

City of Lafayette Vision Zero and Local Road Safety Plan



Transportation and Circulation Commission Meeting & LRSP Task Force
Joint Meeting

June 19, 2023

Introduction and Background



Local Road Safety Plan (LRSP) Overview

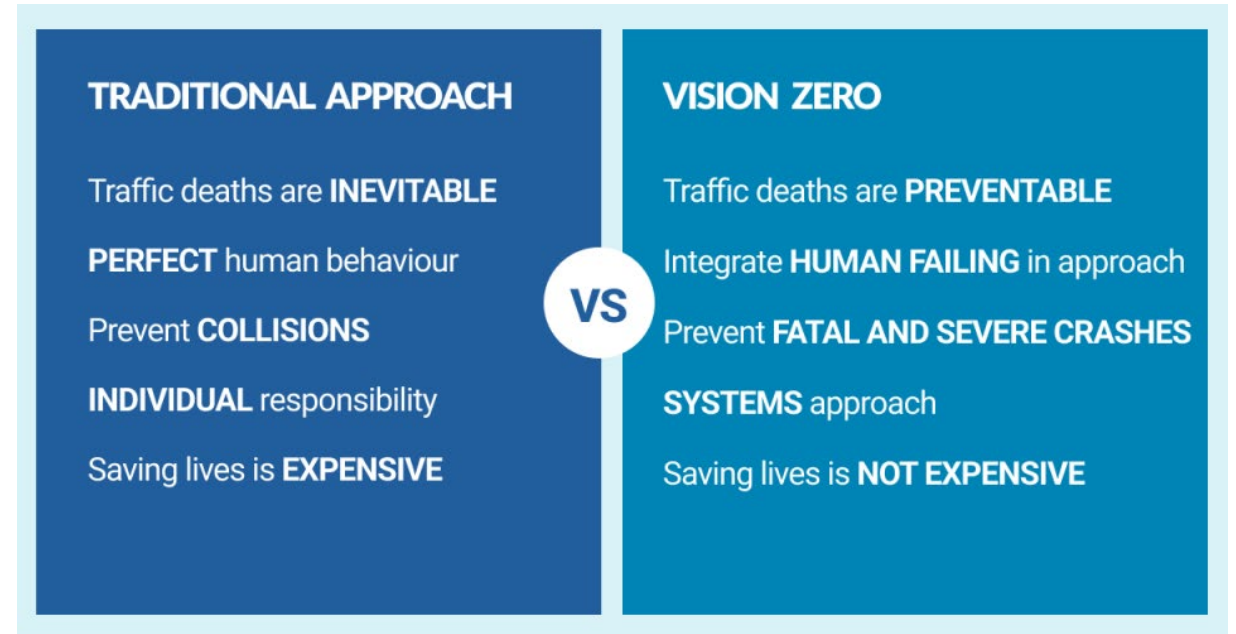
- Focuses on safety on locally-owned roads in Lafayette
- This Plan follows [FHWA LRSP guidance](#)
- Sets the City up to apply for Caltrans HSIP, USDOT SS4A, and other funding!



Source: FHWA

Vision Zero

- A shared goal of reaching zero roadway deaths and serious injuries
- City of Lafayette adopted a Vision Zero resolution in 2021



Source: Vision Zero Network

The LRSP Task Force proposed a 2033 goal to reach Vision Zero in Lafayette



SAFE SYSTEM

APPROACH

**Zero is our goal. A Safe System
is how we get there.**

Source: FHWA

The Safe System Approach

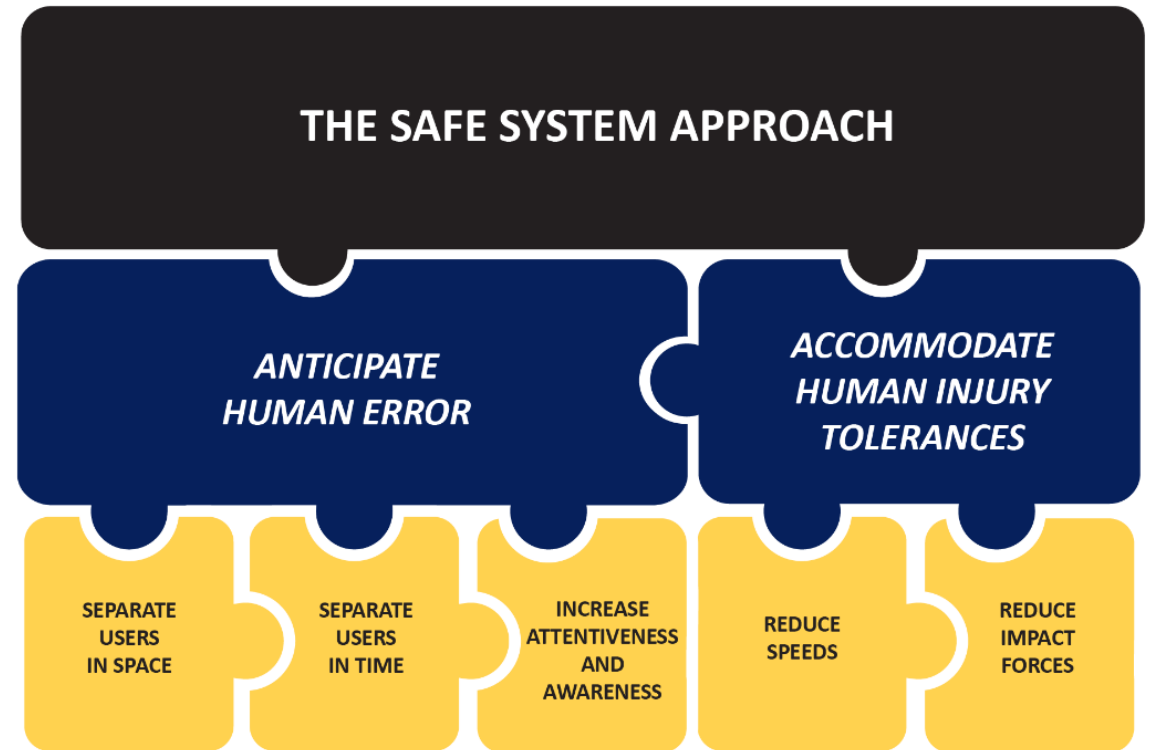
- All principles and elements should be applied in every transportation decision that is made in Lafayette



Source: FHWA

The Safe System Approach

- A decision framework to ensure that if a crash occurs, it won't result in fatal or serious injury



Source: Toole Design Group based on ITE Safe System Approach Framework

LRSP Goals

- LRSP Task Force
 - Brought together inter-disciplinary stakeholders
 - Identified Goals and Objectives
 - Continued to provide guidance on LRSP analyses and recommendations

GOAL 1: Engage

GOAL 2: Promote a safety culture

GOAL 3: Implement a data-driven approach

GOAL 4: Prioritize roadway safety actions

GOAL 5: Safer roadways for all

Related Plans in Lafayette

CHAPTER II

CIRCULATION

Adopted in entirety by Resolution 2002-28 on October 28, 2002
Amended in part by Resolution 2009-021 on May 11, 2009
Amended in part by Resolution 2012-21 on September 18, 2012
Amended in part by Resolution 2012-46 on November 13, 2012

PURPOSE

Although Lafayette experiences a significant amount of regionally-generated through traffic, it is important to achieve a balance between the potentially conflicting goals of improving traffic flow and maintaining and enhancing the City's quality of life and sense of place, particularly in the Downtown Core.

The basic concept of the Circulation Chapter is to make the existing system work as efficiently as possible. This position is based on the assumptions that 1) No substantial expansion of the system or its capacity is envisioned, and 2) Traffic levels within the city are influenced by land use decisions outside the city's control - with significant traffic load generated by the Town of Moraga to the south.

At the center of the city's traffic congestion is the Lafayette "Y" formed by Moraga Road, Mt Diablo Boulevard, Oak Hill Road and First Street. The Plan envisions no change to the configuration or overall capacity of these streets and their intersections. The traffic signals that control traffic through the "Y" and along Mt Diablo Boulevard will be designed to balance the needs of vehicular traffic and pedestrians. In areas away from these intersections, the balance will favor pedestrians and bicyclists.


PUBLIC PARTICIPATION

Traffic is a highly sensitive issue in Lafayette. Citizen involvement and participation in the circulation planning process will enable residents to let the City know of their needs, share their ideas, and bring about positive change that would benefit the community at large. It is important that the public is fully informed and participates in discussions about proposed changes to the circulation system.

Effective public participation depends on several key factors. The public must receive clearly written information early in the planning process. The format chosen, whether small neighborhood workshops or community wide town hall meetings, should reflect the amount of

CIRCULATION CHAPTER II-1

City of Lafayette Master Walkways Plan



Adopted June 28, 1999
Appendices Revised February 27, 2006
Project List Updated March 10, 2008; July 14, 2014;
October 26, 2015

CITY OF LAFAYETTE

DOWNTOWN SPECIFIC PLAN




SEPTEMBER 10 • 2012

CITY OF LAFAYETTE


BIKEWAYS MASTER PLAN

Adopted September 25, 2006


Prepared by Alta Planning + Design
August 18, 2006




Contra Costa Countywide Transportation Safety Policy and Implementation Guide



FOR LOCAL AGENCIES



CONTRA COSTA Countywide Bicycle and Pedestrian Plan



July 2018

Lafayette

COMMISSION AGENDA ITEM 10a

Metropolitan Transportation Commission
MTC Planning Committee

June 12, 2020

Subject: MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy

Agenda Item 4a

Recommendation for adoption of MTC Resolution No. 4400: Regional Safety/Vision Zero (VZ) Policy.

Background: Traffic safety is a significant transportation challenge globally, nationally, and regionally. In the United States, over 30,000 people are killed annually in traffic collisions. These traffic deaths disproportionately affect those in communities of color, low-income communities, youth, the elderly and those walking and biking. The role of MPOs in addressing traffic safety is receiving increasing attention as local jurisdictions across the country acknowledge the tragic and preventable loss of lives on our roadways and are adopting VZ goals and principles.

Over 400 fatalities and 2,000 serious injuries occur on Bay Area roads each year. MTC has the opportunity to help save lives and ensure that all people have the right to safe mobility in the region. While Bay Area cities have acted to combat the trend in fatalities and serious injuries, MTC aims to motivate and facilitate action across the region. A regional safety strategy and approach can promote improved safety and potentially eliminate some duplication of costs among local jurisdictions, allowing local governments to redirect their limited safety dollars towards enforcement and engineering. MTC could supplement the efforts made by the VZ cities in our region provide data and technical assistance to jurisdictions that need by leveraging our available resources to support them. Additionally, federal guidance requires MTC to adopt regional targets for road safety on an annual basis, and MTC has adopted three rounds of regional safety targets to date. Data-driven regional safety efforts will help us make progress in meeting our "Towards Zero Deaths" targets for fatalities and serious injuries by 2030.

Policy: The MTC Regional Safety/VZ Policy establishes a region-wide policy of intent to work with our partner agencies to encourage and support actions towards eliminating traffic fatalities and serious injuries in the Bay Area by 2030. This policy recognizes that MTC is uniquely positioned to facilitate region-wide safety planning and coordination. MTC is already required to adopt safety performance measures and targets, and this policy will assign this responsibility by providing assistance to local jurisdictions towards our regional safety goals. The policy establishes a framework of principles and actions to guide MTC staff in working towards the policy goals as summarized below:

1. Provide regional leadership to promote safety, engaging and incentivizing leadership across jurisdictions to prioritize safety and work towards aligning funding policy with safety goals.
2. Apply a data driven approach to inform safety policy and strategic use of available funds and resources. Regional safety data will be housed at MTC so that local jurisdictions can benefit from consistent and reliable data.
3. Promote equity in regional safety policies by considering and analyzing impacts on communities of concern and protecting vulnerable roadway users, such as pedestrians and bicyclists.
4. Support beneficial safety policies and legislation that target evidence-based solutions to safety problems.

What Goes Into A Local Road Safety Plan?



Community Engagement

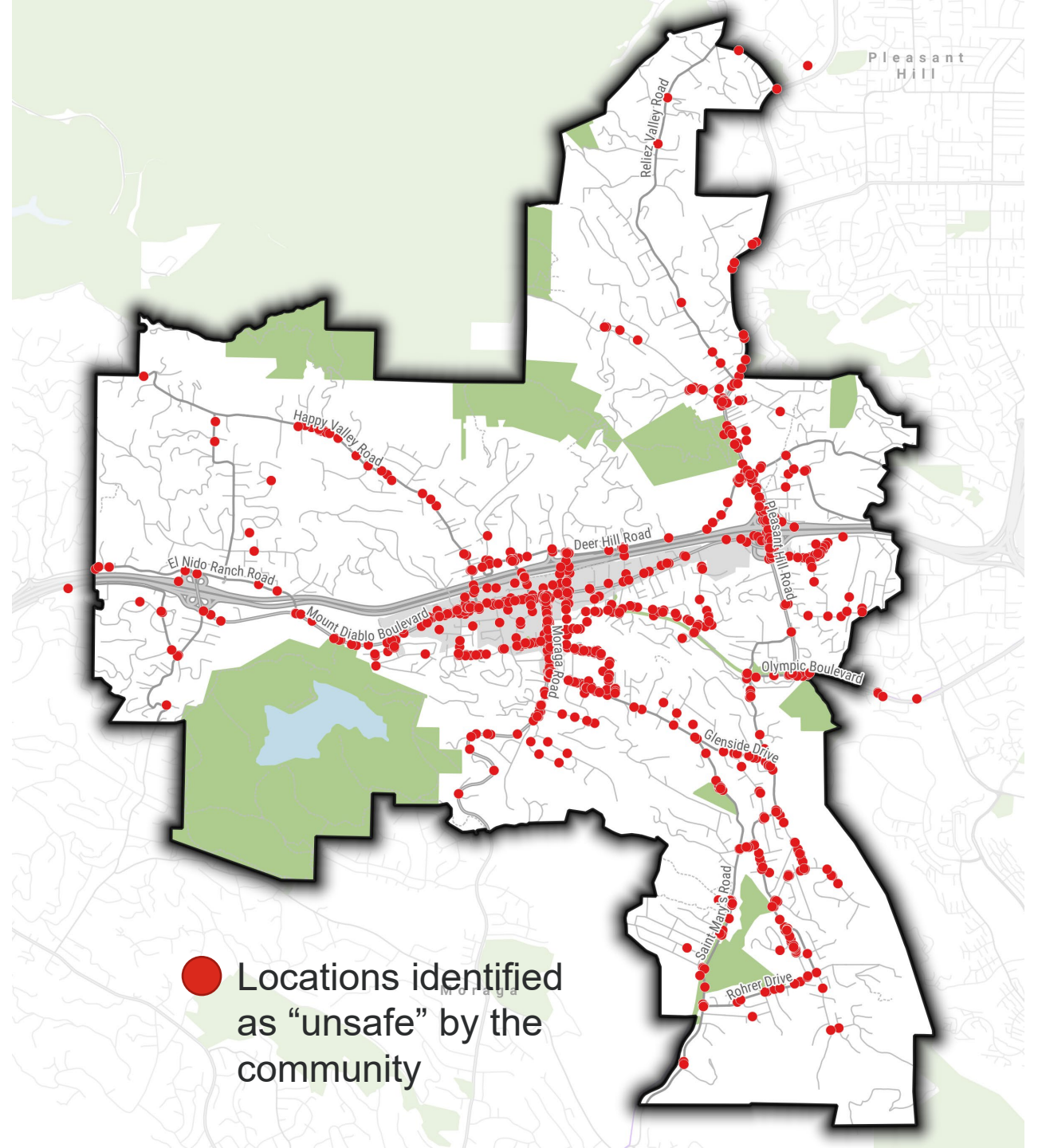
- Virtual Open House
 - December 1, 2022
- Web Map Survey
 - October 24, 2022 – December 4, 2022
- Four public Task Force Meetings:
 - September 22, 2022
 - October 25, 2022
 - February 1, 2023
 - March 22, 2023



Selection of comments from the Virtual Open House

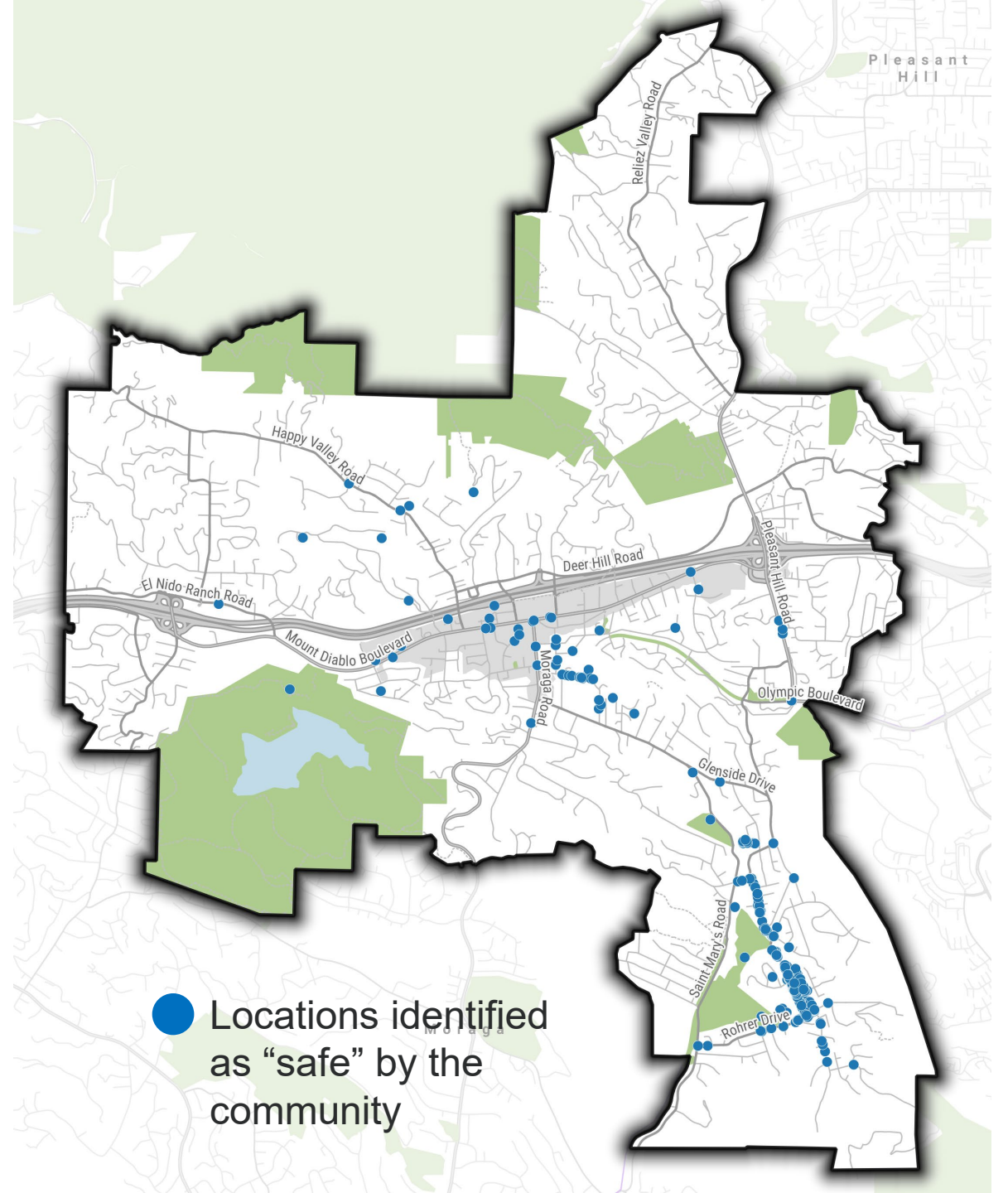
Web Map Results

- Locations where respondents felt roadway conditions were **unsafe**
- 1,200 points
- Most cited location:
 - **Mt. Diablo Blvd and Moraga Rd**



Web Map Results

- Locations where respondents felt roadway conditions were **safe**
- 275 points



Engagement Key Takeaways

- Roadway factors of concern:
 - Dangerous intersections, lack of visibility at uncontrolled locations
 - Speeding and high posted speed limits
 - Safety needs for pedestrians and bicyclists (more sidewalks/separation from vehicles, improved crossings)

Engagement Key Takeaways

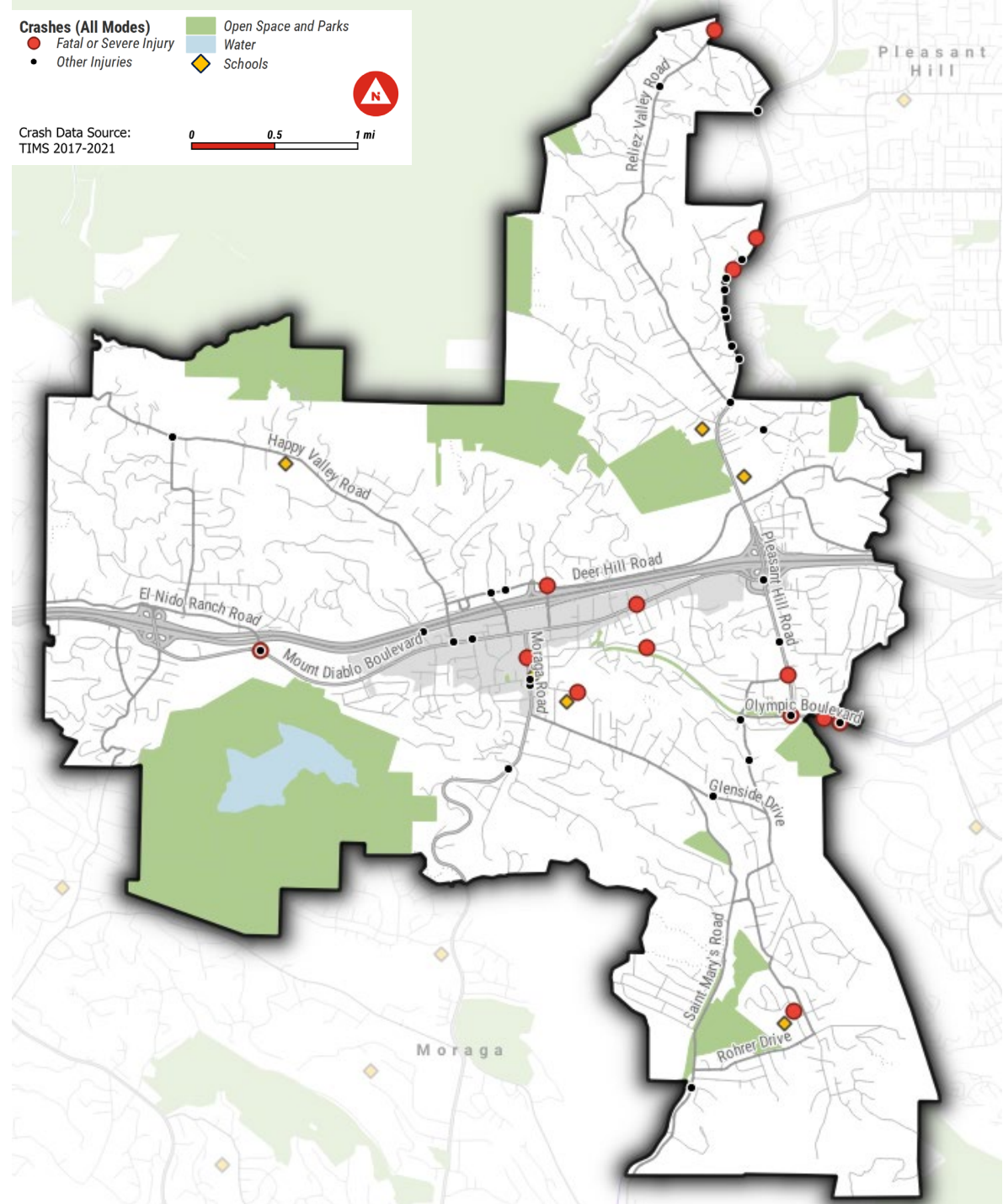
- Unsafe roadway behaviors identified:
 - Speeding
 - Distracted driving/walking
 - Roadway users not following or knowing rules of the road

Engagement Key Takeaways

- Key locations of concern:
 - Downtown (Mt. Diablo Blvd/Moraga Rd)
 - Near schools
 - Winding roads, such as Happy Valley Rd
 - Streets near bus stops and BART

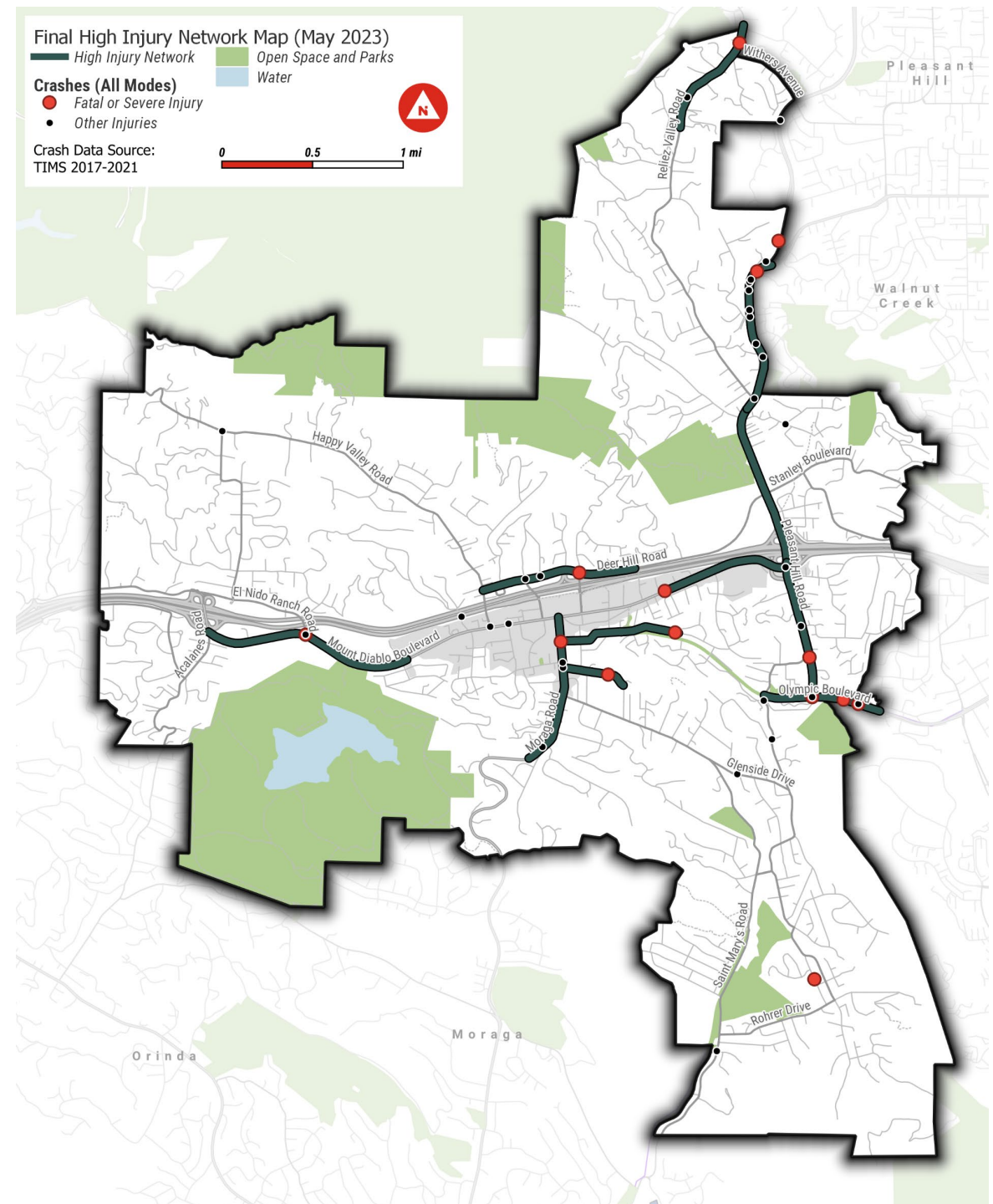
Crash Analysis

- 47 total crashes (2017-2021)
- 14 fatal or severe (KA) crashes



High Injury Network (HIN)

- Established through analysis of crash injury severity and density

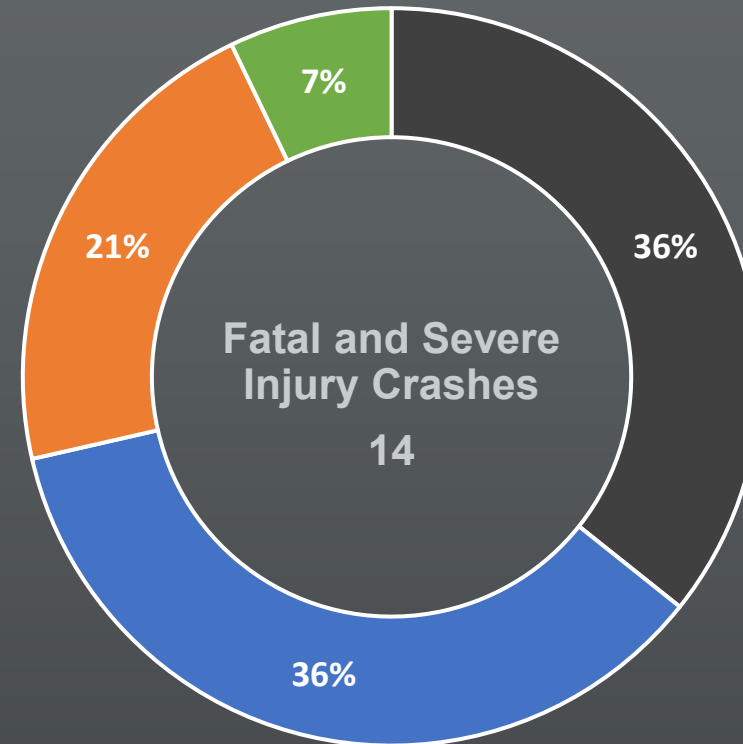
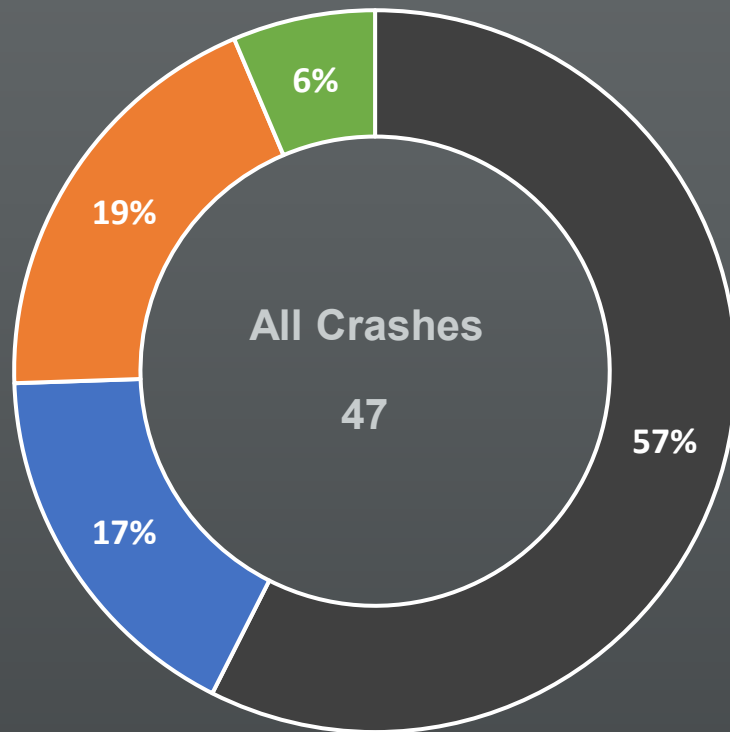


High Injury Networks Segments

HIN Segment	Extent
Olympic Boulevard	between Reliez Station Road and Newell Court
Moraga Road	between Mount Diablo Boulevard and Old Jonas Hill Road
School Street	between Moraga Road and Topper Lane
Reliez Valley Road	between the northern city limit and Sterling Heights Lane
Moraga Boulevard	between Moraga Road and Victoria Avenue
Mount Diablo Boulevard	between Willow Drive and Pleasant Hill Road
Pleasant Hill Road	between Taylor Boulevard and Olympic Boulevard
Deer Hill Road	between Happy Valley Road and Miller Drive
Mount Diablo Boulevard	between Acalanes Road and Risa Road

Crash Analysis - Key Takeaways

People walking, biking, or riding a motorcycle are particularly vulnerable



- Motor Vehicle
- Bicycle
- Pedestrian
- Motorcycle

Crash Analysis - Key Takeaways

63% of all bicyclist crashes resulted in a KA

33% of all both pedestrian and motorcycle crashes resulted in a KA

19% of all motor vehicle crashes resulted in a KA

Engineering Field Visits

- Conducted visits along HIN segments
- Reviewed street conditions, traffic control devices, and noted where safety infrastructure was deficient
- Created Location Profiles for each segment

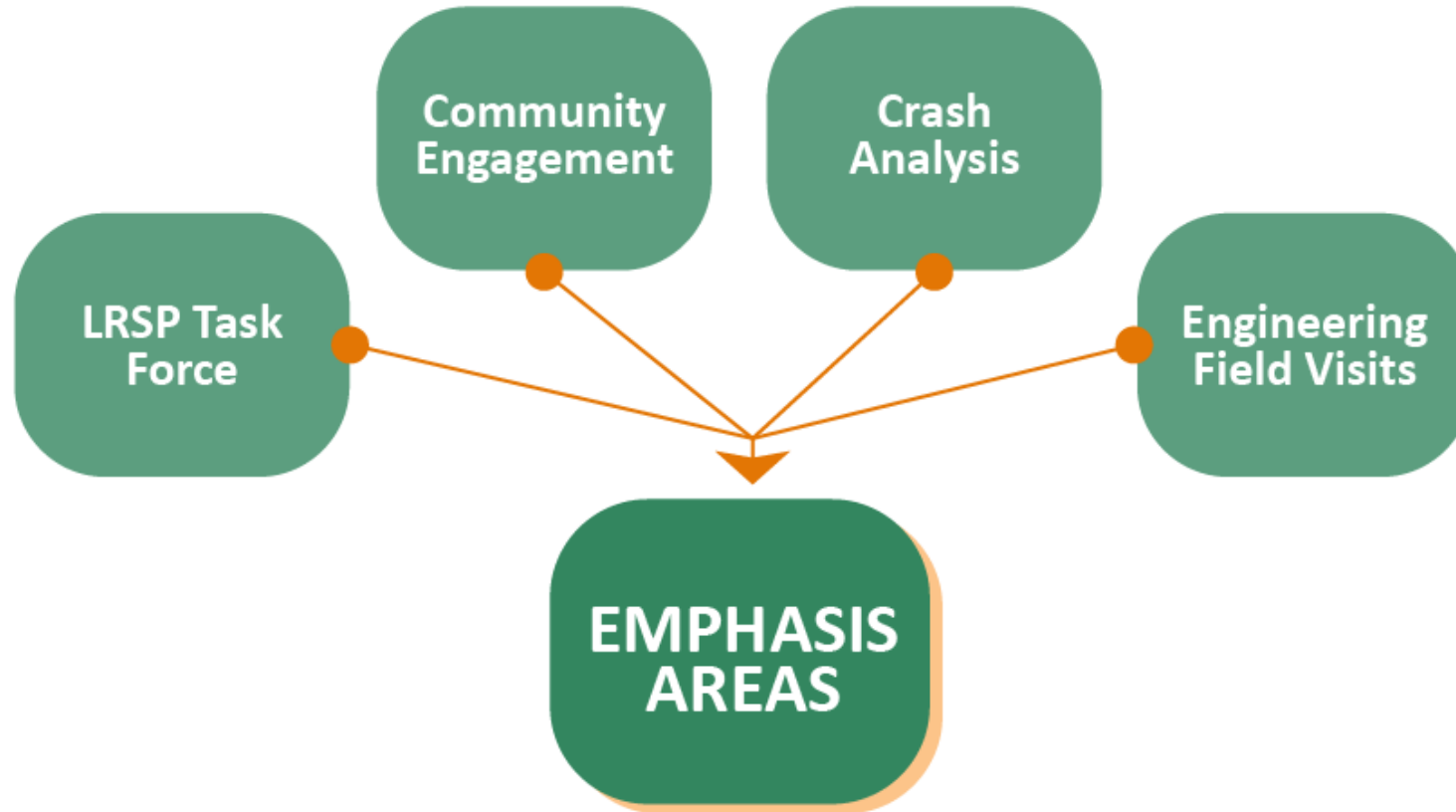


Moraga Rd and Mt. Diablo Blvd

Emphasis Areas



Emphasis Areas



Emphasis Areas



Emphasis Areas

Bus Stops at Intersections

Distracted Driving

Failure to Yield

Improper Turning

Interactions between Bicyclists and Motorists

Interactions between Pedestrians and Motorists

Lane Departure

Speeds

Trail Crossings

Unsignalized Intersections



Safety Strategies



Safety Strategies



Safety Strategies

- Strategies developed through the lens of **The Safe System Approach**
- Draw from LRSP goals, engagement feedback, crash analysis, and emphasis areas



Source: FHWA

Policy, Program, and Practice Actions

Add suggested additions, clarifications and removal of actions to inform the final Plan – [Adobe Cloud document](#)

- Outlines actions and steps to prioritize roadway safety
 - **Actions** are overarching strategies the City should take
 - **Steps** detail how each action is achieved
- Table should be used as a living document to track progress and measures on actions!

High Injury Network Projects

Add suggested additions and clarifications to inform the final Plan – [Adobe Cloud document](#)

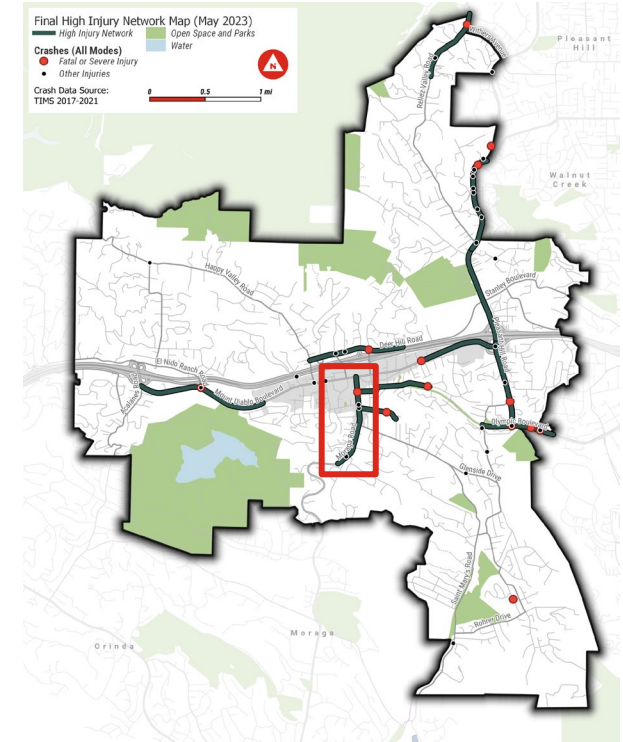
- Determine the most effective safety countermeasures to be installed to HIN segments
- Evaluate crash causes, modes involved through the Safe System Approach Framework

Example: Crash factors identified from Moraga Rd Crashes (2017 – 2021)

Project	Limits	# of Fatal	# of KSI	Total Crashes	Leading Crash Types	Violation Type	Modes Involved in Crashes	Intersection?	Signalized?
Moraga Road	Mount Diablo Boulevard to Old Jonas Hill Road	1	1	1 Fatal	Ped Crossing in Crosswalk at Intersection, MV Making Left Turn	Fail to yield to pedestrian	3 Pedestrian Crashes	Moraga Boulevard	Yes
				3 Complaint of Pain	Ped Crossing in Crosswalk at Intersection, MV Making Right Turn	Fail to yield to driver		Brook Street	
					Ped Crossing in Crosswalk at Intersection, MV Proceeding Straight	Other Improper Driving			
					Rear End, Multi-Motor Vehicle	Unsafe passing	1 Motorist Crashes	Segement	

High Injury Network Projects

- Ex: Moraga Road
 - Crash concerns based on crash history:
 - pedestrian crossings at crosswalks
 - vehicle turning
 - failure to yield



High Injury Network Projects

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■ Possible safety countermeasures from toolbox:

- **High-visibility crosswalks**
- **Leading Pedestrian Intervals**
- **Curb extensions**



High Injury Network Projects

■ Ex: Moraga Road

- Review community input and prior planning work for needs and ideas
- Review chosen safety countermeasures from the SSA framework, refine as necessary
- Implement safety countermeasures along the HIN segment
- Regularly evaluate performance of implemented safety countermeasures: expand to other locations or adjust approach as necessary

Example possible safety countermeasures



Citywide Systemic Roadway Improvements

Add suggested additions, clarifications, and removals to inform the final Plan – [Adobe Cloud document](#)

- Proven effective safety countermeasures that are beneficial for the overall safety of all road users!
- Install everywhere, starting with the HIN!
- Informed by:
 - Community feedback (speeding concerns, bike/ped needs)
 - Common crash factors (intersections, turns, speed)

Next Steps

Public Comment

T'OOLE
DESIGN



Thank you

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