



CONTRA COSTA
transportation
authority



Contra Costa Countywide Comprehensive Transportation Safety Action Plan

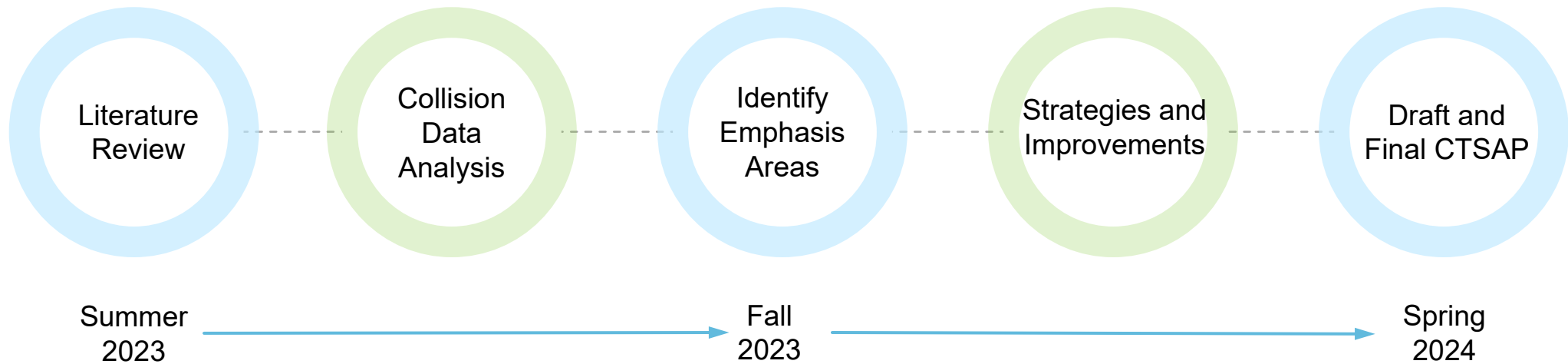
Colin B. Clarke, AICP
Planning Department



Contra Costa Countywide Comprehensive Transportation Safety Action Plan (CTSAP)

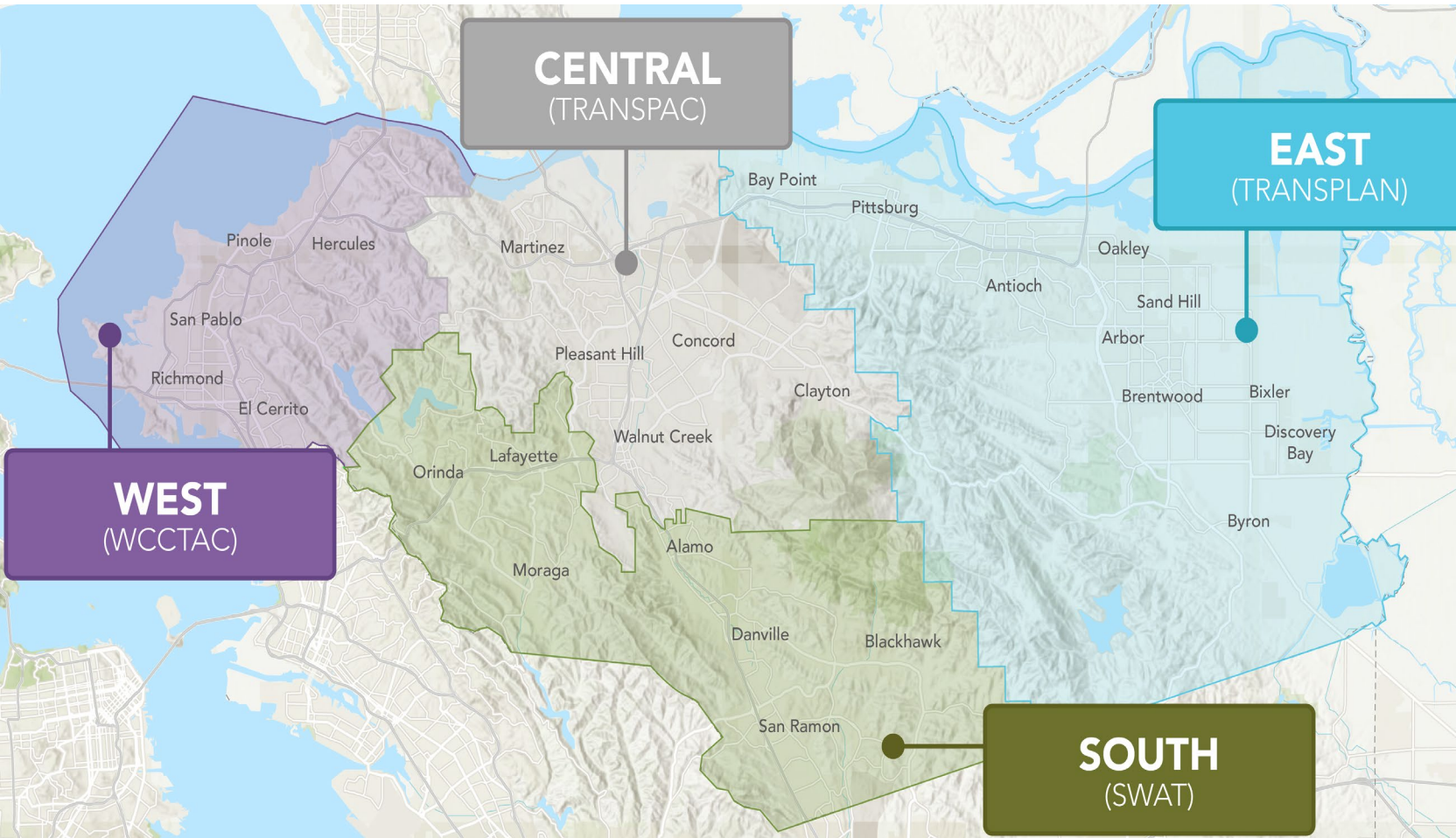
What is it?

- Integrate local safety plans into a Regional Safety Plan
- Establish local safety emphasis areas, strategies, and regional priorities
- Continue community engagement coordinated with CTP 2050
- Help local agencies meet state & federal safety requirements, e.g., policy
- Apply the [Countywide Vision Zero](#) toolbox at specific locations
- Develop locally implemented Multi-Jurisdiction Grant Applications using Safe Systems Approach & Lead Applicant



*RTPC = Regional Transportation Planning Advisory Committee
CTP = Countywide Transportation Plan*

Project Background



- **Identify** specific, local “Safe System Approach” actions
- Quantify **how** local jurisdictions can eliminate fatalities & severe injuries countywide by 2034, with a 50% reduction by 2029
- **Improve** multimodal safety, especially those more vulnerable people biking, driving, walking, & riding train or bus; and commercial/freight transportation
- Scheduled for completion: Spring 2024
- LRSPs in progress:
 - Martinez (almost complete)
 - Completed by 12/31/2023: El Cerrito, Hercules (*Interim*), Clayton

Interactive Map



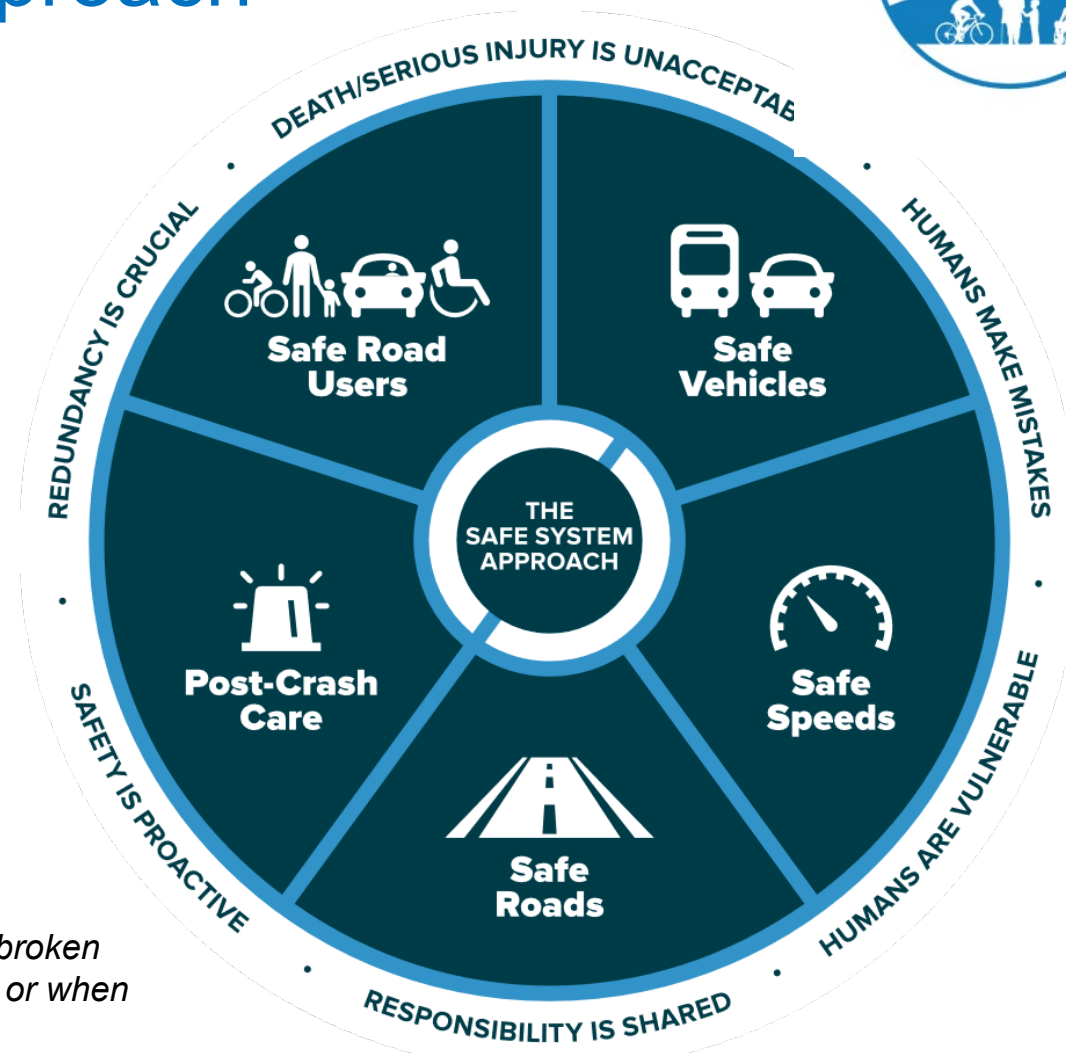
<https://cctasafetyplan.wpengine.com/provide-input/>





Integrating the Safe System Approach

1. Prevent Fatalities & Severe Injuries*
2. Design for Human Mistakes; Redundancy
3. Reduce design speeds and speed limits to the extent feasible
4. Shared Responsibility
5. Proactively Identify and Address Risk



**Severe-Injury (in California): An injury other than a fatal injury which results in broken bones, dislocated or distorted limbs, severe lacerations, or unconsciousness at or when taken from the collision scene. It does not include minor laceration.*

Source: Federal Highway Administration (FHWA)



Implement the Countywide Vision Zero Policy

Approaches to Support Local Agencies

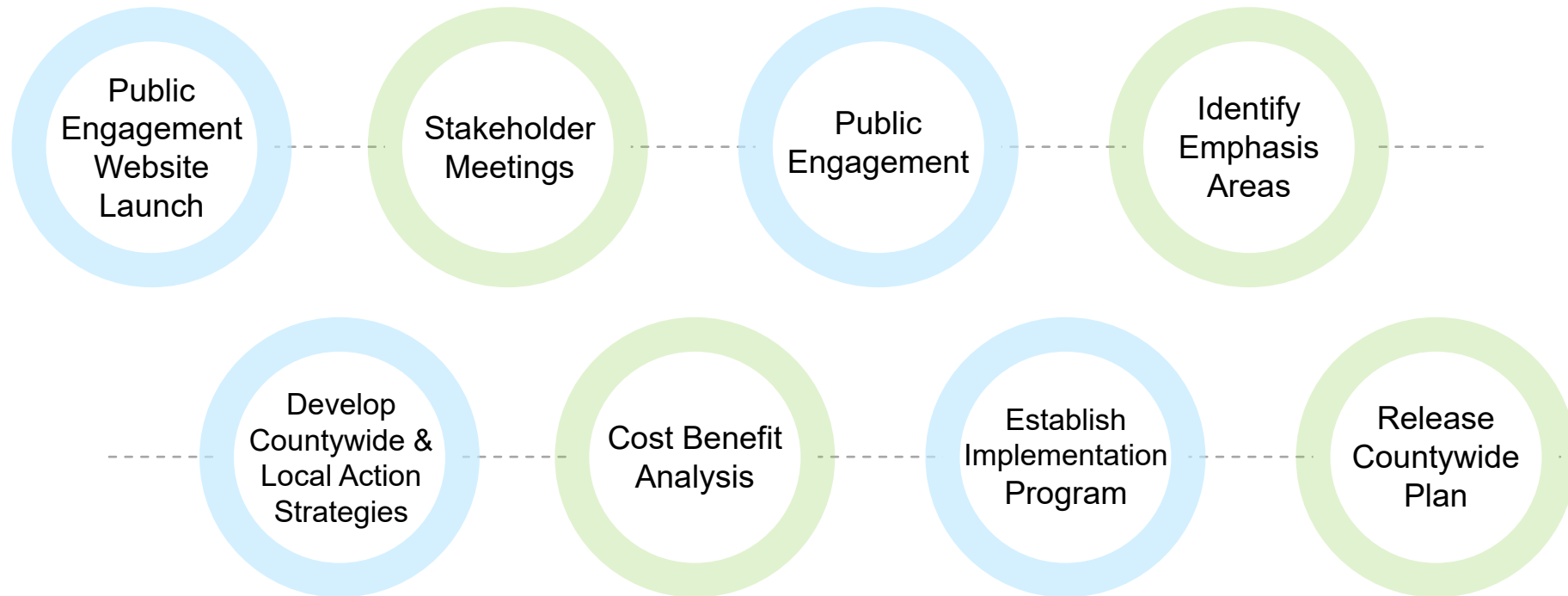
1. Identify local focus areas and support regional safety programs & strategies to address them
2. Identify and develop regional “safety priority” projects (bundled)
3. Empower local staff to build safety culture in each local jurisdiction (general public)
4. Support local jurisdictions in gaining eligibility to pursue state & federal travel safety grant funding
5. Develop grant applications to compete for funding in high-impact multi-jurisdiction projects/strategies
6. Establish Vision Zero policy in local jurisdictions

With a commitment to Vision Zero, Hoboken, NJ achieved zero traffic fatalities in four years

[How a New Jersey city achieved zero traffic fatalities in 4 years: NPR](#)



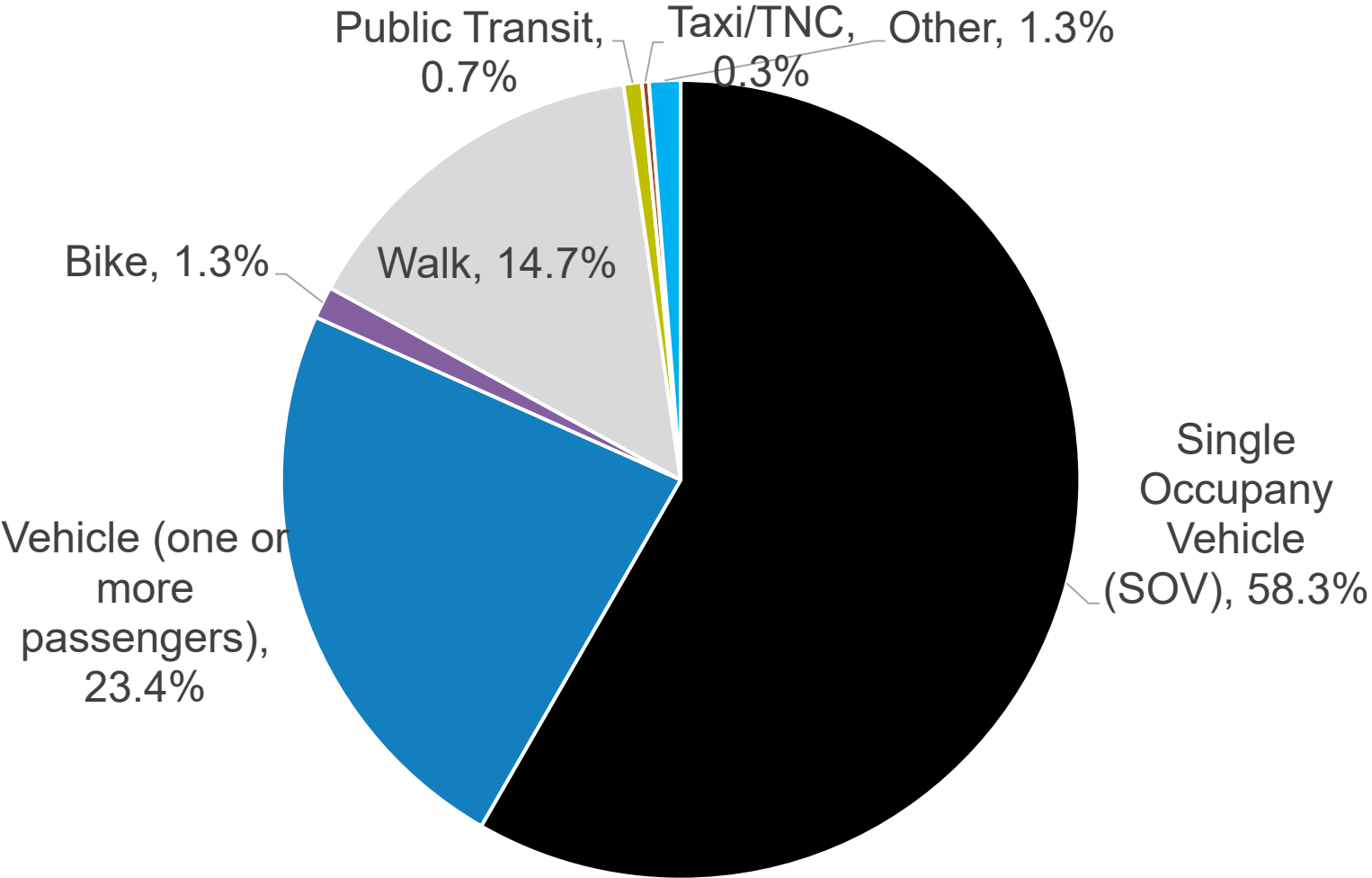
CTSAP Milestones



CTSAP Safety Data Analysis Summary



Countywide Travel: Mode Share (Estimated)

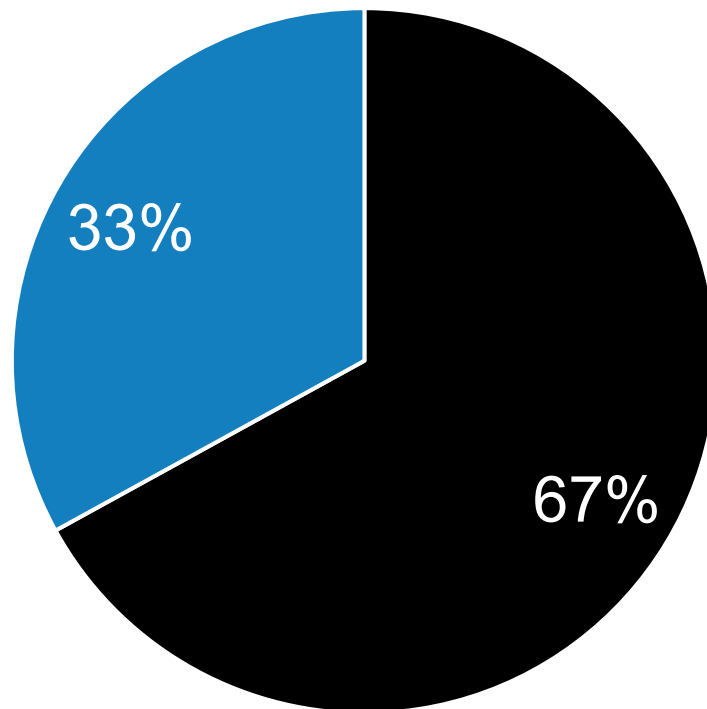


Source: Replica, Spring 2023

TNC = Transportation Network Companies, e.g., Lyft, Uber (CPUC-regulated)



Collisions Involving Vulnerable Road Users Central County (TRANSPAC)



■ Vehicle Collisions ■ Ped+Bike Collisions

Vulnerable Road Users

People walking or cycling make up approximately **16%** of the County trips, but account for **33%** of all fatal/severe injury collisions in the Central sub region (TransPAC Advisory Committee)

Source: BayViz, TIMS Data (2013-2022), Accessed June 2023

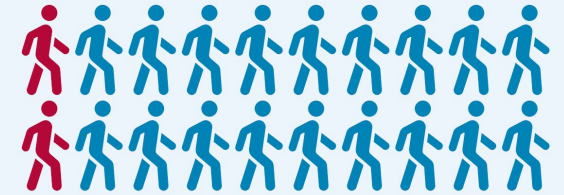
Higher vehicle speeds significantly increase likelihood of fatalities

Our bodies can only tolerate so much physical impact. Even small increases in vehicle speed significantly escalate risk of severe injuries and fatalities. System designers and policymakers can use proven tools to encourage lower, safer speeds. Where there is a mix of people walking, biking and driving – 20 is plenty!

Speed Kills

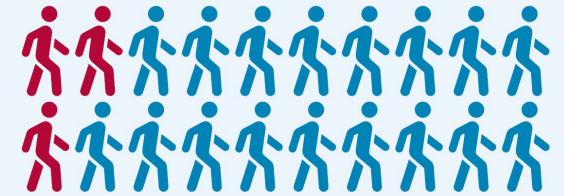
20
MPH

8%



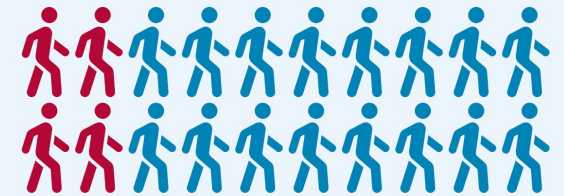
25
MPH

12%



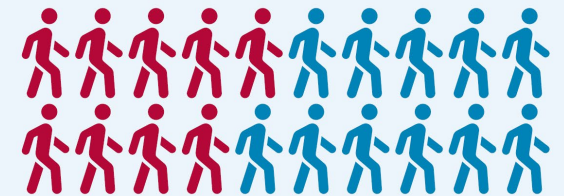
30
MPH

20%



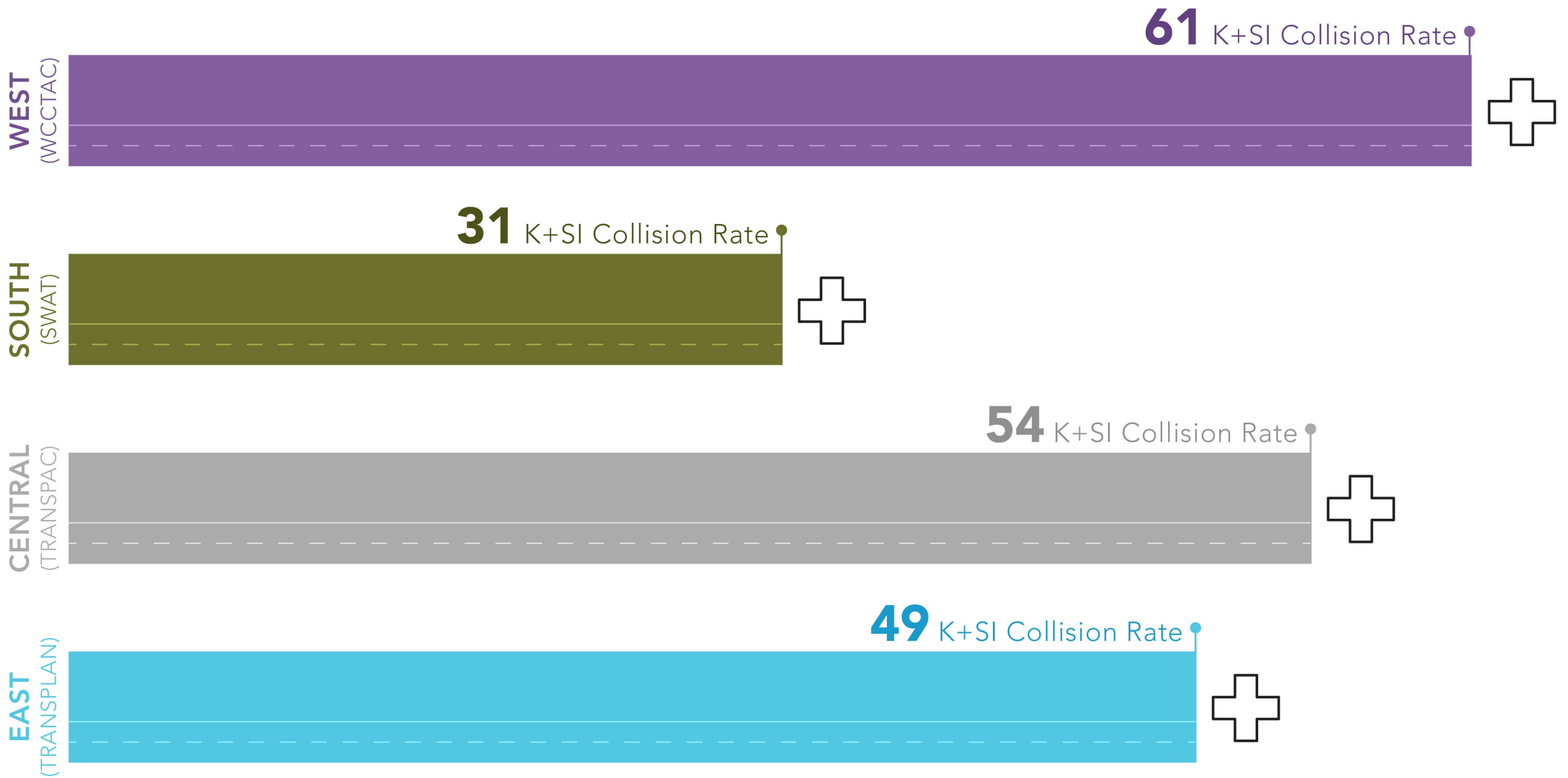
40
MPH

46%



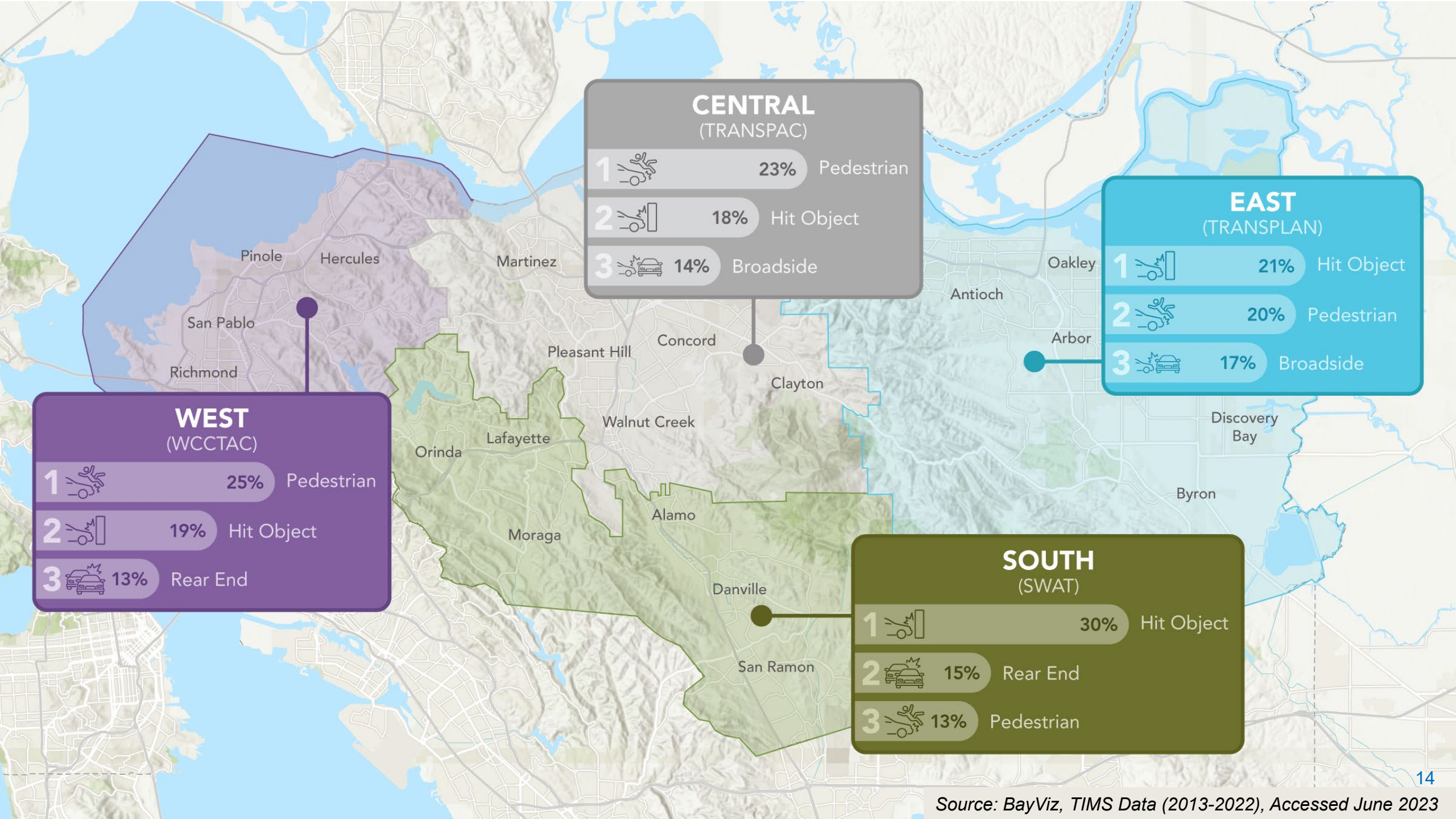
Likelihood of fatality for people walking if hit at these speeds

Source: AAA Foundation, Tefft, B.C. (2011)



Source: BayViz, TIMS Data (2013-2022), Accessed June 2023

K+SI = Fatalities plus Severe Injuries



CENTRAL (TRANSPAC)

1		23%	Pedestrian
2		18%	Hit Object
3		14%	Broadside

EAST (TRANSPAN)

1		21%	Hit Object
2		20%	Pedestrian
3		17%	Broadside




WEST (WCCTAC)

1		25%	Pedestrian
2		19%	Hit Object
3		13%	Rear End




SOUTH (SWAT)

1		30%	Hit Object
2		15%	Rear End
3		13%	Pedestrian




MARTINEZ

- 1  30% Hit Object
- 2  21% Pedestrian
- 3  15% Rear End




CONCORD

- 1  24% Pedestrian
- 2  17% Broadside
- 3  16% Hit Object




PLEASANT HILL
















- 1  19% Hit Object
- 2  13% Bicycle
- 3  13% Pedestrian

CLAYTON

- 1  18% Broadside
- 2  18% Hit Object
- 3  18% Rear End

WALNUT CREEK

- 1  28% Pedestrian
- 2  16% Hit Object
- 3  16% Rear End

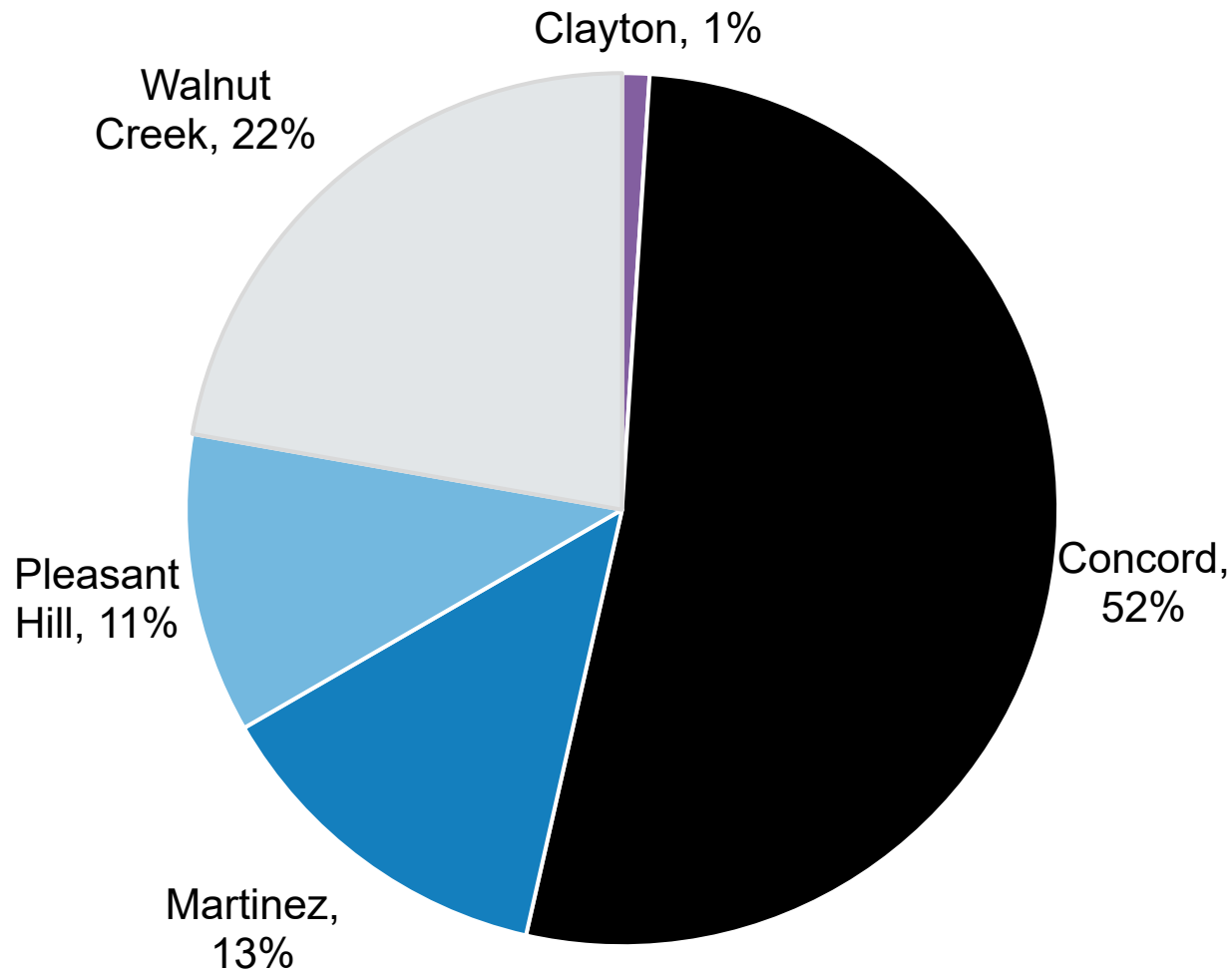
		WEST (WCCTAC)					SOUTH (SWAT)					CENTRAL (TRANSPAC)					EAST (TRANSPAN)			
		El Cerrito	Hercules	Pinole	Richmond	San Pablo	Lafayette	Moraga	Orinda	Danville	San Ramon	Clayton	Concord	Martinez	Pleasant Hill	Walnut Creek	Antioch	Brentwood	Pittsburg	Oakley
EMPHASIS AREAS	Aging Drivers 	✓	✓							✓	✓			✓						✓
	Bikes 	✓			✓	✓	✓	✓	✓	✓	✓	✓		✓	✓					✓
	Commercial Drivers 					✓				✓										
	Distracted Driving 	✓	✓			✓				✓	✓			✓						✓
	Driver Licensing 	✓												✓				✓		✓
	Emerging Technologies 														✓					
	Impaired Driving 				✓						✓	✓	✓	✓		✓	✓			
	Intersections 	✓		✓	✓	✓		✓	✓		✓	✓	✓	✓	✓	✓	✓		✓	✓
	Lane Departures 						✓	✓	✓					✓			✓		✓	✓
	Motorcyclists 													✓						
	Occupant Protection 													✓						✓
	Pedestrians 	✓	✓	✓	✓	✓	✓		✓			✓	✓		✓	✓	✓		✓	
	Speed Management/ Aggressive Driving 		✓	✓	✓		✓		✓	✓	✓	✓	✓			✓	✓	✓	✓	✓
	Work Zones 		✓							✓	✓									✓
	Young Drivers 				✓						✓	✓					✓			✓

EMPHASIS AREAS

		Aging Drivers	Bikes	Distracted Driving	Driver Licensing	Emerging Technologies	Impaired Driving	Intersections	Lane Departures	Motorcyclists	Occupant Protection	Pedestrians	Speed Management/ Aggressive Driving	Young Drivers
														
CENTRAL (TRANSPAC)	Clayton		✓				✓	✓				✓	✓	✓
	Concord						✓	✓				✓	✓	
	Martinez	✓		✓	✓		✓	✓	✓	✓	✓			
	Pleasant Hill		✓			✓		✓				✓		
	Walnut Creek		✓				✓	✓				✓	✓	

Note: Commercial drivers and work zones are removed as these were not identified as emphasis areas by any local agency in the Central sub-region

Source: Local Jurisdiction LRSPs and CA SHSP (2010-2019)



Economic Impact of Collisions

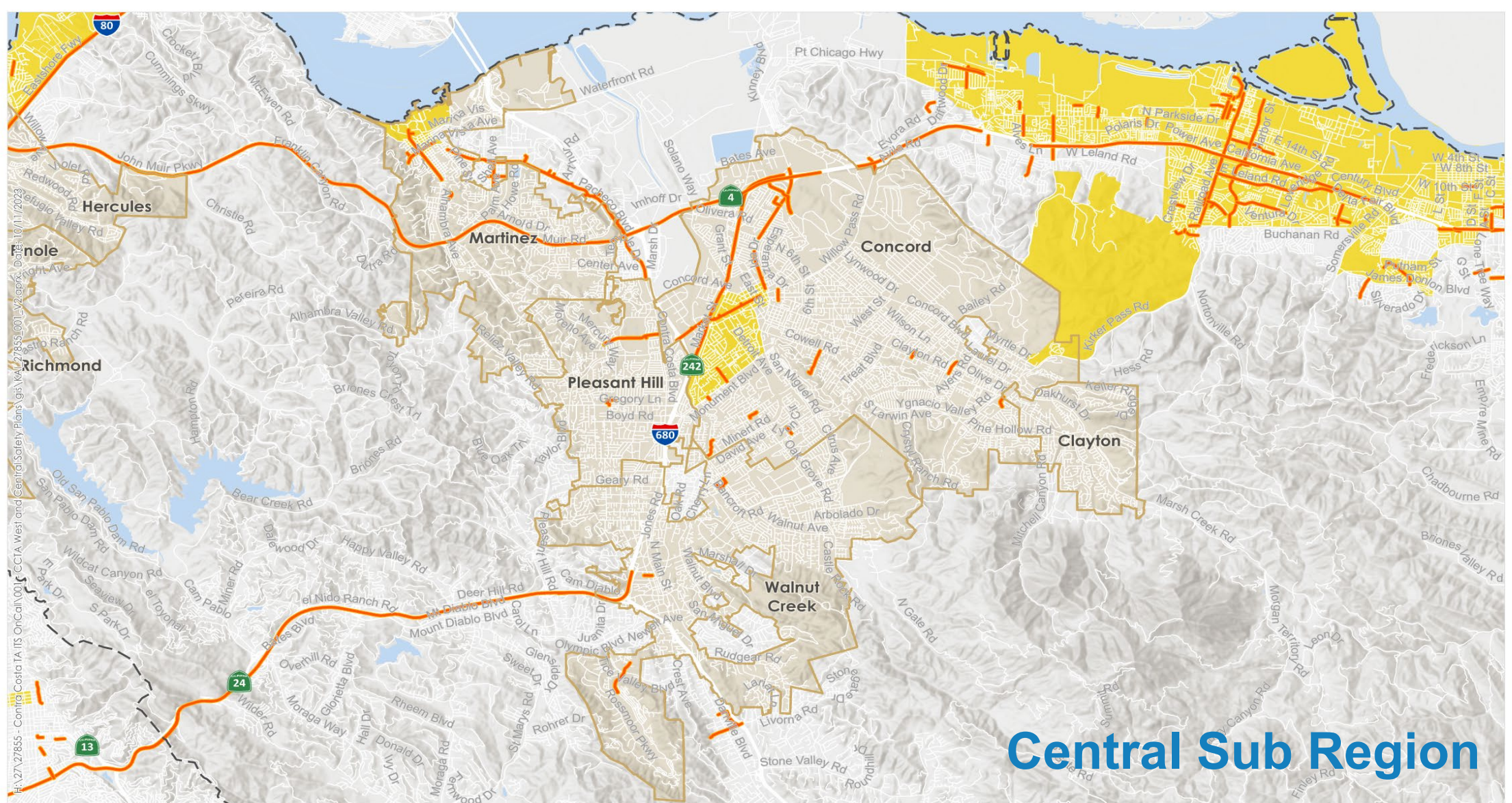
Comprehensive economic cost of collisions in Central Sub region (TransPAC Advisory Committee):





\$259 Million/Year

Comprehensive economic cost of collisions in the County (all sub regions combined):


\$843 Million/Year

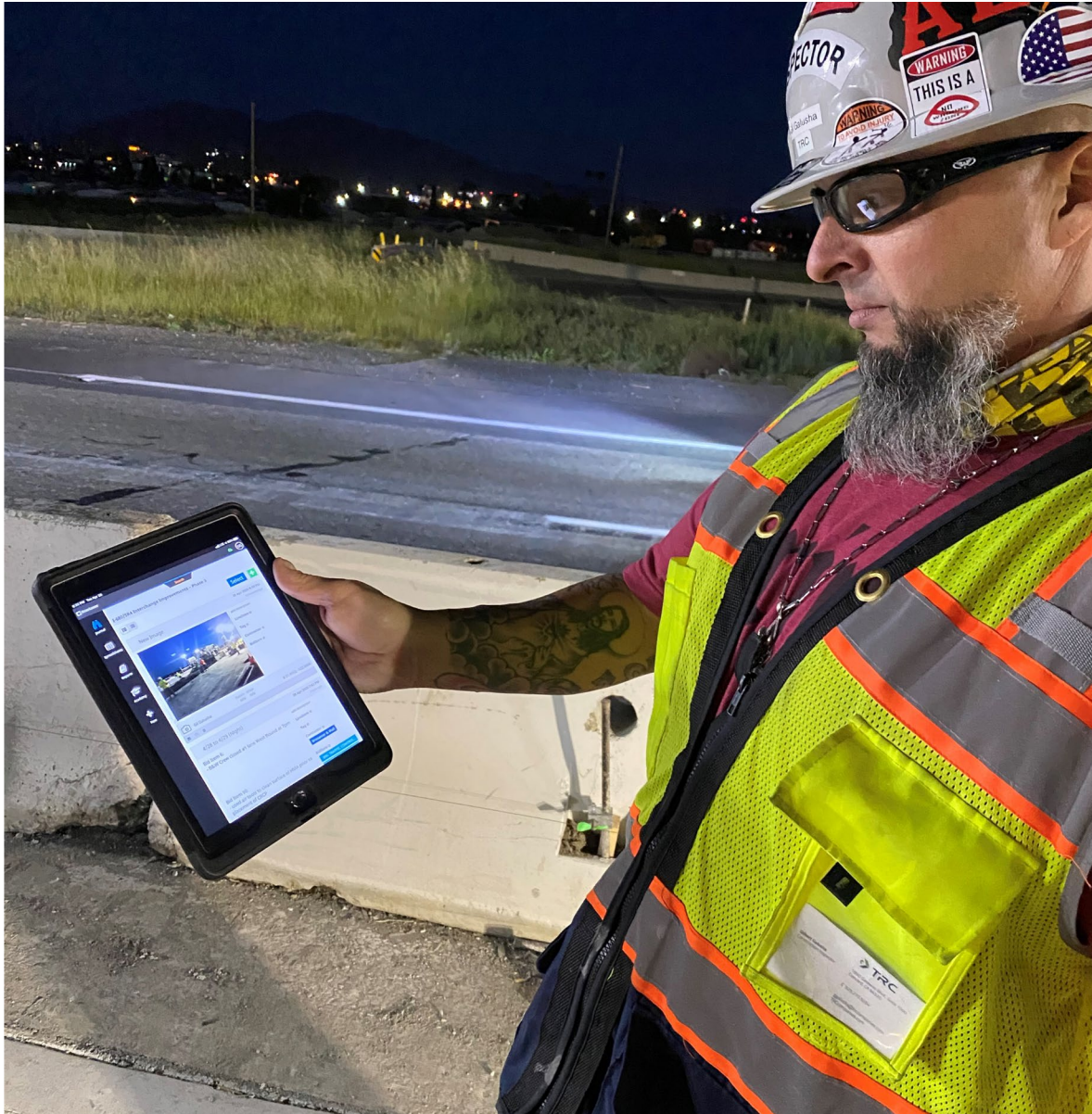
Source: BayViz, TIMS Data (2013-2022), Accessed June 2023



 High Injury Network	 Contra Costa County Boundary
 MTC Equity Priority Communities	 City Boundaries

0 0.5 1 1.5 2 2.5 3 3.5 Miles



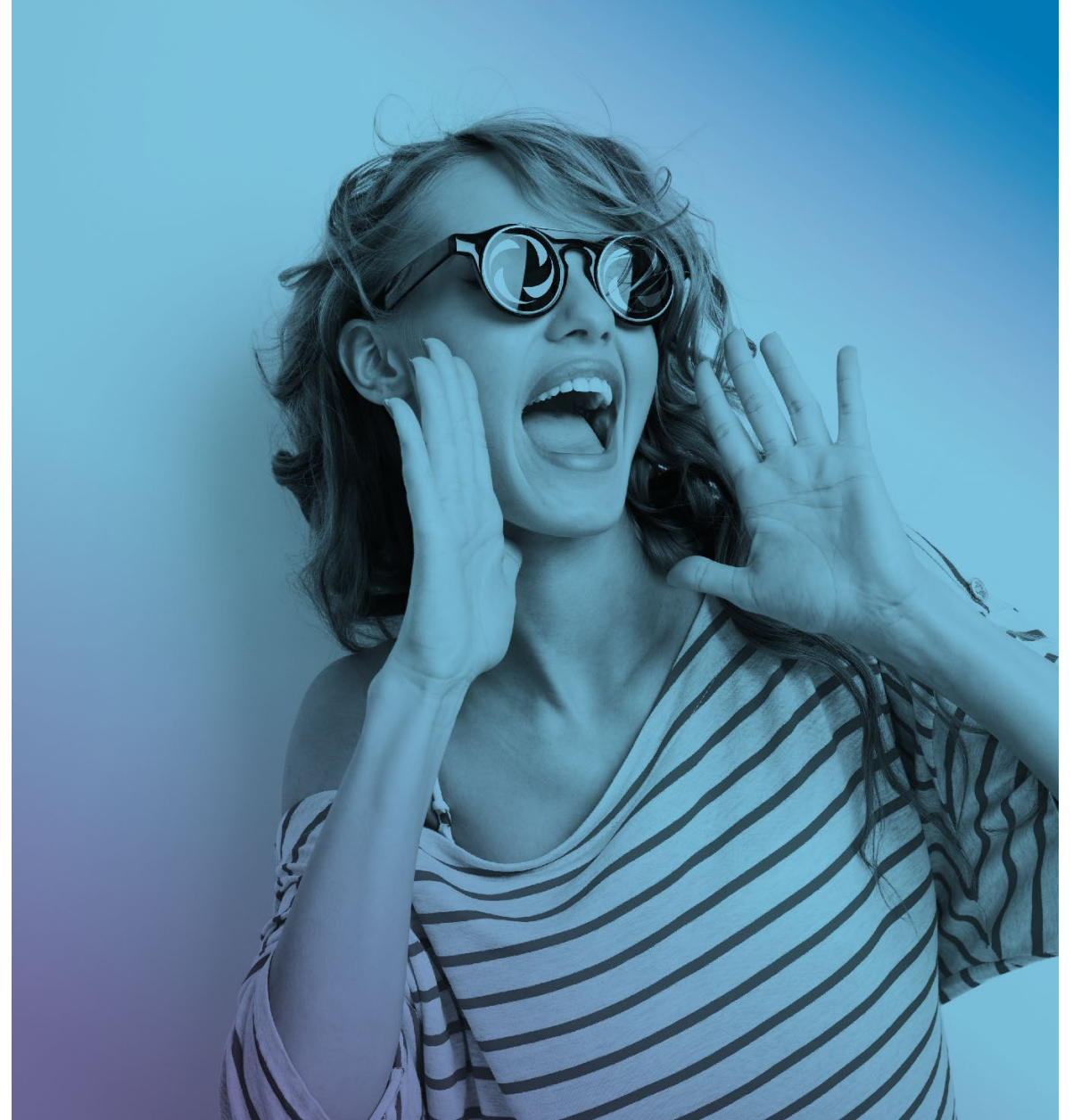


Local Success + Progress

Central Sub Region

- *Walnut Creek*

Discussion





Discussion

1. What elements would you like to see added/included?
2. Which type(s) of assistance does your jurisdiction seek from CCTA?
3. How can the Central sub-region community improve upon a culture of safety?
4. Which traffic safety success stories can you share?