

Assembly Bill No. 2363

CHAPTER 650

An act to add and repeal Chapter 8 (commencing with Section 3095) of Division 2 of the Vehicle Code, relating to traffic safety.

[Approved by Governor September 21, 2018. Filed with
Secretary of State September 21, 2018.]

LEGISLATIVE COUNSEL'S DIGEST

AB 2363, Friedman. Zero Traffic Fatalities Task Force.

Existing law requires the Department of Transportation to include in the California Manual on Uniform Traffic Control Devices a requirement that the department and local authorities, when setting speed limits, round speed limits to the nearest 5 miles per hour of the 85th percentile speed of traffic as determined by an engineering and traffic survey. Existing law authorizes the department or a local authority to round the speed limit down to the lower 5 miles per hour increment in instances when the speed limit should be rounded up, but prohibits that speed limit from being further reduced for any reason.

This bill would require the Secretary of Transportation, on or before July 1, 2019, to establish and convene the Zero Traffic Fatalities Task Force, which shall include, but is not limited to, representatives from the Department of the California Highway Patrol, the University of California and other academic institutions, the Department of Transportation, the State Department of Public Health, local governments, bicycle safety organizations, statewide motorist service membership organizations, transportation advocacy organizations, and labor organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to reduce traffic fatalities to zero. The bill would require the Secretary of Transportation to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2020. The bill would require the report to include a detailed analysis of specified issues, including the existing process for establishing speed limits and a recommendation as to whether an alternative to the use of the 85th percentile as a method for determining speed limits should be considered. The provisions of the bill would be repealed on January 1, 2023.

The people of the State of California do enact as follows:

SECTION 1. Chapter 8 (commencing with Section 3095) is added to Division 2 of the Vehicle Code, to read:

CHAPTER 8. ZERO TRAFFIC FATALITIES TASK FORCE

3095. (a) On or before July 1, 2019, the Secretary of Transportation shall establish and convene the Zero Traffic Fatalities Task Force.

(b) The task force shall include, but is not limited to, representatives from the Department of the California Highway Patrol, the University of California and other academic institutions, the Department of Transportation, the State Department of Public Health, local governments, bicycle safety organizations, statewide motorist service membership organizations, transportation advocacy organizations, and labor organizations.

(c) The task force shall develop a structured, coordinated process for early engagement of all parties to develop policies to reduce traffic fatalities to zero.

3096. (a) The Secretary of Transportation shall prepare and submit a report of findings based on the Zero Traffic Fatalities Task Force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2020.

(b) The report shall include, but is not limited to, a detailed analysis of the following issues:

(1) The existing process for establishing speed limits, including a detailed discussion on where speed limits are allowed to deviate from the 85th percentile.

(2) Existing policies on how to reduce speeds on local streets and roads.

(3) A recommendation as to whether an alternative to the use of the 85th percentile as a method for determining speed limits should be considered, and if so, what alternatives should be looked at.

(4) Engineering recommendations on how to increase vehicular, pedestrian, and bicycle safety.

(5) Additional steps that can be taken to eliminate vehicular, pedestrian, and bicycle fatalities on the road.

(6) Existing reports and analyses on calculating the 85th percentile at the local, state, national, and international levels.

(7) Usage of the 85th percentile in urban and rural settings.

(8) How local bicycle and pedestrian plans affect the 85th percentile.

3097. This chapter shall remain in effect only until January 1, 2023, and as of that date is repealed.