

# 2021 ACTIVE TRANSPORTATION SYMPOSIUM

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### Poll questions

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# California High Injury Networks

## Recommendations for Statewide Guidance



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# California's Existing Conditions



- 3,700 people killed



- 16,000 seriously injured (e.g., broken bones, concussions, etc.)



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## Traffic Speed Setting Issues

- Rely on the 85th percentile methodology
- Limits ability of locals to lower speeds
- Zero Traffic Fatalities Task Force – Findings & Recommendations focused on speed
- More flexibility on setting speed limits (AB43 will provide this flexibility)
- Develop statewide definition of HIN

## High Injury Networks – Why?

- ▣ Identify areas of need
- ▣ Support data-driven decision-making
- ▣ Provide more info on where to focus limited resources
- ▣ Understand how high need communities are impacted by higher rates of fatalities and serious injuries
- ▣ Build greater public and political support

# Strategic Highway Safety Plan - Action

- High Injury Network Action Item
- Develop statewide definition and methodology for High Injury Networks at local level
- Motivated by recommendations of Zero Traffic Fatalities Task Force
- Convened statewide working group in November 2020



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# Research & Understanding of HINs

- Reviewed HIN methodologies at different levels of government - cities, counties, MPOs
- Developed catalogue of 20+ methodologies
- Reviewed methodologies & conducted interviews with case studies, including:

City of Los Angeles

City of Fremont

City/County of San Francisco

Alameda County Transportation Commission

City of San Jose

Los Angeles County

City of Daly City

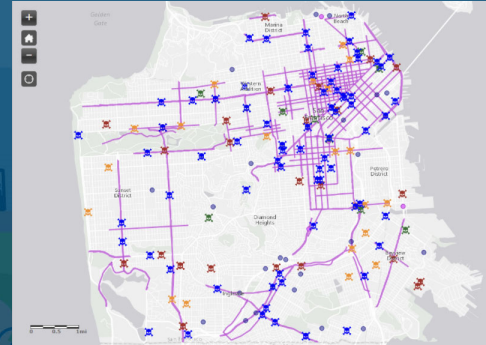
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## Findings – Common Definitions

- Network of designated corridor-level segments where the highest concentrations of collisions occur
- Typically based on a minimum of 3-5 years of data
- Represents a defined prioritized subset of the overall transportation network
- Most consider fatalities and serious injuries



## Findings – Core Components

- Years of Data
- Level of Analysis
- Roadway Facility Types Included
- Consideration of Modes
- Overall Thresholds
- Equity
- Weight Assignment
- Normalization

## Findings – Challenges

- Access to reliable data
- Lack of robust collision data
- Software and staff resources
- Education and understanding
- Risk and liability concerns
- Potential for over-policing

## Findings – Challenges

- **Limitations of data**
  - Underreporting of collisions
  - Errors in collision reports
  - Biases in reporting and data interpretation
  - Does it reflect experience of vulnerable communities?
  - Need to ground truth



## Recommendations - Definition

“A High Injury Network is a **network** of designated corridor-level segments where the **highest concentrations** of serious and/or fatal collisions occur, typically over the course of the most recent **three-to-five-year period** of collision data. The HIN represents a defined **prioritized subset** of the overall transportation network.”

## Recommendations - Methodology

- Years of Data
- Levels of Analysis
- Roadway Facility Types
- Consideration of Shared Modes
- Share of Roadway Networks
- Collision Density
- Equity
- Maintenance

# Implications

- More jurisdictions with HINs = more data-driven decision making
- Authority to lower speed limits on HIN roads
- Considered in funding prioritization at state, county, or regional levels
- Ultimate Goal = Vision Zero/Zero Deaths



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## Jurisdictional Guidance

### High Injury Network Development Checklist

For jurisdictions interested in developing their own High Injury Network, they can refer to this checklist below to assess their readiness, and then move into the steps needed to develop one.

#### 1 ✓ READINESS ASSESSMENT

To understand your readiness to develop an HIN, consider the following questions:

- Do you have internal resources to develop an HIN?
- Do you have access to GIS software?
- Do you have staff with existing GIS skills?
- If you do not have staff with GIS skills, could any existing staff develop GIS skills, particularly those focused on joining and visualization?
- Do you have access to GIS software?
- If you find that you lack resources, could you apply for a grant to seek support for developing an HIN? Examples of funding sources for safety plans, which could include HINs, include: Caltrans Sustainable Transportation Planning grants and Caltrans Local Road Safety Plans.  
Links: [dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants](https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants), [dot.ca.gov/programs/local-assistance/foi-and-state-programs/highway-safety-improvements-program/local-roadway-safety-plans](https://dot.ca.gov/programs/local-assistance/foi-and-state-programs/highway-safety-improvements-program/local-roadway-safety-plans)
- Do you know how to access and review your jurisdiction's safety data?



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# Thank you!

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