

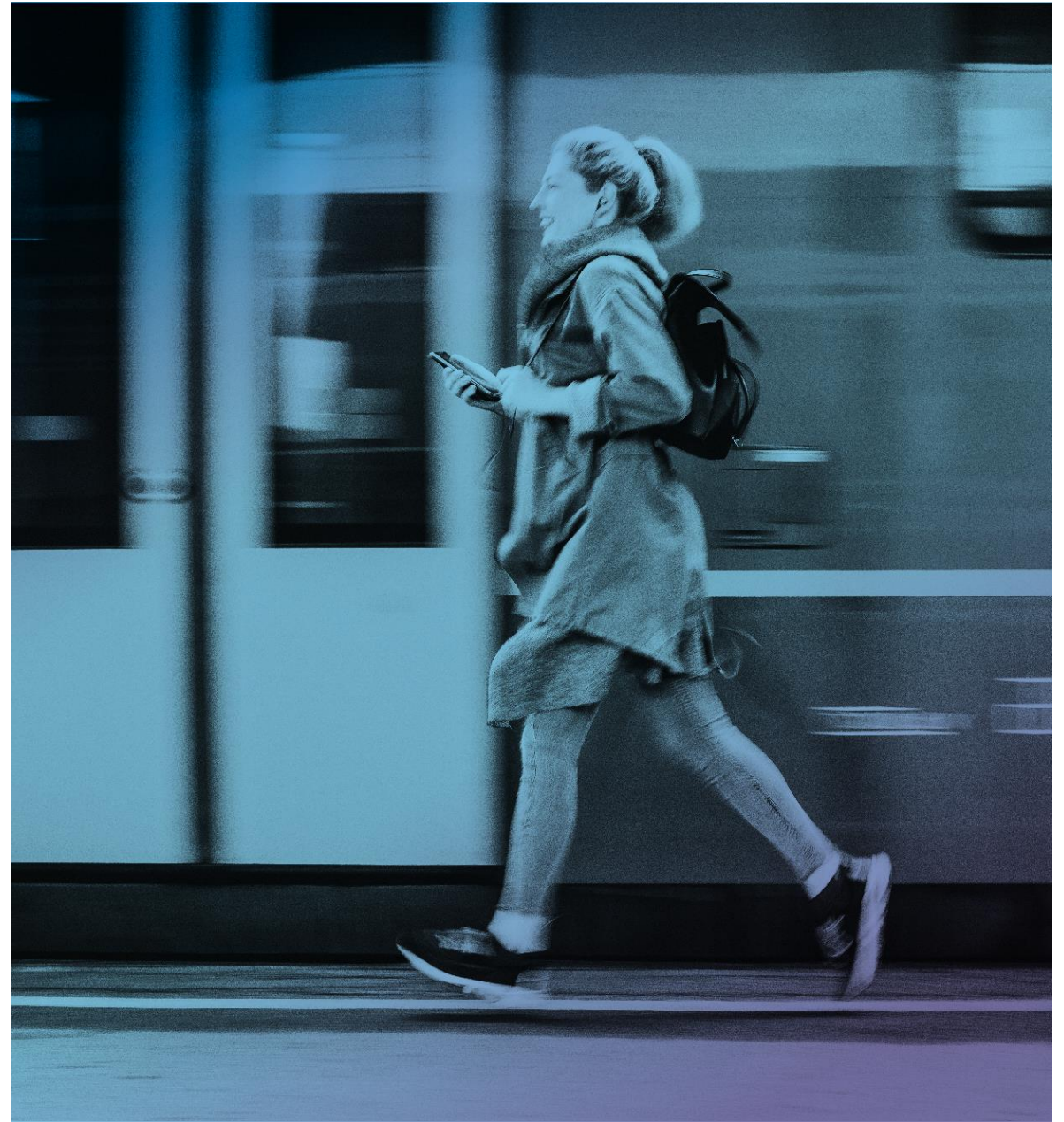


CONTRA COSTA
transportation
authority

Contra Costa

Countywide Comprehensive Transportation Safety Action Plan

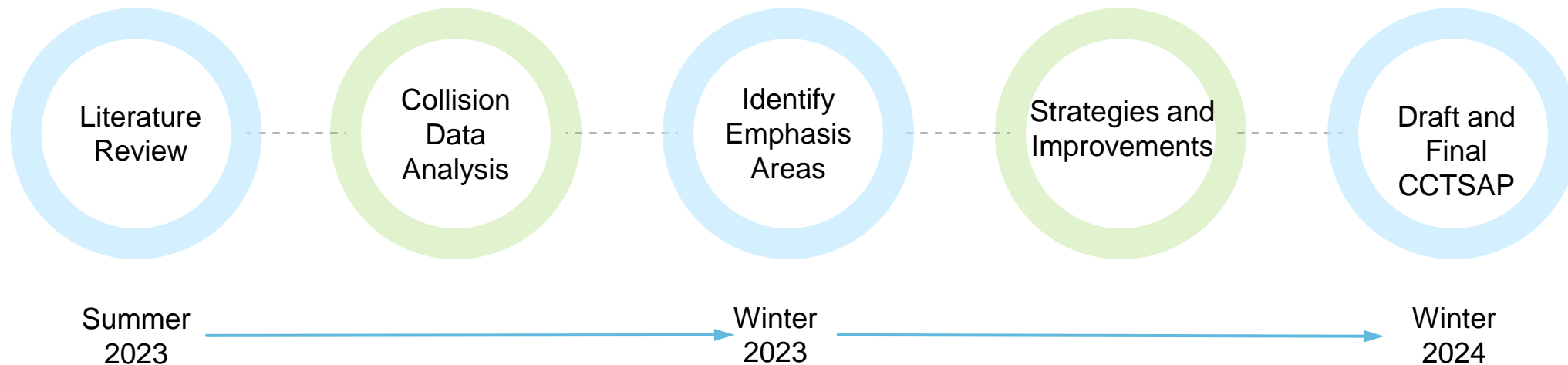
Colin B. Clarke, AICP
Planning Department



Contra Costa Countywide Comprehensive Transportation Safety Action Plan (CCTSAP)

What is it?

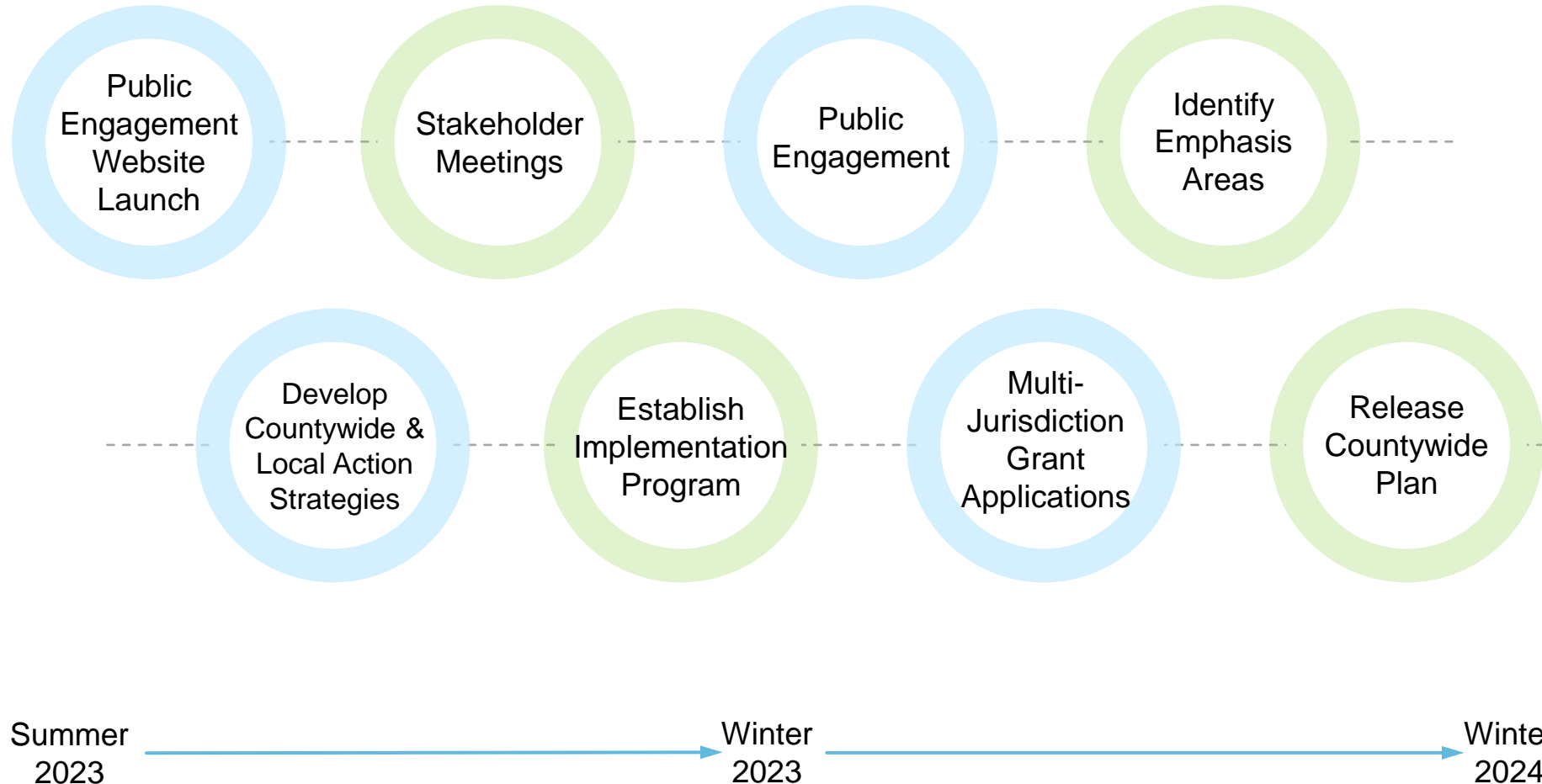
- Empower local agencies to be their own **Lead Applicant** for future USDOT Safe Streets for All (SS4A) implementation grants
- Help local agencies meet state & federal safety requirements, e.g., policy
- Establish regional safety emphasis areas, strategies, and priorities
- Integrate state & local safety plans into a Regional Safety Plan using a consistent countywide **Safe Systems Approach**
- Continue community engagement coordinated with CTP update for 2050
- Identify multi-jurisdiction projects and grant-competitive countywide improvements that apply the [Countywide Vision Zero](#) toolbox
- Develop locally implemented Multi-Jurisdiction Grant Applications



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



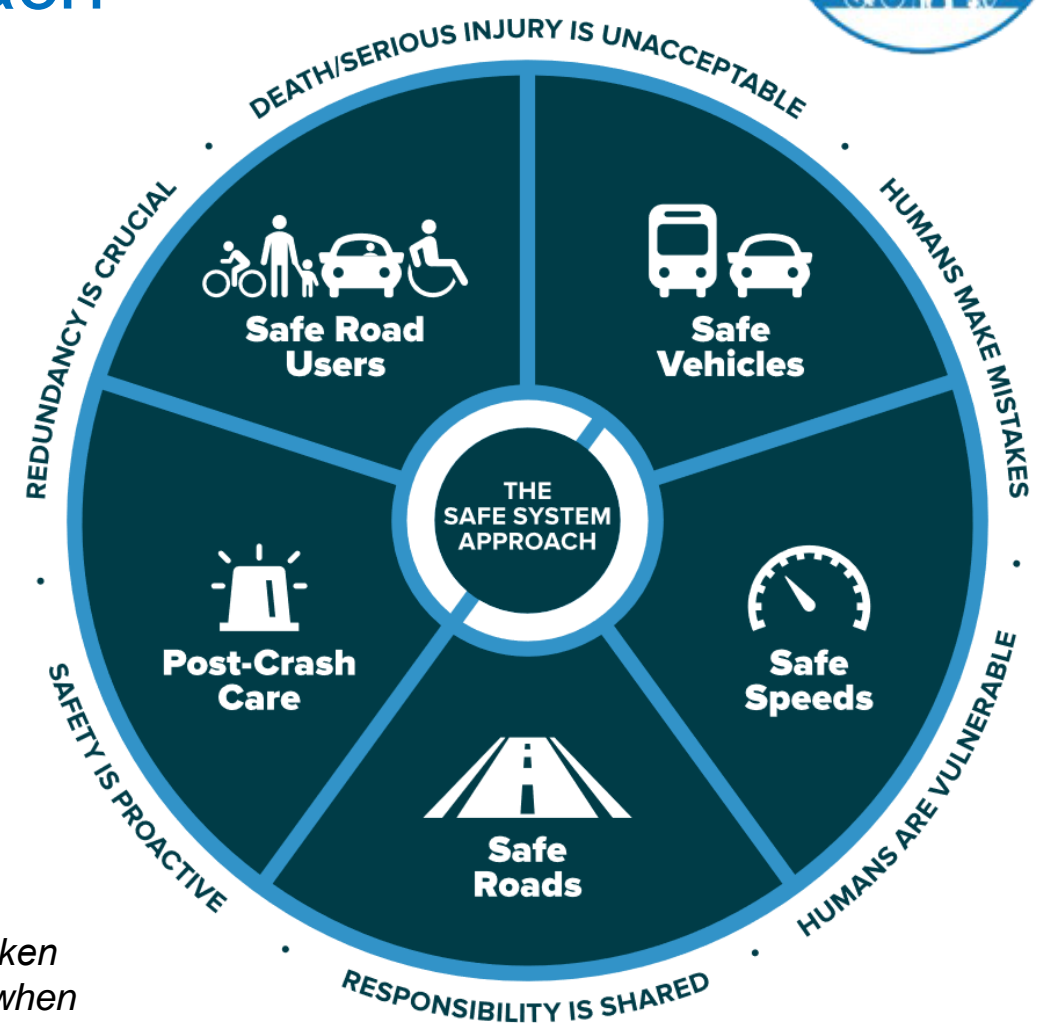
CCTSAP Milestones





Integrating the Safe System Approach

1. Prevent Fatal & Severe (Life-Altering) Injuries
2. Design for Human Mistakes
3. Reduce design speeds and speed limits to 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.”*

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%

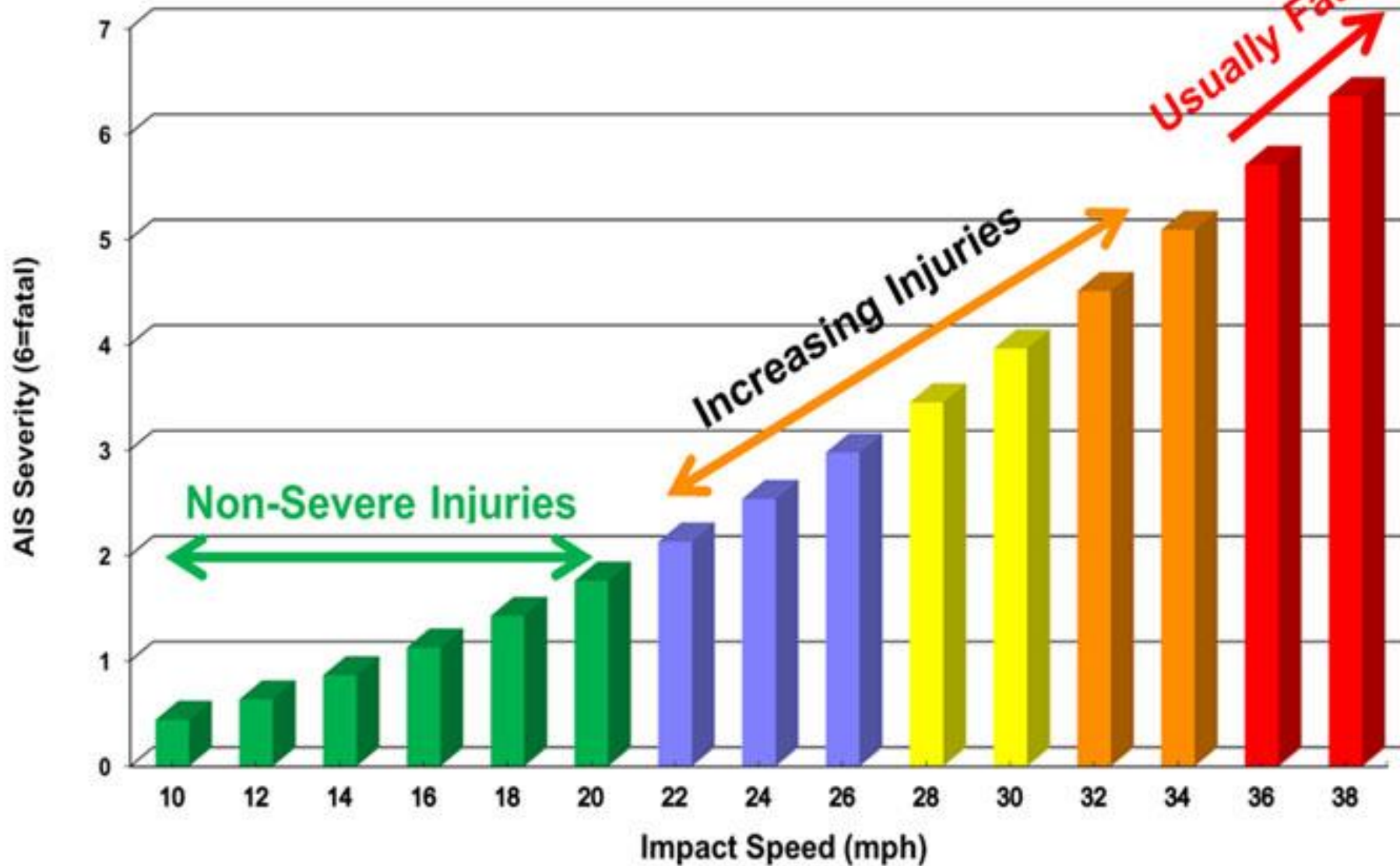


Likelihood of fatality for people walking if hit at these speeds

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

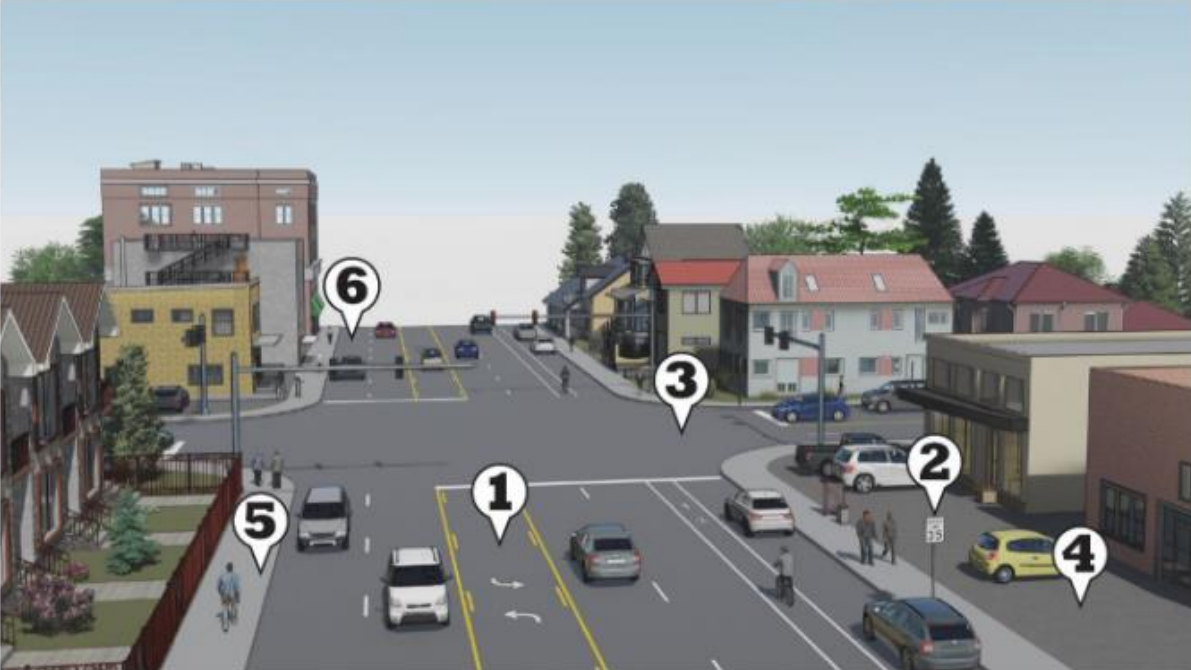
Vehicle Impact Speed vs. Pedestrian Injury

(initial impact only)



Source: FHWA

Figure 14: Example street designed to move traffic



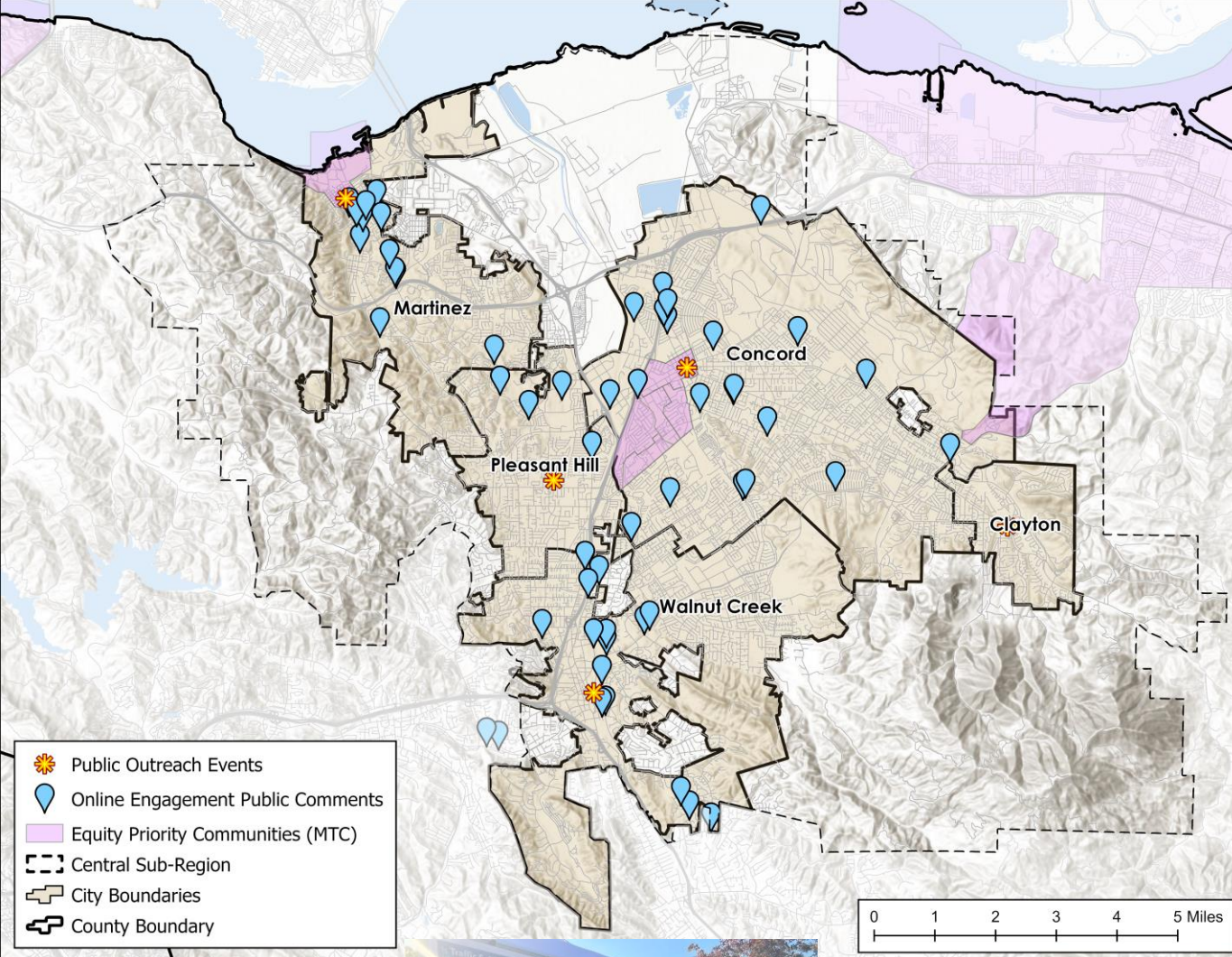
- ① Wide, multilane road supports mobility for motorists
- ② Higher speeds increase risk of injury or fatality for pedestrians and bicyclists
- ③ Lack of pedestrian crossings and separated bike facilities increase pedestrian and bicyclist exposure to high speed vehicles
- ④ Parking lots along street frontage encourage driving
- ⑤ Lack of street lighting for pedestrians reduces visibility and safety
- ⑥ Long distances between signals limit crossing opportunities and increase speeds

Figure 15: Example street designed for all modes



- ① Narrow road with dedicated multimodal facilities supports mobility for all users
- ② Slower speed feels and is safer for all users
- ③ Shorter distances between signals increases crossing opportunities
- ④ Protected bike lanes reduce bicyclist exposure to motorists
- ⑤ Safer crossings reduce pedestrian exposure to motorists
- ⑥ Buildings along street frontage improves pedestrian environment
- ⑦ Street lighting for pedestrians increases visibility and safety

Community Engagement



- Virtual Outreach Campaign and Online Survey
 - 317 Total Visits and 107 unique users
 - 58 comments, 54 survey responses

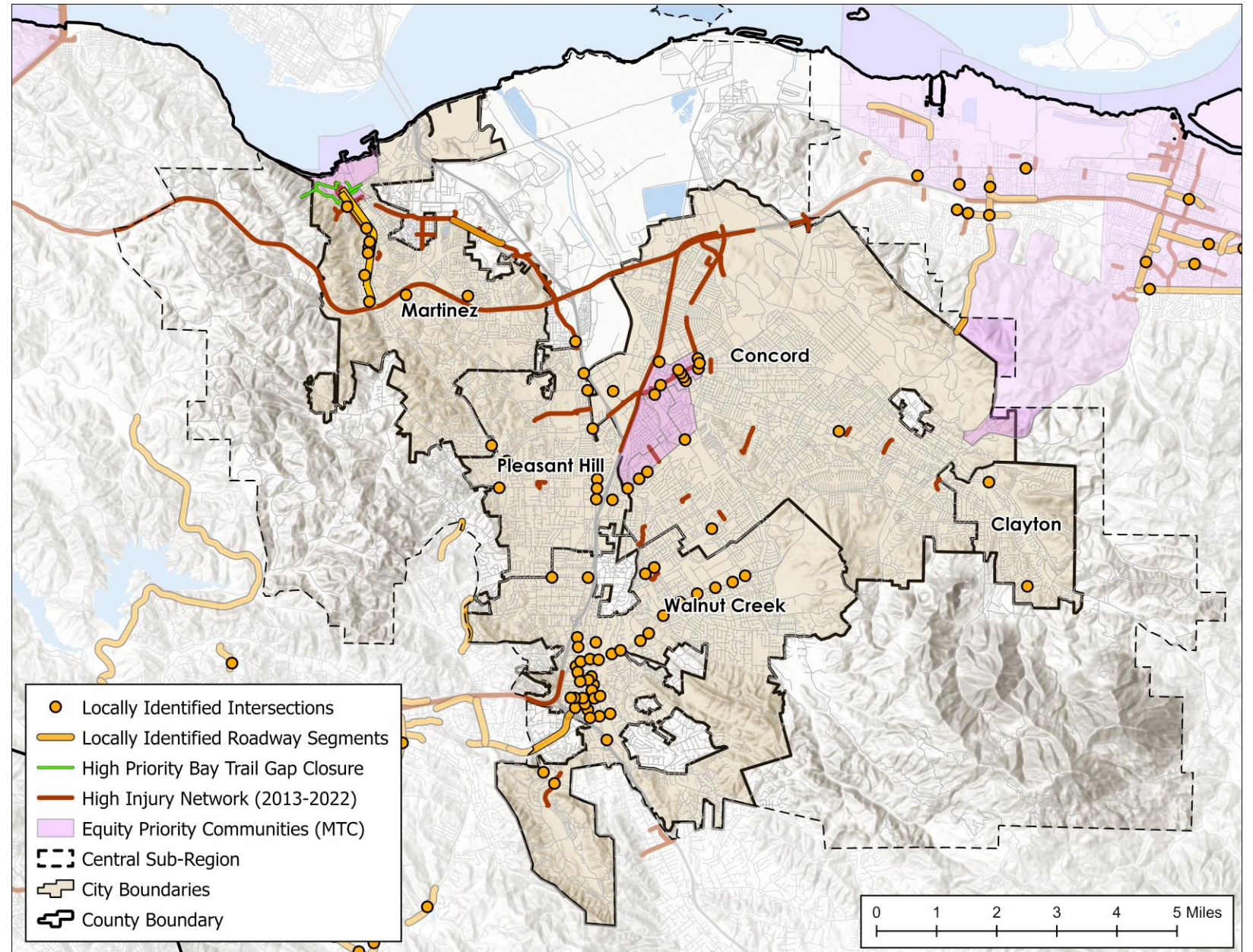
- In-person Community Outreach Events
 - Concord
 - Music & Market (August 2023)
 - Martinez
 - Farmers Market (August 2023)
 - Pleasant Hill
 - Tinkers & Thinkers (Sept 2023)
 - Clayton
 - Oktoberfest (Sept 2023)
 - Walnut Creek
 - Oktoberfest (October 2023)



Locally Identified High-Frequency Collision Locations (Central County)

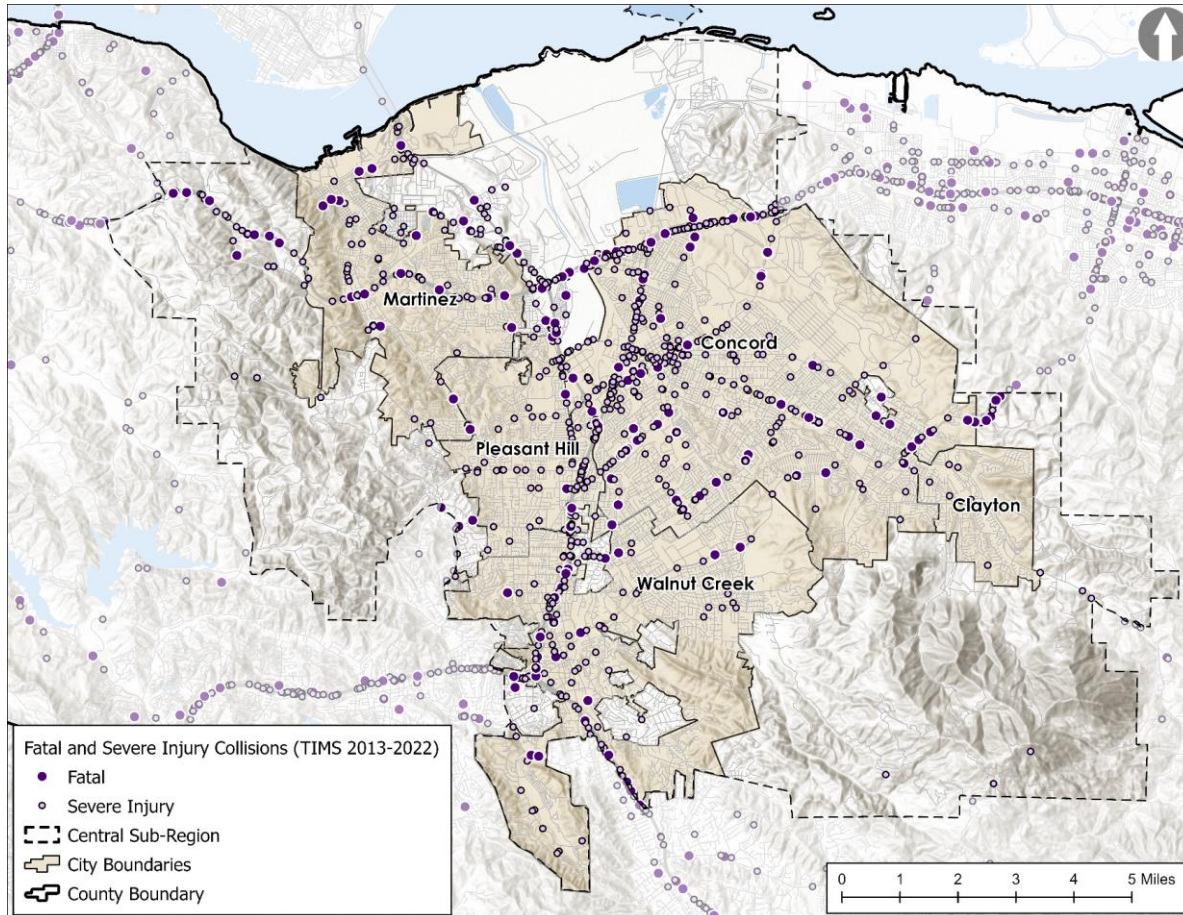


Source: MTC Data Catalog, Accessed September 2023 ([EPC - Plan Bay Area 2050](#)), Equity Priority Communities (EPCs) are identified by MTC using data collected from American Community Survey, 2014-2018, High-Injury Network identified using TIMS 2013-2022 Collision Data via BayViz

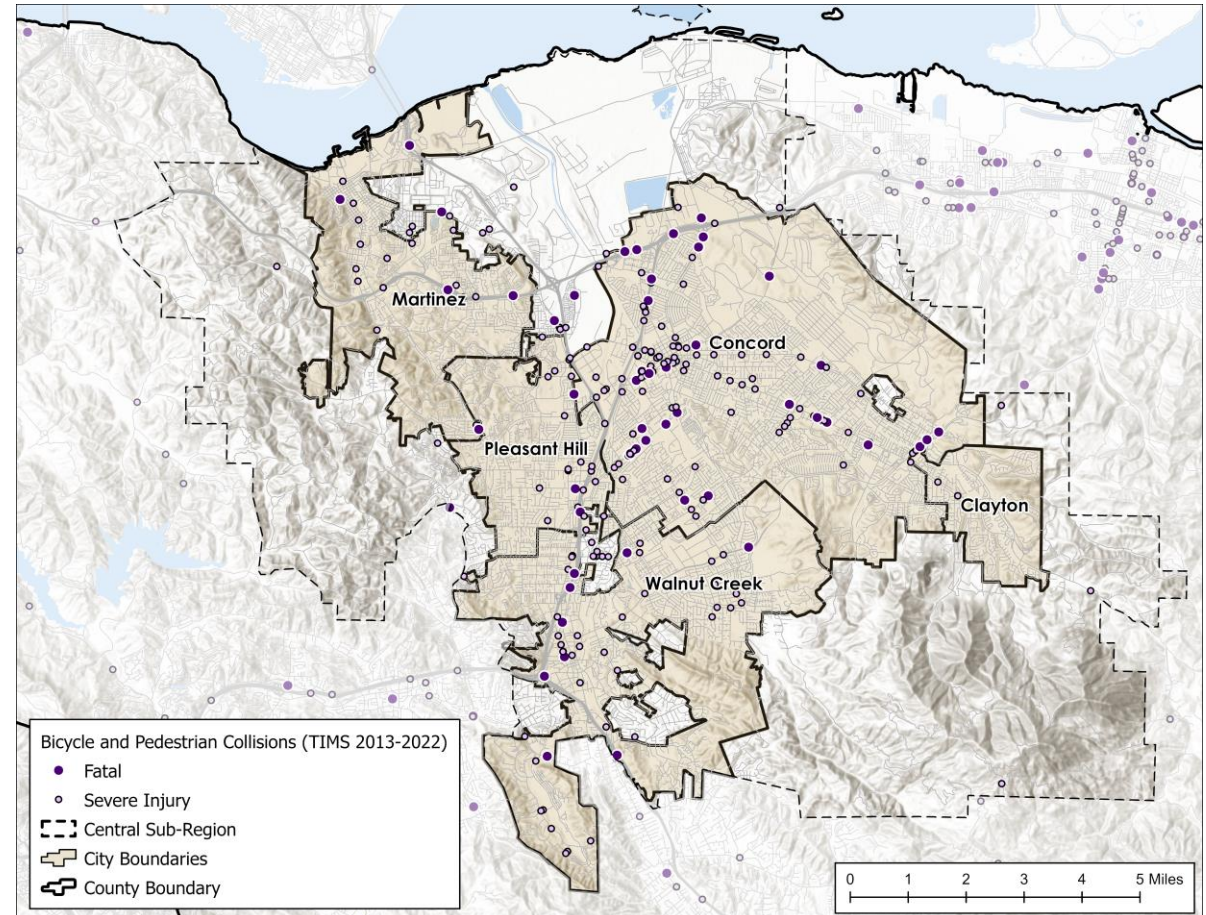


Fatal and Severe Injury (K+SI) Collisions - Central County

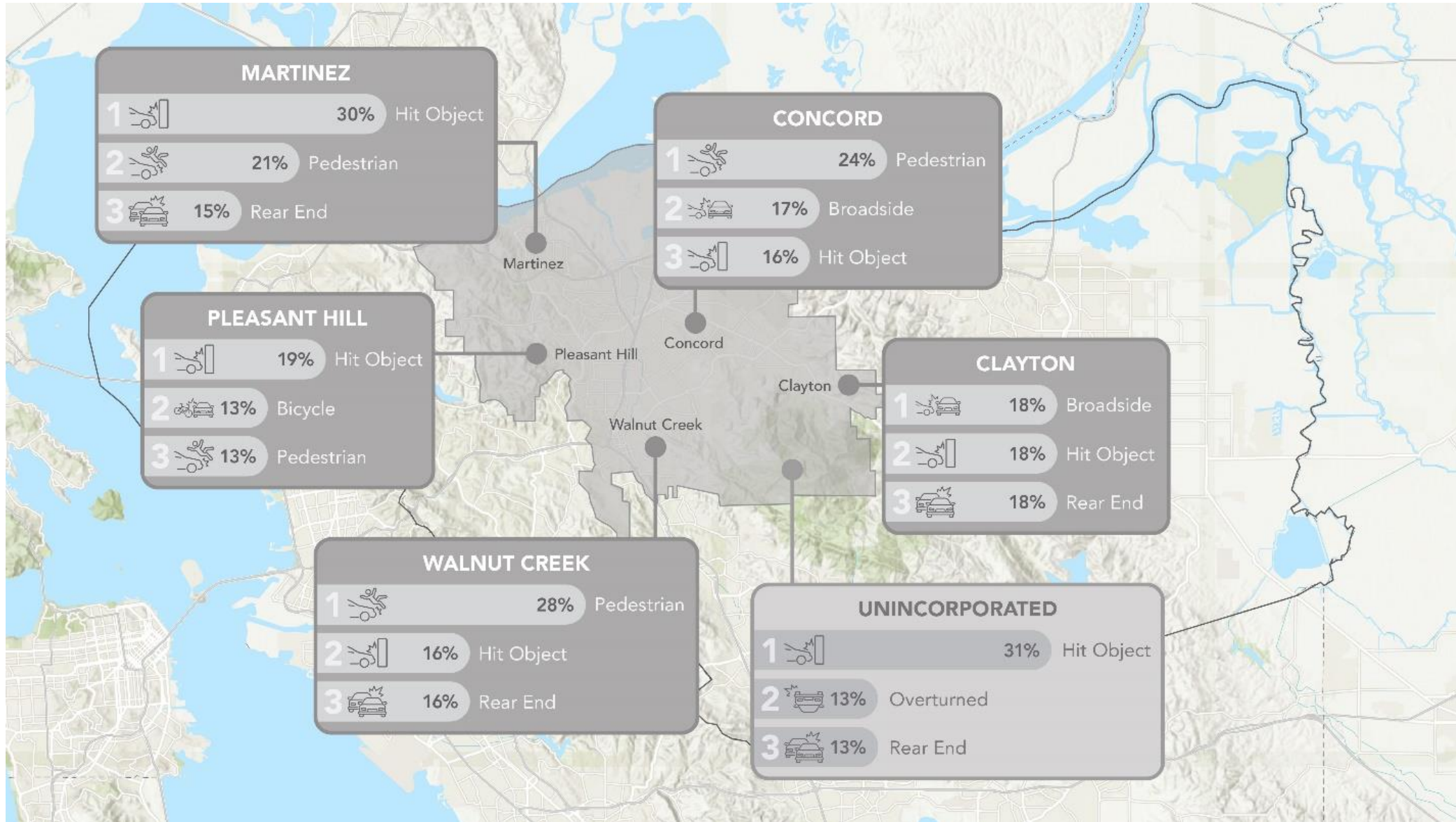
Total Fatal & Severe Injury Collisions (2013-2022)



Pedestrian and Bicycle Fatal & Severe Injury Collisions (2013-2022)



Top K+SI Collision Types (Central County)

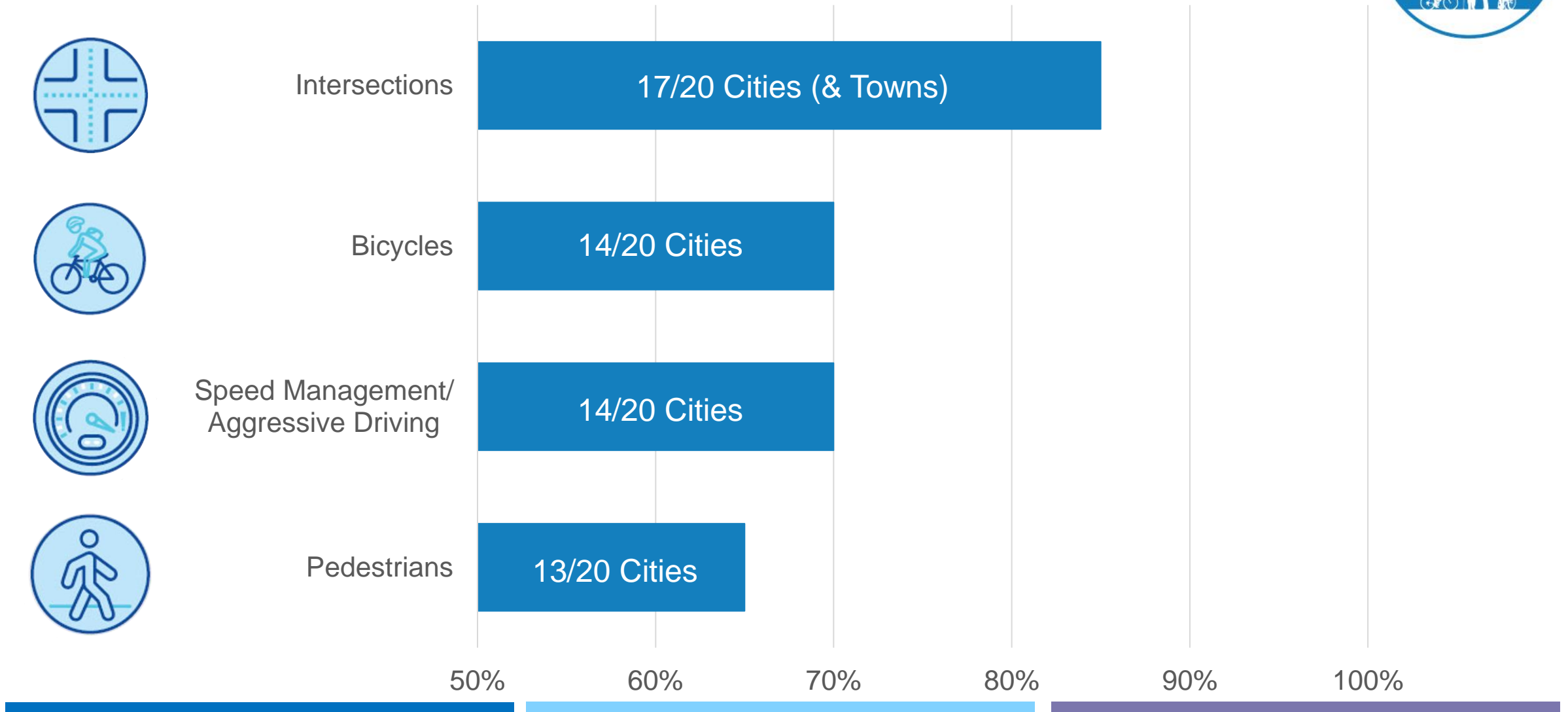


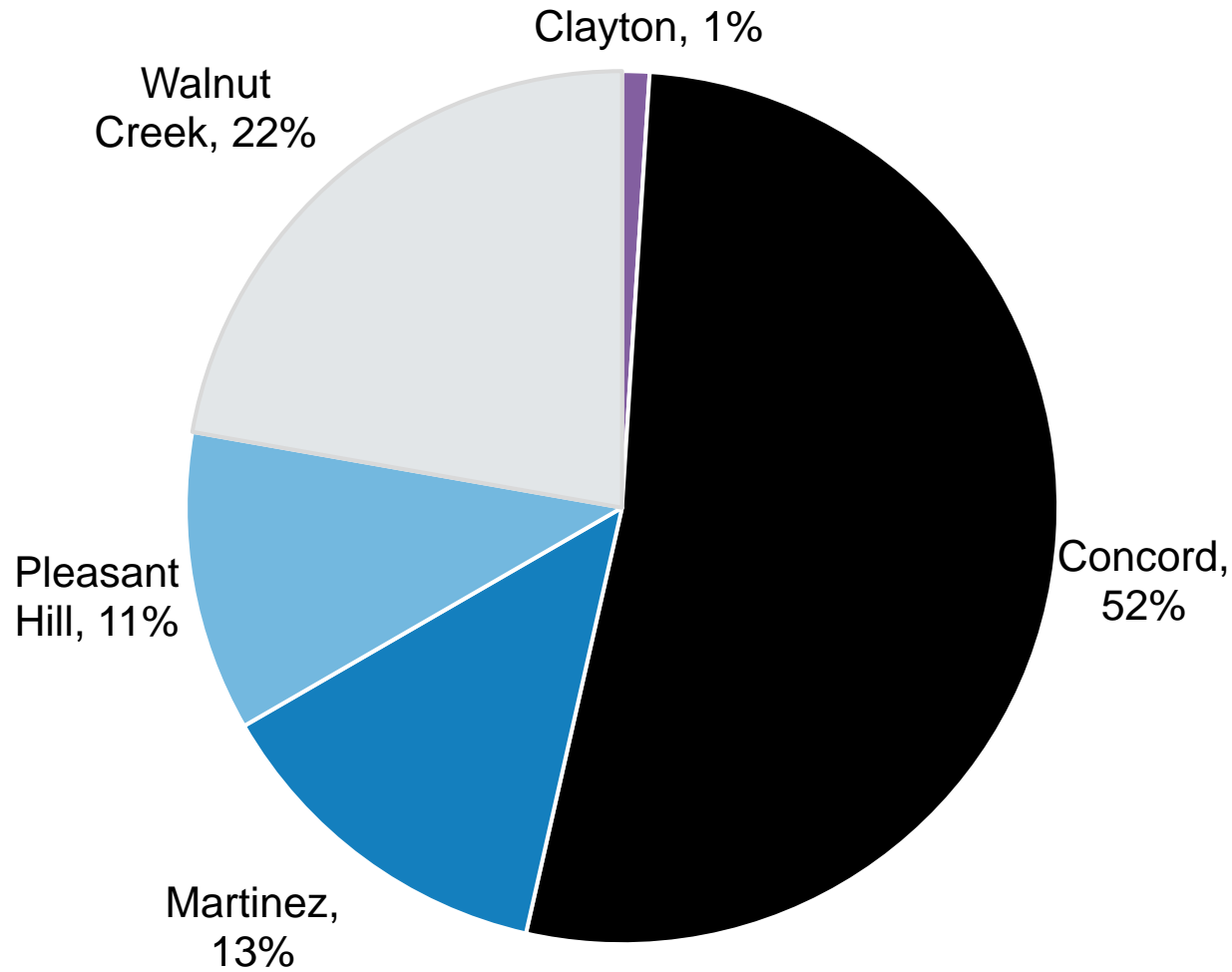
Local Emphasis Areas



		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		✓			✓		✓				✓		
	Inlut Creek		✓				✓	✓				✓	✓	

Countywide: Common Emphasis Areas





Economic Impact of Collisions

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

\$259 Million/Year

Concord and Walnut Creek account for 74% of the collision costs in the Central County

Note: These economic impacts include crashes on state highways within each city

Source: BayViz, TIMS Data (2013-2022), Accessed June 2023 17

Recommended Next Steps

- Review Draft CCTSAP Report
- Adopt Local Vision Zero Policy
- Implement locally identified projects and (Engineering & Non-Engineering) strategies using Safe Systems Approach and Countywide Vision Zero Toolbox
- Establish local traffic safety working group to implement LRSP and foster a “safety culture”
- Participate in future grant cycles, leveraging regional multi-jurisdiction partnerships

Adopted Policy: Reduce fatal & severe injury crashes by 50% by 2029 and Zero by 2034.



TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

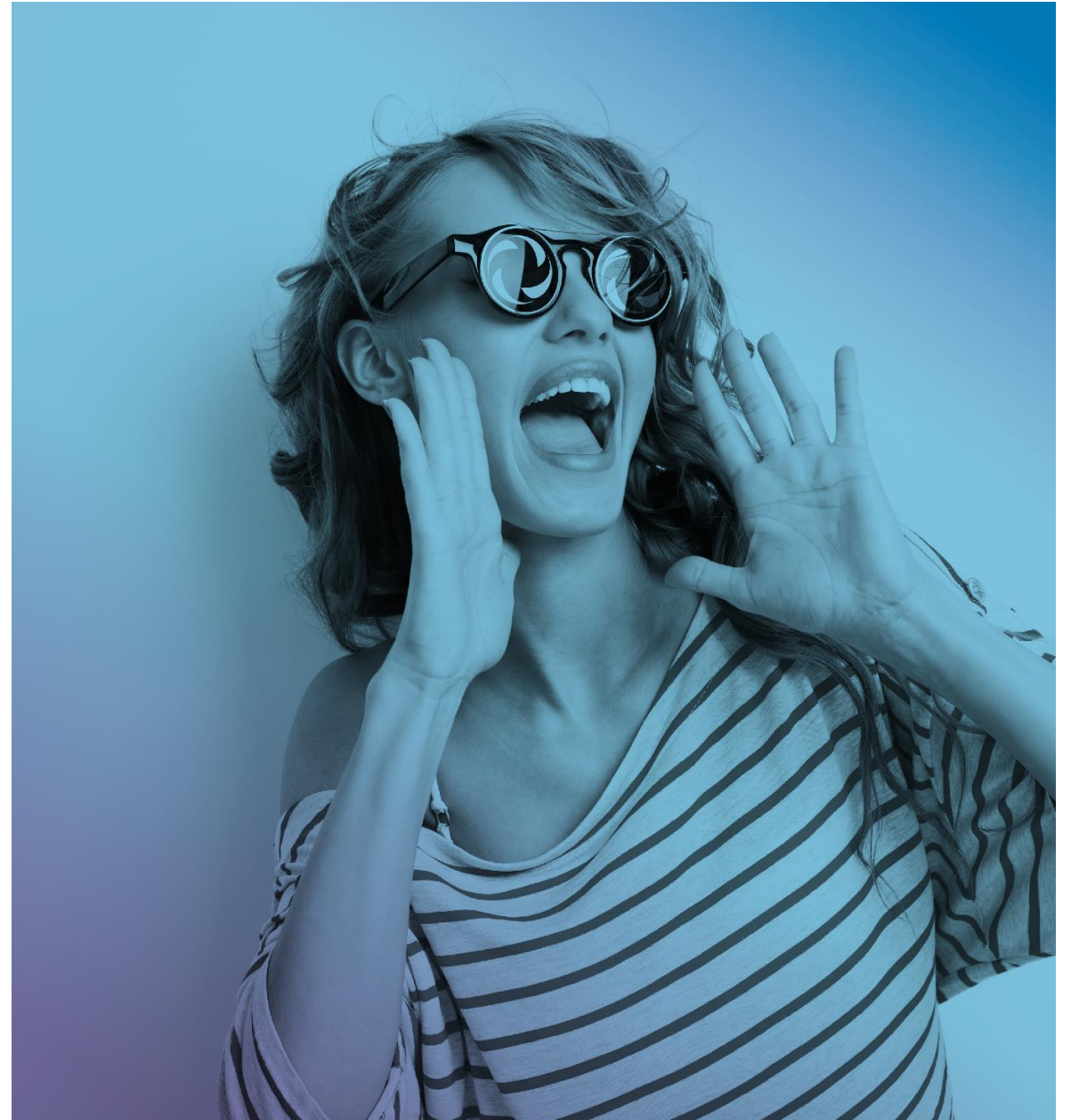
SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

VS



Comments &
Questions?





Contact Us

Colin B. Clarke, AICP
Planning Department
cclarke@ccta.net
925-256-4726

<https://ccta.net/planning/countywide-vision-zero/>