Multi Modal Transportation Safety Program (MMTSP) Workshop 2



WELCOME TO THE WEBINAR

This is a Zoom Webinar



This webinar is being archived and will be posted on the MMTSP webpage at <u>www.citrusheights.net/945</u>

We will also provide a link via the City's Facebook page.

A quick poll while we wait for everyone to log in and join us!





AGENDA

- 1. MMTSP Overview
- 2. Where are we in the Process
- 3. Meet the Panelists
- 4. Survey Results
- 5. Safety Findings
- 6. Prioritization Process
- 7. Implementation and Next Steps
- 8. Questions & Answers

MMTSP OVERVIEW

Background

The General Services Department (GSD) regularly receives requests for new signs, striping, crosswalks, speed humps, traffic calming and traffic enforcement.

The Multi Modal Transportation Safety Program (MMTSP) will develop guidelines and procedures to initiate and evaluate requests.

The MMTSP will improve the way the city addresses traffic and safety concerns, and provide an update to the 2001 Neighborhood Traffic Calming Program.

Result

A process that allows the city to quickly respond to citizen requests, identify solutions and prioritize implementation.

Program Goals

- Identify safety patterns, trends and "hot spots" and appropriate solutions
- Engage the community
- Develop prioritization methodology and tool
- Evaluate and prioritize past resident concerns and requests.
- Identify potential funding sources for implementing solutions.
- Provide a "toolbox" and program guidelines for the community



MMTSP Process and Timeline



Meet our Panelists



Leslie Blomquist City of Citrus Heights Principal Civil Engineer

Shaun Gualco

City of Citrus Heights



Mary Poole City of Citrus Heights Operations Manager



Nichole Baxter City of Citrus Heights Communications Officer



Iain Conway Steer Project Manager



Sarah McMinimy Steer Community Engagement



Adam Vest Toole Design Prioritization & Safety



Online Resident Survey Providing Input to Prioritization Methodology

352 Responses Survey open December 8, 2019 through February 9, 2020





Survey Results: Overview



Where do we **proritize**?



Crash Trends









Destinations





Travel Mode





Type of Trips



How do you champion safe streets?









CITRUS HEIGHTS Solid room, New growth

Safe Street Champions

Questions on Survey Findings?



Safety Analysis Findings





Pedestrian Crash Frequency by Year

Severity for Pedestrian Crashes









Hit and run collisions account for **23%** pedestrian collisions. Pedestrian crashes that occur in the dark with street lights were more severe. Streets with speed limits of 40 mph had the highest number of crashes (**62%**) for pedestrian crashes. The majority (**36.1%**) of pedestrian-related crashes occurred while the pedestrians were crossing the street at the crosswalk. Collisions where pedestrians are crossing somewhere other than the crosswalk were more severe.



Most common causes of **pedestrian collisions**



Pedestrian Hotspot Segments and Intersections



*Intersections refer to crashes that are within 250 feet of the cross streets Source: City of Citrus Heights Crossroads Database: 1/2014-12/2018

Top Locations

Intersections

Count	Street	Cross Street
8	Sunrise Blvd	Old Auburn Rd
9	Greenback Ln	Auburn Blvd
3	Sunrise Blvd	Macy Plaza Blvd
2	Auburn Blvd	Linden Ave
2	Auburn Blvd Antelope Rd	
Segmer	its	
Count	Street	Cross Street
h		
2	Auburn Biva	Greenback Ln
2	Greenback Ln	Greenback Ln Arcadia Dr
2 2 1	Greenback Ln Antelope Rd	Arcadia Dr Mariposa Ave
2 2 1 1	Auburn Bivd Greenback Ln Antelope Rd Auburn Bivd	Greenback Ln Arcadia Dr Mariposa Ave Charwood Ln
2 2 1 1 1	Auburn Biva Greenback Ln Antelope Rd Auburn Blvd Auburn Blvd	Arcadia Dr Mariposa Ave Charwood Ln Halifax St
2 2 1 1 1 1 1	Auburn Bivd Greenback Ln Antelope Rd Auburn Bivd Auburn Bivd Greenback Ln	Greenback Ln Arcadia Dr Mariposa Ave Charwood Ln Halifax St Binet Dr

Bicycle Crash Frequency by Year

Severity for Bicycle Crashes



Bicycle Crashes

Property Damage Only

- Other Visible Injury







Hit and run collisions account for 15% bicycle collisions.

Unsafe turns or lane changes are the large cause of bicycle crashes (**27%**). Streets with speed limits of 40mph had the second highest number of bicycle crashes (**68%**).

Most bicycle crashes occur in daylight, primarily between **3PM-6PM**.

Crashes where both the vehicle and bicyclist are proceeding straight in a perpendicular direction were the most severe. Most bicycle crashes are "Right hooks" where the vehicle is making a right turn while the cyclist is proceeding straight(**20.3%**).



Most common causes of **bicycle collisions**



Bicycle Hotspot Segments and Intersections



*Intersections refer to crashes that are within 250 feet of the cross streets Source: City of Citrus Heights Crossroads Database: 1/2014-12/2018

Intersections

Count	Street	Cross Street
3	Greenback Ln	Burich Ave
3	Antelope Rd	Rollingwood Blvd
2	Sunrise Blvd	Antelope Rd
2	Auburn Blvd	Antelope Rd
3	Greenback Ln	Auburn Blvd

Segments

Count	Street	Cross Street
3	Auburn Blvd	Greenback Ln
3	Sunrise Blvd	Antelope Rd
2	Auburn Blvd	Shadow Ln
2	Birdcage St	Greenback Ln
2	Greenback Ln	Burich Ave

Vehicle Crash Frequency by Year



Severity for Vehicle Crashes









The most severe vehicle collisions were caused by unsafe speed (41.2%) followed by driving while under the influence (8.94%).

The majority of the vehicle crashes were rear-ends (42.2% of collisions), followed by broadside, aka T-bone (23.3% of collisions).

Vehicular hit and run crashes were 23% of total crashes.

67% of vehicle crashes occurred on 40 mph streets. occurred in the

The most severe vehicle collisions daylight.



Most common causes of vehicle collisions



Vehicle Hotspot Segments and Intersections



*Intersections refer to crashes that are within 250 feet of the cross streets Source: City of Citrus Heights Crossroads Database: 1/2014-12/2018

Intersections

Count	Street	Cross Street
15	Greenback Ln	Old Auburn Rd
14	Greenback Ln	Van Maren Ln
44	Greenback Ln	Mariposa Ave
44	Antelope Rd	Garden Gate Dr
15	Greenback Ln	Burich Ave
-		

Segments

Count	Street	Cross Street
14	Sunrise Blvd	Old Auburn Rd
5	Sunrise Blvd	Antelope Rd
30	Greenback Ln	Birdcage St
15	Antelope Rd	Lichen Dr
13	Auburn Blvd	Greenback Ln

Questions about the Safety Analysis Findings?





Prioritization Process

Overview

- Lots of requests for improvements received from the community every year.
- With limited budgets available for spending on local safety measures, it is important to spend in the most effective way.
- The proposed prioritization process will help us implement measures in the most effective order.



Requests from the Community



Community Requests by Type



* Does not include requests made directly to the police department.

Information Required

- Name
- Contact information (for any follow up required)
- Address of issue (street address or cross street)
- Text box if further description of the address is needed
- Problem category (such as speeding, sight distance, enforcement, parking, street lighting, safety)
- Modes impacted (such as pedestrians, bicycles, vehicles).
- Further information



Analysis Step 1: Context Criteria Assessment

- Low/Medium/High context score to be calculated using an automated process that uses existing information about the location of the request.
- The importance of each factor will be based partially on your input, including:
 - Online Survey Results
 - Input from community meetings in October 2019 and April 2020
 - Additional feedback provided to City staff





Analysis Step 2: Needs Criteria Assessment

Context Priority

- If the context score calculated is Medium or High, a Needs criteria assessment will be conducted.
- The needs based assessment uses traffic speed and volume data to score as Low/ Medium/High.

		Low	Medium	High
	Low			
	Medium			
	High			

Need Priority

Needs Data	Needs Criteria
Vehicle Speeds	Low/Medium/High Speeds
Vehicle Volumes	Low/Medium/High Traffic Volumes

HEIGHTS

Analysis Result: Prioritized List of Safety Measures for Implementation

- Prioritized list of improvements based on the Context and Needs scoring of each request.
- Implementation of measures in the most effective order based on available funding.





Questions about Prioritization Process



Implementation



Implementation & Next Steps

- Continue to submit questions (and take the survey if you haven't yet) through April 30.
- Attend Workshop #3 in Summer 2020.
- Continue to follow the project on our webpage and Facebook.



Neighborhood Toolbox







CITRUS HEIGHTS

The road belongs to all of us.







Thank you to our Neighborhood Champions!



Chad Singleton Aimee Pfaff Susan Pointer Melanie Steffens



And thank you to all of you – who are continually working in the community to champion safety – for all modes – within our neighborhoods.





Questions & Answers



Thank you for Participating! Please Stay engaged! www.citrusheights.net/945



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SOCIAL MEDIA



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