

Subchapter: Prioritizing Our Safety / Designing for Safety

Amendment 1

Origination: Pedestrian Advisory Council. ASMP recommendation #1: “Design Speeds - Target design speeds should not exceed 35 mph” and #2: “Speed Management - Prioritize Action Item #9 (Speed Management Guidelines) and implement it as soon as possible.”

Purpose/short title: Implement NACTO “critical” recommendations for design speed and PAC prioritization of the related action item

Background:

- This change implements the National Association of City Transportation Officials’ Urban Street Design Guide “critical” recommendations for design speed. See full text at <https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/>

Text amendment A: Action Item 9, pg. 269

Text change A:

Develop a comprehensive data-driven approach to speed management to evaluate systemwide speeds and make recommendations for reforming speed setting methodology, implementing countermeasures to address streets with documented speeding concerns, and adopting street design guidelines that help achieve targeted operating speeds systemwide, with no design speed for urban arterial streets to exceed 35 MPH, reserving higher speeds for limited-access freeways and highways. This action item will be prioritized and implemented as soon as possible.

Text amendment B: Policy 1.2.1, pg. 13 (Prioritizing Our Safety / Designing for Safety / Manage for safe speeds)

Text change A:

Manage for safe speeds

Reduce the likelihood that crashes will result in a fatality or serious injury by designing streets for safe speeds

Given the correlation between vehicle speed and crash severity, speed management is a critical focus area of Vision Zero. The goal of speed management is to minimize crashes and crash severity, using the human body’s tolerance for impact force as the guiding tool.

Our approach to speed management begins with selecting safe target speeds for all streets based on their context. Target speed refers to the speed at which we want cars to drive on the street. Surrounding land uses, traffic volumes, and pedestrian activity all affect the appropriate target speed for a street. The target speeds inform the design speed, which refers to the specific

geometric features or elements of a roadway necessary to achieve the target speed. We will use design criteria that are at or below the target speed of a given street. The posted speed limits are set to help communicate and reinforce safe target speeds. After setting the target speed and implementing design speeds, we analyze operating speed, which refers to the observed speed of people using the street.

The 85th percentile of observed target speeds should fall between 10–30 mph on most urban streets. The maximum target speed for urban arterial streets is 35 mph. Some urban arterials may fall outside of built-up areas where people are likely or permitted to walk or bicycle. In these highway-like conditions, a higher target speed may be appropriate, but the use of higher speeds should generally be reserved for limited access freeways and highways and is inappropriate on urban streets, including urban arterials.

Historically, many streets were designed where the operating speed influenced the design speeds and the posted speed limit. This resulted in fast drivers raising the speed limit of roads and leading to less safe design elements such as larger turning radii and wider streets. Using target speeds instead of operating speeds to influence the design speed of our streets allows our community to prioritize safety and design our streets for safety as we work to support this goal.

Amendment 2

Origination: Urban Transportation Commission recommendation

Purpose/short title: Require Transportation Safety Impact Assessments for infrastructure and development projects

Background: This is consistent with a corresponding action item for health impact assessments: Action item 158 (Protecting Our Health and Environment / Public Health), pg. 281, “Health Impact Assessment criteria: Develop criteria for where, when, and how to conduct health impact assessments, and what criteria should be assessed.”

Text amendment A: New action item in Prioritizing Our Safety / Designing For Safety, pg. 269: Transportation Safety Impact Assessments: Develop criteria and a policy to require a transportation safety analysis for every infrastructure and development project that reflects existing infrastructure and collision problems, as well as induced demand and actual travel speeds, and truly prioritizes transportation safety with respect to design decisions and transportation funding.