



CONTRA COSTA
transportation
authority

Contra Costa

Countywide Comprehensive Transportation Safety Action Plan

Colin B. Clarke, AICP
Planning Department



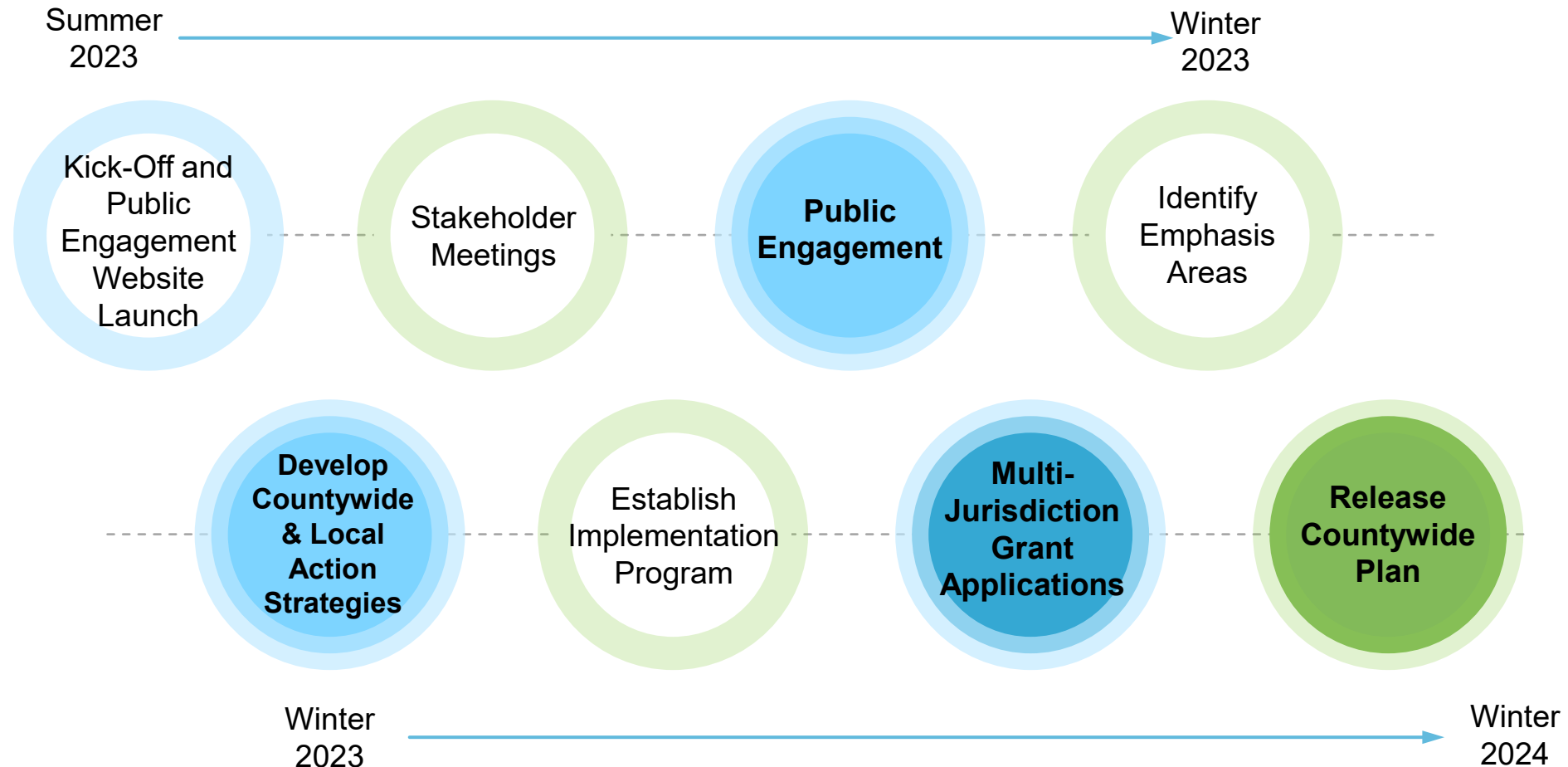
Contra Costa Countywide Comprehensive Transportation Safety Action Plan (CCTSAP)

What is the CCTSAP?

- *Eligibility:* Empower local agencies to be their own **Lead Applicant** for future USDOT Safe Streets for All (SS4A) implementation grants
- *Compliance:* 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**
- *Adoption:* Appendix includes jurisdiction-specific supplemental addendum to LRSP, and CCTSAP serves as attachment to 2021 Vision Zero Policy & Implementation Guide
- 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 **nationally competitive** & locally implemented Multi-Jurisdiction Grant Applications



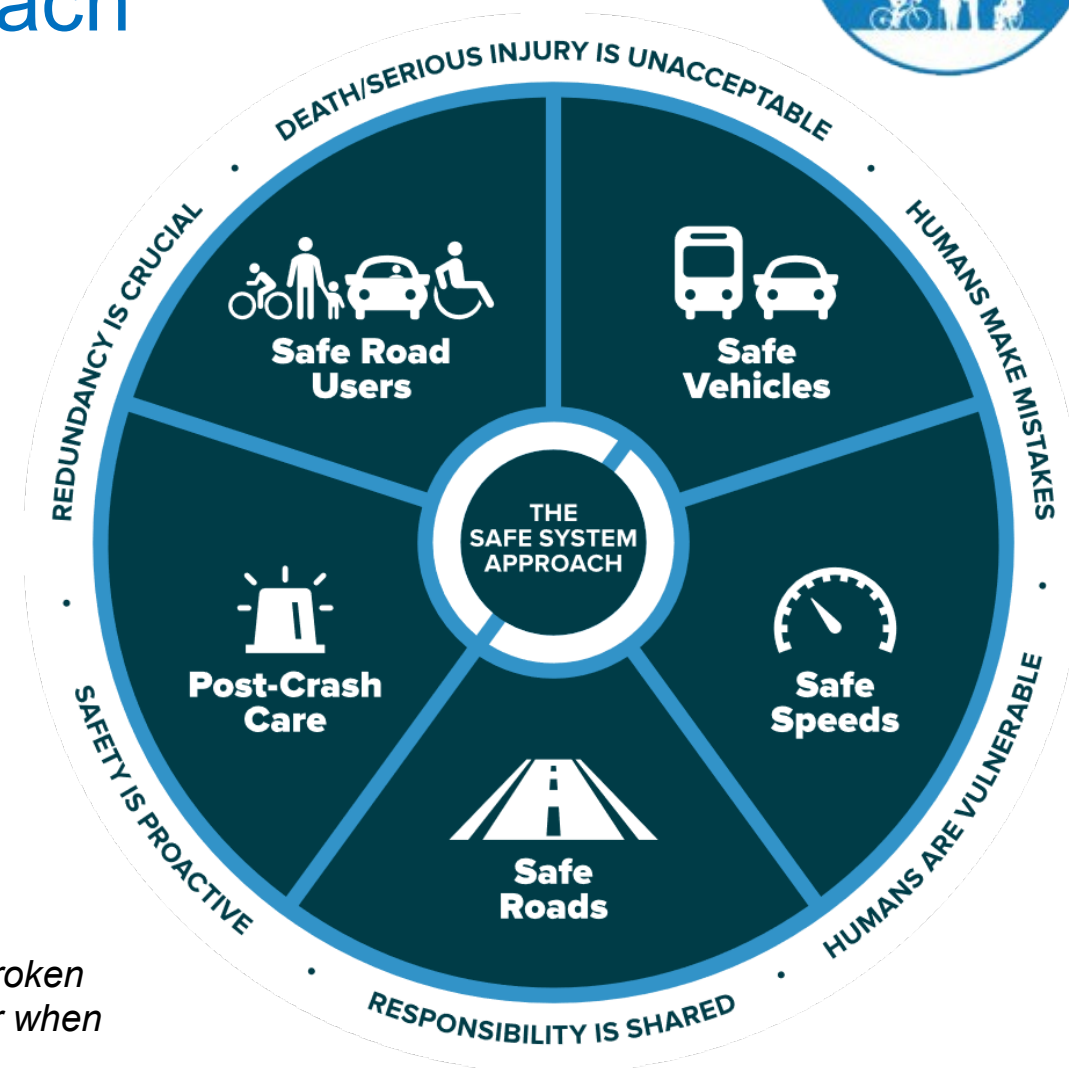
CCTSAP Schedule and Milestones





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

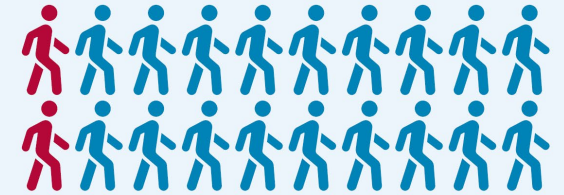
Our bodies can only tolerate so much physical impact. Even small increases in vehicle speed significantly escalate risk of severe injuries and fatalities. System designers and policymakers can use proven tools to encourage lower, safer speeds. Where there is a mix of people walking, biking and driving — 20 is plenty!



Speed Kills

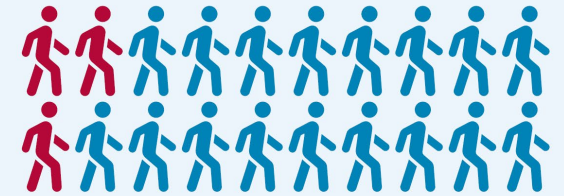
20
MPH

8%



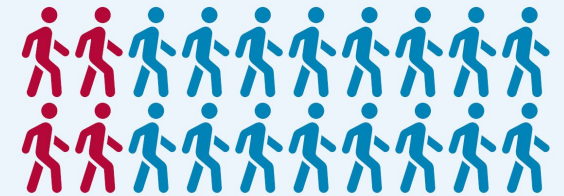
25
MPH

12%



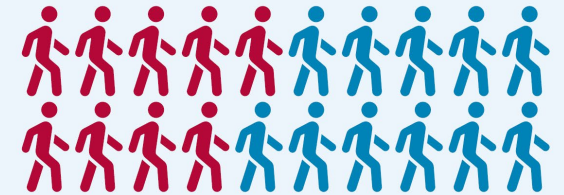
30
MPH

20%



40
MPH

46%

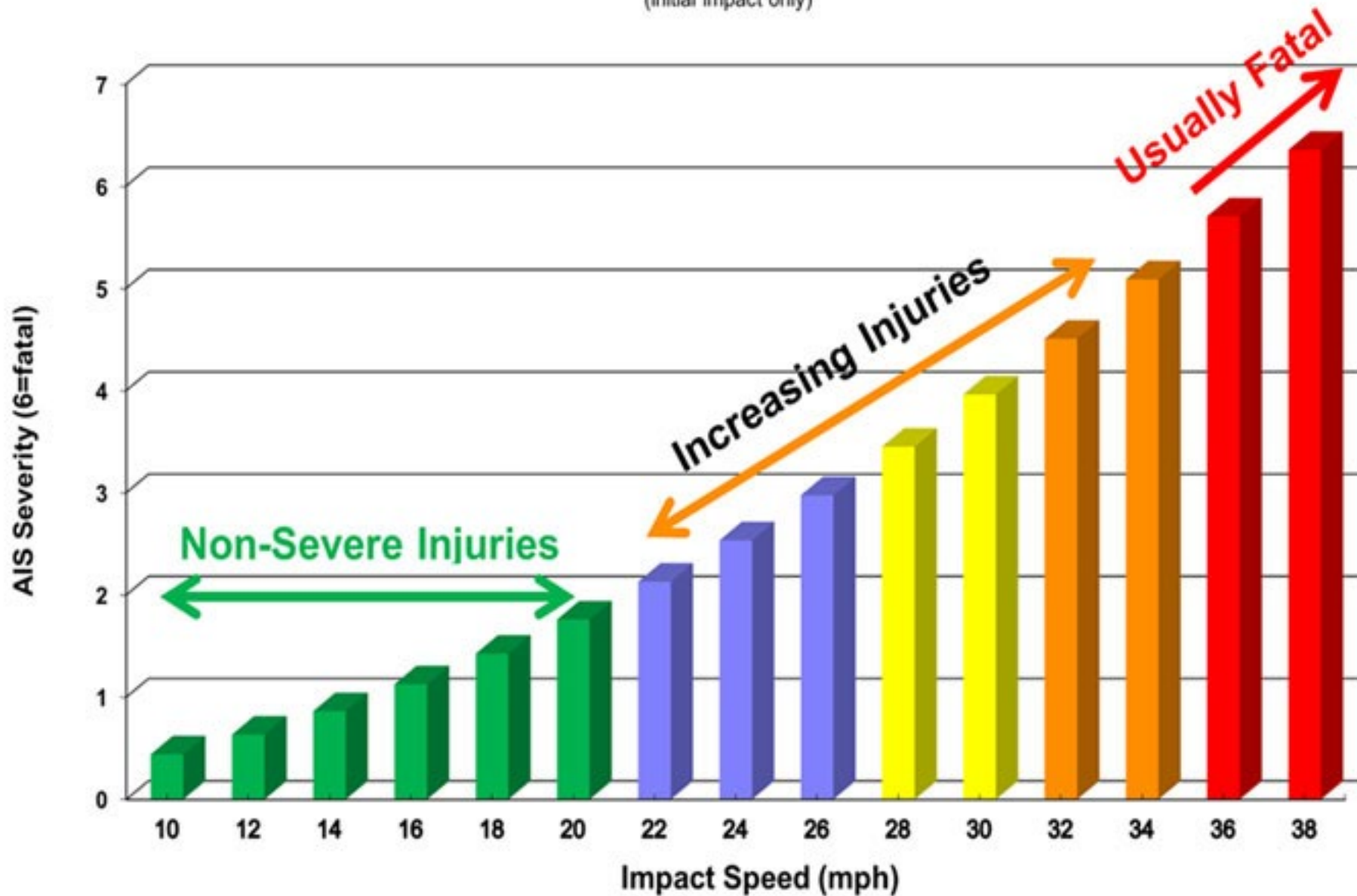


Likelihood of fatality for people walking if hit at these speeds

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



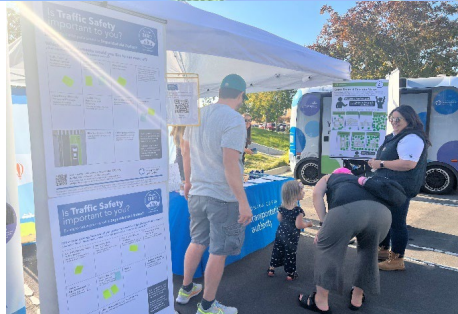
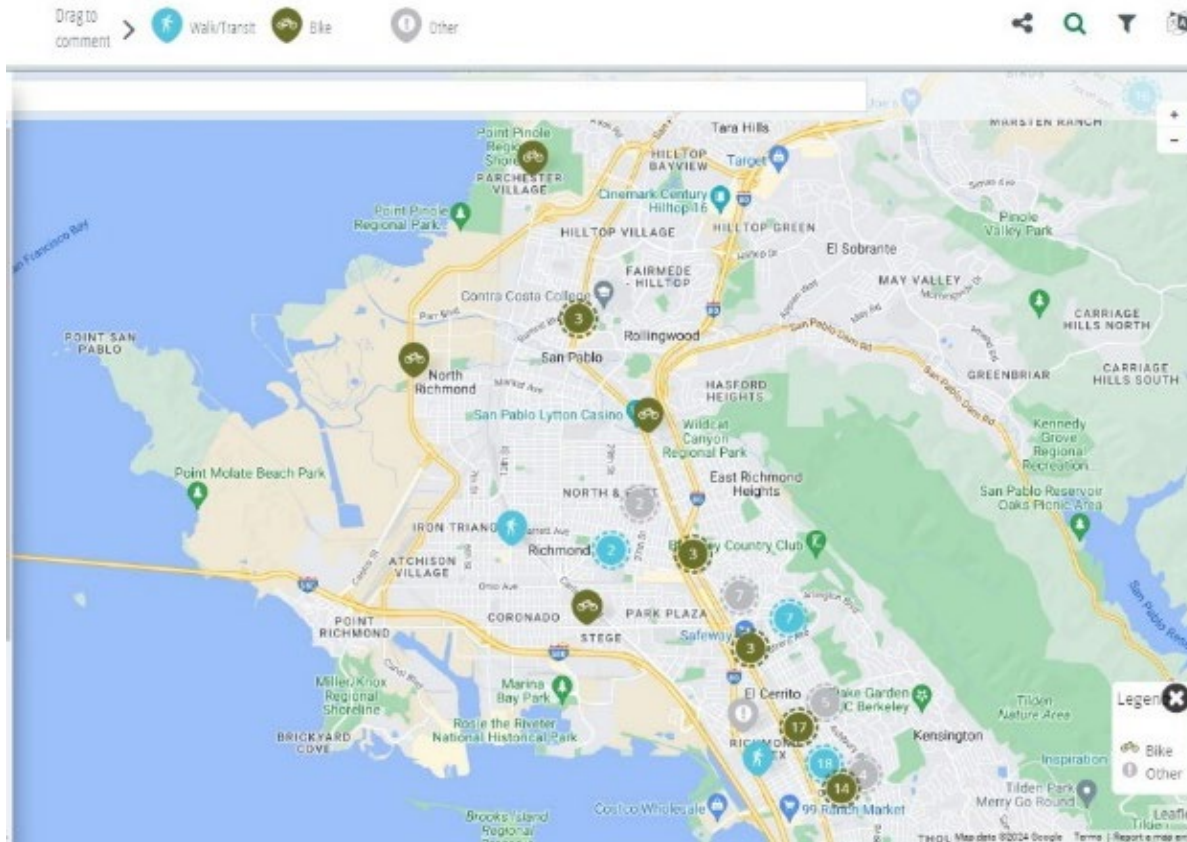
- ① Wide, multilane road supports mobility for motorists
- ② Higher speeds increase risk of injury or fatality for pedestrians and bicyclists
- ③ Lack of pedestrian crossings and separated bike facilities increase pedestrian and bicyclist exposure to high speed vehicles
- ④ Parking lots along street 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

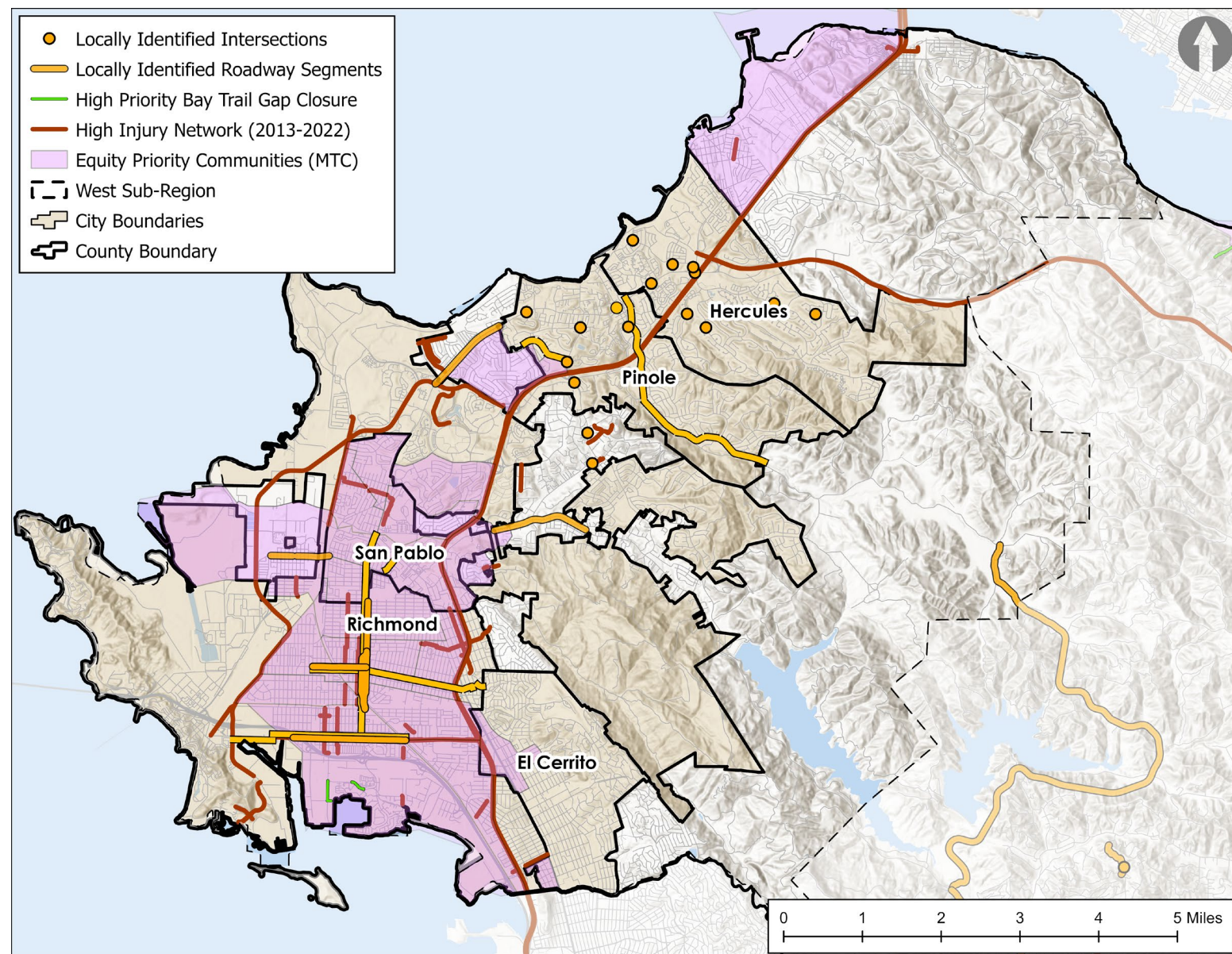


- Virtual Outreach Campaign and Online Survey
 - 602 Total Visits and 267 unique users
 - 148 comments, 136 survey responses
- In-person Community Outreach Events
 - Pinole
 - Pinole Classic Car Show (June 2023)
 - Hercules
 - National Night Out (August 2023)
 - San Pablo
 - National Night Out (August 2023)
 - El Cerrito
 - Farmers Market (August 2023)
 - Richmond
 - National Drive Electric Event and e-bike Relaunch (Sept 2023)

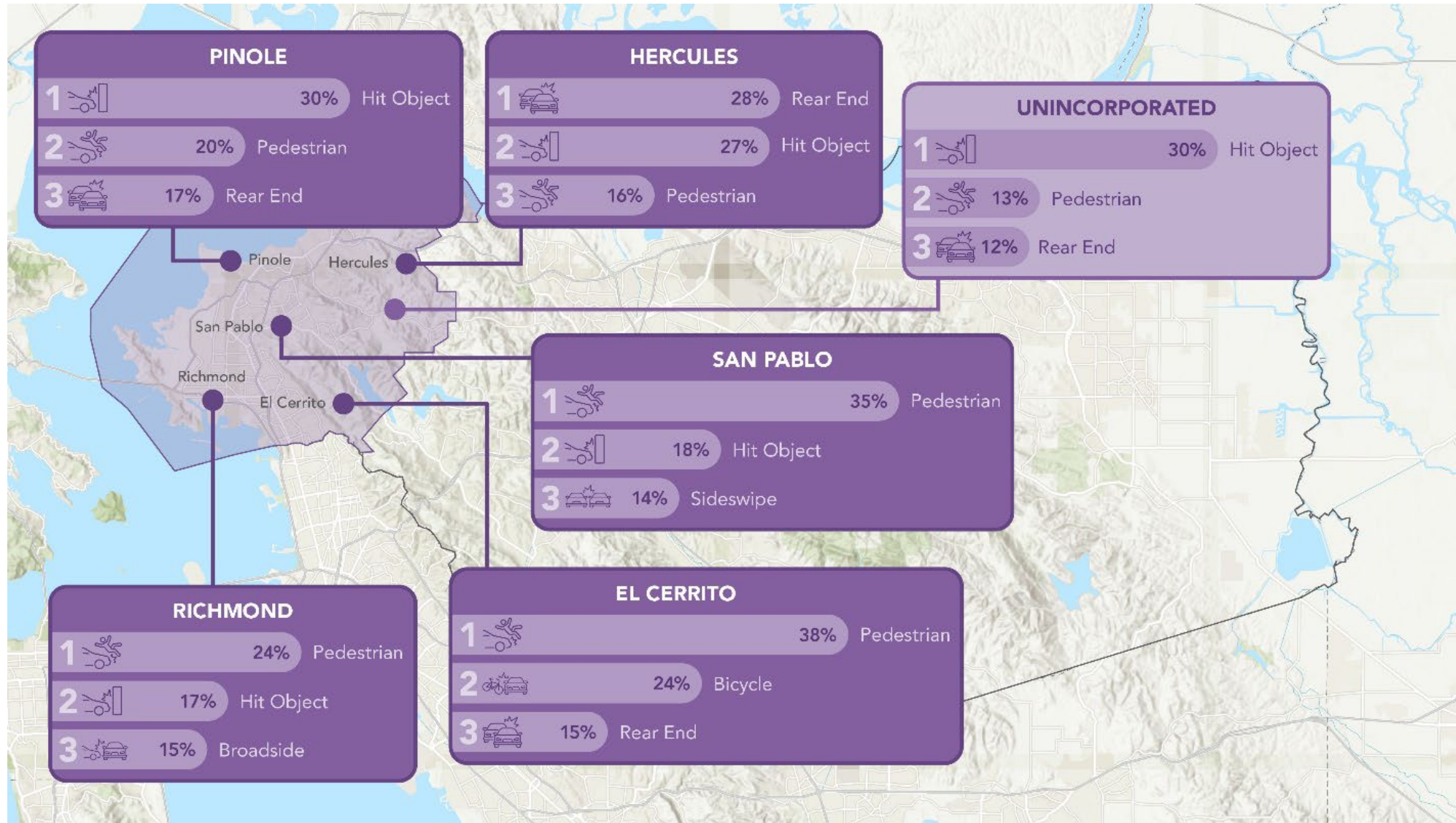
Locally Identified High-Frequency Locations and BayVIZ High-Injury Network (West County)



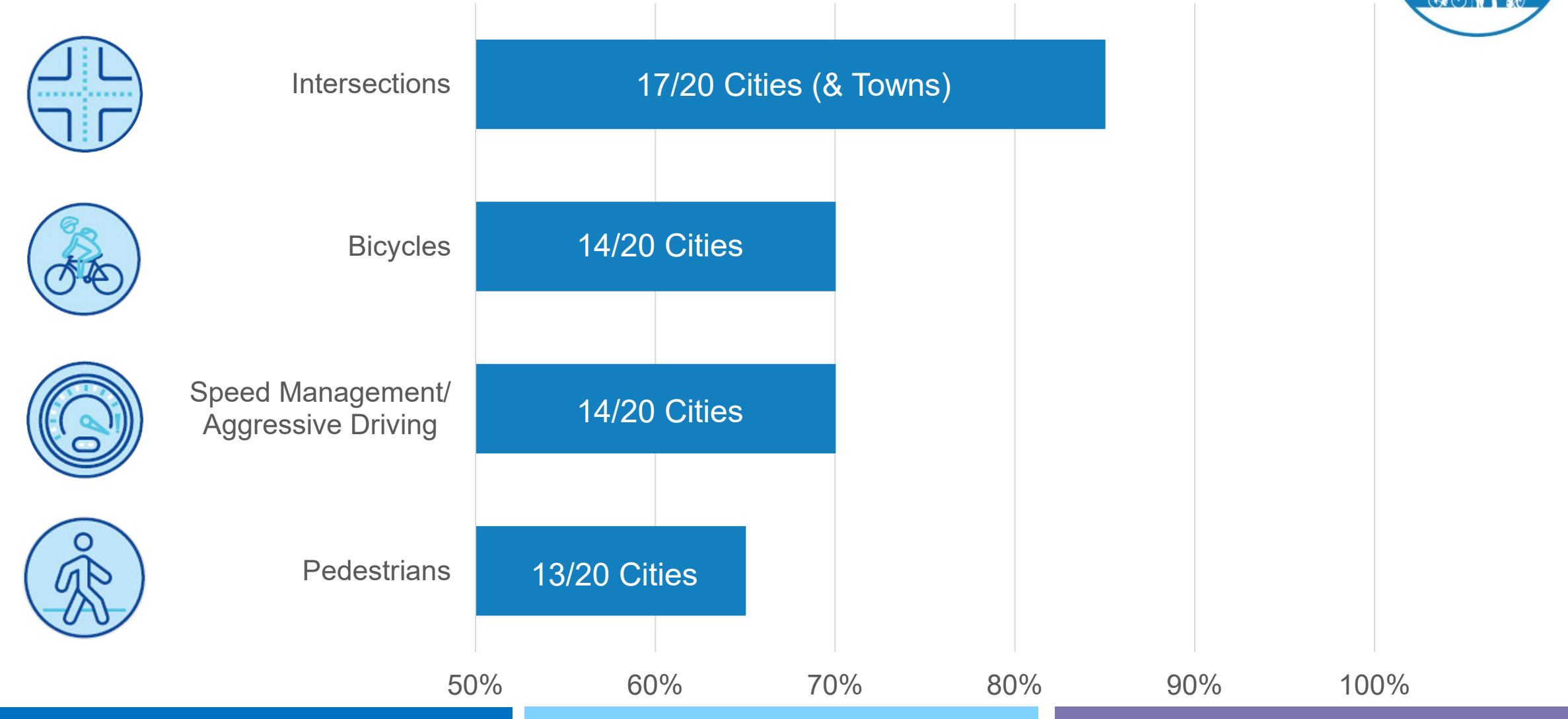
Source: MTC Data Catalog, Accessed September 2023 ([EPC - Plan Bay Area 2050](#)), Equity Priority Communities (EPCs) are identified by MTC using data collected from American Community Survey, 2014-2018, High-Injury Network identified using TIMS 2013-2022 Collision Data via BayViz; Locally identified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



Top K+SI Collision Types (West County)







































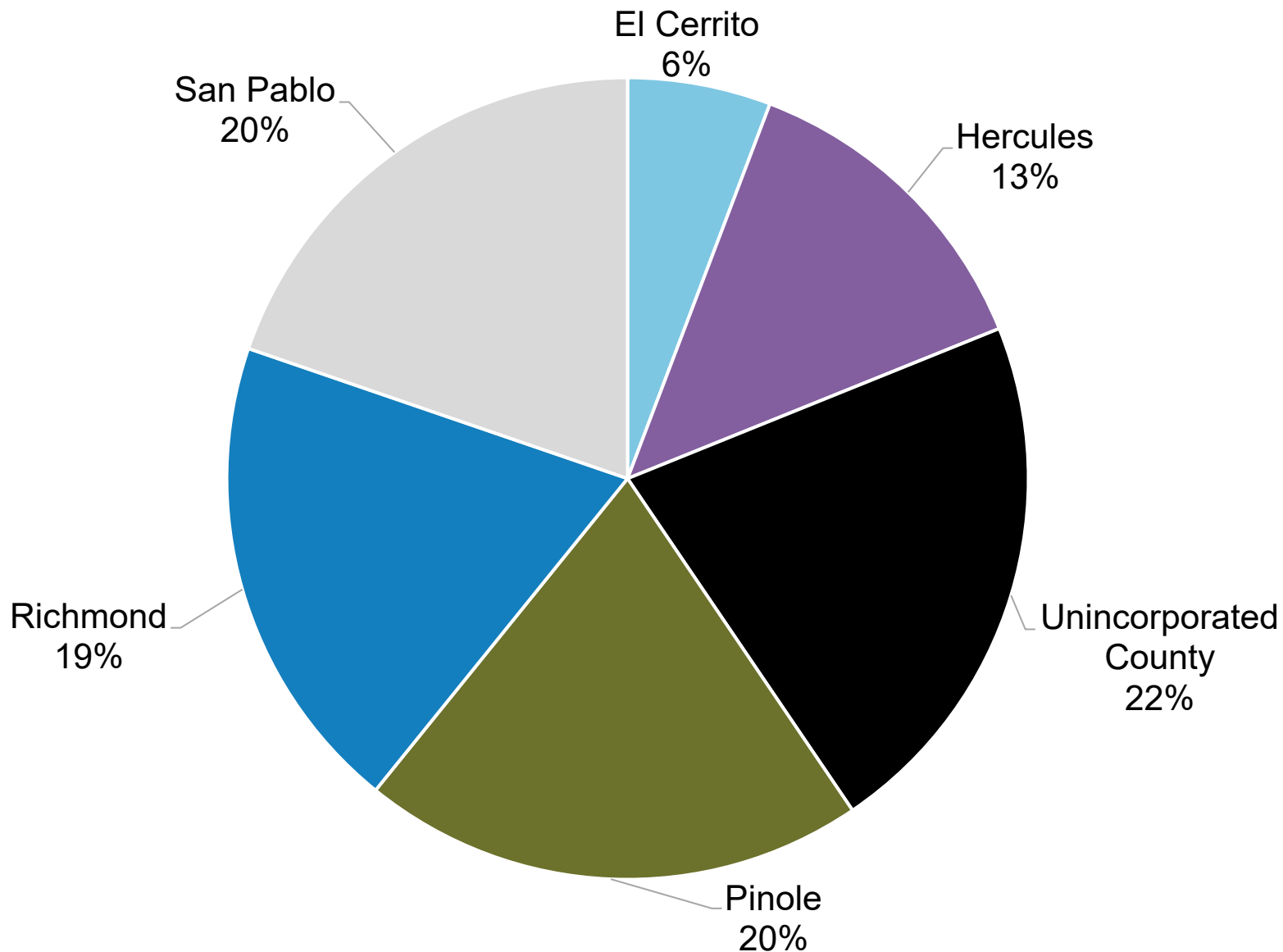
Countywide: Common Emphasis Areas



Local Emphasis Areas



		EMPHASIS AREAS										
		Aging Drivers	Bikes	Commercial Drivers	Distracted Driving	Driver Licensing	Impaired Driving	Intersections	Pedestrians	Speed Management/ Aggressive Driving	Work Zones	Young Drivers
												
WEST (WCCTAC)	El Cerrito											
	Hercules											
	Pinole											
	Richmond											
	San Pablo											



Economic Impact of Collisions per Capita

Comprehensive economic cost of collisions in West County (WCCTC): **\$7,090/year per capita**

Unincorporated County accounts for the highest cost per year per capita, followed by Pinole and San Pablo.

Economic Impact of Each Collision

Cost estimates were adjusted for inflation and from 2019 dollars (VZWG Nov 2023) to 2024 dollars (CBPAC 07/22/2024).

The chart shows a breakdown of factors involved in developing the estimated cost of one collision (national value).

Congestion Costs: The value of travel time delay for people who are not involved in traffic collisions, but who are delayed in the resulting traffic congestion from these collisions, as well as the value of excess fuel consumed, greenhouse gas (GHG) emissions, and criteria pollutants emitted due to traffic congestion caused by the collision.

Emergency Services: Police department and fire department response costs.

Household Productivity: The present value of lost productive household activity, valued at the market price for hiring one person to accomplish the same tasks.

Insurance Administration: The administrative costs associated with processing insurance claims resulting from motor vehicle collisions and defense attorney costs.

Legal Costs: The legal fees and court costs associated with civil litigation resulting from traffic collisions.

Market Productivity: The present discounted value (using a three-percent discount rate) of the lost wages and benefits over the victim's remaining life span.

Medical Care: The cost of all medical treatment associated with motor vehicle injuries including that given during ambulance transport. Medical costs include emergency room and inpatient costs, follow-up visits, physical therapy, rehabilitation, prescriptions, prosthetic devices, and home modifications.

Property Damage: The value of vehicles, cargo, roadway features, and other items damaged in traffic collisions.

Vocational Rehabilitation: The cost of job or career retraining required due to disability caused by motor vehicle injuries. These costs are grouped within Medical costs in this report.

Workplace Costs: The costs of workplace disruption that are due to the loss or absence of an employee. This includes the cost of retraining new employees, overtime required to accomplish work of the injured employee, and the administrative costs of processing personnel changes.



TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

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

Schedule



Priority	Next Steps	Date
	Authority Board (multi-jurisdiction electeds) review and receive draft final CCTSAP; approval and adoption	12/18/2024
	Countywide Vision Zero Working Group review draft CCTSAP; recommend PC review and CCTA Board approval and adoption	12/2024
	Planning Committee (electeds) review draft CCTSAP; recommend CCTA Board approval and adoption	12/05/2024
2	Every Jurisdiction: adopt local Vision Zero policy, and CCTSAP, coordinated with CCTA and countywide template	past due
3	Every Jurisdiction in coordination with CCTA: Implement regionally & locally identified safety projects ideally within CIP & repaving program and (Engineering & Non-Engineering) strategies using Safe Systems Approach and Countywide Vision Zero Toolbox	ongoing
4	Every Jurisdiction: Establish a local Traffic Safety Working Group to implement LRSP and foster a multi-disciplinary “safety culture” (or clarify role of RTPC or CBPAC)	ASAP
5	Every Jurisdiction in coordination in with CCTA: Participate in future grant cycles, leverage regional multi-jurisdiction partnerships	ongoing

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

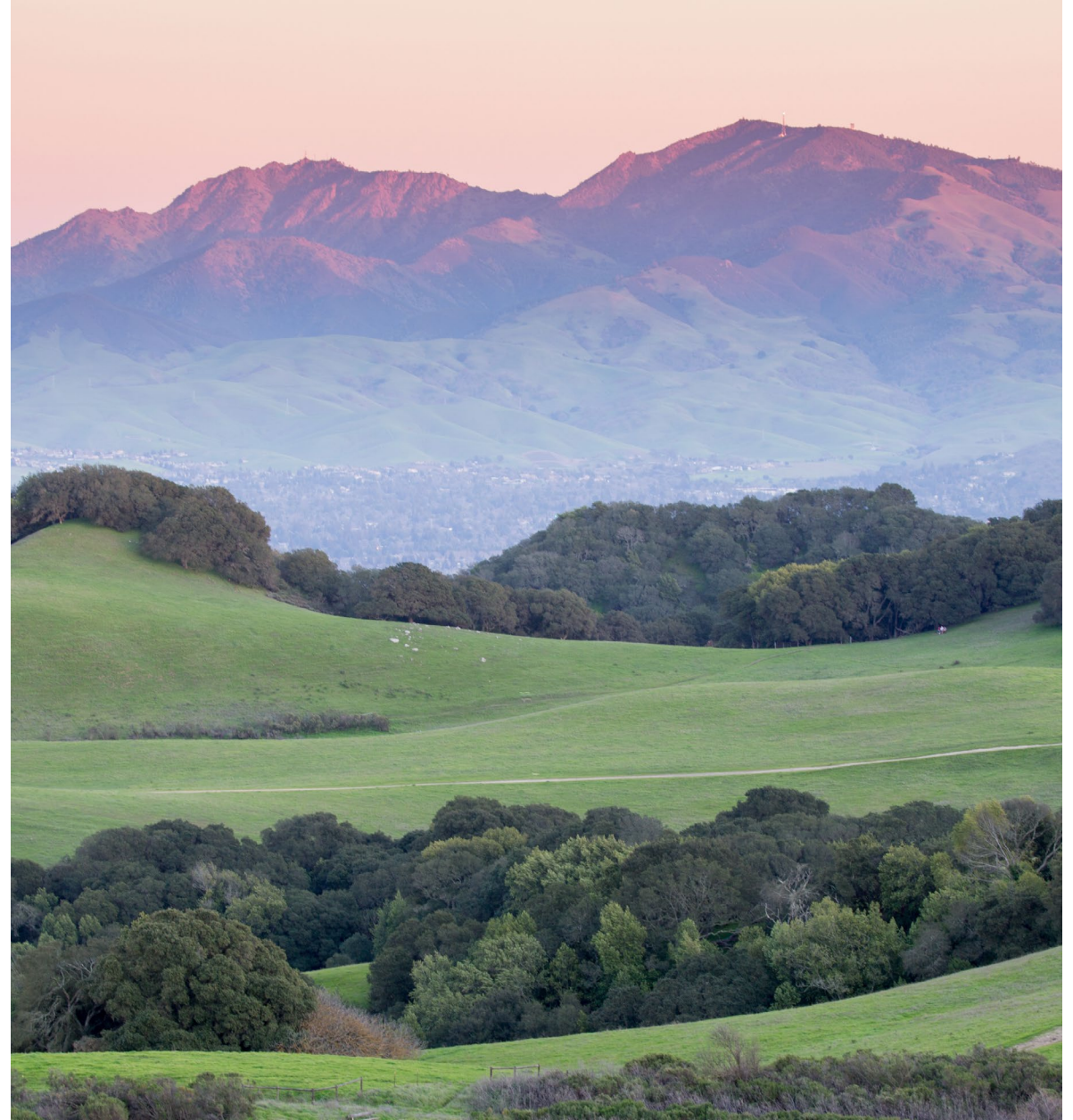
Past Meetings

WCCTC Policy Advisory Committee (electeds) review draft CCTSAP; recommend PC review and CCTA Board approval and adoption	12/13/2024
TransPAC Policy Advisory Committee (electeds) review draft CCTSAP; recommend PC review and CCTA Board approval and adoption	12/12/2024
TransPAC-TAC review draft CCTSAP	11/21/2024
CBPAC review draft CBPP project list update	11/18/2024
TransPlan Policy Advisory Committee (electeds) review draft CCTSAP; recommend PC review and CCTA Board approval and adoption	11/14/2024
WCCTC-TAC review draft CCTSAP	11/14/2024
SWAT Policy Advisory Committee (electeds) review draft CCTSAP; recommend PC review and CCTA Board approval and adoption	11/04/2024
TransPAC-TAC review draft CCTSAP	10/31/2024
Distributed to CCEAC	10/24/2024
Distributed to WCCTC and Interested Parties	10/21/2024
TCC review draft CCTSAP	10/17/2024
SWAT-TAC review draft CCTSAP	10/16/2024
TransPlan-TAC review draft CCTSAP	10/15/2024
CBPAC review draft CCTSAP	07/22/2024





Comments & Questions?





Contact Us

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

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