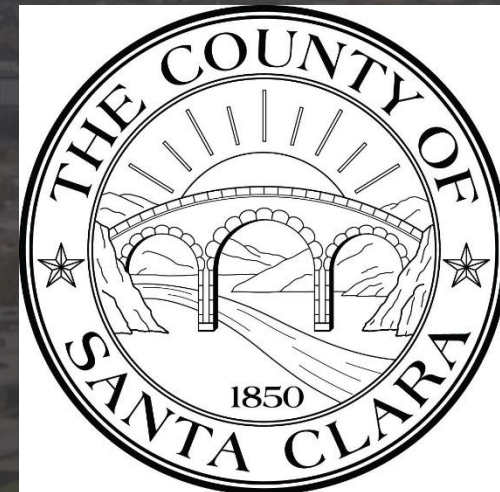


# Local Roadway Safety Plan

Stakeholder Meeting

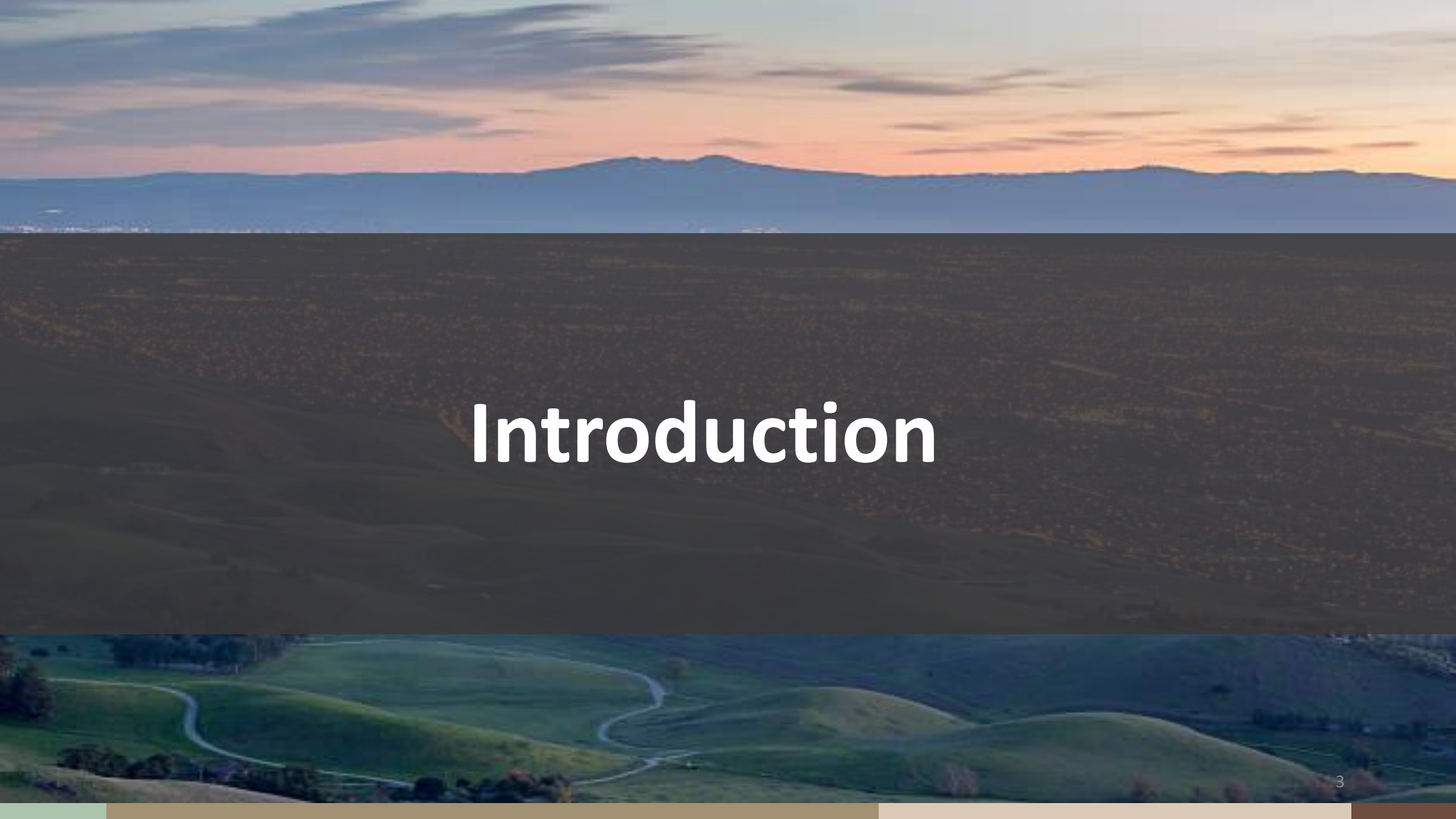
April 5, 2023



# Agenda

- Introductions
- What is a LRSP?
- Goals & LRSP Process
- Preliminary Collision Analysis Findings
- High Injury Network
- Outreach Platform
- Your Role as a Safety Champion
- Open Discussion
- Next Steps





# Introduction

# Stakeholder Meeting #1

## County of Santa Clara:

- Clarence Salim, Senior Civil Engineer
- Thein Pham, Senior Civil Engineer
- Peter Perez-Hernandez, Assistant Civil Engineer
- Ronald Short, Junior Civil Engineer

## TJKM Transportation Consultants:

- Ruta Jariwala, Principal Engineer
- Himangi Mutha, Transportation Planner

# What is a Local Road Safety Plan (LRSP)?

- Overarching Goals:
  - To reduce fatalities and severe injuries on county roadways and intersections attributed to traffic collisions
  - To identify, analyze and prioritize roadway and intersection safety improvements on county roads
  - A required document to be eligible for the Highway Safety Improvement Program (HSIP) grant funding & One Bay Area Grant (OBAG)

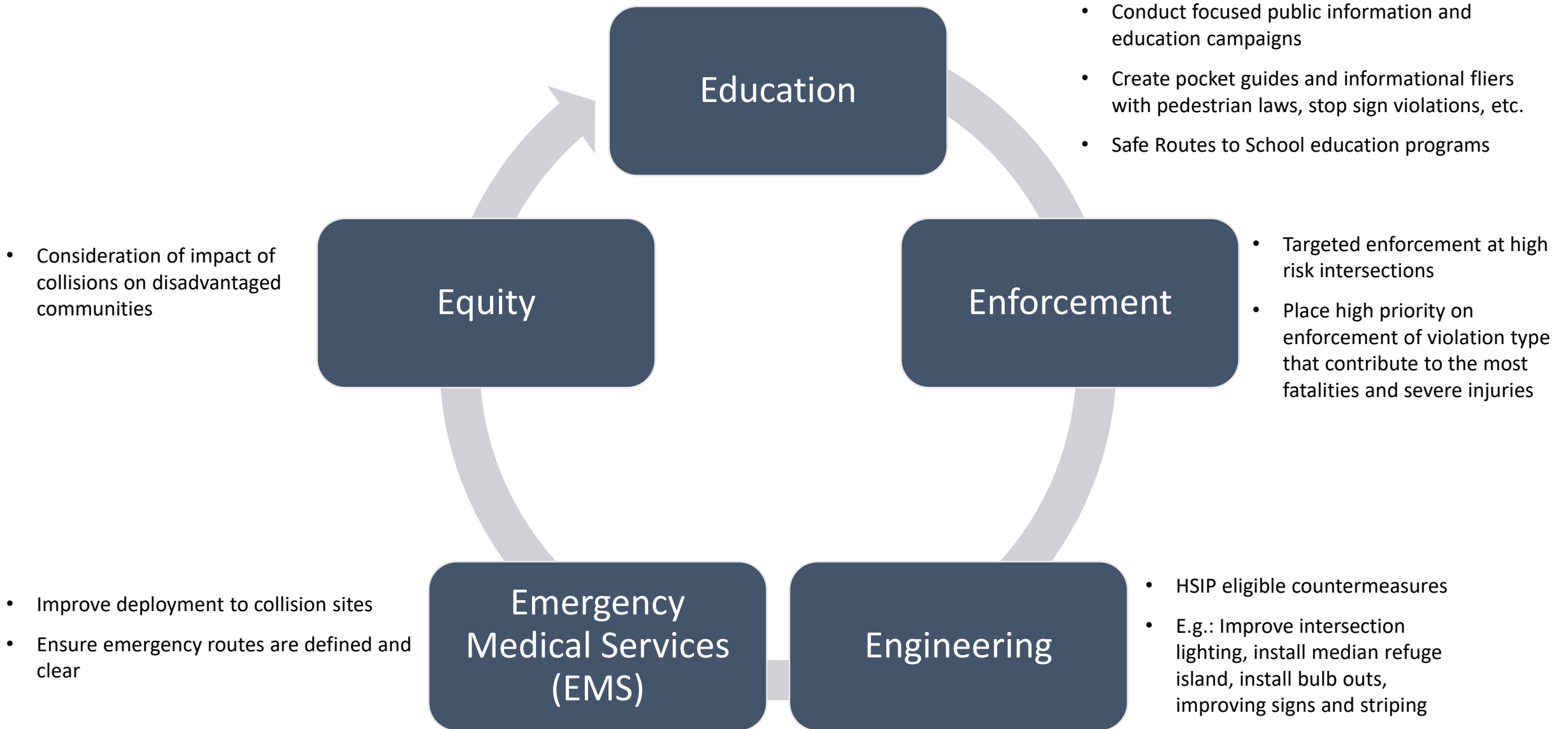


# Benefits of a LRSP

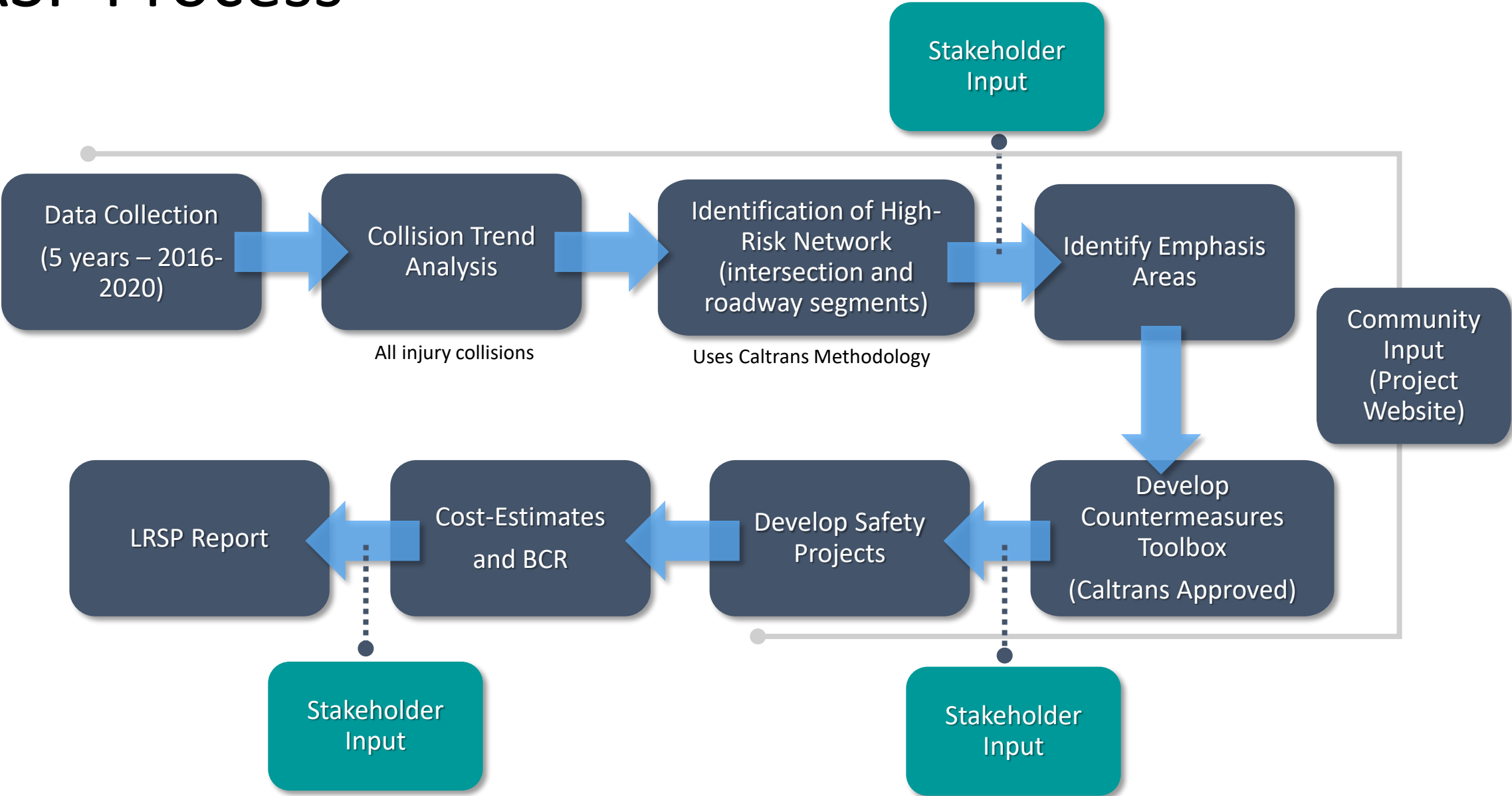
- Data driven approach to identify, analyze, and prioritize roadway safety improvements
- Considers stakeholder and community feedback to identify additional traffic safety related concerns
- Holistic approach: incorporates more than just engineering solutions
- Allows the county to implement a systemic approach to address collisions
- Tailored to the county's and Community specific traffic safety needs – based on the data
- Implementation: County is eligible to apply for grants (HSIP, OBAG and SS4A)



# The 5 E's of Traffic Safety



# LRSP Process

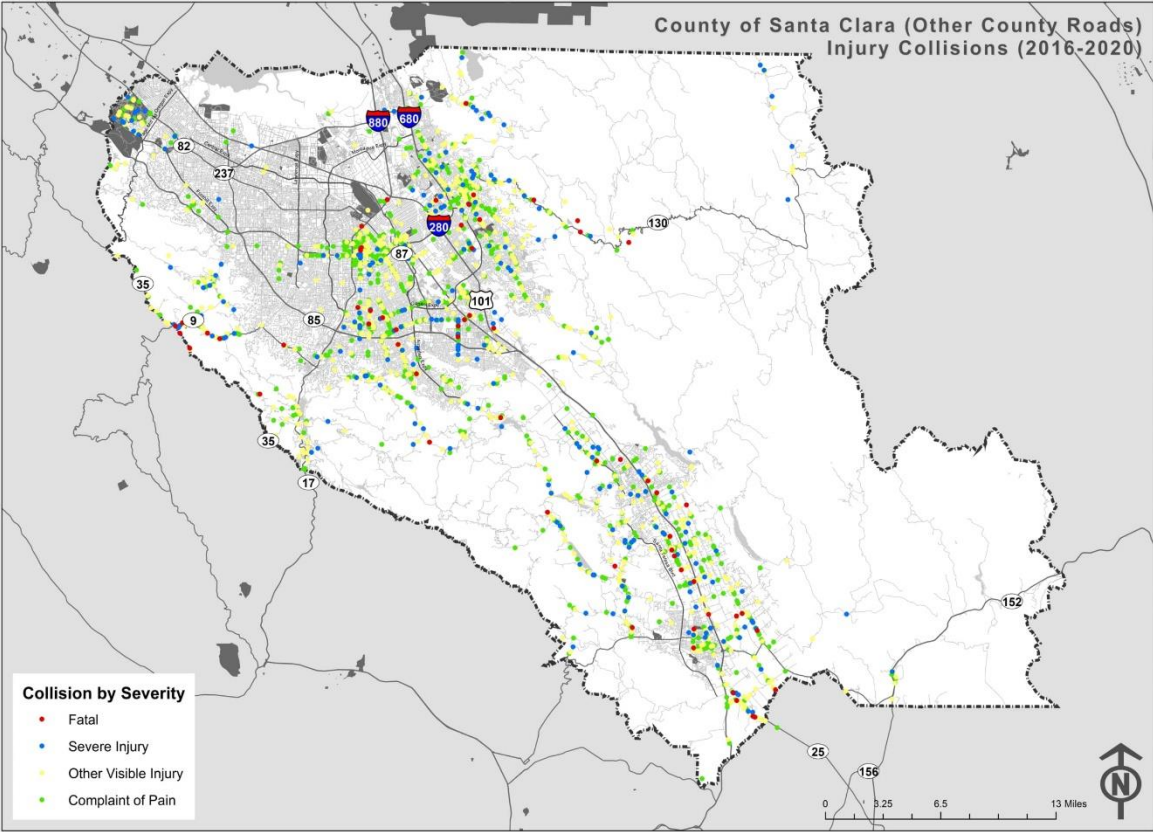




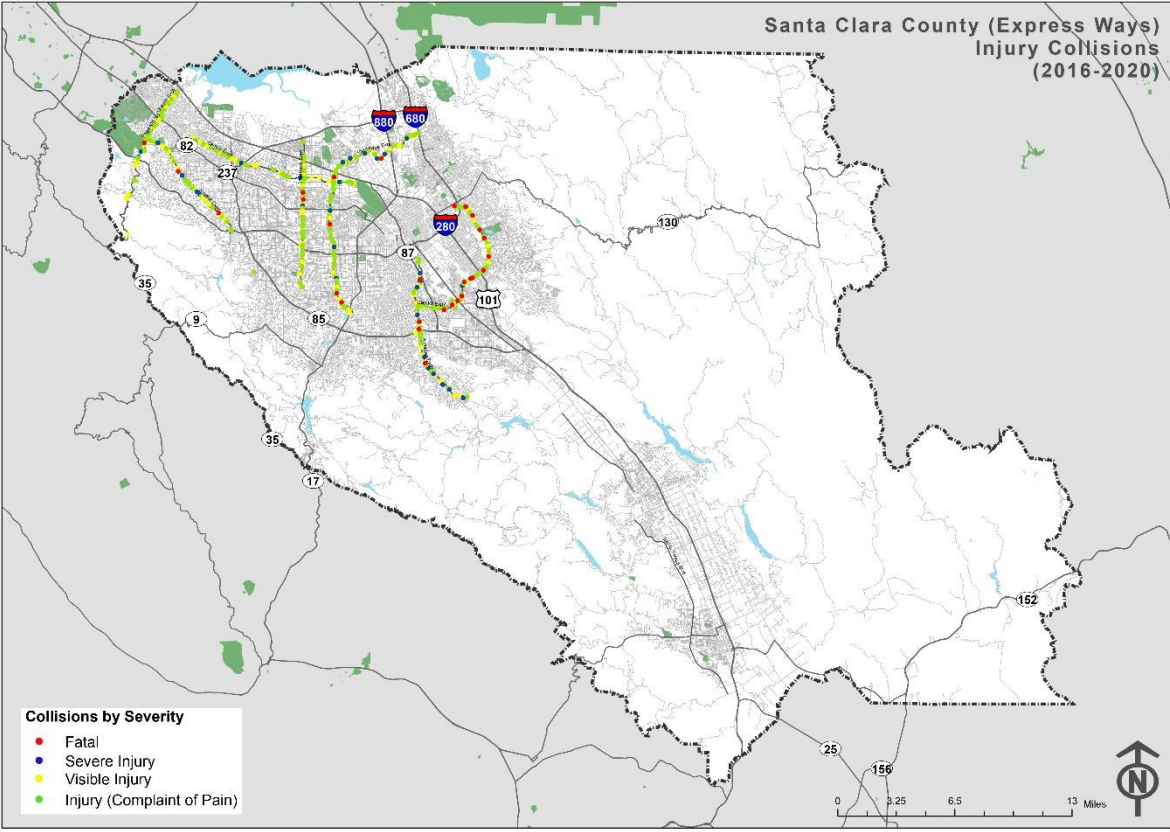
An aerial photograph of a city featuring a complex multi-level highway interchange in the foreground. The city skyline is visible in the middle ground, and a range of blue mountains stretches across the background under a sky with scattered white clouds. A semi-transparent dark grey horizontal band is overlaid across the middle of the image, containing the title text.

# Collision Analysis

# Collision Analysis Findings

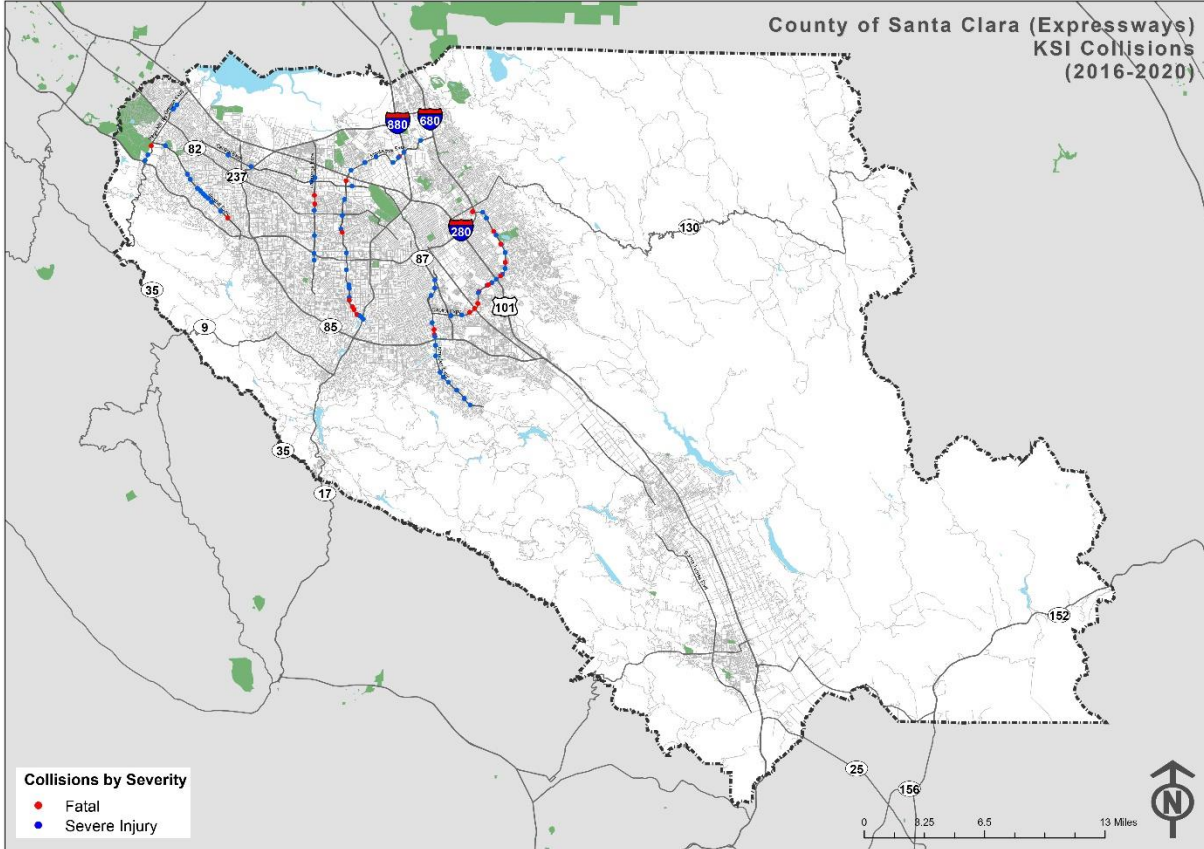
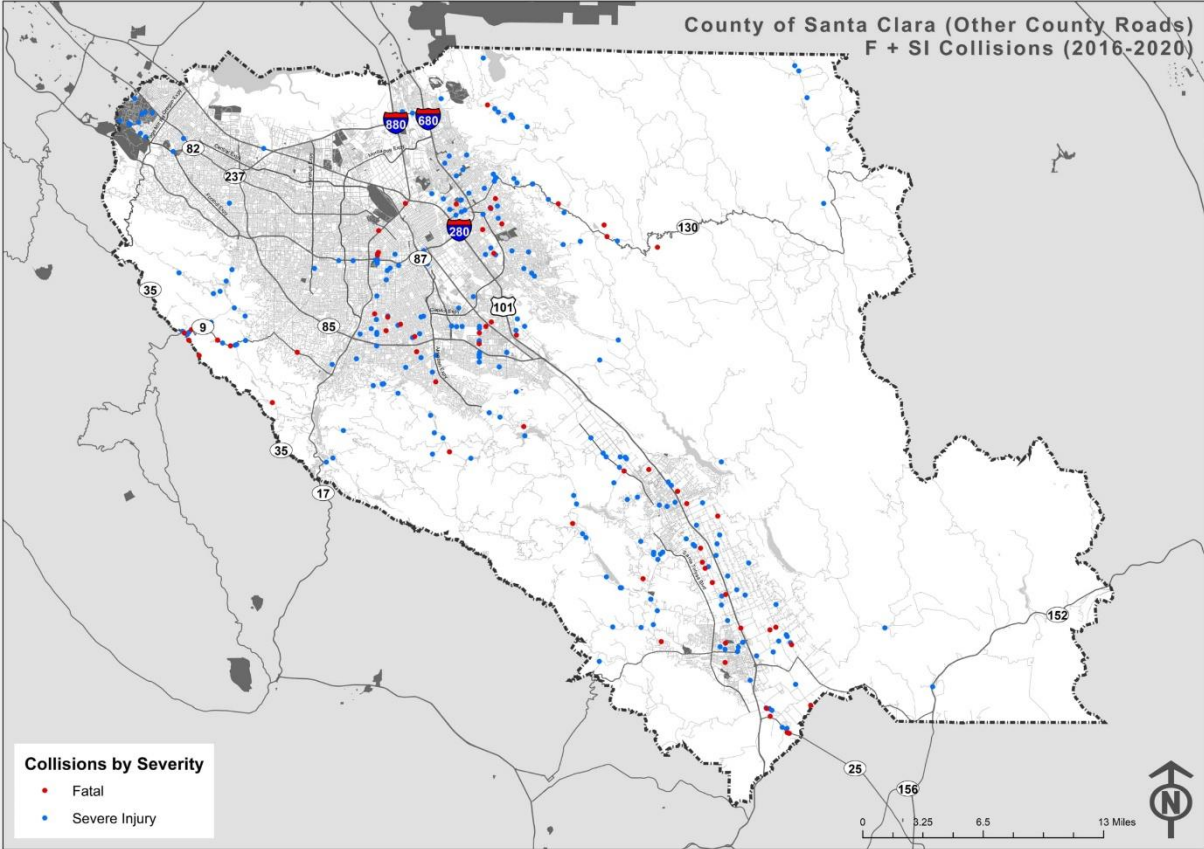


All Injury Collisions (2016-2020)  
**Other County Roads (excluding expressways)**



All Injury Collisions (2016-2020)  
**Expressways**

# Collision Analysis Findings

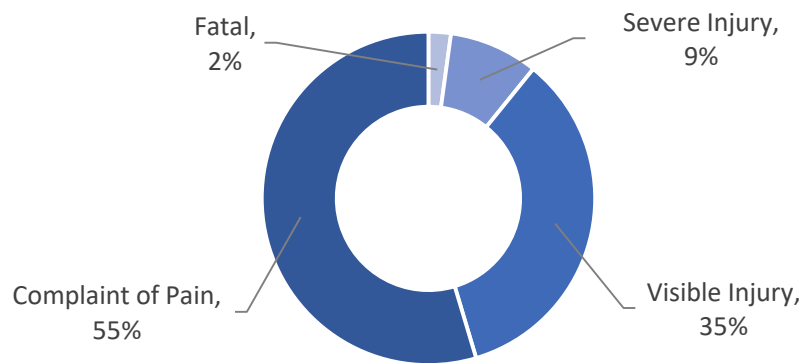
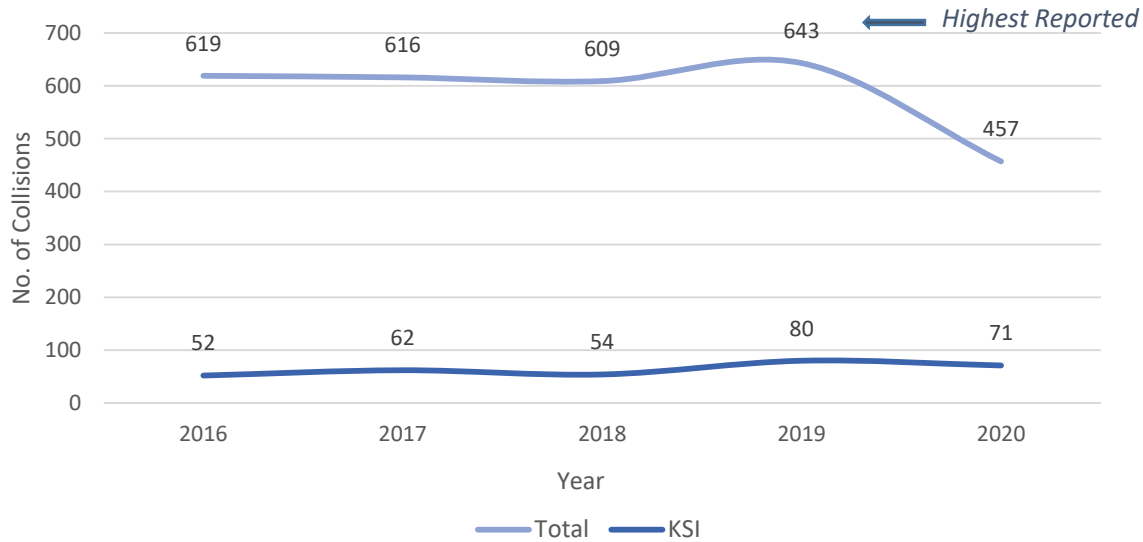


KSI (Killed & Severe Injury) Collisions (2016-2020)  
**Other County Roads (excluding expressways)**

KSI (Killed & Severe Injury) Collisions (2016-2020)  
**Expressways**

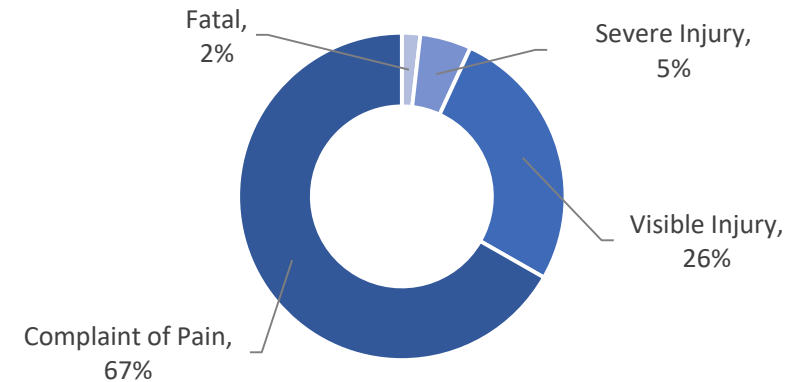
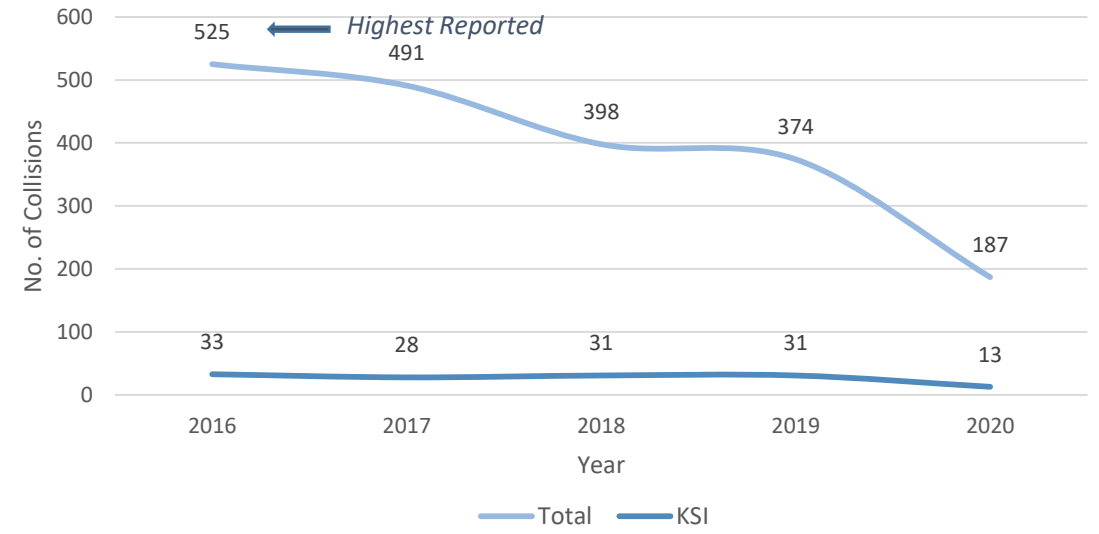
# Collision Analysis Findings

## Other County Roads



319 Killed & Severe Injury (KSI) collisions

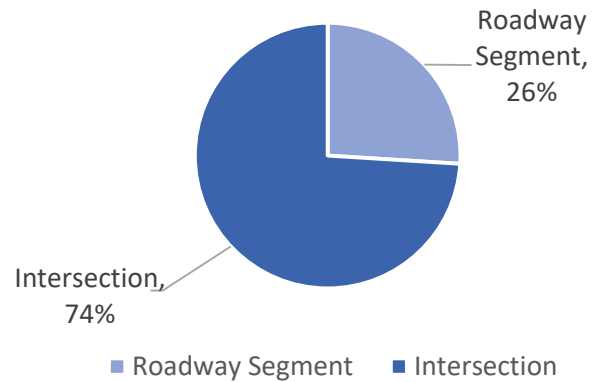
## Expressways (2016-2020)



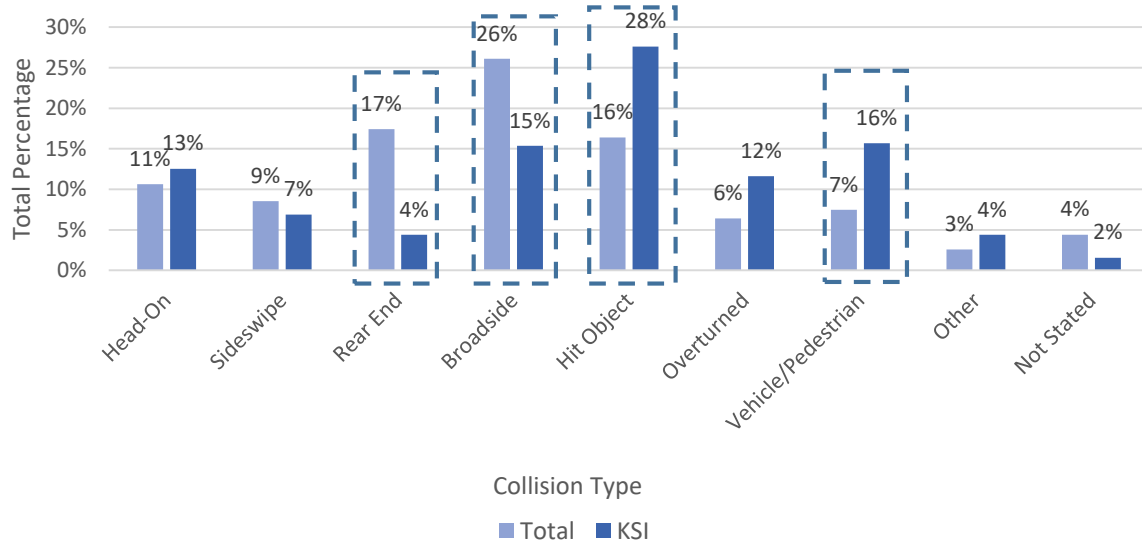
136 Killed & Severe Injury (KSI) collisions

# Collision Analysis Findings

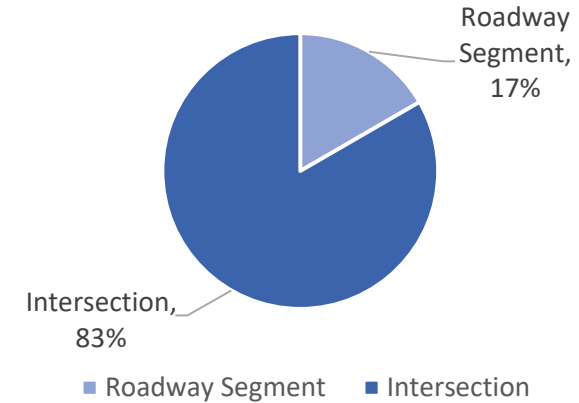
## Other County Roads Intersections vs. Roadway Segments



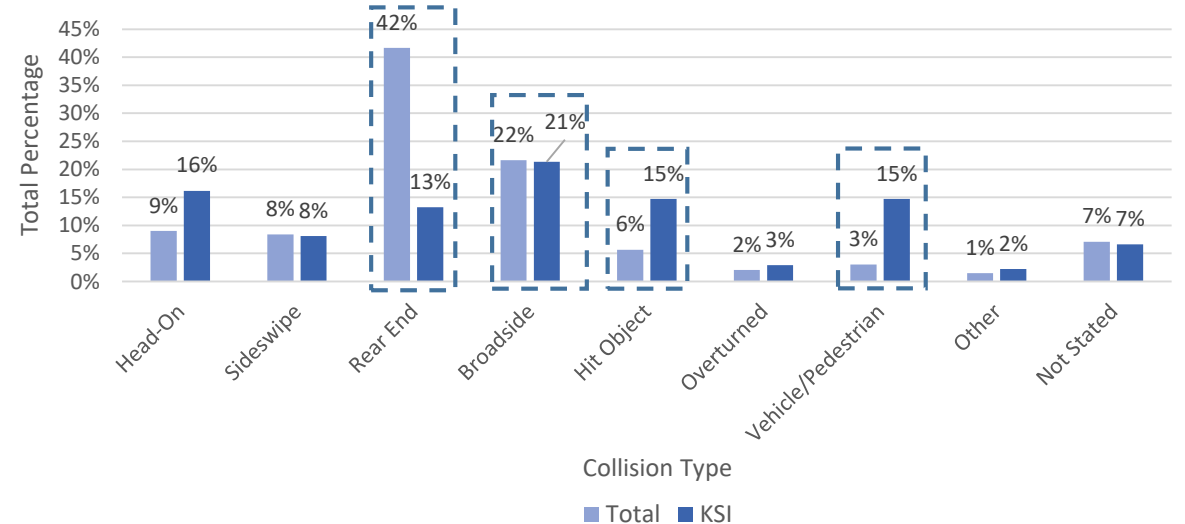
### Collision Type



## Expressways (2016-2020) Intersections vs. Roadway Segments

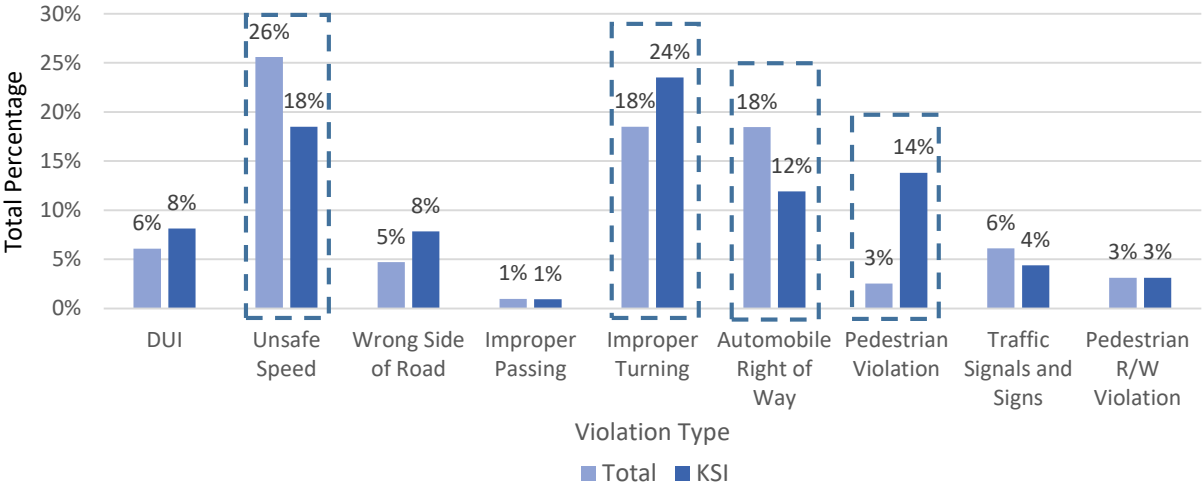


### Collision Type

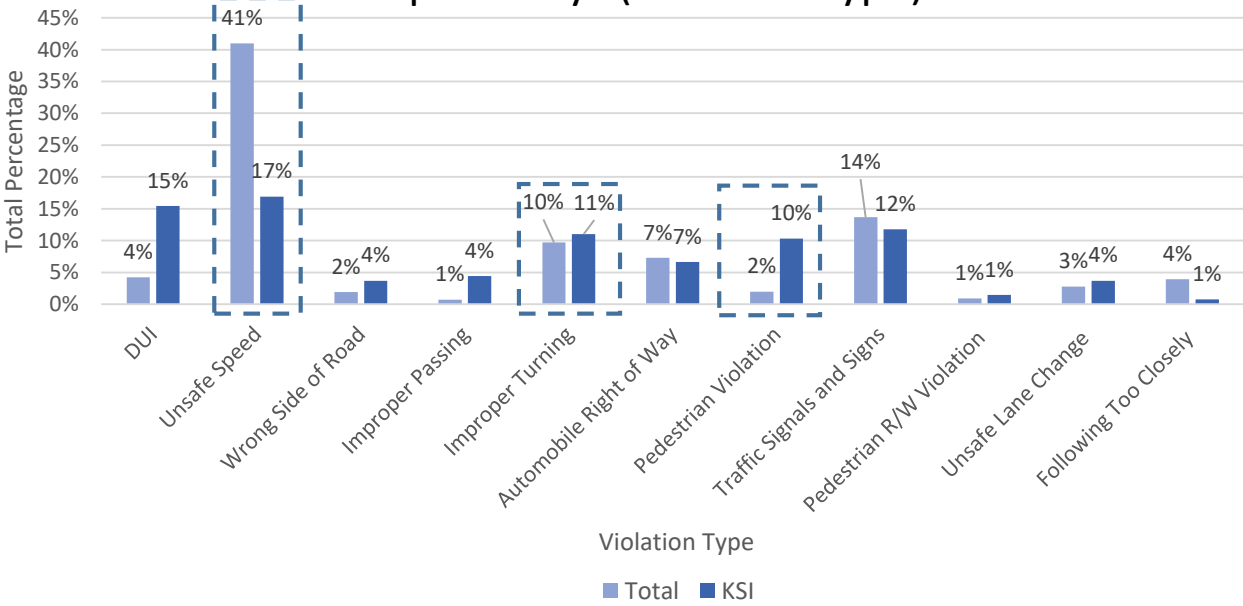


# Collision Analysis Findings

## Other County Roads (Violation Type)

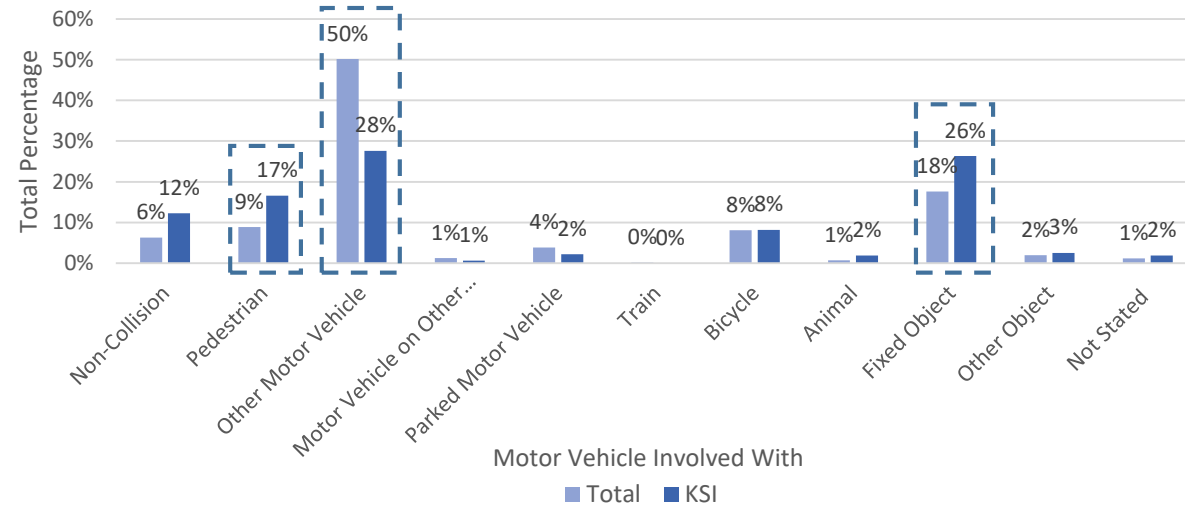


## Expressways (Violation Type)

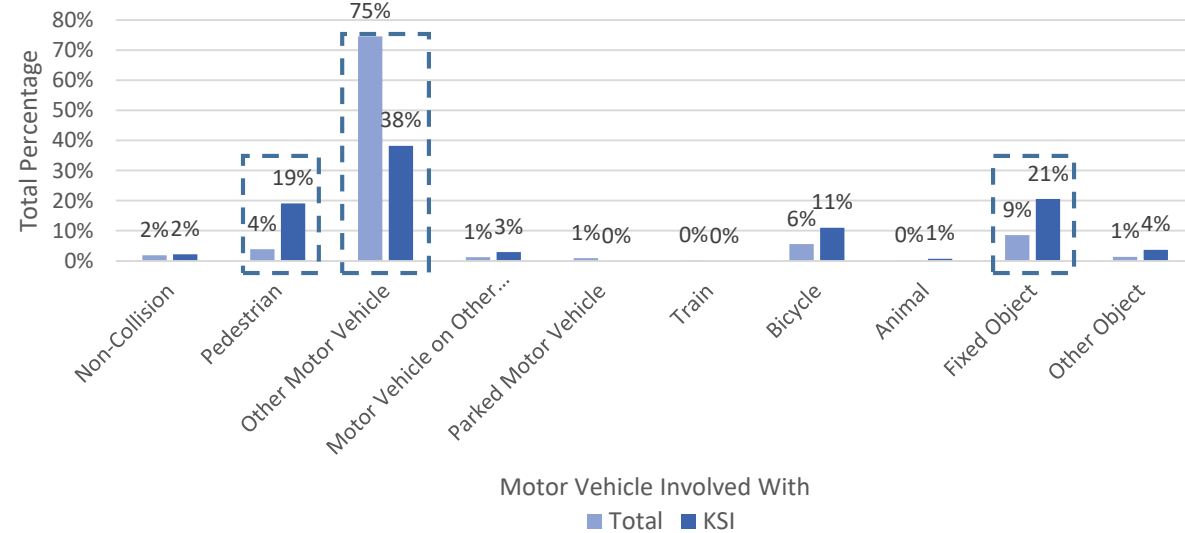


# Collision Analysis Findings

## Other County Roads (Collisions by Motor Vehicle Involved With)

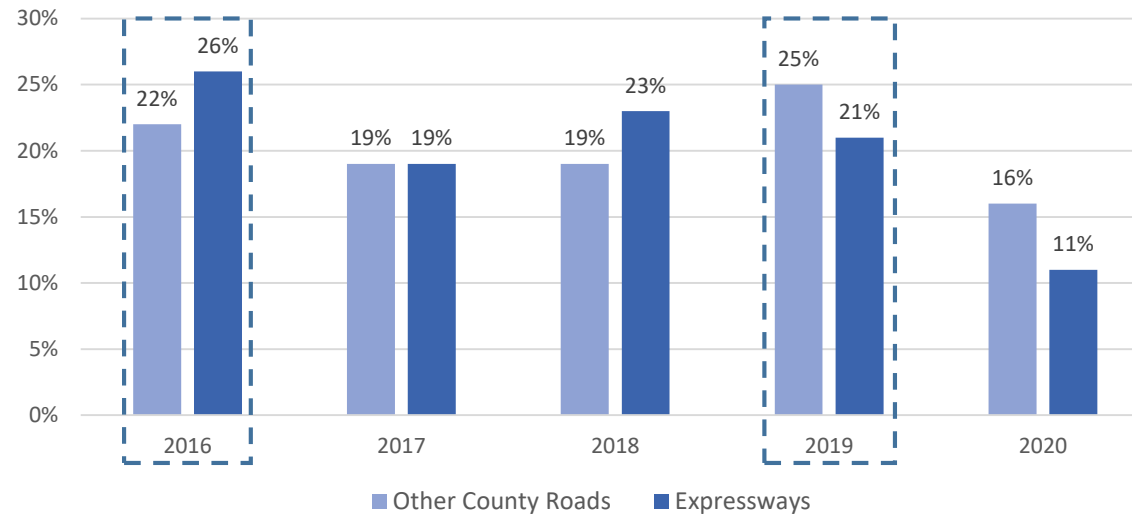


## Expressways (Collisions by Motor Vehicle Involved With)

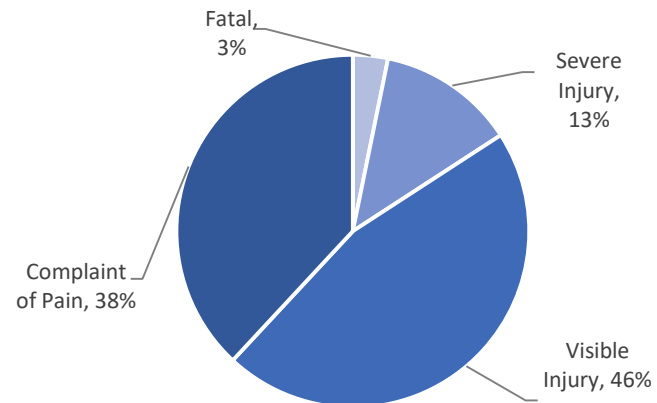


# Collision Analysis Findings-Pedestrian/Bicycle

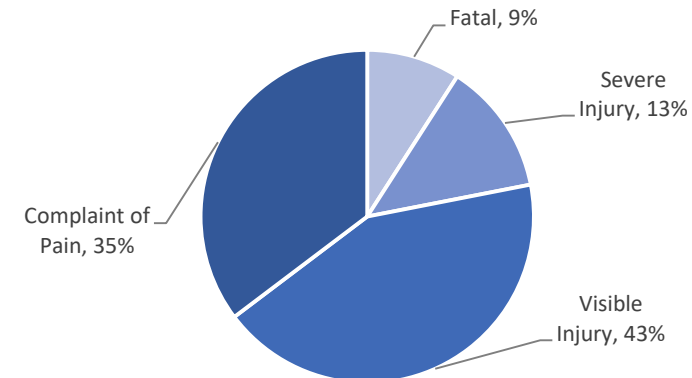
## Pedestrian/Bicycle Collisions (All Injury Collisions)



## Pedestrian Collisions (Injury Collisions)

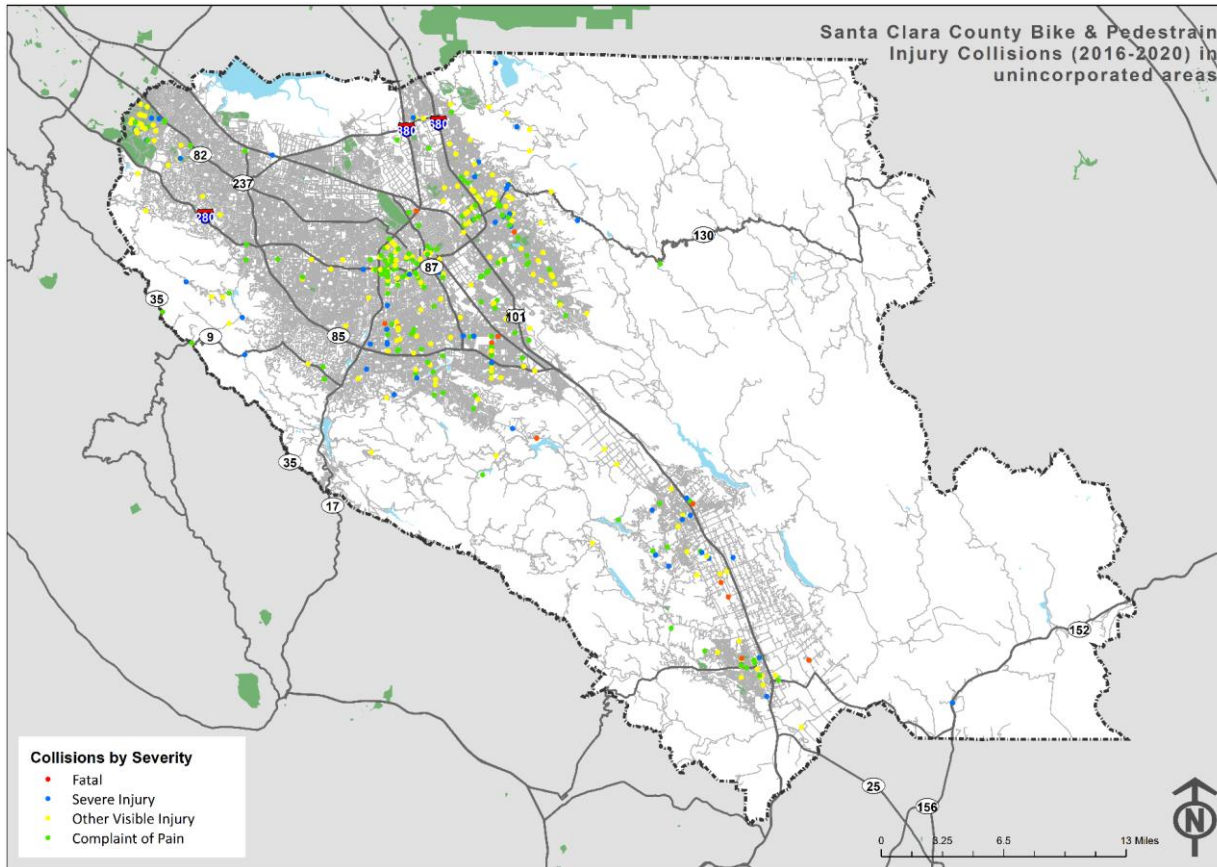


## Bicycle Collisions (Injury Collisions)

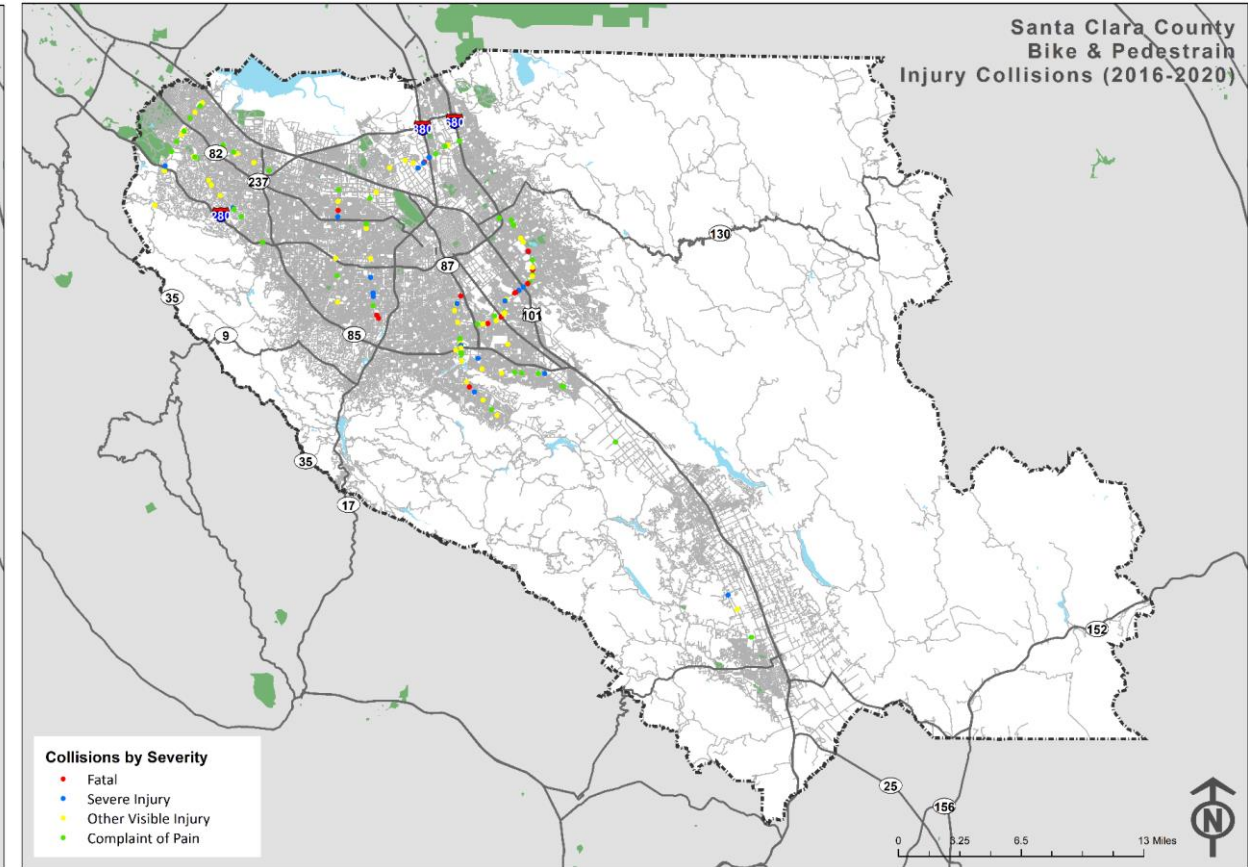




# Collision Analysis Findings-Ped/Bike



Pedestrian/Bicycle Injury Collisions (Other County Roads)



Pedestrian/Bicycle Injury Collisions (Expressways)

# Equivalent Property Damage Only (EPDO) Score

| Collision Severity               | EPDO Score |
|----------------------------------|------------|
| Fatal and Severe Injury Combined | 165        |
| Visible Injury                   | 11         |
| Complaint of Pain                | 6          |
| Property Damage Only (PDO)       | 1          |

EPDO Score =

(165 x # of Fatal Collisions) +

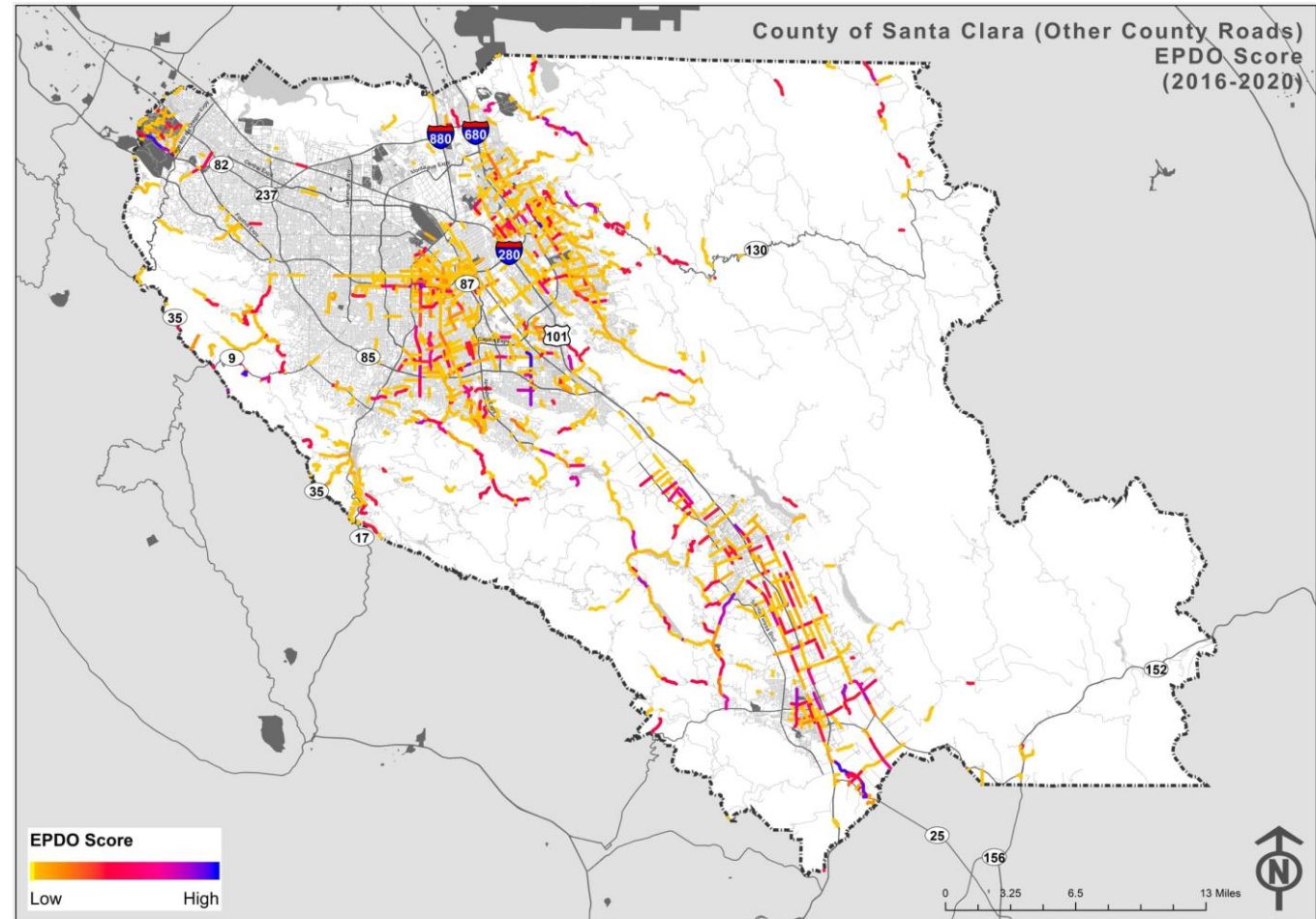
(165 x # of Severe Injury Collisions) +

(11 x # of Other Visible Injury Collisions) +

(6 x # of Complaint of Pain Collisions) +

(1 x # of PDO Collisions)

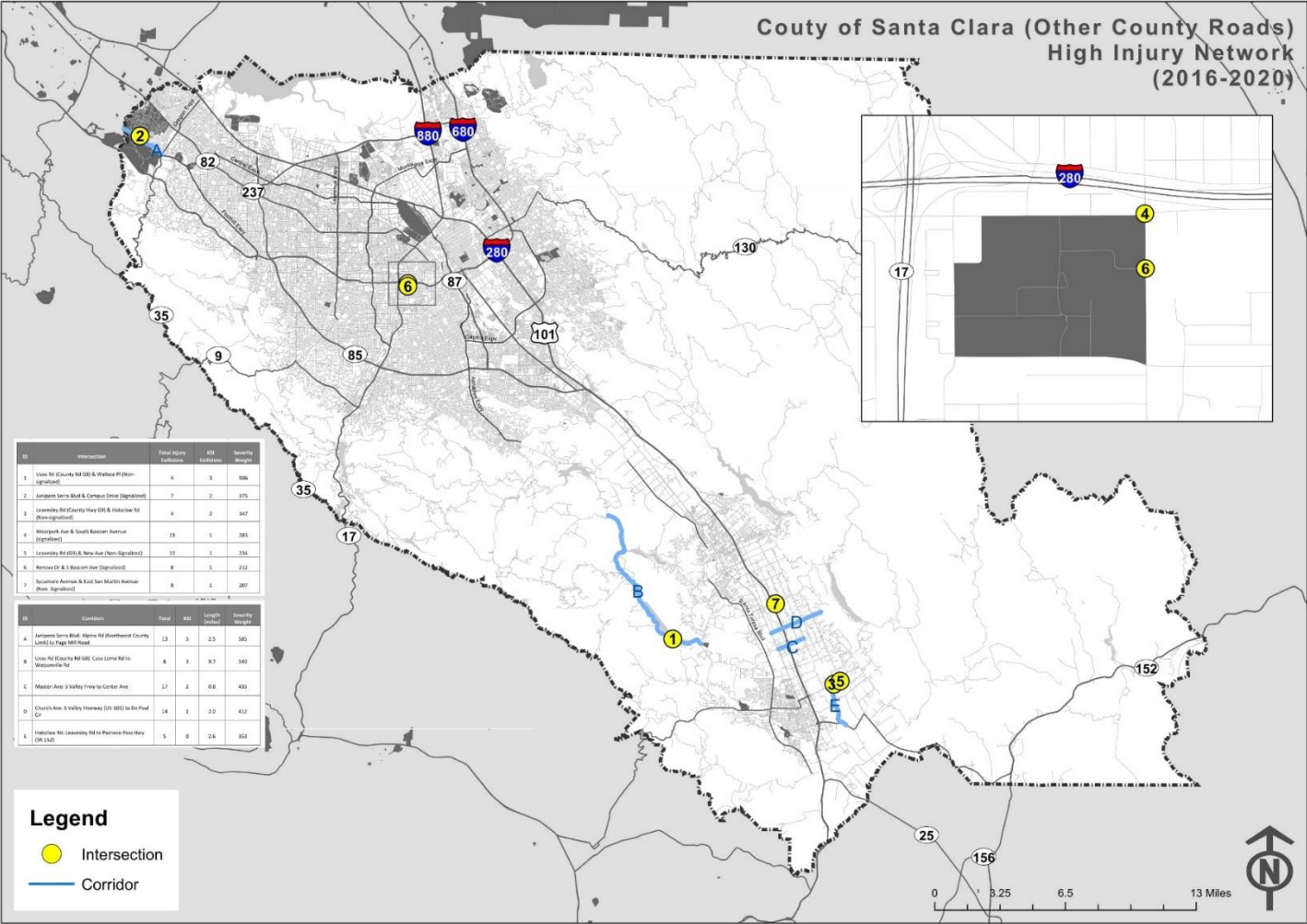
(Source: Local Roadway Safety Manual 2020, Caltrans)



# High-Injury Intersections (2016-2020)

## Other County Roads

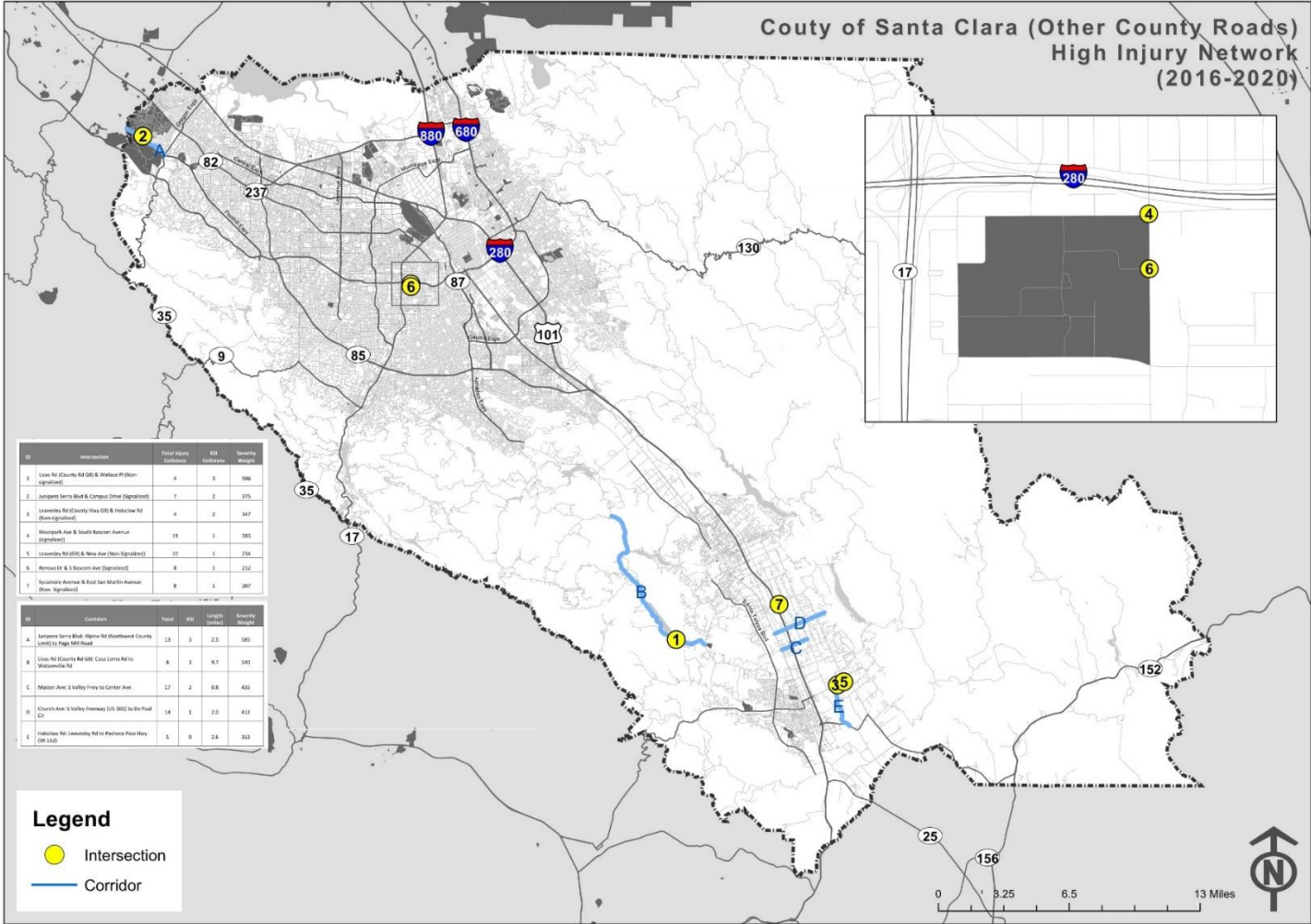
| ID | Intersection  | Total Injury Collisions | KSI Collisions | Severity Weight |
|----|---|-------------------------|----------------|-----------------|
| 1  | Uvas Rd (County Rd G8) & Wallace Pl (Non-signalized)        | 4                       | 3              | 506             |
| 2  | Junipero Serra Blvd & Campus Drive (Signalized)             | 7                       | 2              | 375             |
| 3  | Leavesley Rd (County Hwy G9) & Holsclaw Rd (Non-signalized) | 4                       | 2              | 347             |
| 4  | Moorpark Ave & South Bascom Avenue (signalized)             | 19                      | 1              | 283             |
| 5  | Leavesley Rd (G9) & New Ave (Non-Signalized)                | 10                      | 1              | 234             |
| 6  | Renova Dr & S Bascom Ave (Signalized)                       | 8                       | 1              | 212             |
| 7  | Sycamore Avenue & East San Martin Avenue (Non- Signalized)  | 8                       | 1              | 207             |



# High-Injury Corridors (2016-2020)

## Other County Roads

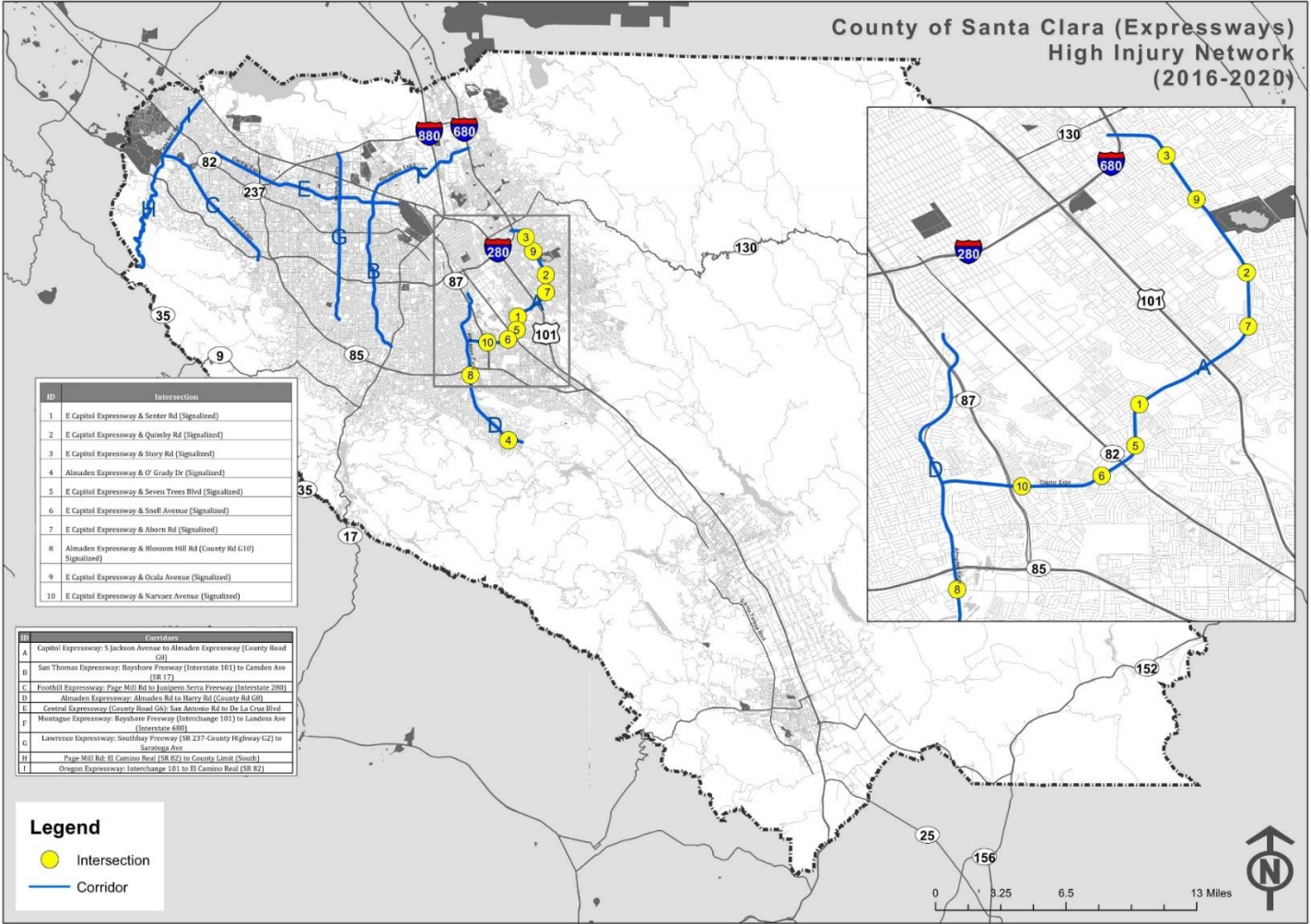
| ID | Corridors   | Total | KSI | Length (miles) | Severity Weight |
|----|---|-------|-----|----------------|-----------------|
| A  | Junipero Serra Blvd: Alpine Rd (Northwest County Limit) to Page Mill Road | 13    | 3   | 2.5            | 585             |
| B  | Uvas Rd (County Rd G8): Casa Loma Rd to Watsonville Rd                    | 8     | 3   | 9.7            | 540             |
| C  | Masten Ave: S Valley Frwy to Center Ave                                   | 17    | 2   | 0.8            | 435             |
| D  | Church Ave: S Valley Freeway (US-101) to De Paul Cir                      | 14    | 1   | 2.0            | 412             |
| E  | Holsclaw Rd: Leavesley Rd to Pacheco Pass Hwy (SR 152)                    | 5     | 0   | 2.6            | 353             |



# High-Injury Intersections (2016-2020)

## Expressways

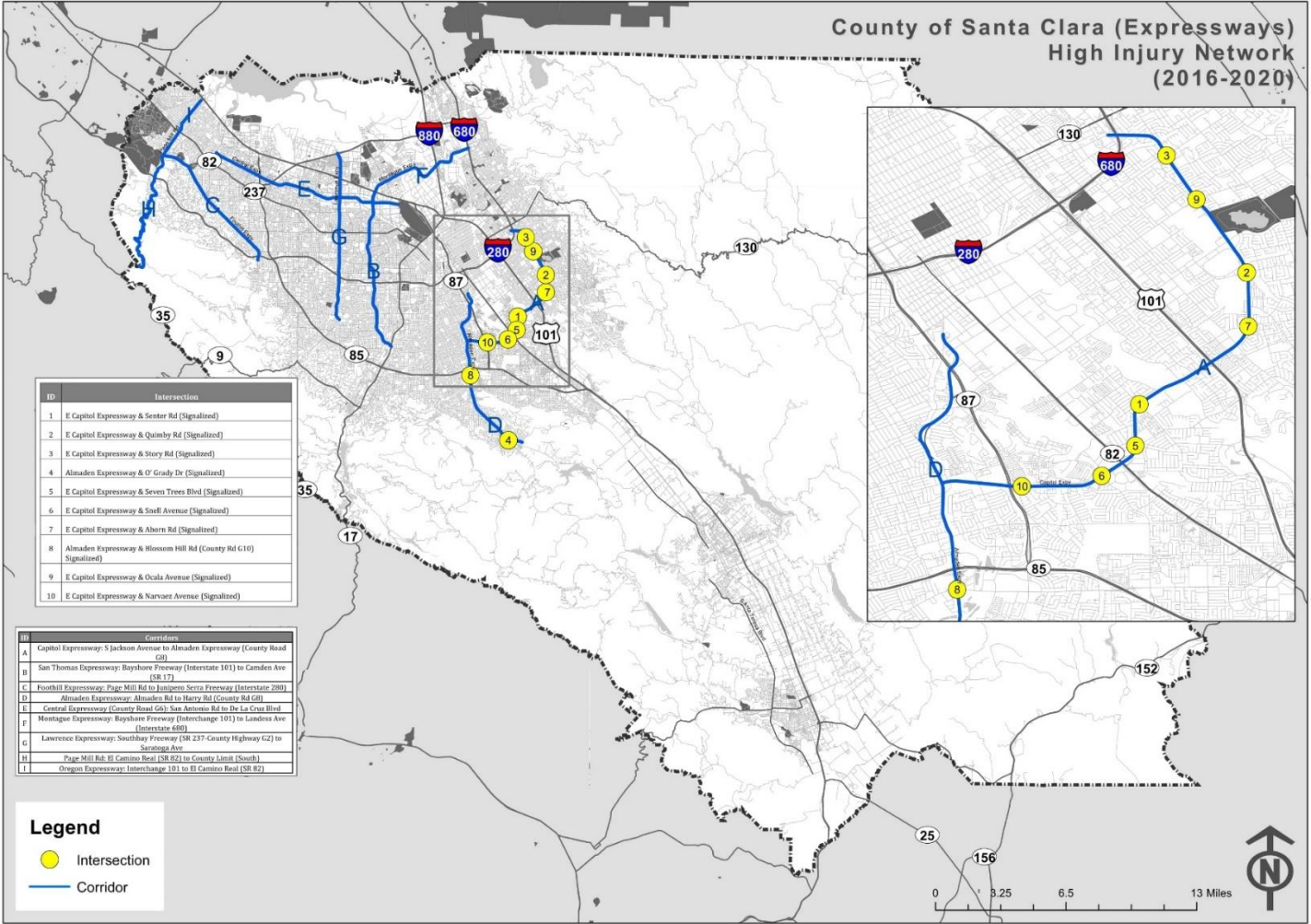
| ID | Intersection  | Total Injury Collisions | KSI Collisions | Severity Weight |
|----|---|-------------------------|----------------|-----------------|
| 1  | E Capitol Expressway & Senter Rd (Signalized)                     | 34                      | 4              | 900             |
| 2  | E Capitol Expressway & Quimby Rd (Signalized)                     | 39                      | 3              | 786             |
| 3  | E Capitol Expressway & Story Rd (Signalized)                      | 45                      | 3              | 772             |
| 4  | Almaden Expressway & O' Grady Dr (Signalized)                     | 29                      | 3              | 701             |
| 5  | E Capitol Expressway & Seven Trees Blvd (Signalized)              | 28                      | 3              | 700             |
| 6  | E Capitol Expressway & Snell Avenue (Signalized)                  | 27                      | 3              | 684             |
| 7  | E Capitol Expressway & Aborn Rd (Signalized)                      | 23                      | 3              | 645             |
| 8  | Almaden Expressway & Blossom Hill Rd (County Rd G10) (Signalized) | 33                      | 2              | 546             |
| 9  | E Capitol Expressway & Ocala Avenue (Signalized)                  | 38                      | 1              | 442             |
| 10 | E Capitol Expressway & Narvaez Avenue (Signalized)                | 15                      | 2              | 438             |



# High-Injury Corridors (2016-2020)

## Expressways

| ID | Corridors   | Total | KSI | Length (miles) | Severity Weight |
|----|---|-------|-----|----------------|-----------------|
| A  | Capitol Expressway: S Jackson Avenue to Almaden Expressway (County Road G8)             | 136   | 12  | 10.0           | 2884            |
| B  | San Thomas Expressway: Bayshore Freeway (Interstate 101) to Camden Ave (SR 17)          | 120   | 12  | 9.1            | 2723            |
| C  | Foothill Expressway: Page Mill Rd to Junipero Serra Freeway (Interstate 280)            | 84    | 10  | 8.0            | 2209            |
| D  | Almaden Expressway: Almaden Rd to Harry Rd (County Rd G8)                               | 75    | 5   | 9.0            | 1390            |
| E  | Central Expressway (County Road G6): San Antonio Rd to De La Cruz Blvd                  | 76    | 4   | 11.0           | 1232            |
| F  | Montague Expressway: Bayshore Freeway (Interchange 101) to Landess Ave (Interstate 680) | 88    | 3   | 6.0            | 1105            |
| G  | Lawrence Expressway: Southbay Freeway (SR 237-County Highway G2) to Saratoga Ave        | 112   | 1   | 8.4            | 941             |
| H  | Page Mill Rd: El Camino Real (SR 82) to County Limit (South)                            | 61    | 3   | 11.8           | 933             |
| I  | Oregon Expressway: Interchange 101 to El Camino Real (SR 82)                            | 65    | 1   | 2.0            | 619             |



# Stakeholder and Community Outreach

- Project Website
- Join Mailing List
- Emails
- Map Input Platform

[Project Overview](#) [Report Concern](#) [Collision History](#) [Project Updates](#) [Provide Feedback](#) [Subscribe & Contact](#)

 **COUNTY OF SANTA CLARA**  
**LOCAL ROAD SAFETY PLAN**

## Project Overview

The County of Santa Clara is developing a comprehensive Local Road Safety Plan (LRSP). An LRSP provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. This plan will enable the County to enhance traffic safety for all modes of transportation and for all ages and abilities.

The goal is to develop a successful LRSP by analyzing historic collision databases and creating a decision-making process that relies on public outreach and a partnership with stakeholders using the four "E's" of traffic safety: Engineering, Enforcement, Education, and Emergency Medical Services.

Scroll down to view the [Project Area](#).

## Project Updates

**12/01/2022:** View the [Collision History](#) section for collisions of all severity that occurred in the City from 2016 to 2020.

**02/01/2022:** Downloadable materials, plans, and reports will be uploaded here when they are available.

## Provide Feedback

Let us know if you have any comments or suggestions about the project by filling the feedback form below.

|         |                      |
|---------|----------------------|
| Name    | <input type="text"/> |
| Email   | <input type="text"/> |
| Subject | <input type="text"/> |

# Provide Input



## Report Your Area of Concern

Your input is essential for the success of the County's Local Road Safety Plan. Click the button below to provide us with your concerns regarding traffic and safety.

Sample comments -

- This roadway segment is unsafe for walking and biking.
- Cars don't stop at this stop-controlled intersection.
- Speeding on this roadway segment.

[Report Your Area of Concern](#)



[CLICK  
HERE!](#)



# Tell us your concerns on the map!

**THE COUNTY OF SANTA CLARA**  
1850

**LOCAL ROAD SAFETY PLAN**

Welcome to the interactive map input platform!

County of Santa Clara is developing a Local Road Safety Plan (LRSP). By using historic traffic collision data and the input of stakeholders and County residents, the LRSP will enable the County to enhance safety for all modes of transportation and for all ages and abilities. The County requests your help in identifying traffic safety issues on its roadways and intersections.

Through this map input platform, you can report your area of concern in the next step by pinning a point at a specific location (perhaps an intersection) and/or drawing a line along a particular street at any location within the County.

Click on the right button to continue!

1 / 4

Zoom to your desired location, or click the magnifying glass to the right to search for a specific address or street. Use one of the methods below to express your traffic safety-related concerns!

Pin a Location

Draw a Line

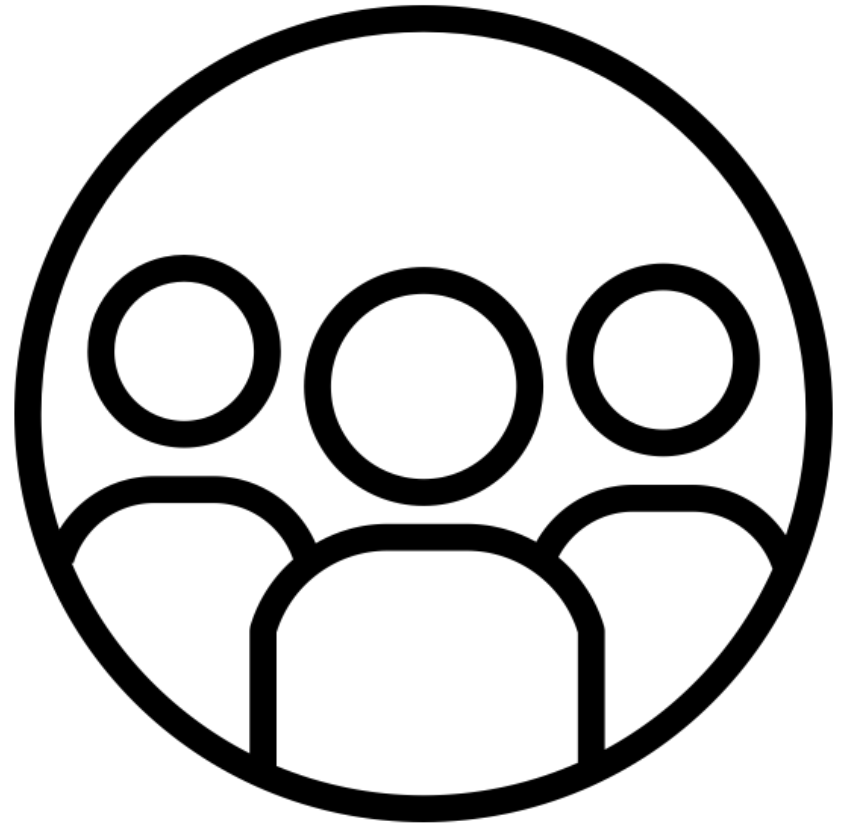
2 / 4

powered by maptionaire

*County of Santa Clara*

# Your Role as a Safety Champion!

- Help set the goals and objectives of the LRSP
- Tell us about traffic safety related issues
- Tell us what you heard from the members of the community
- Report your concerns in a map-based survey
- Share your experience with countermeasures that have been recently implemented
- Share the project details within the community members and help increase awareness and involvement in the project
- Assist in prioritization of the strategies
- Help to monitor the program and define the benefits of implemented strategies
- Stay informed about the project!



An aerial photograph of a city, likely Los Angeles, showing a complex highway interchange in the foreground, a dense urban area with various buildings in the middle ground, and a range of mountains under a blue sky with scattered white clouds in the background. The image is split horizontally, with the top half showing the city and mountains, and the bottom half showing a residential neighborhood with houses and trees.

**Open Discussion/Questions?**

# Next Steps

- Identify top emphasis areas
- Identify and prioritize engineering countermeasures and non-engineering strategies
- Develop safety projects for all high-injury locations

