



City of Walnut Creek
**Local Roadway
Safety Plan**
A Path to Vision Zero

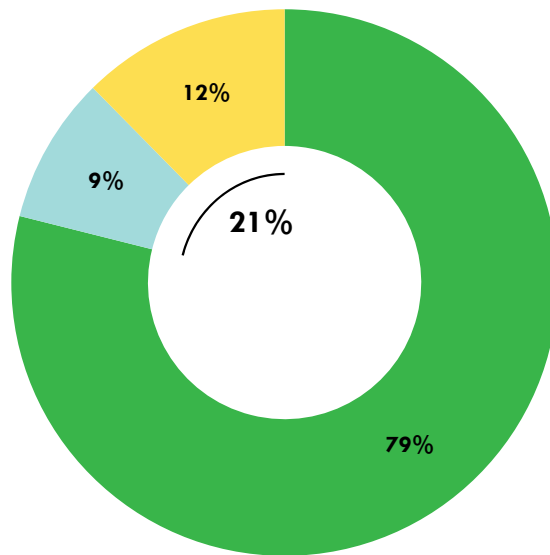


Slides Prepared for TRANSPAC TAC
October 26, 2023

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Collision Data Summary

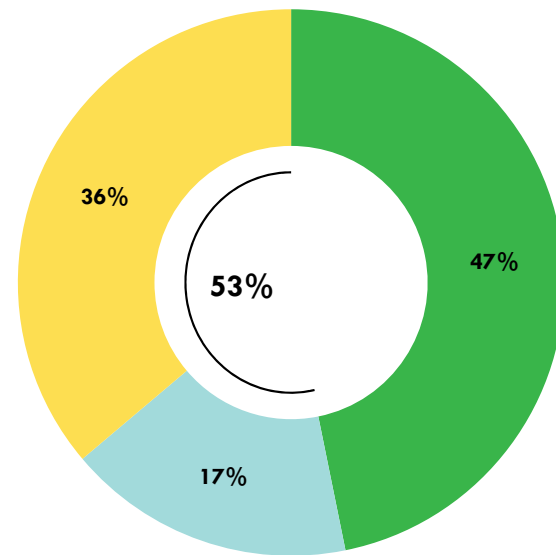


Collisions involving:

- vehicles only
- bicycles
- pedestrians

1,333 Injury Collisions

All Injury Collisions (2015-2021)

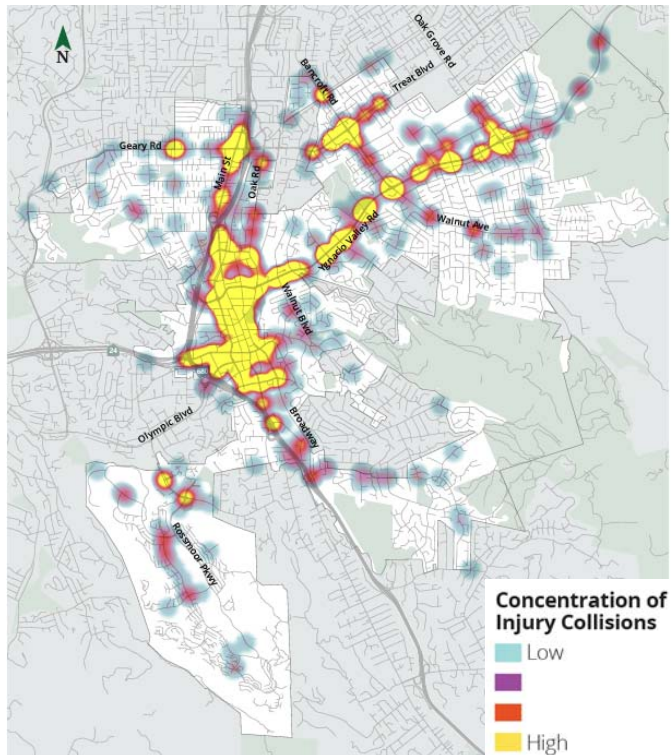


59 KSI Collisions

KSI* Collisions (2015-2021)

*Killed or Seriously Injured

Walnut Creek Local Roadway Safety Plan



Ten (10) collision profiles account for 68% of injury and 78% KSI collisions

1. Driving Under the Influence (DUI)
2. Large Intersections with Slip Lanes
3. Speeding Along Large Roadways
4. Large Roadways around Downtown
5. Intersections with Permissive Left Signals
6. Red Light Running
7. Pedestrians in the Dark
8. Pedestrians in Residential Areas
9. Bicycles Along Wide Roadways
10. Right-of-Way Violations in Rossmoor

Resolution – Traffic Safety Efforts to Date



Local

- General Plan
- Ped & Bike Plans
- Sustainability Action Plan
- TDM Plan
- Complete Street Policy

State

- Transportation-related greenhouse gas emissions reduction bills: AB 32, SB 743, SB 1, SB 1000
- Strategic Highway Safety Plan and Safe System Approach

Resolution – Highlights



WHEREAS, the City can design, construct, repair, and maintain a roads and trails network that is safer, especially for more vulnerable users, such as people walking and bicycling, that encourages meaningful community interaction and the reduction of vehicle miles traveled;

WHEREAS, the City values the people of our community first because human life and health are paramount and should be prioritized before speed, vehicle throughput, convenience for drivers, mobility, and other objectives for the transportation and circulation system;

WHEREAS, in each project delivery, in each capital improvements program, and in each budget, the City values first providing and maintaining Complete Streets;

WHEREAS, roadways traditionally had been designed, constructed, operated, and maintained to prioritize minimizing vehicle delay and increasing vehicle speed before first maximizing the potential for medically manageable traffic injuries that prioritize human life and health;

WHEREAS, the speeds of people driving and the adequacy of on-street facilities (and provision of off-street facilities with physical protection away from vehicles) for the safety of people walking and bicycling have been identified as contributing factors affecting transportation-related fatalities in our community;

Resolution – Highlights



WHEREAS, actions that increase the rates of walking, transit ridership, carpooling, and bicycling help to achieve greenhouse gas reduction goals;

WHEREAS, actions to make the City’s streets safer for all road users, particularly those who are most physically vulnerable, such as seniors, youth, and people with disabilities, will further encourage people of all ages and abilities to walk, bike, roll, and ride transit;

WHEREAS, Vision Zero is a data-informed strategy to eliminate all transportation-related deaths and severe injuries, while increasing safer, healthier, and more equitable mobility for all; and

WHEREAS, Vision Zero is founded on a Safe System approach that recognizes that people will make mistakes and roadway systems, policies, and projects should be designed and implemented to protect people and the “greater good” in maximizing public benefit in the public right-of-way first through redundancies and shared responsibilities before private interests such as on-street vehicle parking.

Summary



Plan and resolution adopted by Council August 1, 2023

- Resolution reinforced on previous traffic safety efforts and affirmed use of Safe System Approach

Staff applied for SS4A Planning & Demonstration grant in July 2023

On-Going & Next Steps

- Establish the “traffic safety” working group
- Establish prioritization criteria
- Create a “dashboard”
- Demonstration project
- Institutionalize traffic safety in policies, plans, guidelines, and standards