

MLRSP

Multijurisdictional
Local Road Safety Plan

Coalinga City Council
Presentation

February XX, 2022



Overview

- What is a Local Road Safety Plan?
- Why was the LRSP created?
- What is in the LRSP?
- What happens next?



Source: Federal Highway Administration

What is a Local Road Safety Plan?



Analyzes historical crash patterns and trends



Identifies engineering, education, emergency response, and enforcement countermeasures and strategies

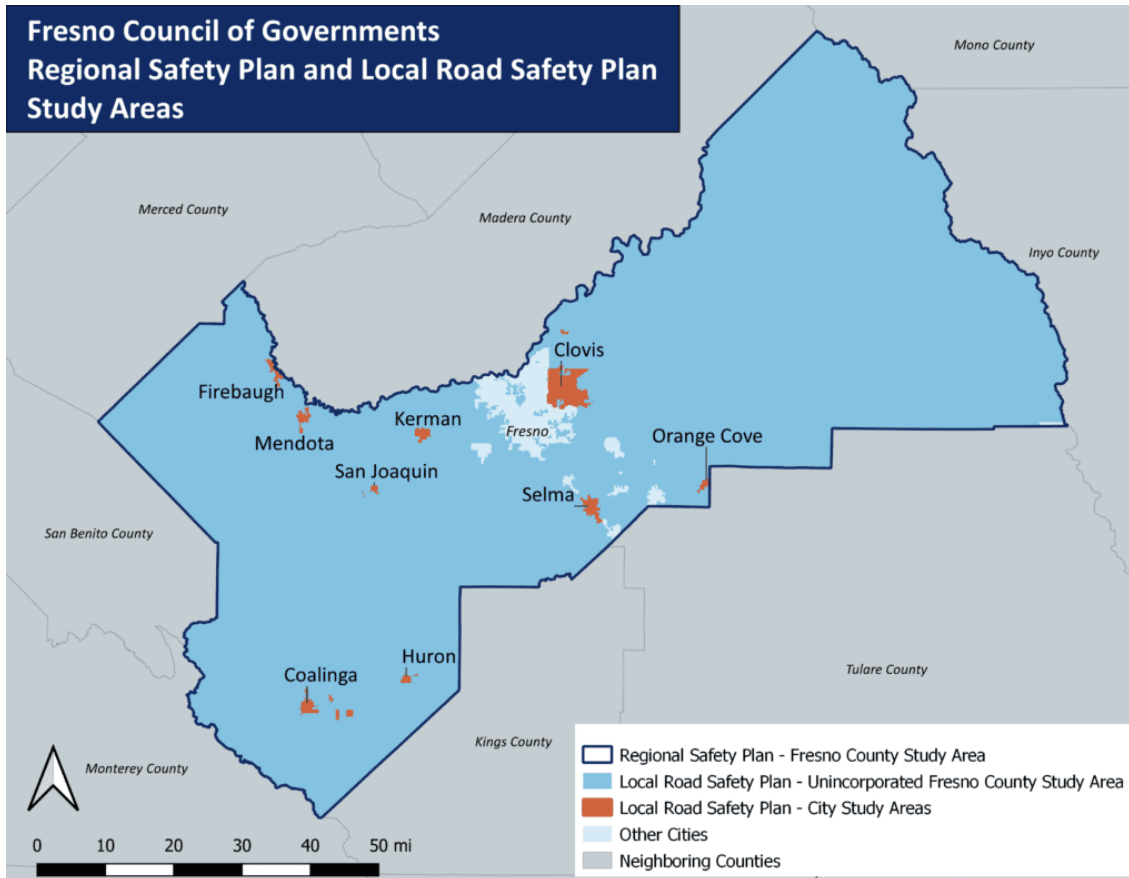


Prioritizes safety improvements based on crash data and stakeholder engagement



Meets federal safety plan guidance and Caltrans LRSP requirements

Why was the LRSP Created?



Builds from the Fresno
COG Regional Safety Plan

Funded by Caltrans grant
program

Source: Fresno COG

Why was the LRSP Created?

- To encourage **collaboration** across the region and with local safety partners
- To discuss traffic safety **issues** and **solutions**
- To clearly identify **priorities** and a plan for **implementation**
- To enable Coalinga to apply for Highway Safety Improvement Program (HSIP) **grant funding**



What is in the LRSP?

- Vision and Goals
- Safety Partners
- Performance Measures
- Data Summary
- Existing Roadway Safety Performance
- Emphasis Areas
- Strategies
- Evaluation and Implementation

Collision Type

Reported collision type gives an indication of the movements most frequently involved in collisions and in severe outcomes. Figure 62 reports the most frequent reported collision types by severity.

Among total reported collisions, the top three most frequent collision types are hit object (30).

Priority Locations

Kittelson identified priority intersections and segments in Clovis using the annualized collision severity scores and excess predicted collisions described in the Data Summary and Analysis Approach sections (see the Introduction).

For intersection local the five years) to 35 excess predicted collisions, the collision roadway segments in figure 104 intersect there were no report.

Table 46 presents the

Emphasis Areas

Based on key trends in the collision data, emphasis areas for the City of Fresno include pedestrian overthrown collisions. This includes instances where a vehicle runs off the road or crosses into the opposing lane prior to the collision. These collisions are a high priority due to their severity level.

Strategies

The following subsections present engineering, education, emergency services, and enforcement strategies to help identify roadway safety within the City of Clovis.

ENGINEERING STRATEGIES

The top three fatal and severe injury collision types in Clovis were rear end, vehicle-pedestrian, and sideswipe collisions; the top three fatal and severe injury primary collision factors were improper turning, automobile right of way, and unsafe stopping and backing. High priority countermeasures to address these collision types and primary collision factors are shown in Table 15.

Table 15. High Priority Countermeasures

Countermeasure Name	ID	Collisions Addressed
Street Lighting	R1	Collisions at night
Install Raised Median	R8	Improper turning
Water Strider	R18	Sideswipe
Improve Pavement Friction (High Friction Surface Treatment)	R21	Rear end
Install Upgrade Signs with New Fluorescent Shielding	R22	Sideswipe
Install Centerline Rumble Strips/Stripes	R26	Sideswipe
Add Intersection Lighting at Intersections	S11N1	Collisions at night
Improve Signal Hardware, Lenses, Signalheads with Retroreflective Border, Mounting Stem, Number	S2	Rear end
Provide Advanced Dilemma-Zone Detection	S4	Rear end
Install Flashing Beacon as Advance Warning	S10N29	Rear end
No Right Turn on Red	S14N35	Vehicle-pedestrian, improper turning
Convert Intersection to Roundabout	N64N35	All
Install Upgrade Stop Signs or Intersection Warning	N65	All
Regulatory Signs	N67	All
Upgrade Intersection Pavement Markings	N613	Rear end
Install Splitter Islands for Minor Street Approaches	R24PB	Vehicle-pedestrian
Install Sidewalk Pathway	R25PB	Vehicle-pedestrian
Install Upgrade Pedestrian Crossing with Enhanced Features	R25PB	Vehicle-pedestrian
Install Upgrade Pedestrian Crossing at Uncontrolled Locations with Enhanced Safety Features	N21PB	Vehicle-pedestrian
Install Upgrade Pedestrian Crossing at Uncontrolled Locations with Enhanced Safety Features	N21PB	Vehicle-pedestrian

Note: The ID number references the California Manual Local Road Safety.

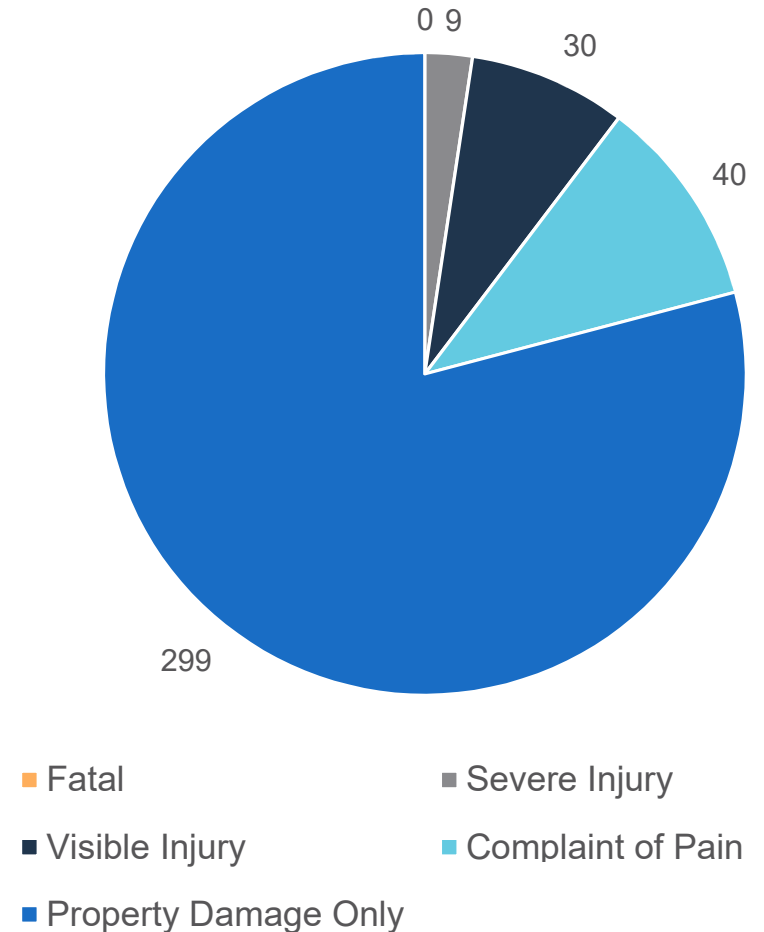
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What is in the LRSP?

Vision:

Enhance the existing roadway network in a cost-effective manner that promotes traffic safety, meets the needs of the community and enriches the lives of residents.

Crash Data by Severity



What is in the LRSP?

Safety Partners

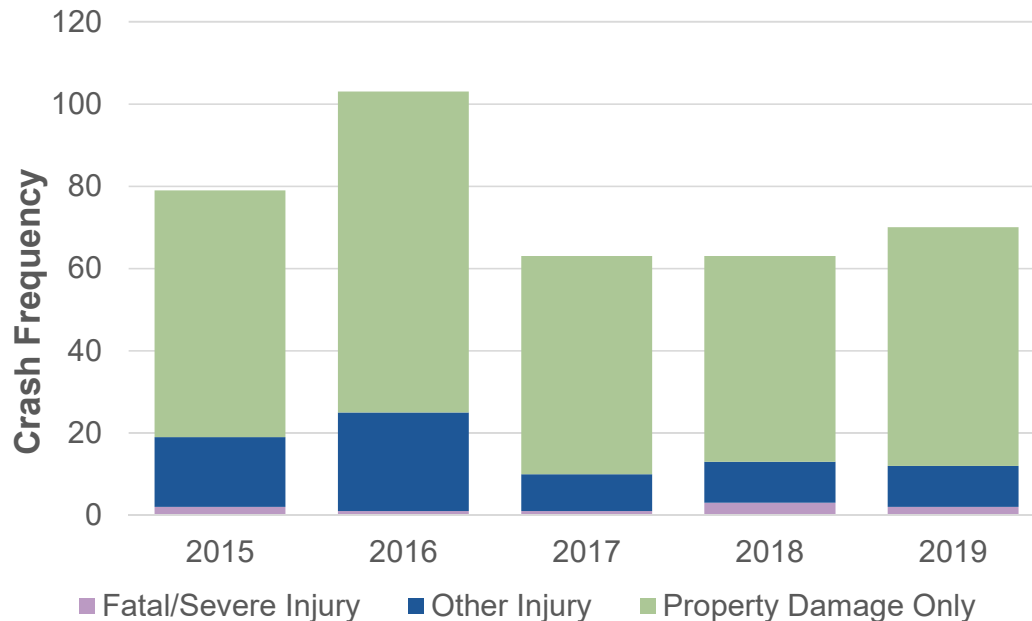
- Coalinga Fire Department
- Coalinga Police Department
- Coalinga-Huron Unified School District
- Fresno Council of Governments
- Public Works and Utilities



What is in the LRSP?

Existing Roadway Safety Performance

Year-over-Year Trends in Crash Data by Severity



378 reported crashes in 2015-2019

0 fatal crashes

9 severe injury crashes

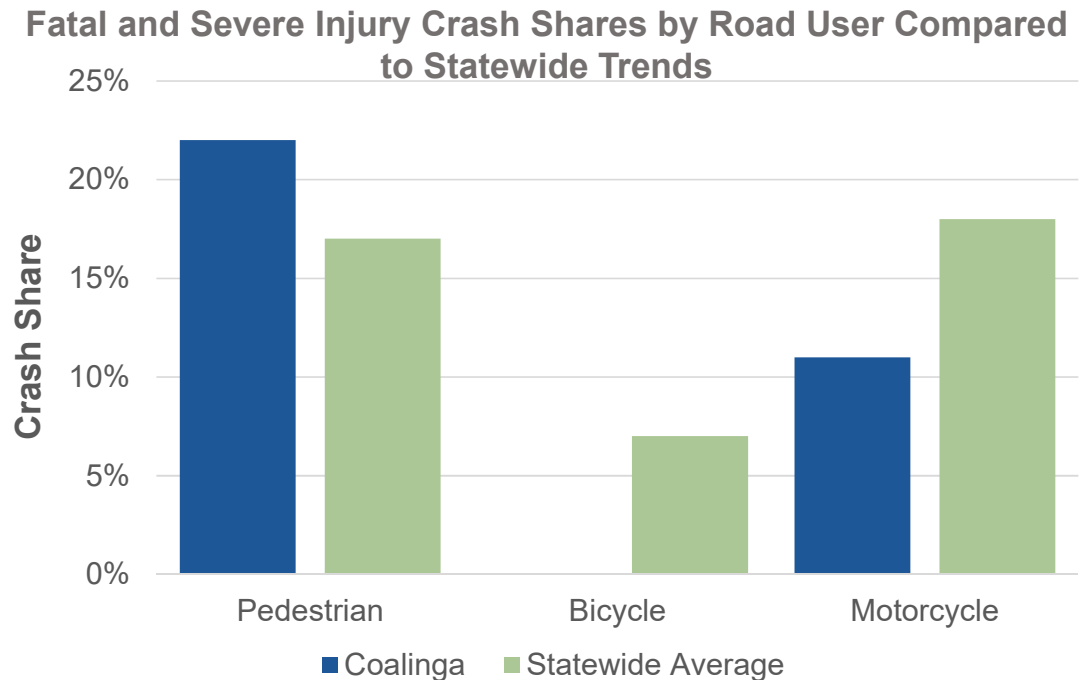
Source: SWITRS, TIMS, Kittelson, 2021

What is in the LRSP?

Existing Roadway Safety Performance

Coalinga compared to statewide average:

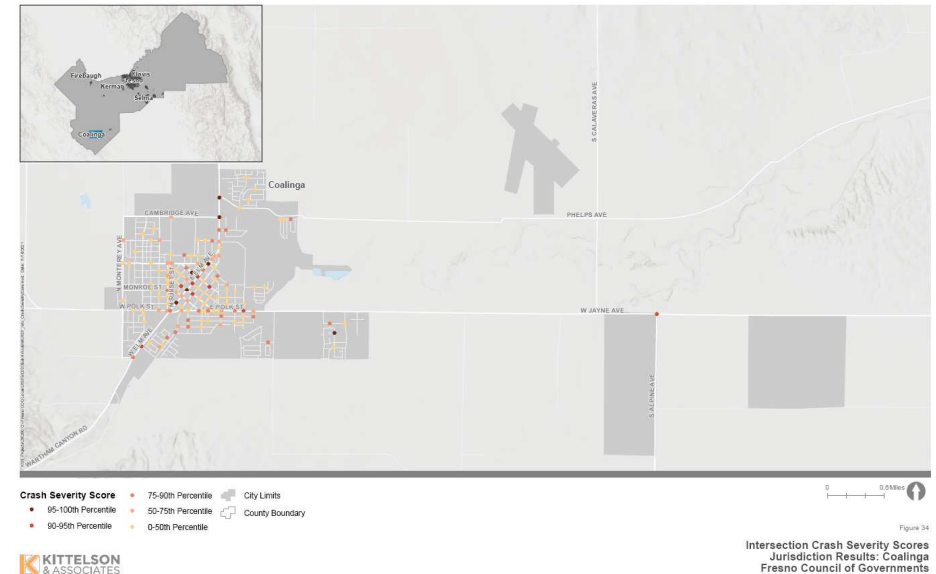
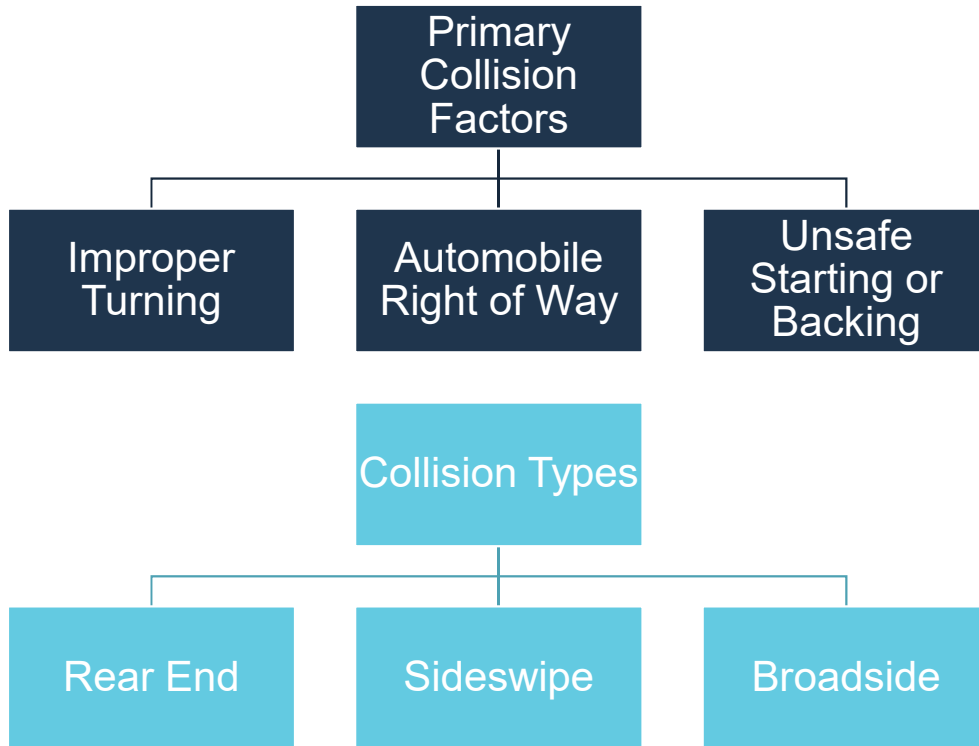
- Higher share of pedestrian crashes
- No bicycle crashes
- Lower share of motorcycle crashes



Source: SHSP, SWITRS, TIMS, Kittelson, 2021

What is in the LRSP?

Existing Roadway Safety Performance



What is in the LRSP?

Emphasis Areas

Rear End Crashes

Pedestrian Crashes

**Intersection Control
and Approach**

High priority
challenge areas
in the California
Strategic
Highway Safety
Plan



What is in the LRSP?

Strategies

Engineering

Geometric/operational changes to a roadway, intersection, or pedestrian/bicycle infrastructure

Education

Programs aimed at distributing educational messages focused on road user behavior

Emergency Services

Programs/policies that facilitate coordination with emergency/first responders

Enforcement

Programs/campaigns focused on road user behavior through more visible and active enforcement

What is in the LRSP?

Engineering Strategies

- Addresses top fatal and severe injury collision types and primary collision factors
- Utilizes Regional Countermeasures Toolbox
- Includes roadway, intersection, and pedestrian/bicycle treatments
- Provides priority intersections and segments
- Examples: street lighting, splitter islands, enhanced crossings



The toolbox is used when considering safety improvements and determining which are eligible for grant funding



REGIONAL SAFETY PLAN



NOVEMBER 2021

What is in the LRSP?

Education Strategies

- Regional campaign - Safe Roads Save Lives
- Campaign Goals
 - Educate all road users on safe behaviors
 - Increase safety for people walking and biking
 - Highlight behaviors that cause the most crashes in Fresno County – speeding and distracted driving
- Guidance and materials in Regional Safety Plan



What is in the LRSP?

Education Strategies

- FresnoCOG has the *Safe Roads Save Lives* materials to share with local partners
- Recommended activity:
 - Identify lead staff
 - Meet with advocacy groups
 - Work with school districts
 - Spread materials through social media, print materials, outdoor advertisements, PSAs, websites



What is in the LRSP?

Emergency Response Strategies

- Involve emergency service organizations in roadway safety projects
- Consider impact of roadway projects on response times
- Coordinate to share observations and identify issues early



What is in the LRSP?

Coalinga currently conducts heightened enforcement events and has found them effective.

- Strategic speed enforcement checks
- Focused enforcement in locations with high crash rates
- Automatic enforcement, especially in school zone
- Speed feedback signs in targeted areas

Enforcement Strategies



Crash data can help identify priority locations and times of day



Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities

What happens next?

- Continue to coordinate with regional and local safety partners
- Regularly collect and organize data based on the performance measures
- Update the LRSP every three to five years

Performance Measures based on:



Number of annual crashes with key characteristics



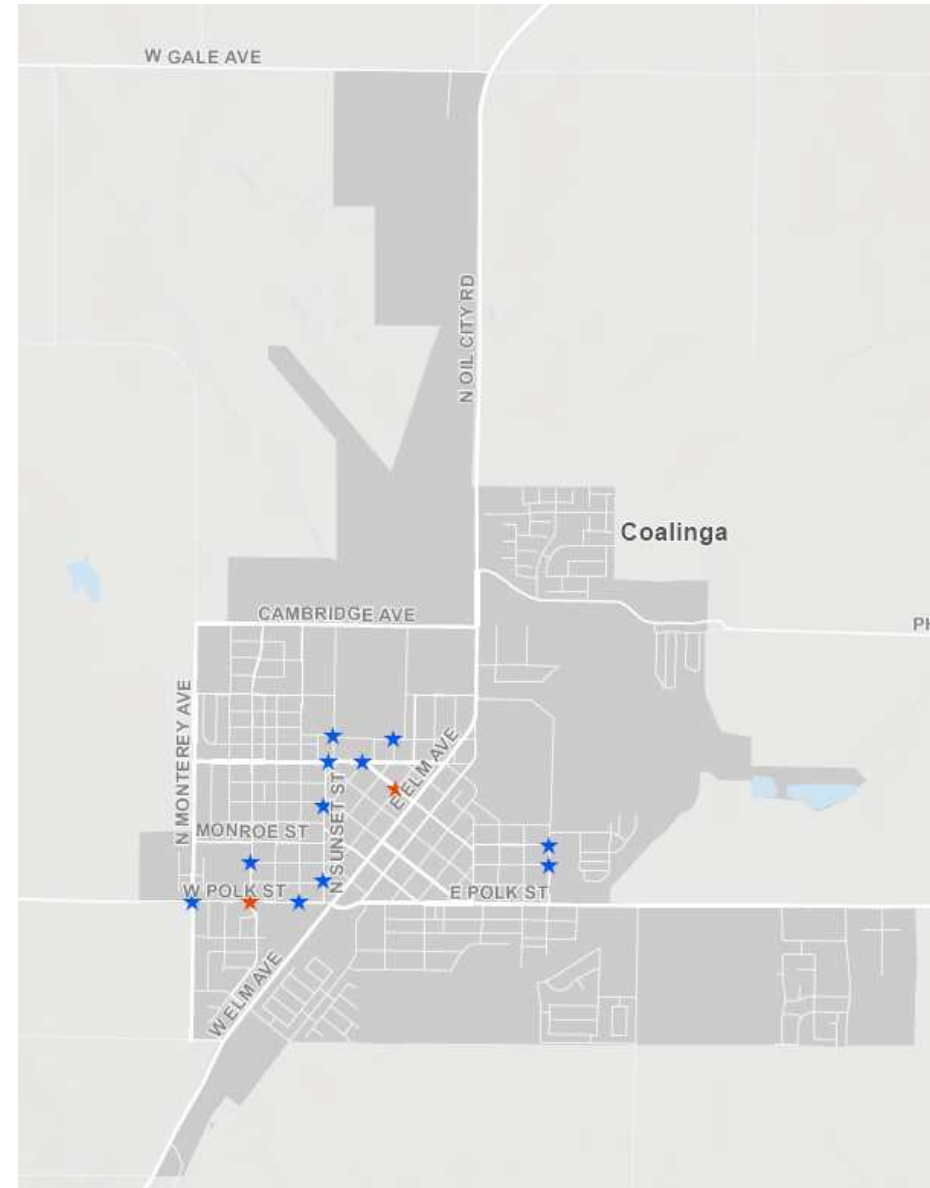
Investments made in traffic safety



Coordination efforts between stakeholders

What happens next?

- Identify countermeasures and strategies to implement
- Explore funding opportunities
- Apply for HSIP funding
 - ★ Two RRFB locations
 - ★ Eleven enhanced crosswalks



Questions?