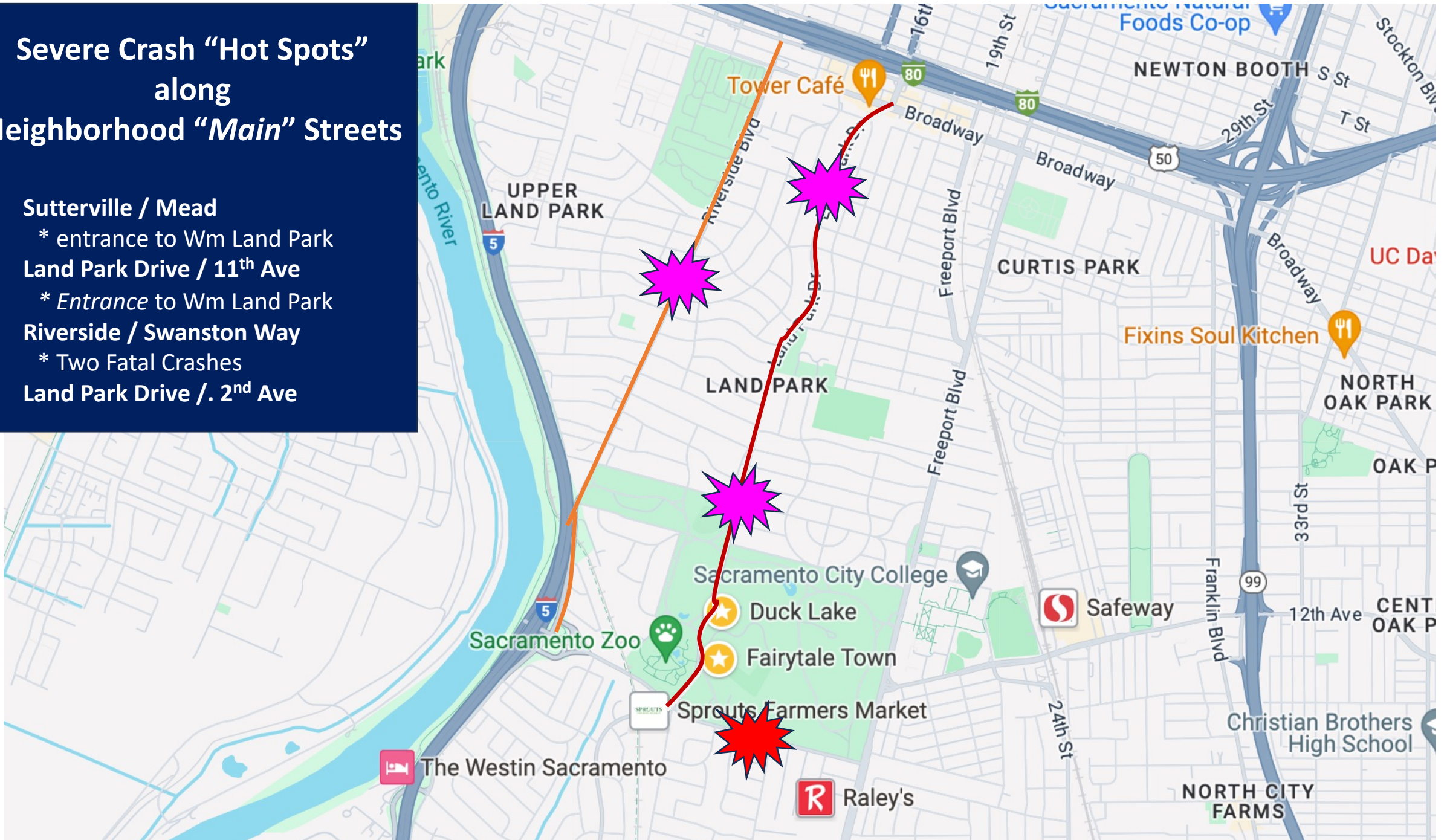


# Severe Crash "Hot Spots" along Neighborhood "Main" Streets

1. Sutterville / Mead  
\* entrance to Wm Land Park
2. Land Park Drive / 11<sup>th</sup> Ave  
\* Entrance to Wm Land Park
3. Riverside / Swanston Way  
\* Two Fatal Crashes
4. Land Park Drive / . 2<sup>nd</sup> Ave





# Transportation Injury Mapping System

Print (PDF)

## Crash Details for: Case ID 6290175

### Crash Information

County	Sacramento
City	Sacramento
Date & Time (M/D/Y)	02/13/2014 10:53
Location (Intersection)	Riverside Bl & Swanston Dr
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	38.55403, -121.5035999 <span>Fix</span>

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	1 - Fatal
PCF Violation Category	-- Not Stated
Weather	A - Clear
Alcohol Involved	No

Pedestrian Crash	No	Bicycle Crash	No
Motorcycle Crash	No	Truck Crash	No

### Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	North	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	West	B - Proceeding Straight

### Victims: 3

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	57	5 - Suspected Serious Injury
2	1 - Driver	F - Female	39	1 - Killed
2	2 - Passenger	M - Male	69	5 - Suspected Serious Injury

**Broadside killed one and severely injured two; at least one person was an innocent victim**

**Neighborhood “main street” intersection where two *fatal* crashes occurred in 2021 and 2014**



**One block north of Crocker-Riverside Elementary**

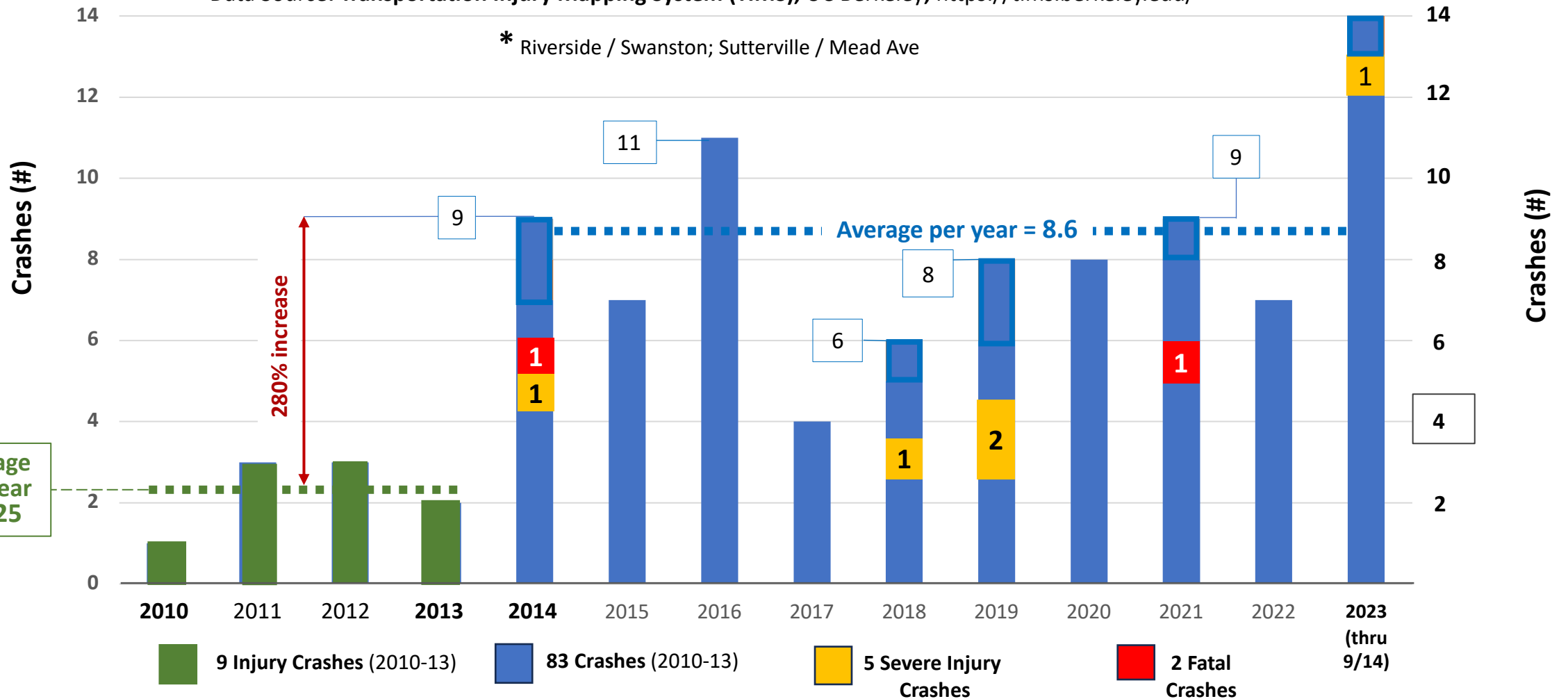
# CRASH TREND on Land Park Drive plus two nearby intersections\* from 2010 thru September 14, 2023

Since 2014: crashes have increased 280% (from 2.25 to 8.6 per year)

Note: More than 90% of all crashes occurred at intersections

Data Source: Transportation Injury Mapping System (TIMS), UC Berkeley; <https://tims.berkeley.edu/>

\* Riverside / Swanston; Sutterville / Mead Ave



# Citywide Problem = *Traffic Safety Epidemic*

- Since 2018 (Vision Plan adopted) ...
  - fatal and severe injury crashes have increased by nearly 50%
  - Vision Zero Goal: Zero traffic fatalities and severe injuries by 2027
- So Change is Needed?
  - Update VZ Plan and establish an effective (measurable) Investment Strategy
  - Pursue easy-to-obtain resources now to halt the epidemic and begin to reverse the upward crash trend

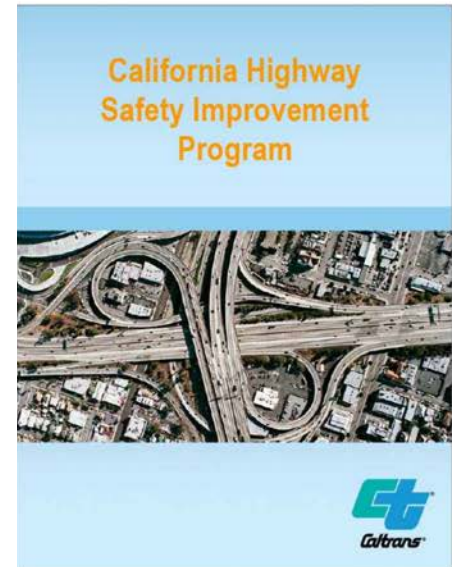


# How to Prepare a “Can’t Lose” Highway Safety Grant Application

and Answers to other Questions about this Year’s All-time Record High Funding

Why should any city or county (and especially Sacramento city officials) consider applying for a share of the record-level funding which Caltrans is making available to all through this year’s (bi-annual) *Local Highway Safety Improvement Program*<sup>1</sup> (LHSIP)?

1. Increased funding means that it will be **easier for project proposals to compete and qualify for a share of the program’s \$300 Million (\$80 Million more than amount awarded in 2022)**



<sup>1</sup> According to the official webpage (and the Program Manager), this year’s “Call for Safety Projects” will open in early May <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program>

# Special Resource Opportunity: Caltrans Highway Safety Improvement Program (Cycle 12)

## Bi-annual Call for Systemic Safety Projects

LEGEND for Timeline:

Critical path meetings / events

Events / Meetings (Caltrans)

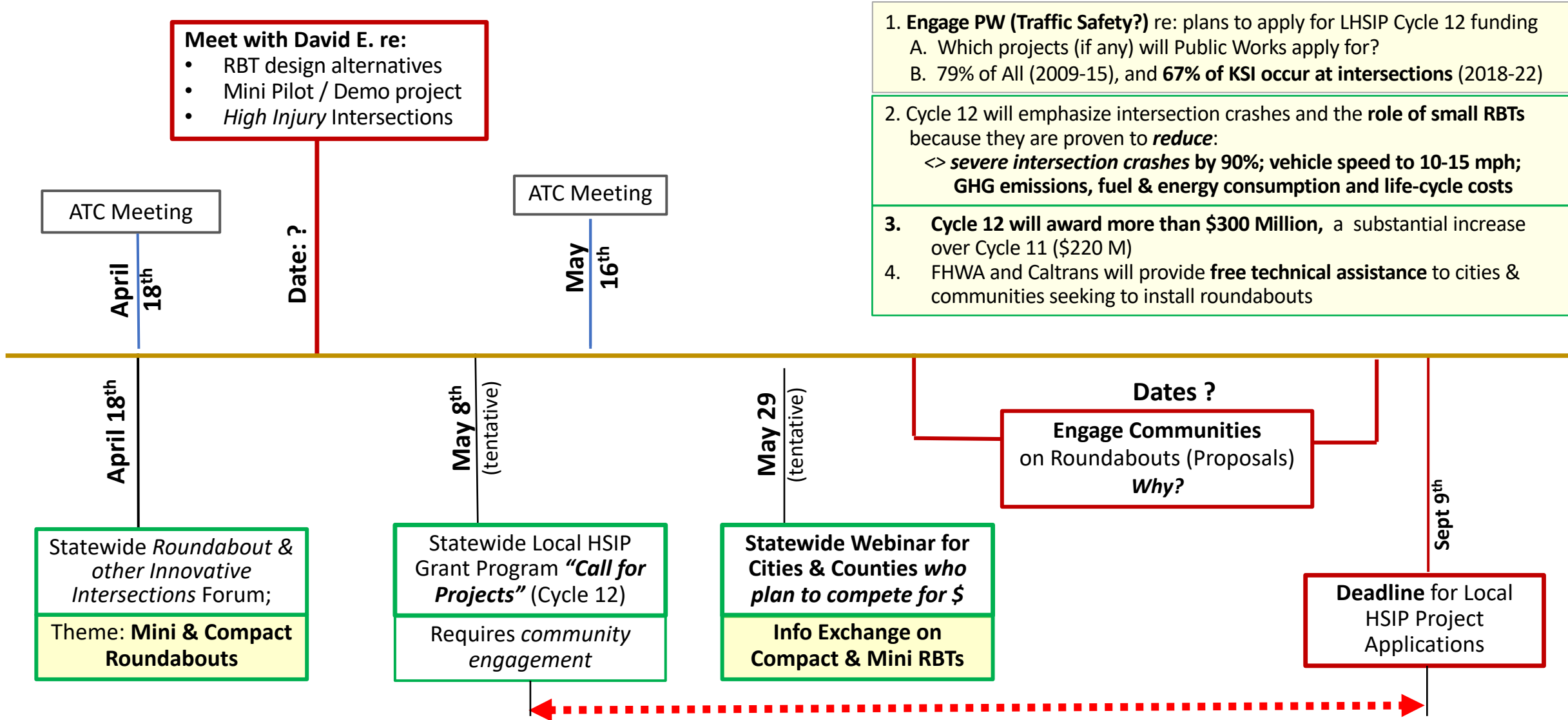
### Meet with David E. re:

- RBT design alternatives
- Mini Pilot / Demo project
- *High Injury* Intersections

1. **Engage PW (Traffic Safety?)** re: plans to apply for LHSIP Cycle 12 funding
  - A. Which projects (if any) will Public Works apply for?
  - B. 79% of All (2009-15), and **67% of KSI occur at intersections** (2018-22)

2. Cycle 12 will emphasize intersection crashes and the **role of small RBTs** because they are proven to **reduce**:
  - <> **severe intersection crashes by 90%**; vehicle speed to **10-15 mph**; **GHG emissions, fuel & energy consumption and life-cycle costs**

3. **Cycle 12 will award more than \$300 Million**, a substantial increase over Cycle 11 (\$220 M)
4. FHWA and Caltrans will provide **free technical assistance** to cities & communities seeking to install roundabouts



ATC Meeting

April 18th

Date: ?

ATC Meeting

May 16th

April 18th

Statewide Roundabout & other Innovative Intersections Forum;

Theme: Mini & Compact Roundabouts

May 8th (tentative)

Statewide Local HSIP Grant Program "Call for Projects" (Cycle 12)

Requires community engagement

May 29 (tentative)

Statewide Webinar for Cities & Counties who plan to compete for \$

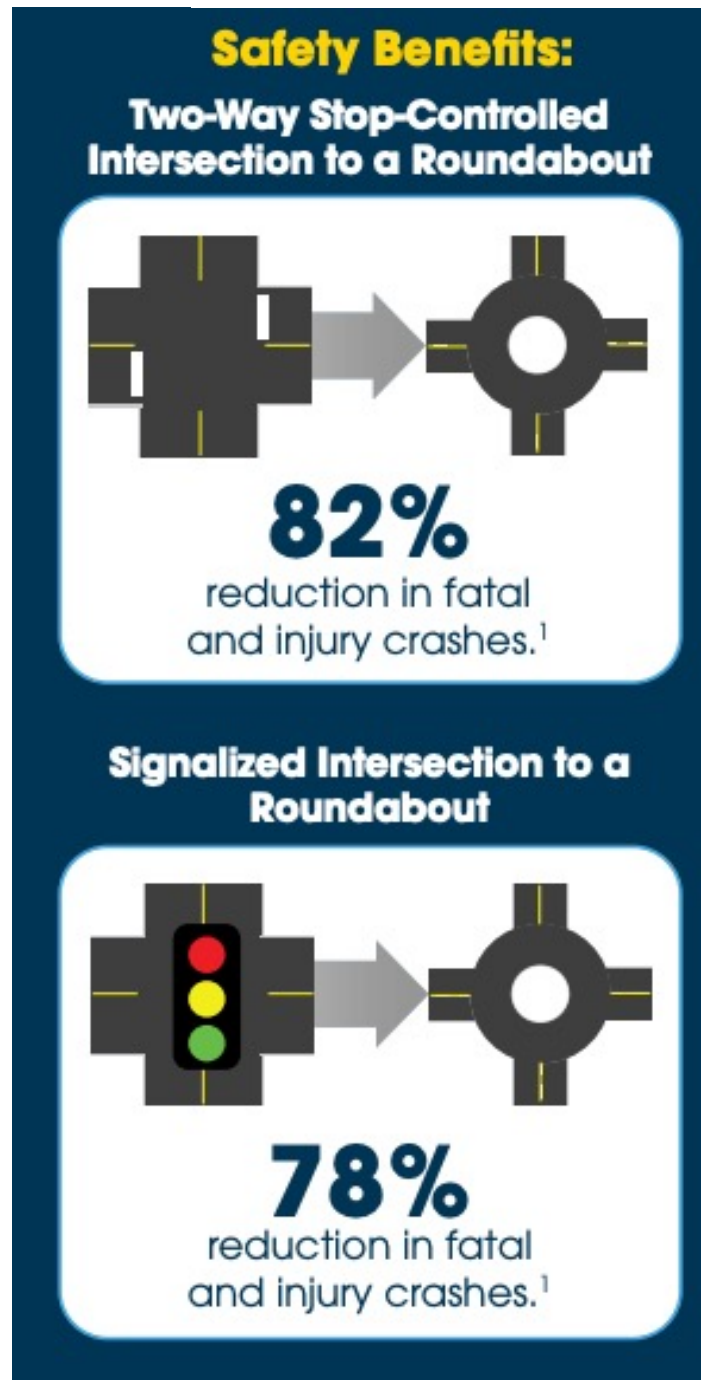
Info Exchange on Compact & Mini RBTs

Dates ?

Engage Communities on Roundabouts (Proposals) Why?

Sept 9th

Deadline for Local HSIP Project Applications



## Roundabout Safety Benefits & Resources for *Pedestrians, Cyclists and Vehicle Occupants*

Source: *Making our Roads Safer:*

### *One Countermeasure at a Time*

- Booklet containing Fact Sheets on 28 Proven Safety Countermeasures
  - *Published by Federal Highway Administration*

California Strategic Highway Safety Implementation Plan  
**Actions for *Intersection Crash Prevention*** (a High Priority)

**# IN.5 - Provide assistance to agencies & communities to support the installation of more roundabouts**

**RESOURCES** now available to all cities, counties & tribes  
Caltrans **Highway Safety Program Grant (\$300M)**  
Deadline is fast-approaching



# Excerpt from FHWA Publication: *Making Our Roads Safer: One Countermeasure at a Time*

OFFICE OF SAFETY

## Proven Safety Countermeasures

## Roundabouts



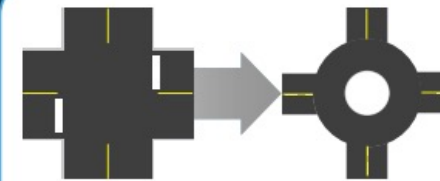
U.S. Department of Transportation  
Federal Highway Administration



Example of a single-lane roundabout. Source: FHWA

### Safety Benefits:

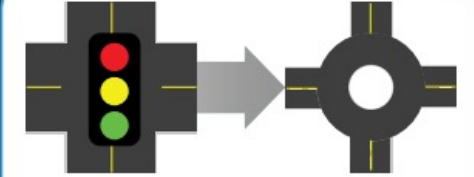
#### Two-Way Stop-Controlled Intersection to a Roundabout



**82%**

reduction in fatal and injury crashes.<sup>1</sup>

#### Signalized Intersection to a Roundabout



**78%**

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What about Vulnerable Road Users?

**No pedestrians or cyclists have been killed the crosswalk of a modern roundabout;**

Note: there are between 15,000 and 20,000 roundabout crosswalks in the U.A

Source: Streetsblog Article

<https://usa.streetsblog.org/2022/09/19/opinion-america-should-think-round-for-vulnerable-road-user-safety>

<sup>1</sup> AASHTO. The Highway Safety Manual, American Association of State Highway Transportation Professionals, Washington, D.C., (2010).

**TABLE 1: Preliminary List of Candidate Projects *eligible* for 2024 Highway Safety Program Funding (Cycle 12)**

May 9, 2024

	INTERSECTION (I/S) Neighborhoods	Existing Traffic (ADT)	Crashes (2019-2023)*					Alternatives	COST	Benefit Cost Ratio <sup>1</sup>	Comments
			F (K)	SI	VI	C O P	P D O				
								assumed			
1	MLK Jr. / 26 <sup>th</sup> Ave Fruitridge Park	TWSC-O		1	3	7	4	Mini-RAB Signal	300 550	<b>49.4</b> 21.2	"O" = Offset I/S; install RAB at southerly I/S
2	24 <sup>th</sup> St / Kenworthy Meadowview	TWSC-T	<b>1P</b>	1	1	1	4	Mini-RAB Signal	350 500	<b>25.1</b> 12.2	Partial <i>Road Diet</i> : re- stripe SB 24 <sup>th</sup> to 1-lane
6	14 <sup>th</sup> Ave / 62 <sup>nd</sup> St. Tahoe Park	TWSC		<b>1B</b>	2	1B	3	Mini-RAB Signal	300 550	<b>24.0</b> 8.5	Which <i>Alt</i> will produce slower & safer corridor
7	K Street / 20 <sup>th</sup> Street Midtown	AWSC		1	2B	4(B) (3P)	3	Mini-RAB Signal	350 550	<b>20.4</b> 7.1	High crash numbers at existing AWSC
8	Rio Linda / Marysville Robla	Signal		2	1	5	3	Mini-RAB	400	<b>27.0</b>	Hi-speed approaches warrant longer islands
9	Alhambra / T Street Alhambra Triangle	Signal		2	2	5	8	2 Mini-RABs	450	<b>40.0</b>	Peanut-shaped RAB; similar in Paso Robles
10	Greenhaven / Gloria Greenhaven	AWSC		<b>1P</b>	3	3	5	Modular-RAB Signal	400 550	<b>33.8</b> 15.5	High crash numbers for AWSC; D > 90 ft;
11	Capitol Way / 25th St Midtown	T Circle	<b>1</b>	1	2	1	4	Mini-RAB Signal	325 550	<b>29.0</b> 11.4	Needs Raised Splitter islands & Yield Control
12	Broadway / 5 <sup>th</sup> St. Upper Land Park	Signal		2	8	9	6	Modular-RAB	325	<b>46.7</b>	Diameter > 90 ft.; RAB will reduce speeds
13	MLK Jr / 21 <sup>st</sup> to 23 <sup>rd</sup> Oak Park	Sig + TWSC		<b>4</b> <b>(3P)</b>	3 (1B)	7	4	2 Mini-RABs	750	<b>26.1</b>	<b>2 will reduce speed &amp; crashes for 3 blocks</b>
14	Sutterville / Mead south access to WLP	TWSC		<b>2</b> <b>(1P-1B)</b>	2	1	5	Mini-RAB Signal	350 850	<b>32.4</b> 8.3	Unbalanced volumes; compare to signal Alt
15	24 <sup>th</sup> St / Casa Linda Meadowview	TWSC		1	6	1	3	Modular RAB Signal	450 550	<b>24.6</b> 12.2	<b>Diet: Reduce NB &amp; SB approaches to 1-lane</b>
16	Jibboom / Richards So. Pacific - Richards	1WSC-T	<b>1P</b>		0	1	2	Mini-RAB Signal	350 550	11.3 2.5	Fatal crash injured multiple victims
17	Alhambra / W Street Alhambra Triangle	1WSC-T		1	2	2	3	Mini-RAB Signal	275 500	<b>27.2</b> 10.5	RAB will reduce speeds prior to X St
18	Seamas / Riverside Little Pocket	3WSC		<b>1B</b>	1	3	2	Mini-RAB Signal	350 650	<b>21.5</b> 8.1	No <i>Right on Red</i> from SB 5 exit ramp
19	Riverside / 35 <sup>th</sup> St. Little Pocket	1WSC-T		<b>1P</b>	1	1	3	Mini-RAB Signal	300 500	<b>22.3</b> 7.4	Will complement Mini at Seamas
20	Rio Linda Blvd/South Del Paso Heights	AWSC 13k+4k	<b>2</b> <b>(1P)</b>	<b>1P</b>	4 (2B)	8	8	Mini-RAB Signal	350	<b>63.6</b> <b>33.4</b>	Diam: 85 ft; High crash #'s & severity for AWSC

Candidate  
***Road & Intersection  
Diet***

**24<sup>th</sup> Street / Casa Linda Dr**  
(located in Meadowview)





Intersection of 24<sup>th</sup> Street / Casa Linda  
(just north of Meadowview Rd)



Steve Jones  
Park  
(Meadowview)

Casa Linda Dr

7544



Google

24<sup>th</sup>  
St

Crash "Hot Spot" (see list):

- 8 Injury Crashes (1 severe) since 2019

CONCEPTUAL PLAN DRAWING (partial)

- *Road & Intersection Diet*<sup>1</sup>  
(Small Single-Lane Modular Roundabout)

D = 90 ft

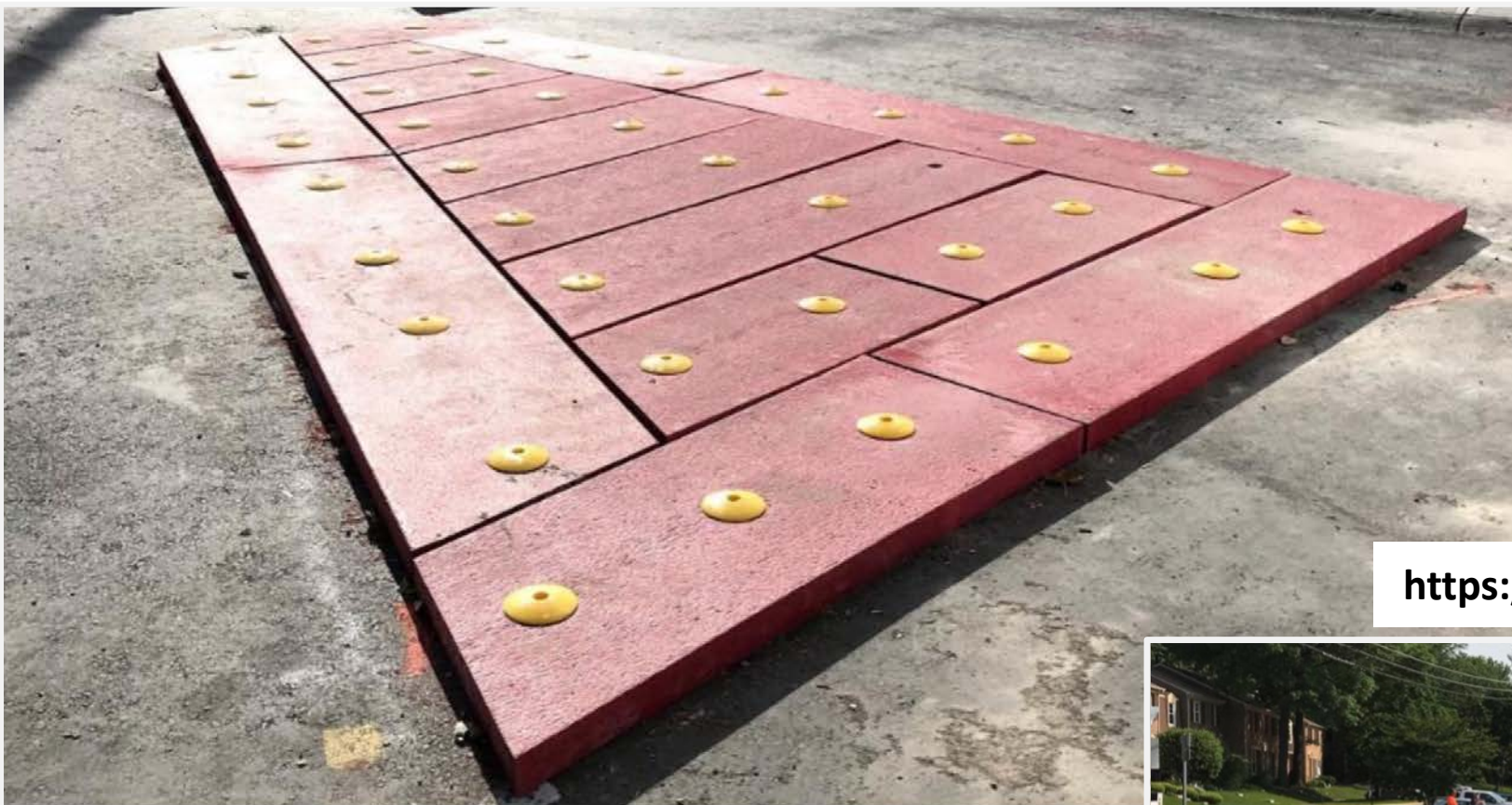
Casa Linda Dr

Casa Linda Dr

NOTE<sup>1</sup> - 24<sup>th</sup> Street is reduced from 4 to 2  
lanes along its approach to Casa Linda Dr;

- The traffic volume along 24<sup>th</sup> (ADT = 15,000)  
can easily be handled by a small roundabout
- Cost: \$125k | Total Project = \$450k





## Modular Traffic Islands:

- a low cost, environmentally friendly, quick build alternative to conventional (expensive) concrete "raised" traffic islands
- Pre-fabricated panels or "boards" made of recycled plastic and "bolted" to pavement
- manufactured by VORTEX

<https://vortexroundaboutscom.wordpress.com>





# Excerpt from FHWA Publication: *Making Our Roads Safer: One Countermeasure at a Time*

OFFICE OF SAFETY

## Proven Safety Countermeasures

## Roundabouts



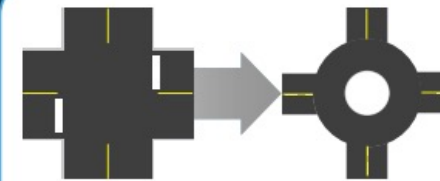
U.S. Department of Transportation  
Federal Highway Administration



Example of a single-lane roundabout. Source: FHWA

### Safety Benefits:

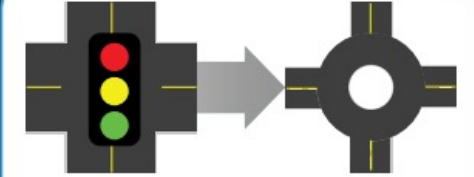
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BICYCLE INFRASTRUCTURE

## Opinion: America Should ‘Think Round’ For Safety for Vulnerable Road Users

 By Kea Wilson

12:01 AM EDT on September 19, 2022



Photo: [Virginia DOT](#)



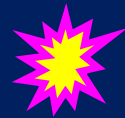
# Martin Luther King Jr. Boulevard

Between Broadway & Fruitridge  
(multi-lane arterials) ...

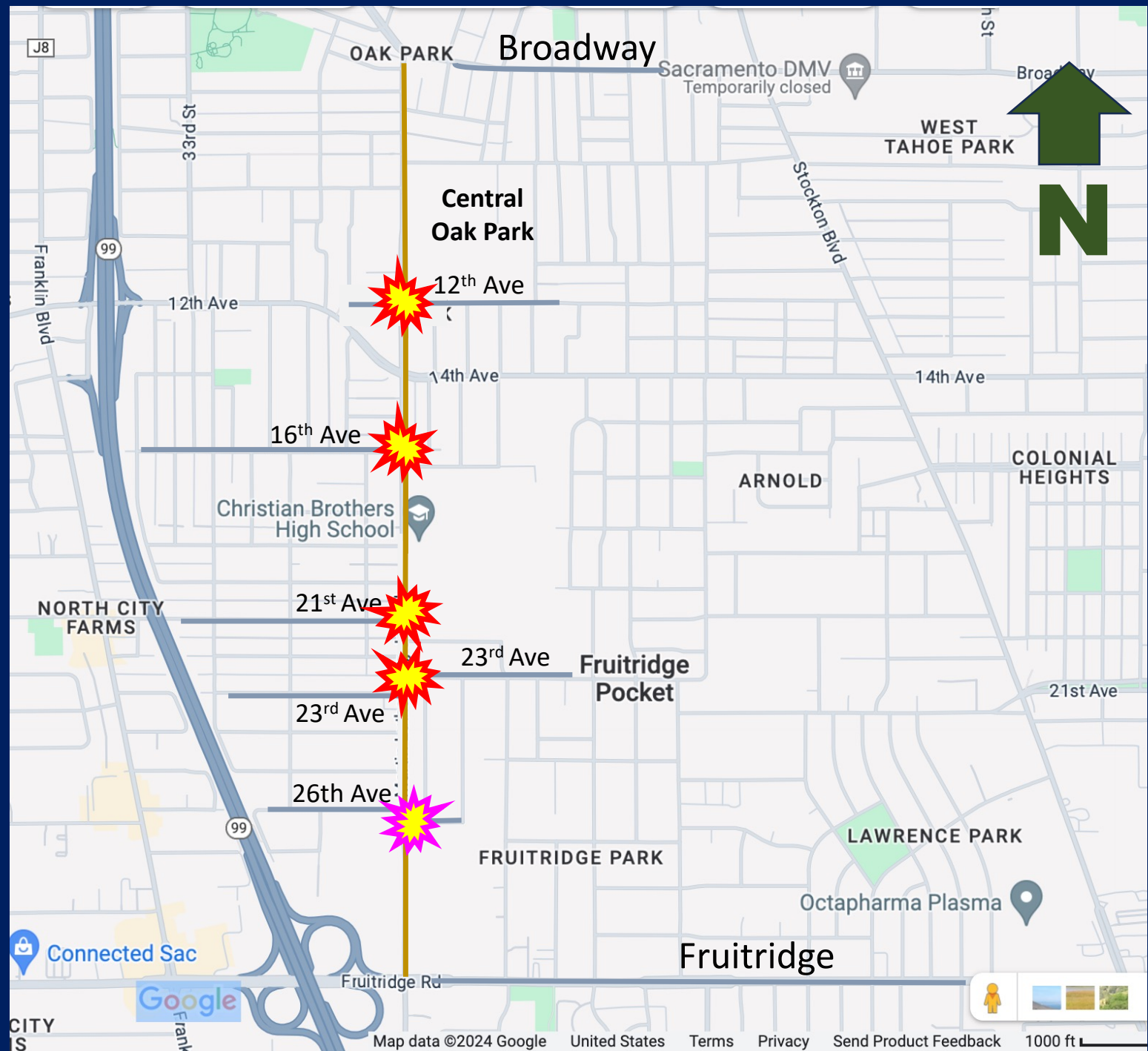
MLK Jr Blvd is a 2-lane arterial with 21 intersections, of which 3 are signalized. Three schools and a community center are located along the 1.6 mile long corridor



Intersection with severe crash concentration / pattern



Intersection with multiple severe crashes, injury crash concentration, pattern and highest approach speed



# Martin Luther King Jr. Boulevard

## Safe & Slow Corridor Concept

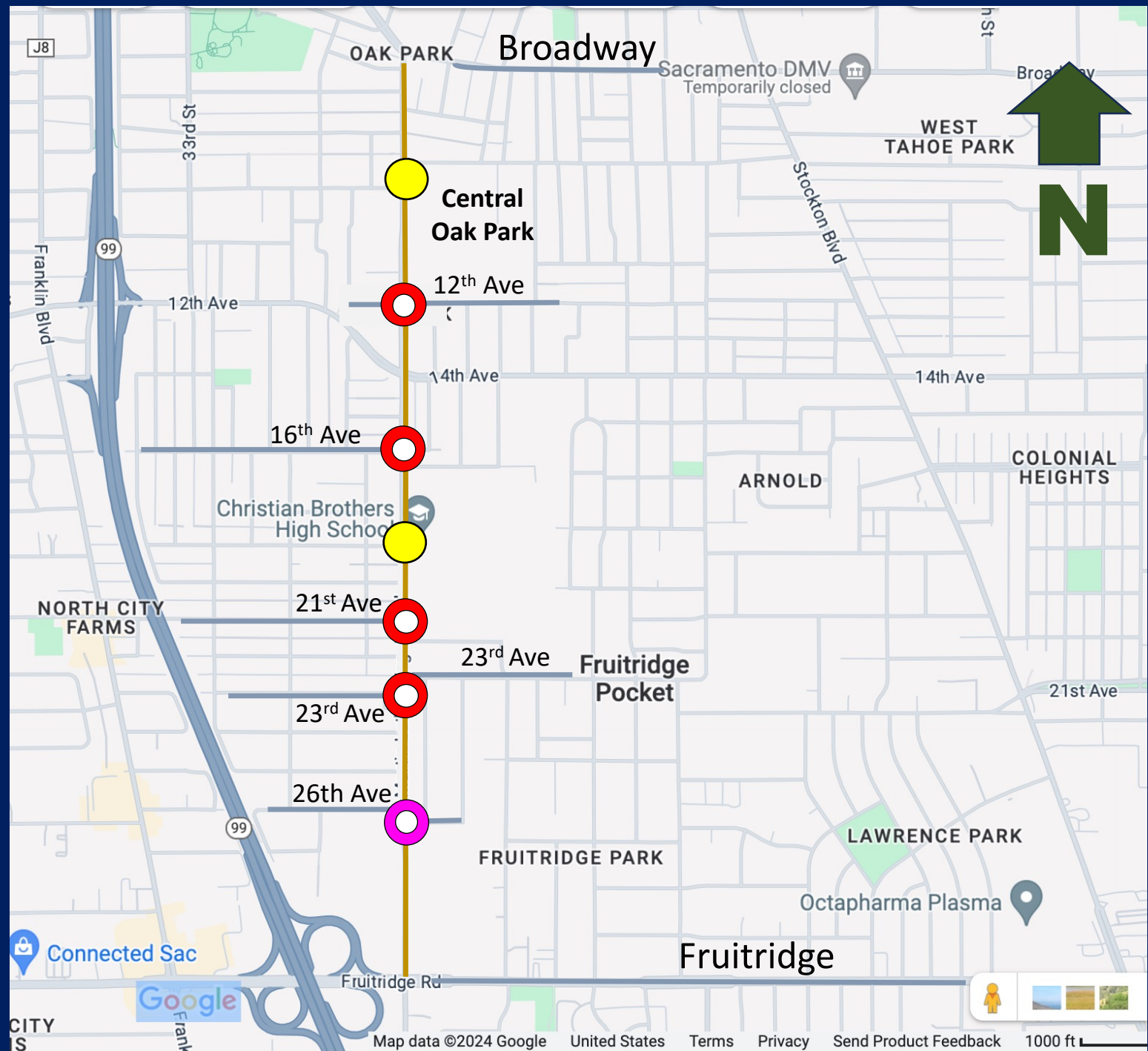
Featuring a series of small roundabouts (7) to control vehicles speeds along a 1.1 mile segment



Mini-Roundabouts at intersections with severe crash concentrations



Mini-Roundabouts to control speed along corridor





# Quick Build Roundabout

11<sup>th</sup> Ave / 17<sup>th</sup> Street

Cost: \$5k to \$10k (Temporary)

11<sup>th</sup> Ave

11<sup>th</sup> Ave

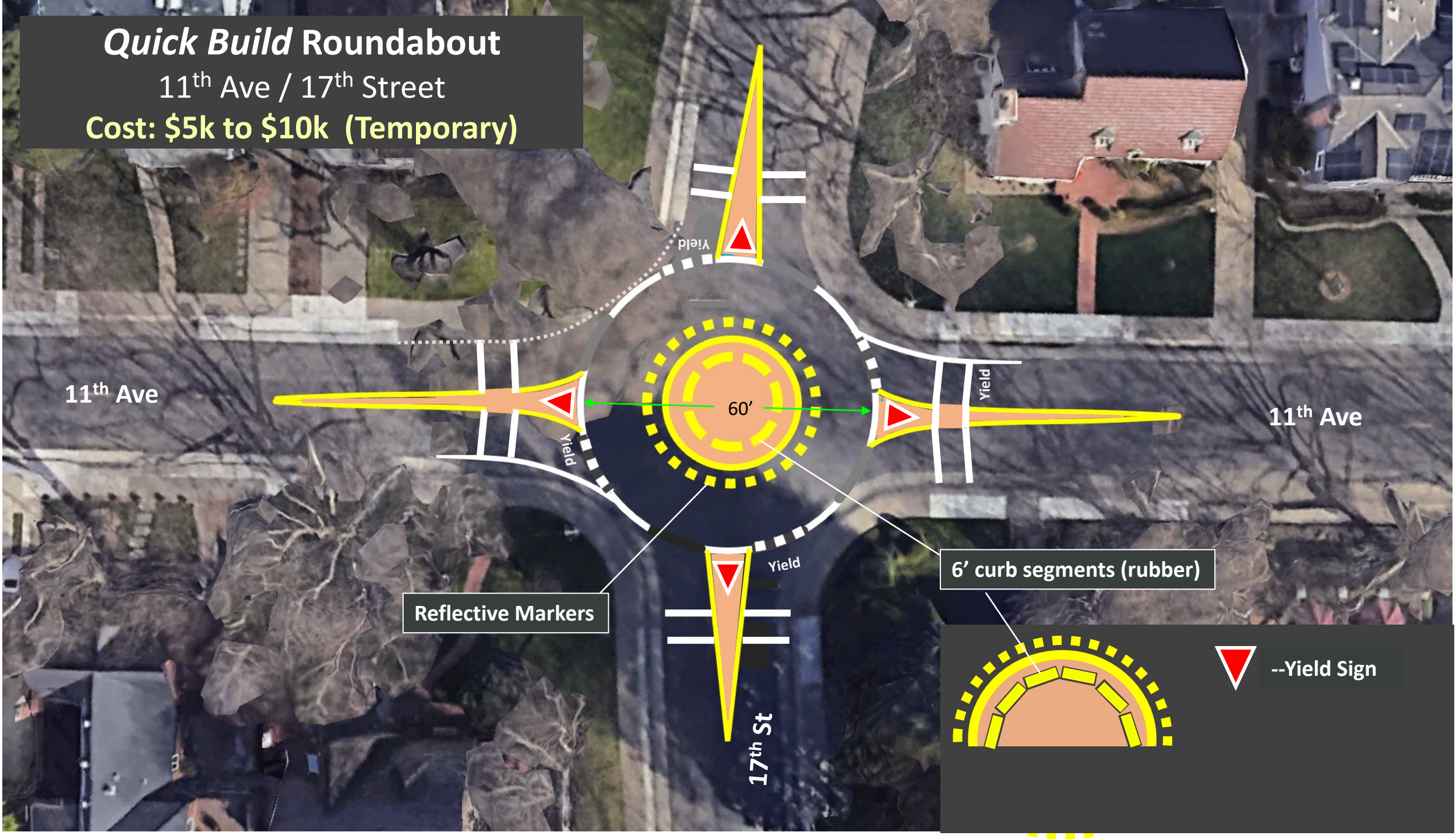
60'

Reflective Markers

6' curb segments (rubber)

--Yield Sign

17<sup>th</sup> St





## *Other Quick Build Examples*



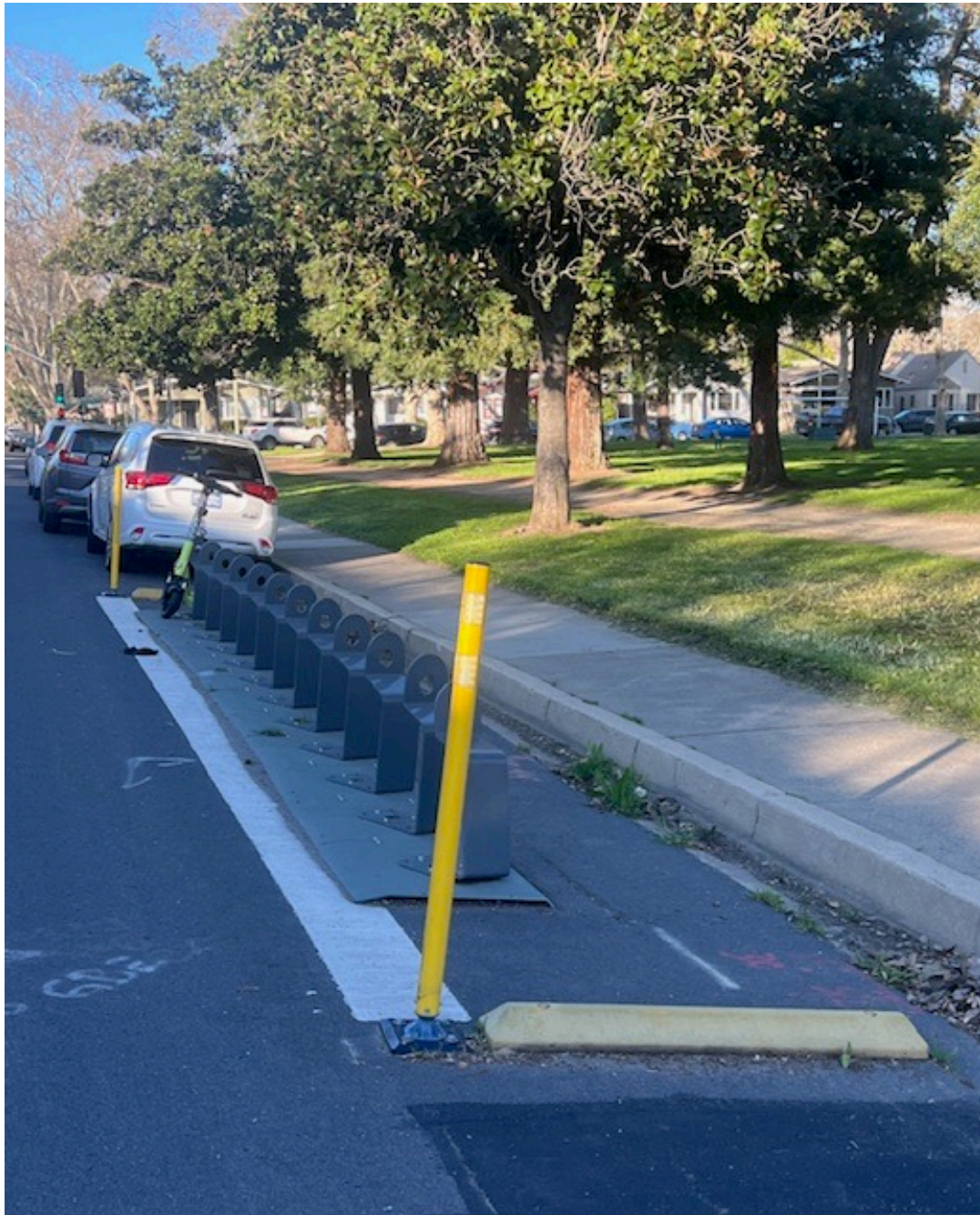


















## Roundabout *Myths & Misperceptions:*

How can they be safe for pedestrians, cyclists, children, disabled and older travelers (especially drivers)?



***Modern Roundabout***  
installed next to, and on the  
***Safe Route to***  
**Leroy Green Charter School**  
(in Natomas)

**Zero Injury Crashes**  
have been reported at this  
single-lane Roundabout  
since it was installed





# Proven (evidence-based) and Successful Strategies

***Double down on what works best***

-- California Strategic Highway Safety Plan





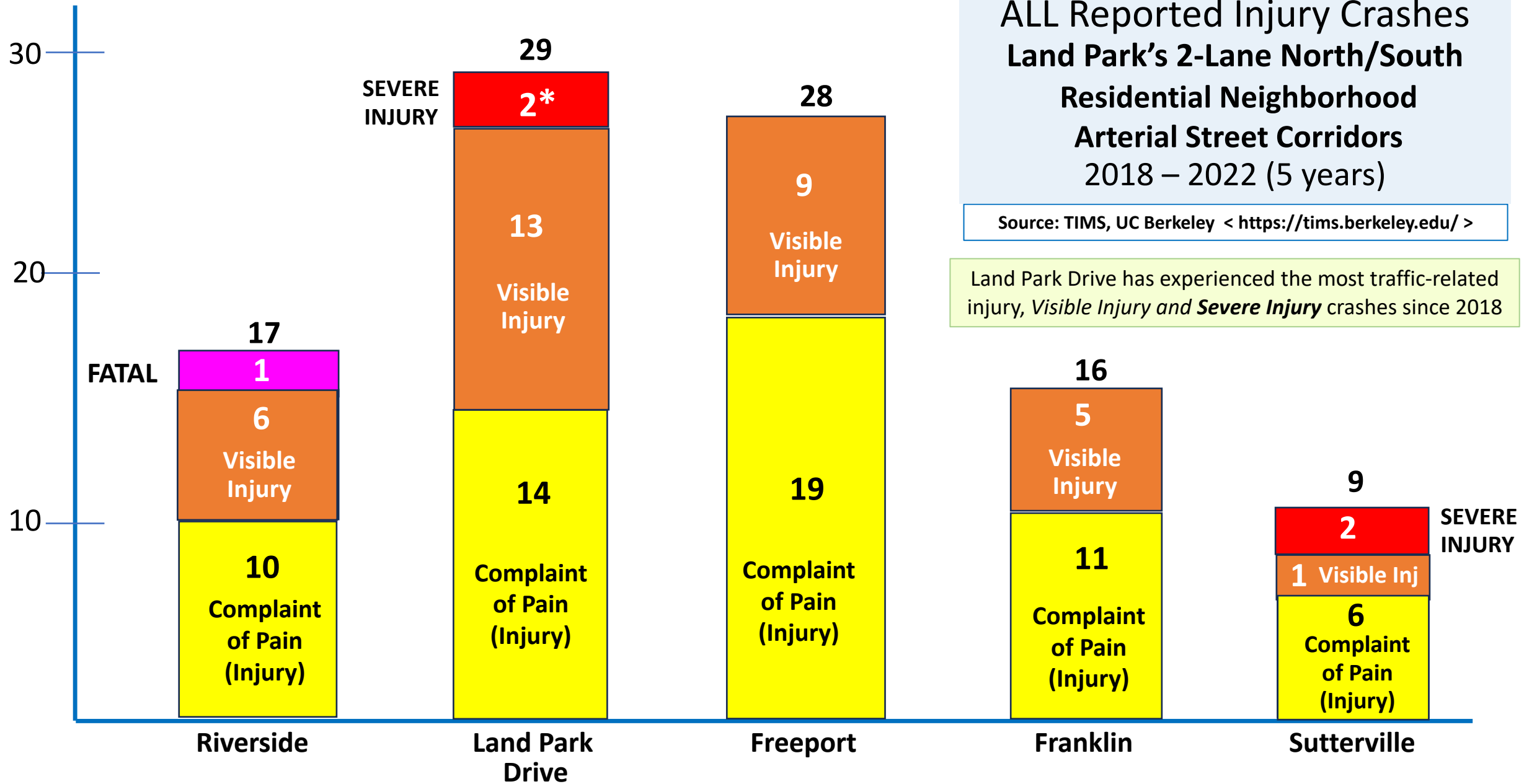


ALL Reported Injury Crashes  
 Land Park's 2-Lane North/South  
 Residential Neighborhood  
 Arterial Street Corridors  
 2018 – 2022 (5 years)

Source: TIMS, UC Berkeley < <https://tims.berkeley.edu/> >

Land Park Drive has experienced the most traffic-related injury, *Visible Injury* and *Severe Injury* crashes since 2018

Number of Injury Crashes



\* During 2023 (so far), a severe injury (at Vallejo) and two broadside rollover crashes are among Land Park Drive's 8 major crashes.

# National Safety Award Winning Instant Roundabout

(published in *FHWA ACCELERATOR*, Issue 66; see link below)

## *Instant Roundabout in Virginia*

When crashes at a congested northern Virginia intersection rose to nine per year, with nearly half involving injury, the Virginia Department of Transportation (VDOT) sought a faster solution than constructing a traditional roundabout. With community support, VDOT installed an “instant roundabout” in less than a week using off-the-shelf markings, tubular markers, and plastic curb sections.

The solution reduced injury crashes by 89 percent and cost 95 percent less than a traditional roundabout. The positive results led VDOT to consider using instant roundabouts at other locations as an immediate fix to prevent crashes while permanent solutions are implemented.

For information on the National Roadway Safety Awards, contact [Tara McLoughlin](#) of the FHWA Office of Safety.



*A cost-effective instant roundabout cut crashes by 89 percent at a Virginia intersection. Credit: Virginia Department of Transportation.*

<https://www.fhwa.dot.gov/innovation/innovator/issue66/issue66.cfm#a4>



# Traffic Signal *Safety Project* (9 intersections) presented to Active Transportation Commission on 4/18/24

City of Sacramento  
**Sacramento Disabilities Advisory Commission Report**  
 915 I Street Sacramento, CA 95814  
 www.cityofsacramento.org

File ID: 2024-00594

[See list \(below\) and all crash data on right side of slide](#)

**Location:** District 2, Represented by Mayor Steinberg; District 4, Represented by Councilmember Valenzuela and Mayor Steinberg; District 5, Represented by Vice Mayor Maple; District 6, Represented by Councilmember Guerra; and District 8, Represented by Councilmember Vang

**Recommendation:** Receive and provide discussion.

**Contact:** Luke Fuson, Associate Engineer, (916) 808-6601, ljfuson@cityofsacramento.org, Department of Public Works

**Presenter:** Luke Fuson, Associate Engineer, (916) 808-6601, ljfuson@cityofsacramento.org, Department of Public Works

File ID: 2024-00594

3/6/2024

Discussion Item 4.

1. 16th Street at D Street (Traffic Signal)
2. Franklin Boulevard at 36th Avenue (Traffic Signal)
3. Freeport Boulevard at Kitchner Road (Traffic Signal)
4. Fruitridge Road at 60th Street (Pedestrian Signal)
5. Rio Linda Boulevard at Harris Avenue (Rectangular Rapid Flashing Beacon)
6. Stockton Boulevard at 11th Avenue (Pedestrian Signal)
7. 24th Street at 25th Street (Pedestrian Signal)
8. Munroe Street at Latham Drive (Traffic Signal)
9. Rio Linda Boulevard at Roanoke Avenue (Rectangular Rapid Flashing Beacon)

**Policy Considerations:** The action requested herein is consistent with the City General Plan goals and key policies of operating and maintaining streets and roadways that accommodate and promote safe and convenient travel for all users. The project will help manage safe operating conditions (General Plan M 1.1.2), improve the attractiveness of walking, bicycling, and riding transit (General Plan M 1.2.1), improve pedestrian safety at intersections and crossings (General Plan M 2.1.7), and ensure traffic signal operations that considers the safe and efficient travel for all modes (General Plan

Only one severe injury crash occurred at all 9 intersections since 2018; three intersections had zero crashes; and, two others had only 1 and 2 minor injury crashes, respectively

**TABLE 1.0 – Local of Proposed Traffic Safety Signals with Crash Data**

INTERSECTION	Proposal	CRASHES: F-SI-VI-CoP (since 2018)
16 <sup>th</sup> / D Street	Signal	0-0-0-10 = 10 (ALL Complaint of Pain; 1 bike)
Franklin / 36 <sup>th</sup> Ave	Signal	0-0-0-2 (Broadside + RE) = 2 [No P / B]
Freeport / Kitchner	Signal	0-2-2-2 (2 Broadside) = 6
Fruitridge / 60 <sup>th</sup> St.	Ped Signal	0-0-0-0 = 0
Rio Linda / Harris (N)	RRFB	0-0-2*-4 (3 Broadside & 1 Bike) = 6
Stockton / 11 <sup>th</sup> Ave	Ped Signal	0-0-0-1 (Rear-end) = 1 (zero P or B)
24 <sup>th</sup> Street/ 25 <sup>th</sup> St	Ped Signal	0-0-0-0 = 0
Munroe / Latham	Signal	0-0-0-0 = 0
Rio Linda / Roanoke	RRFB	0-0-0-5 (all Broadside) = 5 [No Ped/Bike]

CRASH Abbreviations:

F-Fatal; SI-Severe Injury; VI=Visible Injury; CoP=Complaint of Pain