2)
- Speed Humps (2)
- Stop Sign with Flashing Beacons (2)
- Traffic Signal (1)

Low-Cost Safety Solutions

- High-viz crosswalks
- Curb extensions
- Lead Pedestrian Interval (LPI)
- Crosswalk timing
- Demonstration projects



Institutionalizing Data Collection



Local School Mode Share Reporting

- LAUSD-endorsed
- School-administered
- School reports
- SRTS Plans

SAFE ROUTES TO SCHOOL

STUDENT TRAVEL TALLY PROJECT

Data Collection Form | September 13, 2017 - Day One

The Travel Tally Project is a TWO (2) DAY in-classroom data collection exercise to capture how students travel to and from school. Analysis of students' travel behavior assists Safe Routes to School (SRTS) in developing plans to reduce speed and promote responsible travel by adults and children on our city streets. Thank you for joining other schools by collecting your data on September 13 and 14, 2017.

SCHOOL NAME:

TEACHER'S LAST NAME:

DATA COLLECTION DATE

M	M	D	D	Y	Y	Y	Y

CLASSROOM NUMBER

CLASS SIZE

GRADE* (PK, K, 1, 2...)

**If there are multiple grade levels in the classroom, note the largest proportion, and clarify the range of grades in the Day Two comment box.*

TEACHER INSTRUCTIONS

- Use this form to collect 2 days of data.
- We are doing a project on the ways that you travel TO and FROM school*. Read the travel choices to them from below.
- Explain that you will be asking two questions.
- Tell students to raise their hand only once for each question. (Be creative with your younger students to support this outcome).

1. Ask "How did you travel to school this morning?"

- » Read the travel choices one at a time. They may choose only one mode of travel.
- » Count the hands raised when each travel choice option is announced and write the number in the appropriate box.

2. Ask "How will you leave school today?"

- » Count the hands raised when each travel choice option is announced.
- » Please confirm "To" and "From" counts are equal. Explain any discrepancies in the Day 2 comment box.
- » LADOT/Consultant will do the data entry.

SURVEY DAY WEDNESDAY

(If not Weds, what day?)

OF STUDENTS SURVEYED

WEATHER SU - SUNNY
 RA - RAINY
 OV - OVERCAST

Travel Choices	WALK	BIKE	SCOOTER, SKATEBOARD, HOVERBOARD	SCHOOL BUS	FAMILY VEHICLE (1 family in car)	CARPOOL (with friends in the car)	PUBLIC TRANSIT (Metro or city bus, subway)
TO School							
FROM School							

Please turn over for Day Two

Citywide & Local School Safety Campaigns



Walk to School Day

- Safety emphasis
- Tiered promotion, registration and logistics
- LAUSD “boots on the ground”
- Online tools and reporting
- Cost-efficient scaling



Elementary School Safety Education

- On-yard, hands-on activities
- Active transportation emphasis
- Comprehensive engagement



Middle School Safety Education

- Physical Education curriculum-orientation
- On-bike activities
- Active transportation emphasis






High Injury Network Speed Surveys

- Survey expirations
- Prioritization
- School communications
- SRTS Plans

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: October 7, 2015

To: Transportation Committee
c/o City Clerk, Room 395, City Hall
Attention: Honorable Mike Bonin, Chair

From: Seleta J. Reynolds, General Manager
Department of Transportation 

Subject: **ENHANCED SPEED ENFORCEMENT AND TOOLS TO REDUCE SPEEDING**
(COUNCIL FILE NO. 15-1006)

SUMMARY

Council Motion 15-1006 (Englander-Bonin) asked the Los Angeles Department of Transportation (LADOT), in consultation with the Los Angeles Police Department (LAPD), to provide a report on the current state of speed enforcement in the City of Los Angeles, and make recommendations to more effectively enforce safe travel speeds. Additionally, the departments were asked to report on pilot projects that could be implemented quickly to reduce speeding.

The process of setting speed limits in California can present challenges for municipalities. With Vision Zero, proper perspective on the issue of speed as it relates to motor vehicle injuries, guides a path forward.

BACKGROUND

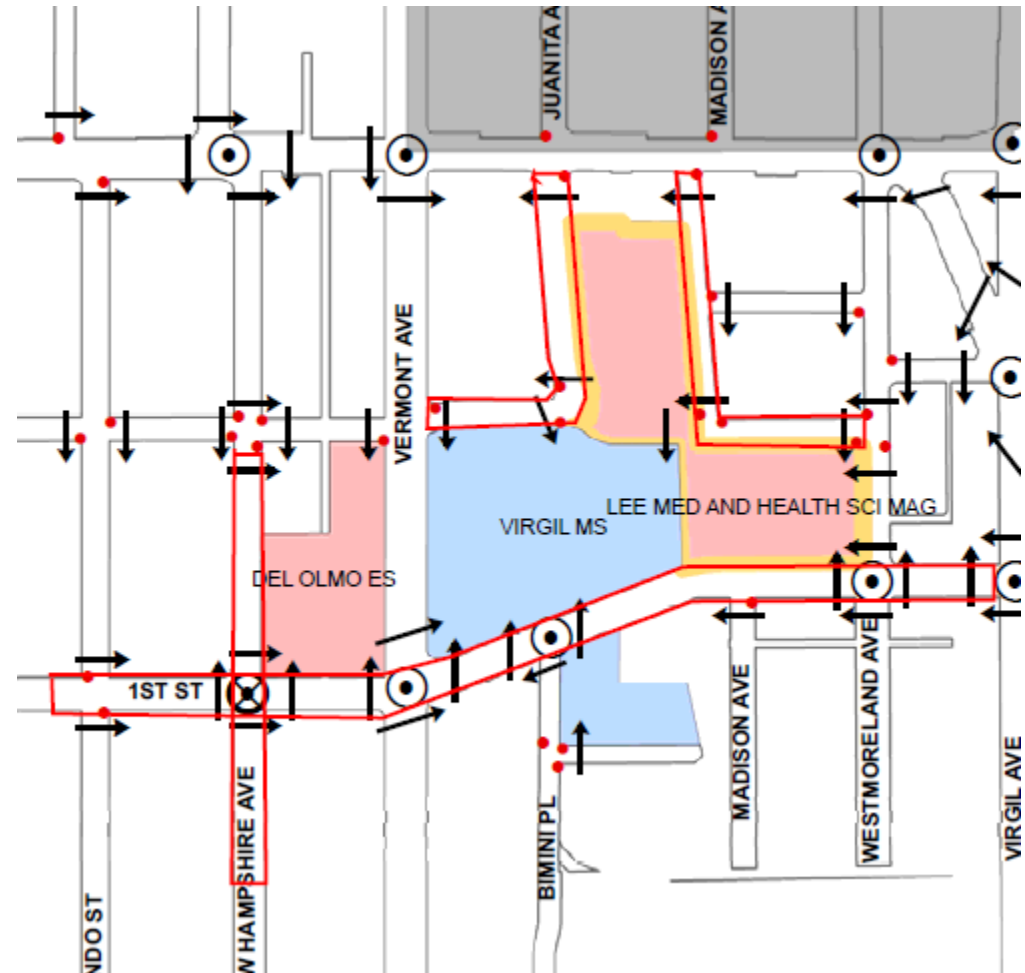
Vision Zero and the High Injury Network

The Mayor's Executive Directive No. 10, issued on August 24, 2015, commits the City to eliminate traffic fatalities by 2025. Fundamental to the Vision Zero principles and goals is a discussion on vehicle speeds since speed is a primary indicator of whether or not a person will survive a crash. According to the Federal Highway Administration (FHWA) and the Insurance Institute of Highway Safety, speeding was a contributing factor in about 30% of crash fatalities nationwide in 2013.¹


School Neighborhood Safety Zones



- 11 pilot sites
- Cross-agency collaboration
- Outreach
- Enforcement
- Evaluation



SCHOOL SAFETY ZONES
CREATING SAFER ROUTES TO SCHOOL



SCHOOL
SPEED LIMIT
15
WHEN CHILDREN ARE PRESENT

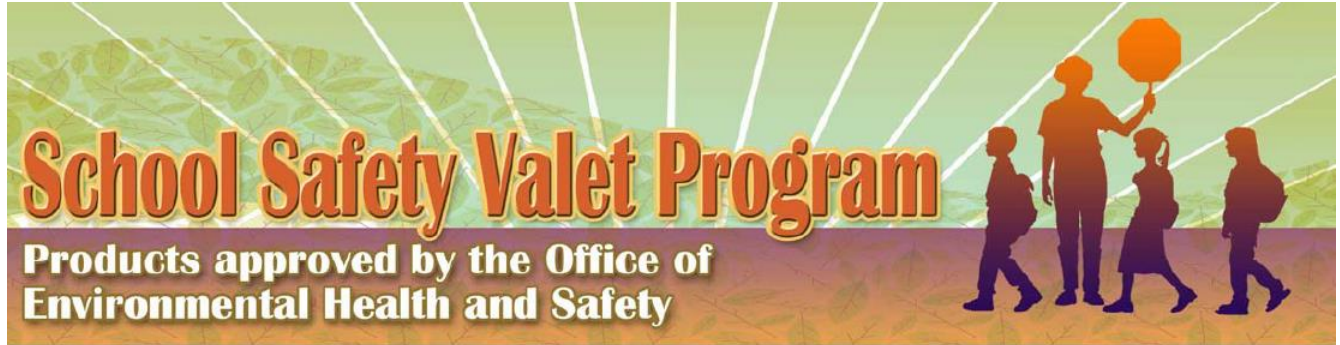
Starting April 2016
NEW SCHOOL SAFETY ZONES
15 MPH Speed Limits Enforceable
When Children Are Present*

Nearly 50% of all fatal and severe injury traffic collisions happen within a ¼ mile of school. Do your part to make streets safer and help children feel safer on their walk and ride to and from school.

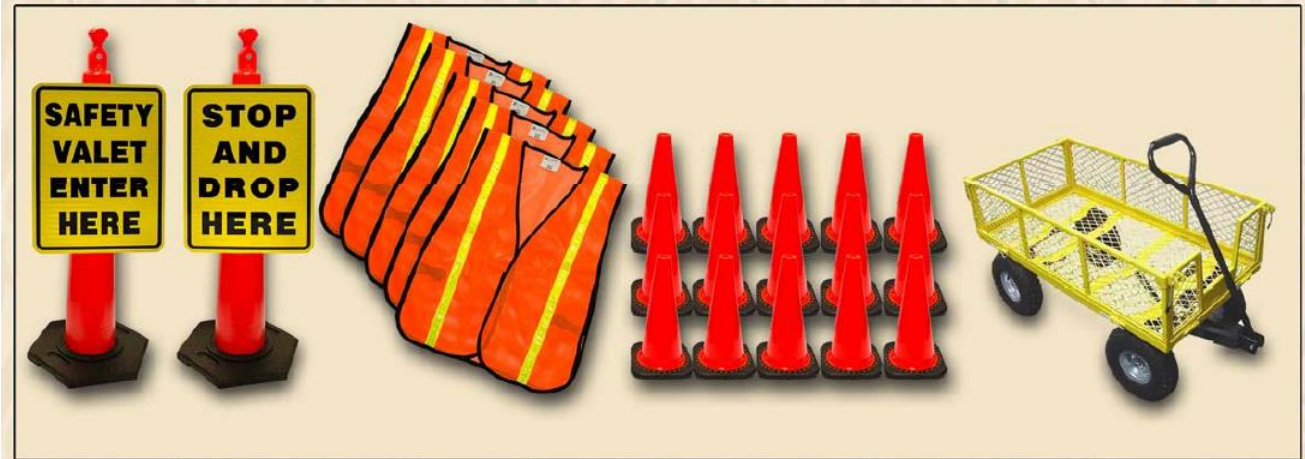
Slow Down. Be Watchful. You Could Save a Child's Life.

School Safety Zones is a partnership program of the City of Los Angeles Department of Transportation and Police Department, and the Los Angeles School Police.
* CVC Section 22358.4 (a) and CVC22351 (b)

School Safety Valet & Patrol Program



- Top 50 Pilots
- Peer education
- District-owned
- Cross-agency engaged



Thank You!



Margot Ocanas
Safe Routes to School Coordinator
Los Angeles Department of Transportation
(213) 928-9707
margot.ocanas@lacity.org



NYC DOT SCHOOL SAFETY

Vision Zero focused treatments to reduce speeding
November 8, 2017



VISION ZERO

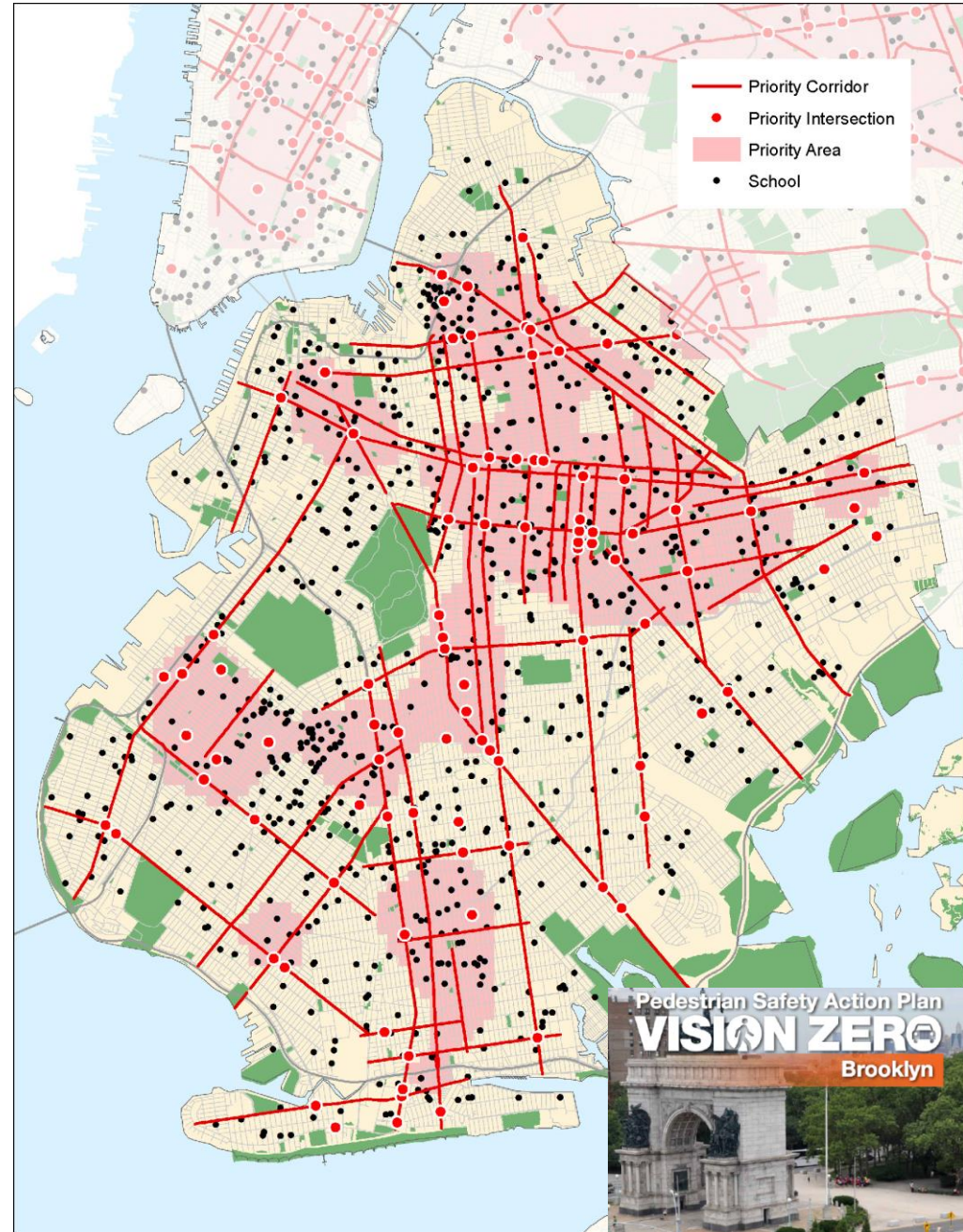
- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2015
- Priority Intersections, Corridors, and Areas identified for each borough



VISION ZERO & SCHOOLS

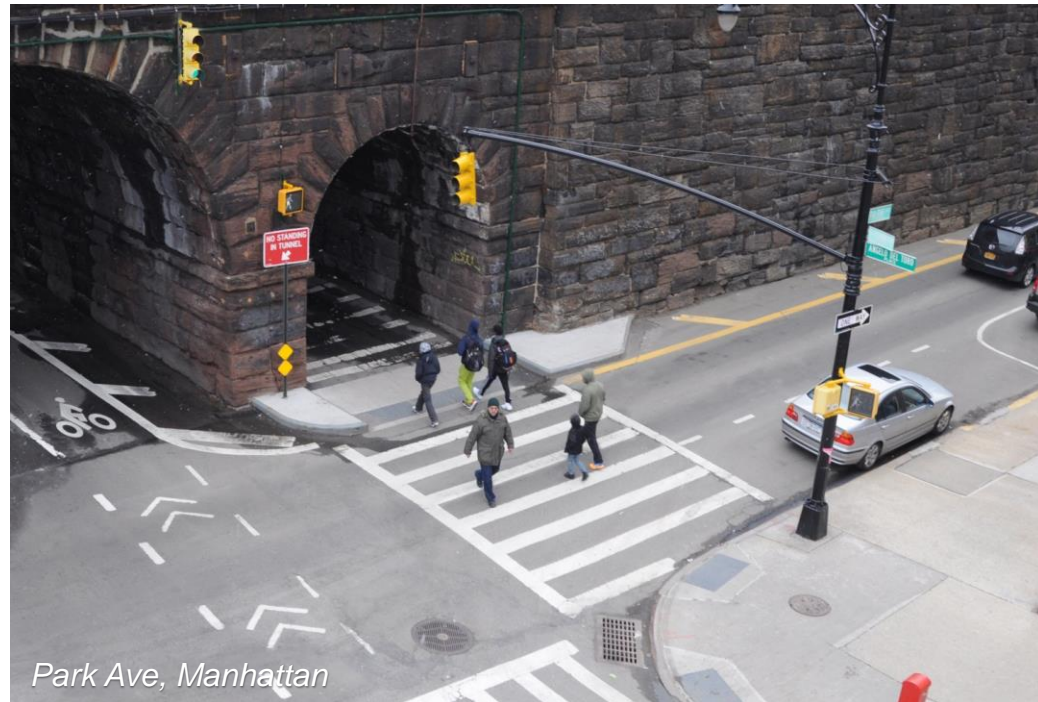
Schools

- NYC DOT School Safety overlays school locations on VZ map
- Unit generally focuses on schools near VZ priority geographies



STREET REDESIGNS

- NYC DOT focused on street redesigns, whether conducted by in-house or capital crews
- Movement away from signage based treatments



SAMPLE PROJECTS

OCEANIA ST - 210 ST: LOCATION



OCEANIA ST/210 ST: PRIOR CONDITIONS



OCEANIA STREET-210 ST: PRIOR CONDITIONS

Illegal U-Turns & Double Parking in Front of School



Illegal U-Turns

Double Parking

Oceania St in front of MS 74

OCEANIA STREET - 210 ST: SPEEDING

Speeding

Location 1 *Oceania St, from Horace Harding Expy S Service Rd to Slip*

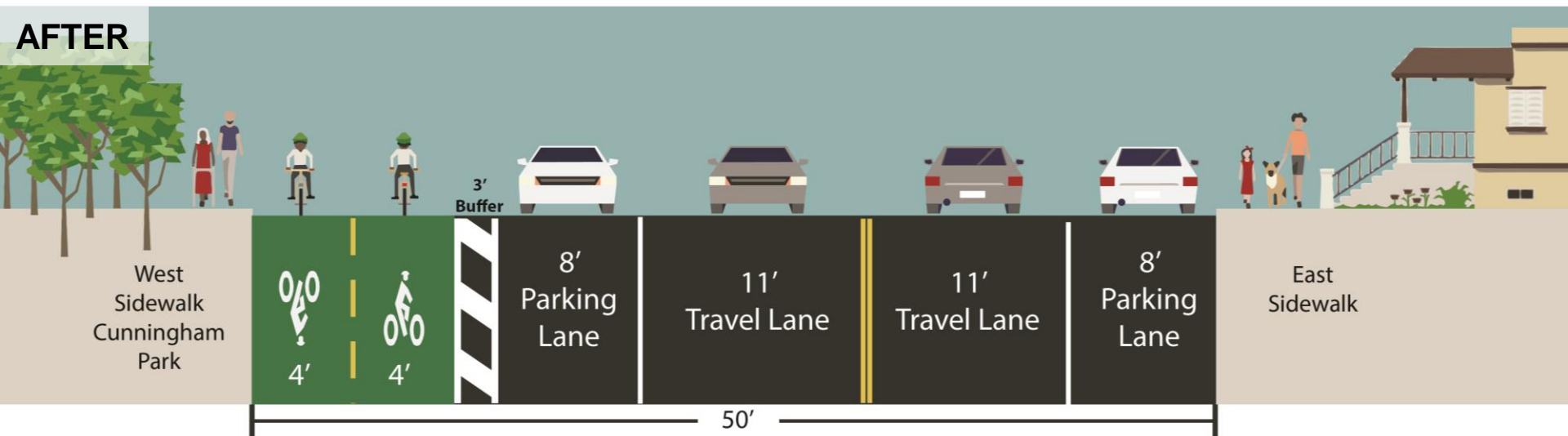
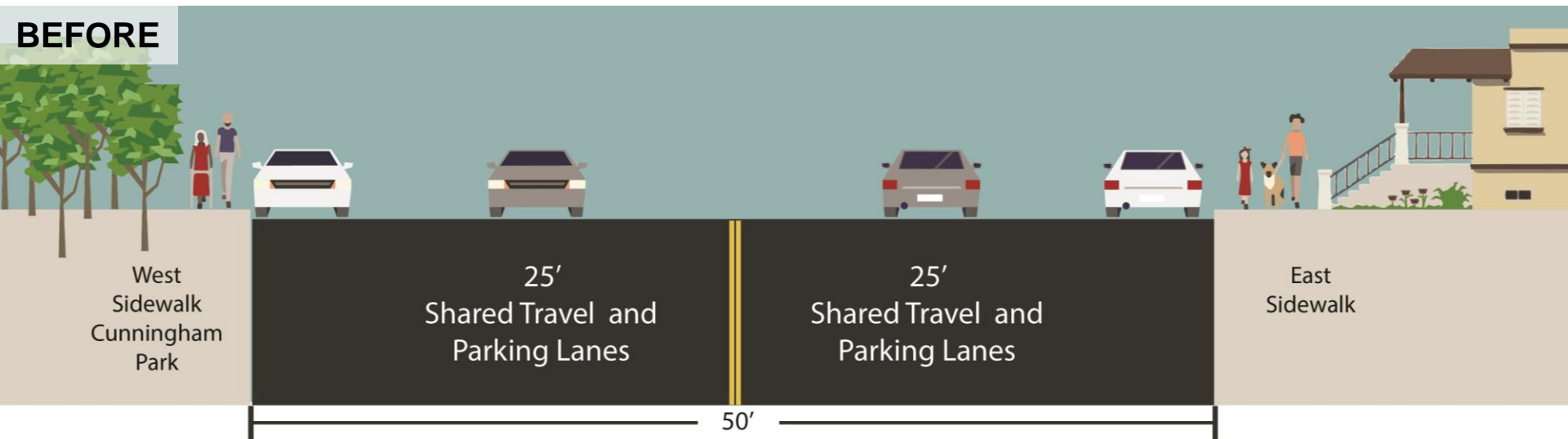
- 89% above 25 MPH speed limit
- Maximum speed recorded = 40 MPH

Location 2 *210 St, from 67 Av to 69 Av*

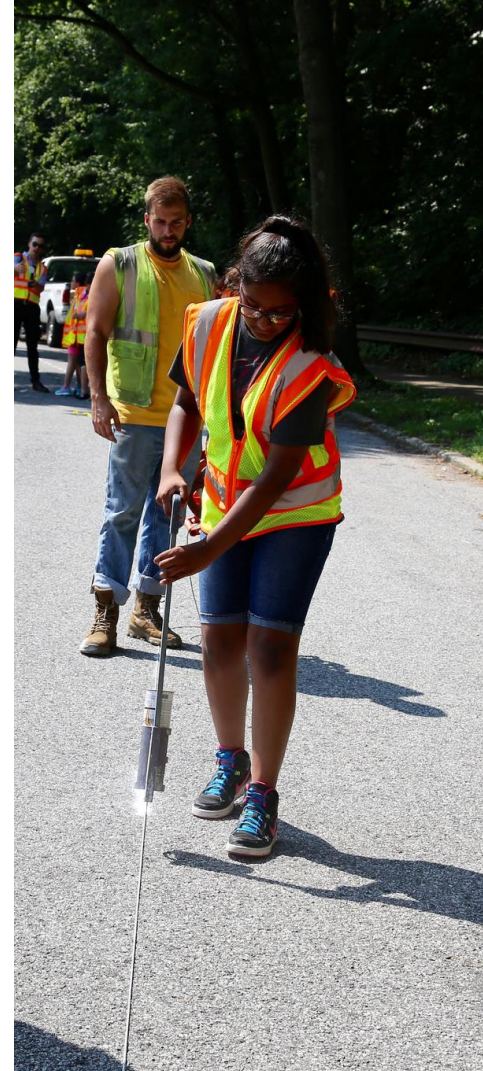
- 94% above 25 MPH speed limit
- Maximum speed recorded = 49 MPH



OCEANIA ST - 210 ST: NEW STREET DESIGN



OCEANIA ST - 210 ST: STUDENT INVOLVEMENT



OCEANIA ST - 210 ST: BEFORE & AFTER

BEFORE



AFTER



OCEANIA ST - 210 ST: BEFORE & AFTER



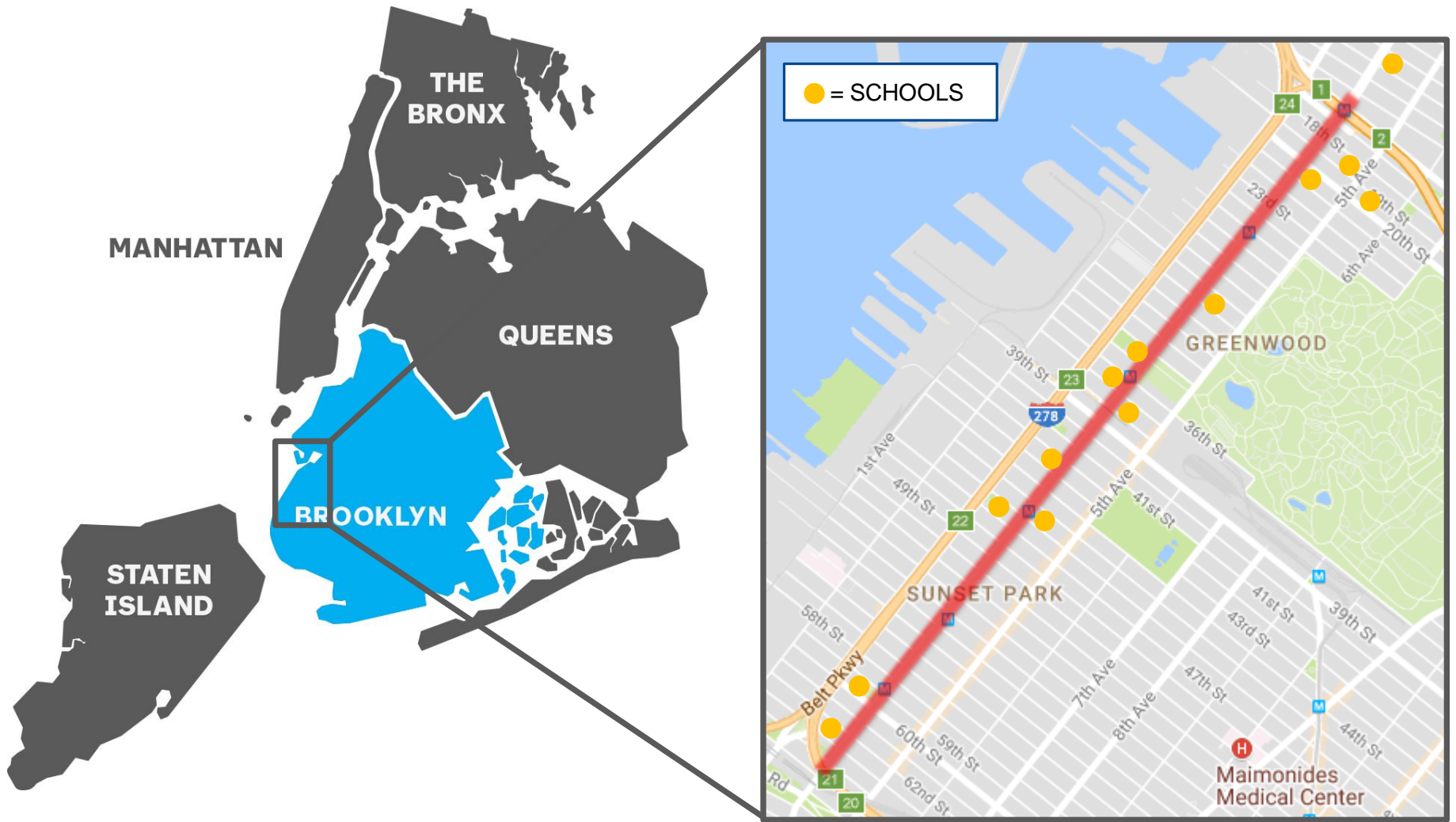
OCEANIA STREET - 210 ST: SPEEDING DATA

Project reduced speeding in front of the school by 50%

Oceania St adjacent to MS 74 (between HHE and slip lane)	Before	After
Average Speed	30.6 mph	23.6 mph
% Above Speed Limit	88.5 %	39.4 %
85 th Percentile Speed	35.0 mph	28.3 mph

210 St between 67 Ave and 69 Ave	Before	After
Average Speed	34.4 mph	31.2 mph
% Above Speed Limit	94.4 %	87.0 %
85 th Percentile Speed	40.7 mph	36.0 mph

4TH AVE, BROOKLYN



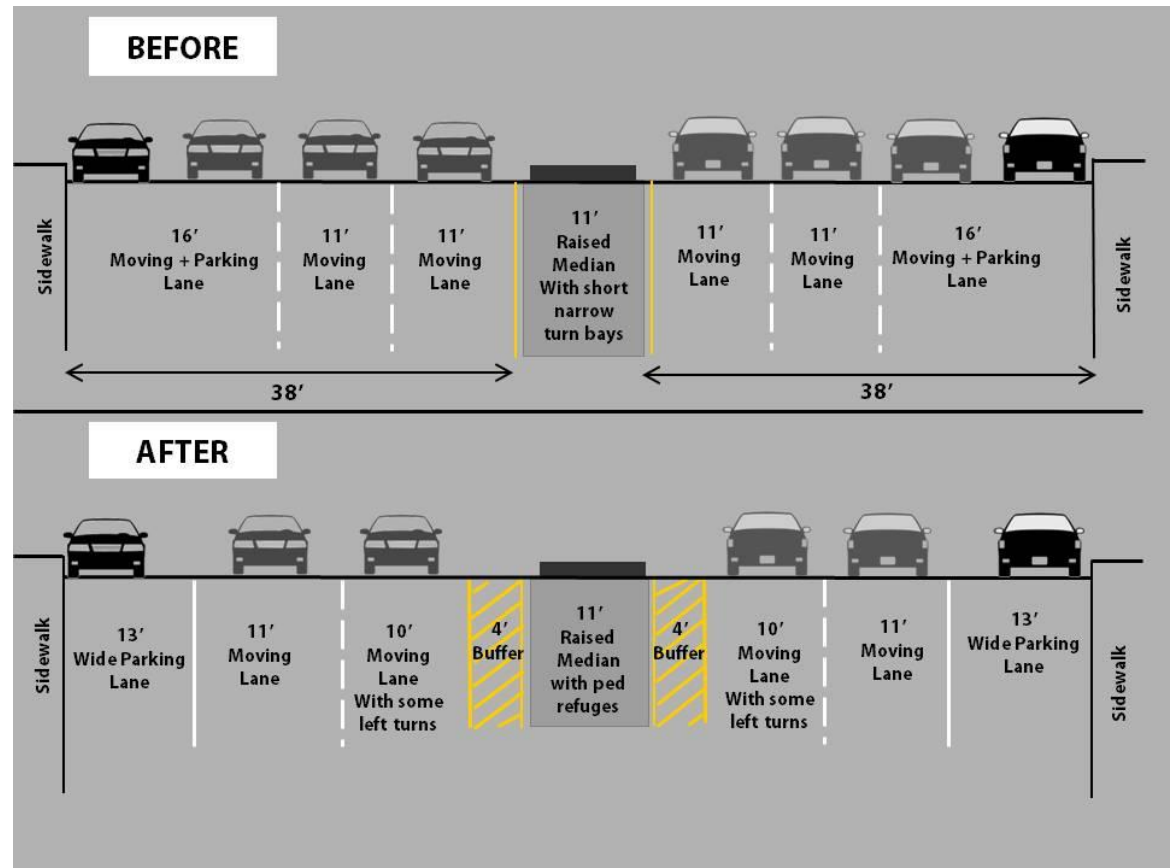
4TH AVE: PRIOR CONDITIONS

- High speed, high crash corridor bisecting dense neighborhood
- Speeding: >50% Midday (10am-4pm): up to 80% Evenings (after 7pm)
- 7 pedestrian fatalities: 2006-2011 = top 10% severest corridor in Brooklyn
- High percentage of children along corridor walk to school, low car ownership




4TH AVE: NEW STREET DESIGN

- Remove one moving lane in each direction
- Lengthen left turn lanes
- Add pedestrian median refuges
- Ban selected left turns



4TH AVE: SCHOOL SUPPORT



The map shows a section of 4th Avenue in Queens, New York City, running north-south. It is bordered by Gowanus Bay to the west and the MTA 70th Street Subway station to the east. The map highlights several schools with blue arrows pointing to their locations: Al-Noor (top), Beacon, SP HS, PS371, PS24, MS136, PS503, PS506, and PS971 (bottom). Other streets shown include 5th Avenue, 6th Avenue, 7th Avenue, 8th Avenue, and 9th Avenue. The Gowanus Expressway (I-278) is also visible.

School	Type	Primary Student Transport
Al-Noor	K-12	Bus
Beacon	Elementary	Car/Walk
SP HS	High	Walk/MTA
PS371	High/Special Ed	Bus
PS24	Elementary	Walk
MS136	Middle	Walk
PS503	Elementary	Walk
PS506	Elementary	Walk
PS971	Elementary	Walk

4TH AVE: BEFORE & AFTER

BEFORE



AFTER



4TH AVE: BEFORE & AFTER

BEFORE



AFTER

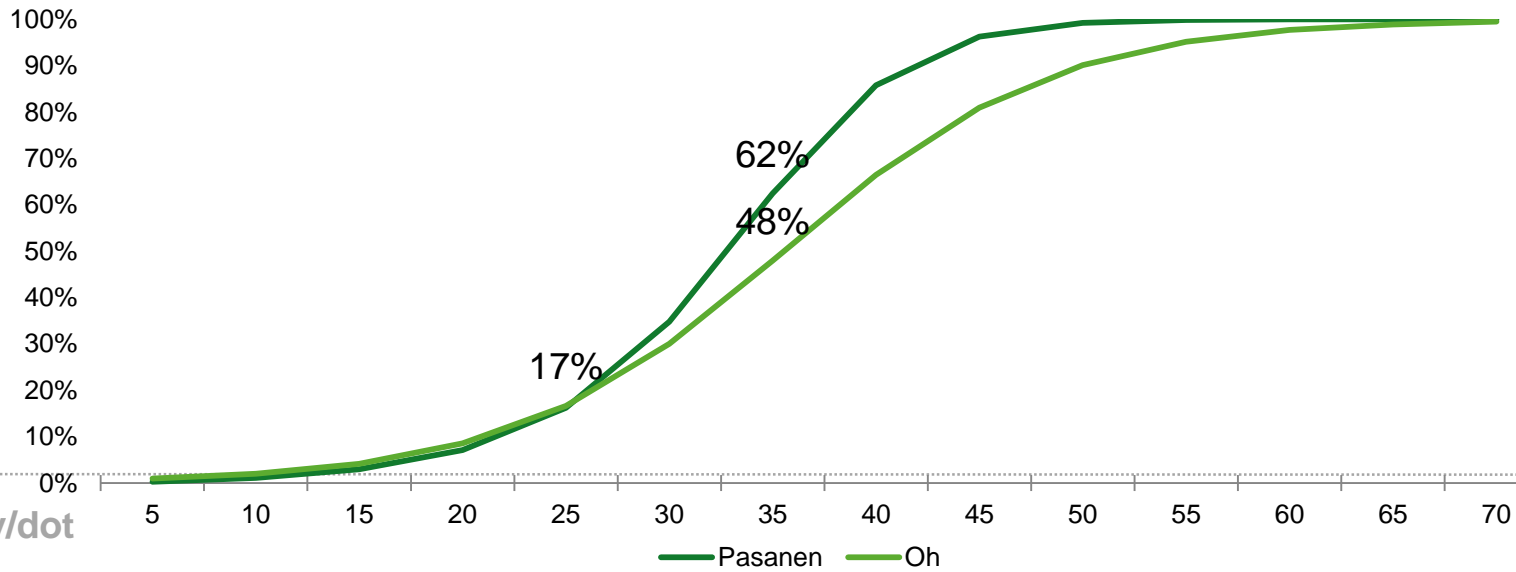
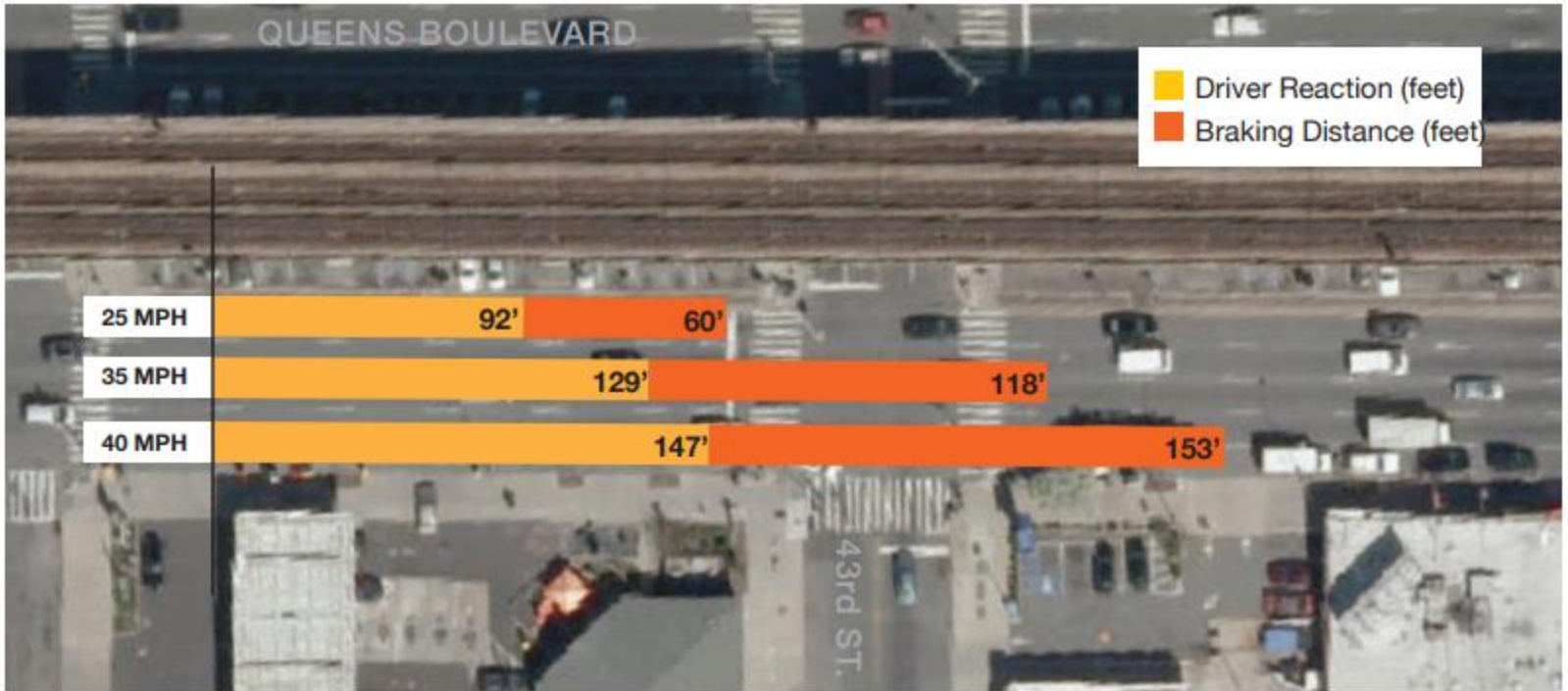


4TH AVE: POST IMPLEMENTATION DATA

- Total crashes were reduced by 12%
- Pedestrian injuries decreased by 29%
- Speeding was reduced by 38%



AUTOMATED ENFORCEMENT PROGRAM





더욱 안전한 뉴욕 시

속도
제한

25

VISION ZERO

ЗА БЕЗОПАСНЫЙ НЬЮ-ЙОРК

ОГРАНИЧЕНИЕ
СКОРОСТИ

25

VISION ZERO

POU YON VIL NEW YORK
SAN OKENN RISK

VITÈS
LIMIT

25

VISION ZERO

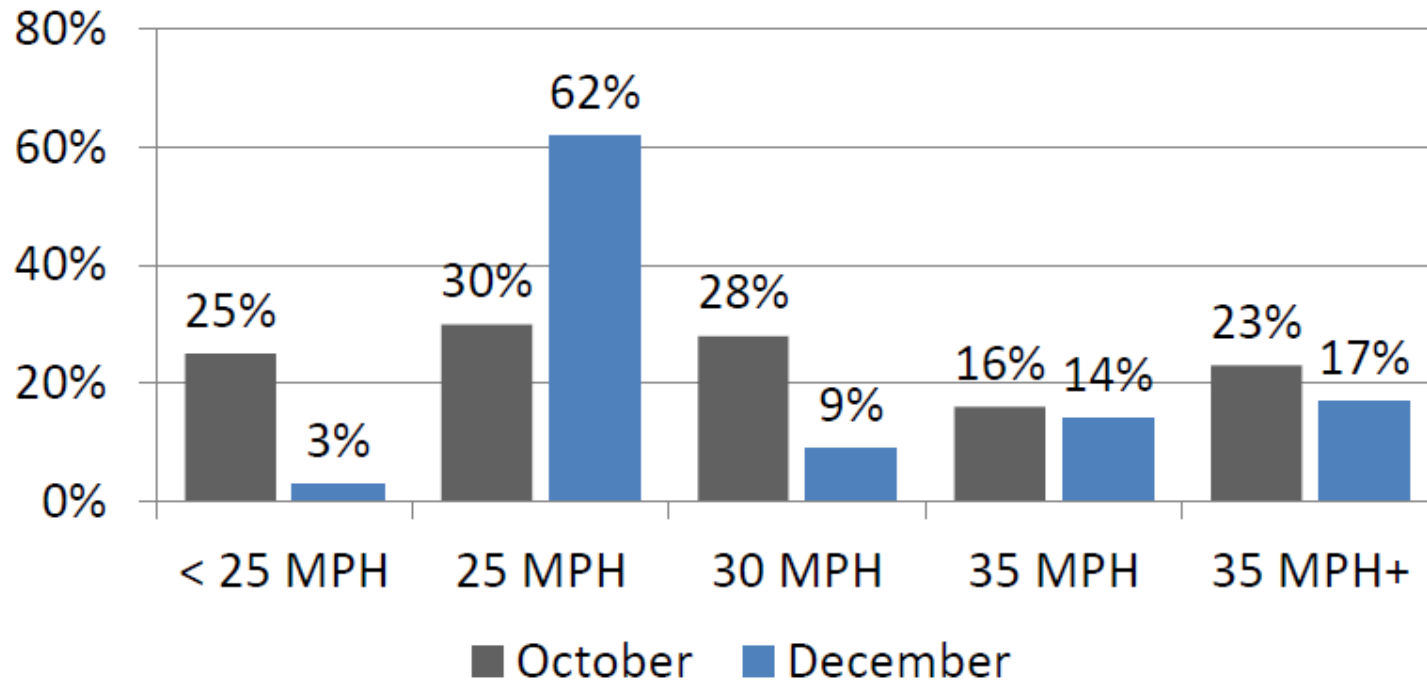
अधिक सुरक्षित NYC के लिए

गति
सीमा

25

VISION ZERO

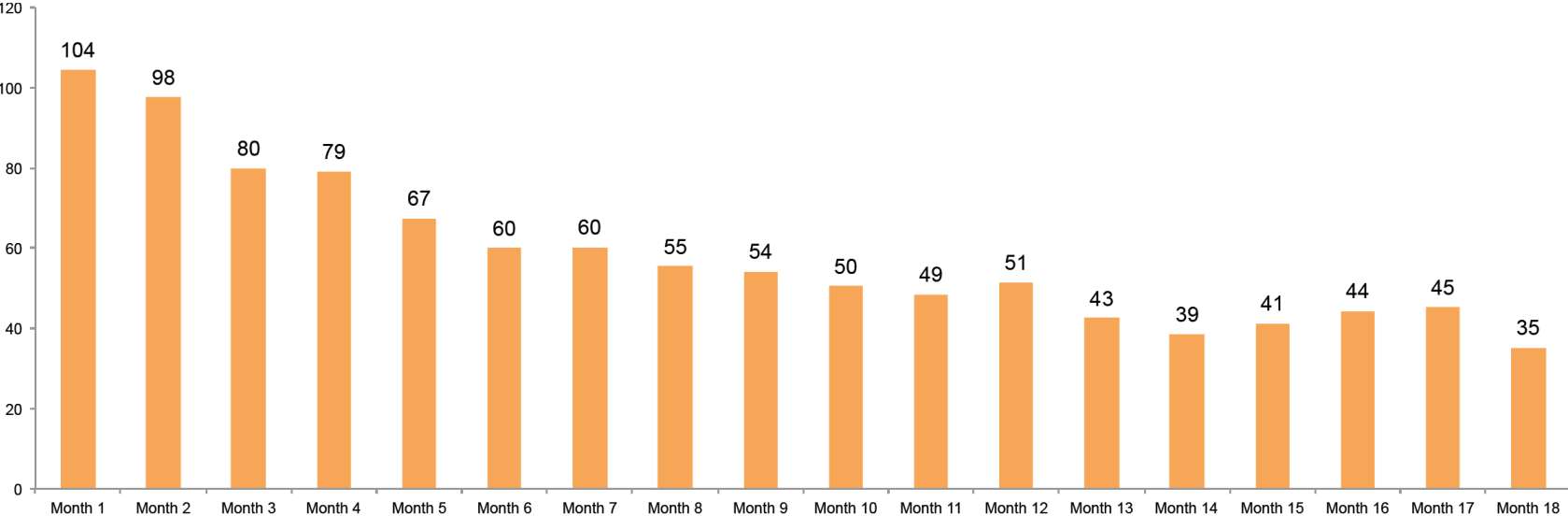
Drivers: What do you think the speed limit is in New York City?
Please enter a number in MPH.



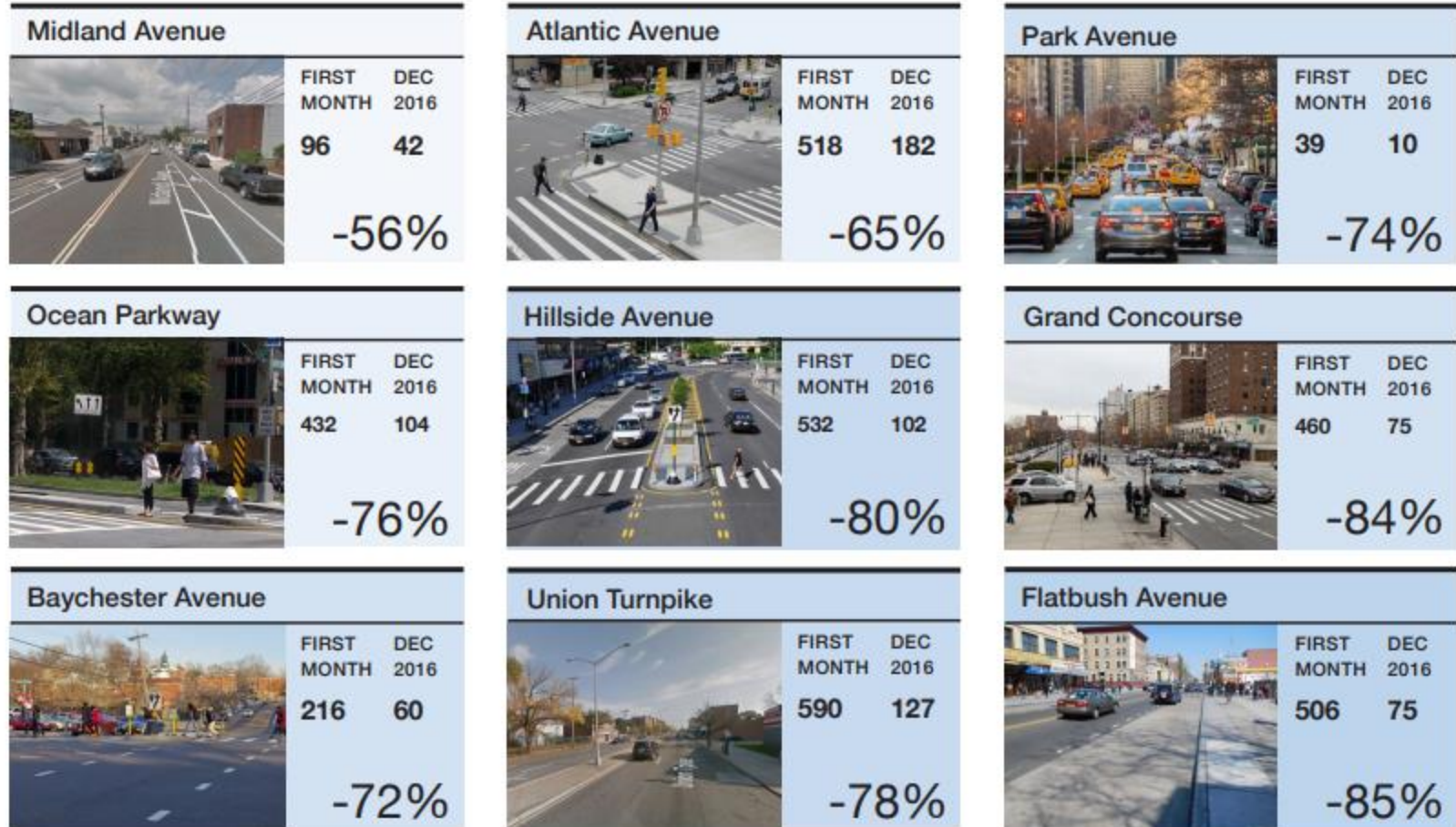
From October through December, knowledge of the speed limit doubled from 28% to 62%, and the median speed dropped 5 MPH.



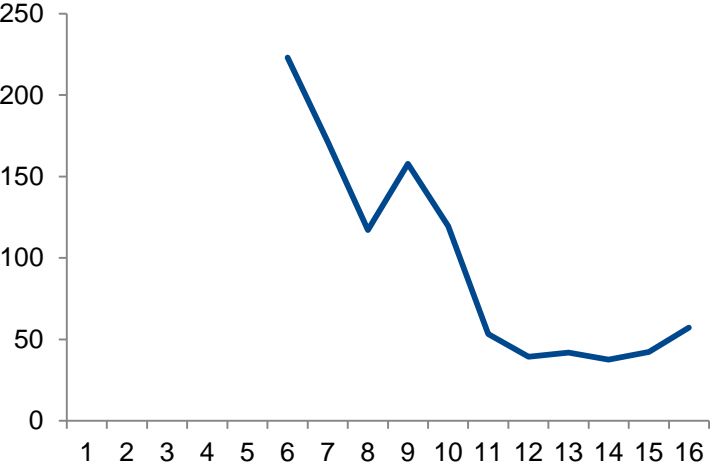
AVERAGE DAILY VIOLATION AT TYPICAL SPEED CAMERA LOCATION BY MONTH



DECLINE IN SPEEDING DURING SCHOOL HOURS ON KEY CORRIDORS (DAILY AVERAGE)



Linden Blvd, Daily Violations



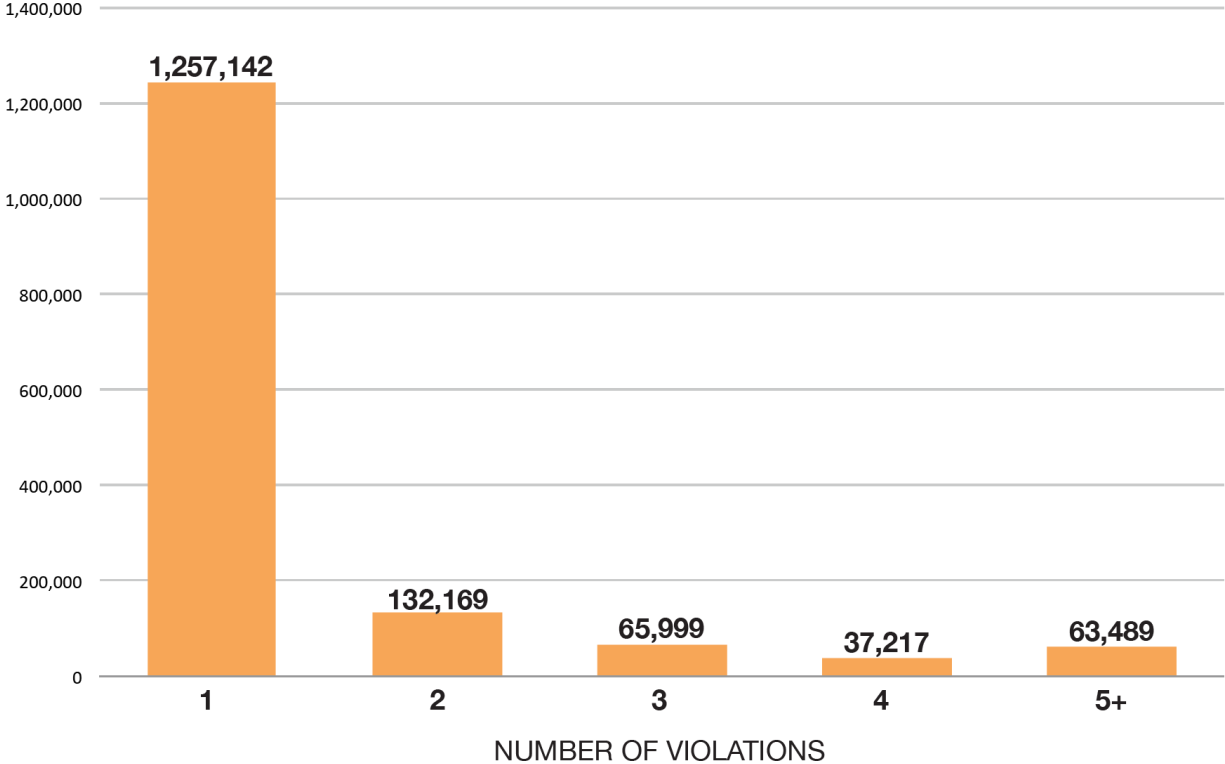
**BEFORE/AFTER CHANGE IN CRASHES
AND INJURIES IN SCHOOL ZONES
WITH SPEED CAMERAS**

(Before: 3 years prior to installation)

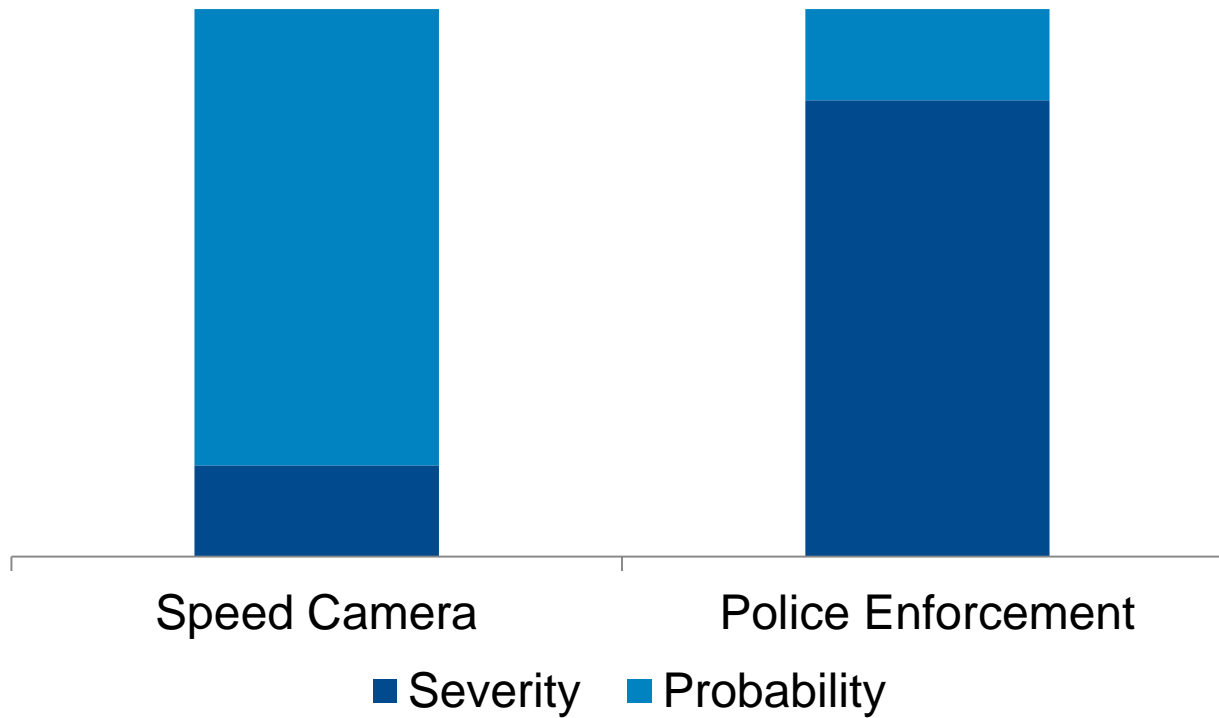
After: an average of the full years after installation)

	Before Period, Citywide	After Period, Citywide	Percent Change
CRASHES			
Total Crashes	7,980	7,361	-7.8%
Crashes w/ Injuries	1,833	1,556	-15.1%
INJURIES			
Motor Vehicle Occupant	1,914	1,665	-13.0%
Pedestrian	541	415	-23.3%
Cyclist	142	132	-7.0%
Total Injuries	2,597	2,213	-14.8%

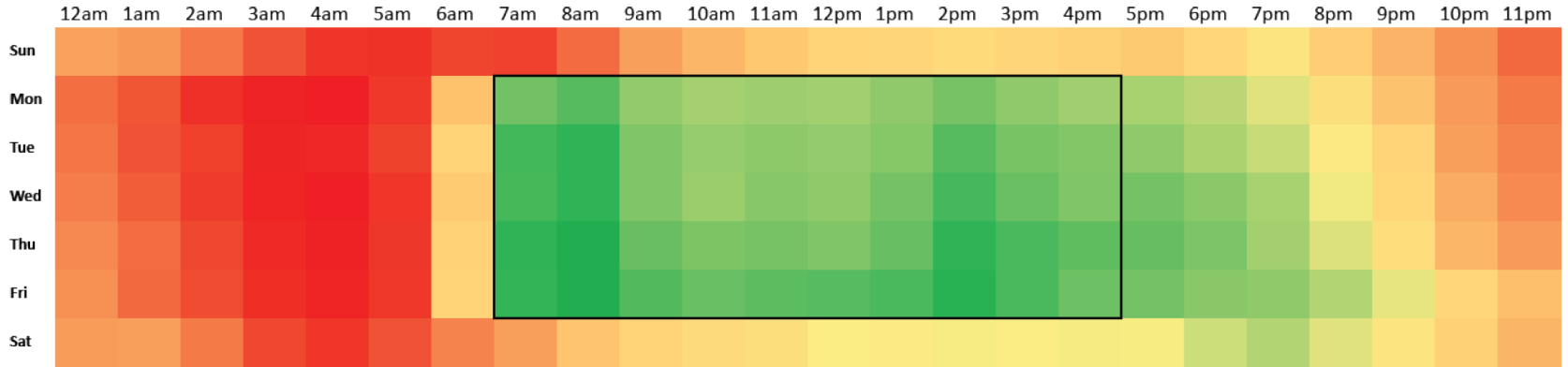
REPEAT VIOLATORS



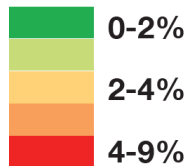
Deterrence



SPEEDING BY TIME OF DAY

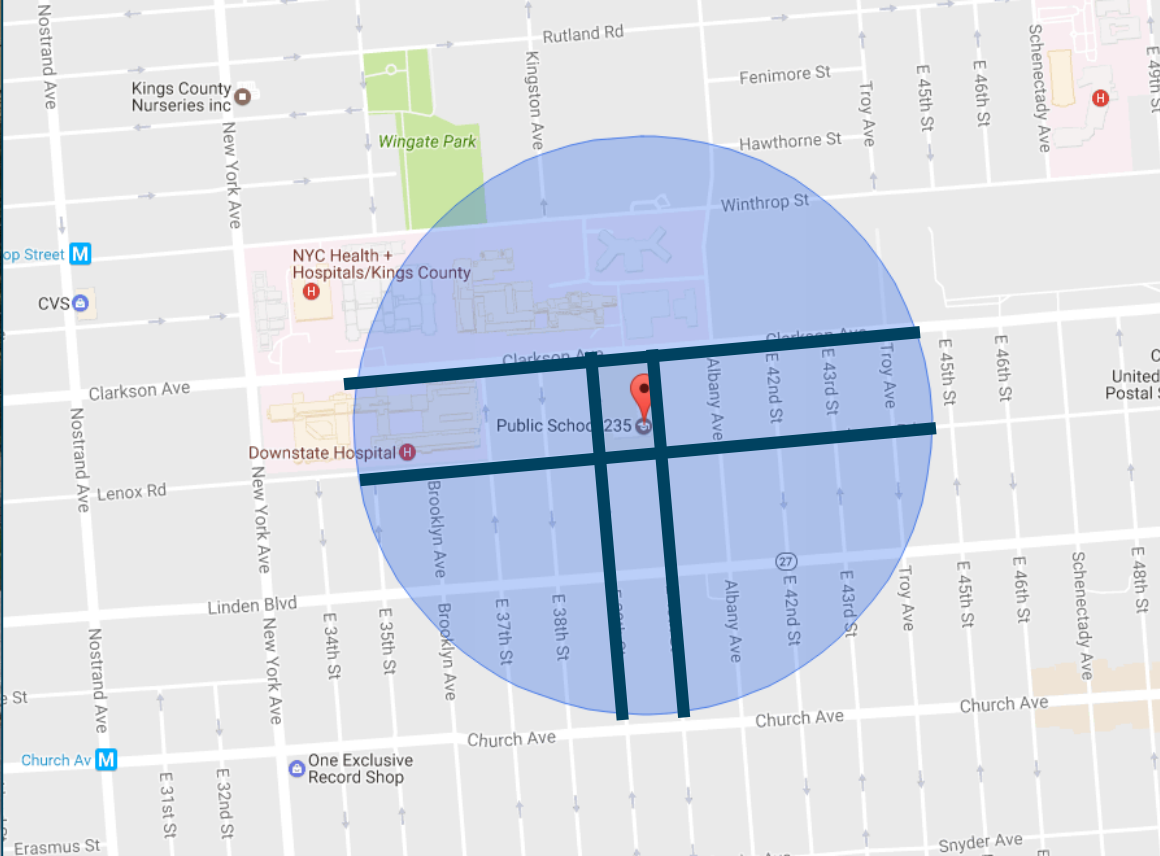


Percent observed vehicles speeding
11 MPH and above by speed cameras.



— SCHOOL HOURS

Fewer than 1 in 10 speeding
deaths occurred on school
days during school hours.



PS 232 in Brooklyn
Top Quartile of Injuries
Zero speeding tickets issued on all mobile
deployments

THANK YOU!



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NYC DOT



NYC DOT



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NYC DOT

Discussion

⇒ Send us your questions 

⇒ Follow up with us:

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⇒ Archive at www.pedbikeinfo.org/webinars