



## SACRAMENTO COUNTY LRSP COMPONENTS

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SUBJECT: Sacramento County Local Road Safety Plan  
Final Vision Statement and Emphasis Areas

Project #20198-000

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### INTRODUCTION

The purpose of this memo is to propose a draft Vision Statement and Emphasis Areas to be incorporated into a Local Road Safety Plan (LRSP). These components are derived from an analysis of reported crash data (2016-2020) from throughout unincorporated Sacramento County, highlighting crash types, causal factors, and vulnerable users that are involved in crashes at higher than statewide average rates or that represent a large proportion of reported crashes, as well as emphasis areas identified by stakeholders as important topics to focus safety programs and policies on improving.

The Vision Statement for the Plan represents a high-level overarching purpose and goal for the plan, while the Emphasis Areas provide focus as well as quantifiable and achievable goals for each identified crash type. Following review and refinement of the components in this document, the next step will be to identify strategies across a range of stakeholders and approaches (Engineering, Education, Enforcement, Emergency Access) to help in achieving the goals.

### VISION STATEMENT

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To progressively reduce Fatal and Severe Injury crashes in Sacramento County.

## EMPHASIS AREAS

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Emphasis Areas give context and focus to the Vision Statement, providing a firm foundation to a LRSP, and organization to strategies that will help to reduce crashes. Each identified Emphasis Area will identify a focus, in the form of a type of crash, a causal factor, or a vulnerable user type. The identified Emphasis Areas (in alphabetical order) are:

- Bicycles
- Emergency Response and Access
- Equity
- Impaired Driving
- Intersections
- Lane Departures
- Motorcycles
- Pedestrians
- Speeding
- Unbelted/Improperly-belted Collision

Each focus will have a description of the why it is an emphasis area (reported crash data and/or stakeholder identification), why it is important to a safe transportation environment, and a goal statement to be achieved or advanced by the next evaluation. Ultimately, these goal statements will inform specific strategies and define responsible stakeholders for each, however that will occur later in the project.

## BICYCLES



This emphasis area focuses on crashes which involve someone riding a bicycle. Many bicycle facilities place users in close proximity with fast moving cars with little to no protection, making riders vulnerable to severe injuries in the event of a collision. Census and crash data show that while only 0.4% of commute trips are made on bicycle, they make up 5.7% of injury crashes and 10.6% of fatal or severe injury crashes. Also, older riders involved in a crash are twice as likely to suffer fatal or severe injuries. In 83% of bicycle crashes the bicyclist did not wear a helmet, which resulted in a much higher occurrence of fatal or severe injuries than when a helmet was worn.

### Goals

- Achieve 50% helmet usage among bicyclists by 2030.
- Reduce fatal and severe injury crash rates for bicyclists by 50% by 2035 (compared to 2016-2020 rates).

### Strategies

- TBD

## EMERGENCY RESPONSE AND ACCESS



This emphasis area focuses on the response time of paramedics and other emergency personnel after a collision happens. Improved reporting and response times can decrease the ultimate injury severity outcome of crashes due to quicker treatment. This Emphasis Area was identified by multiple stakeholders during roundtable discussions.

### Goals

- Develop emergency-access score metric and set appropriate reporting quality goal.
- Reduce the emergency response time by 25% by 2030 compared to 2021 response time.

### Strategies

- TBD



## **EQUITY**

This emphasis area focuses on where safety projects are identified and how funds for safety improvements are distributed to ensure that disadvantaged communities are equitably represented. This Emphasis Area was identified by stakeholders during roundtable discussions.

### **Goals**

- Obtain funding for identified safety improvement projects located in Environmental Justice communities from state and federal grants.
- Improve reporting of racial demographics in crash statistics

### **Strategies**

- TBD



## **IMPAIRED DRIVING**

This emphasis area focuses on crashes in which the driver was under the influence of alcohol or drugs (DUI). DUI crashes account for 9% of all crashes but make up 25% fatal and severe injury crashes. In addition, the frequency of fatal and severe injury DUI crashes were disproportionately higher during weekends and late night/early morning (between 10 pm and 2 am) periods. Nearly half of all fatal and severe injury crashes during this period were DUIs, while only a fifth of fatal and severe injury crashes during the other time periods involved an impaired driver.

### **Goals**

- Reduce rate of collisions from impaired driving during key time periods (weekends/late night/early morning) by 50% by 2030.
- Reduce total rate of collisions from impaired driving by 50% by 2035 (compared to 2016-2020 rates).

### **Strategies**

- TBD

## INTERSECTIONS



This emphasis area focuses on crashes associated with intersection operations. Crashes in Sacramento County during the study period that occurred at intersections were more than twice as likely to result in fatal or severe injuries than other crashes. The most common types of fatal and severe injury intersection collisions include the following:

- Broadside collisions (29%)
- Pedestrian collisions (25%)
- Fixed object collisions (14%)

### Goals

- Obtain funding for identified safety improvement projects focused on intersections (e.g. visibility, crossing, timing, and clearance projects) from state and federal grants.
- Reduce fatal and severe injury crash instances at intersections by 50% by 2035 (compared to 2016-2020 crashes).

### Strategies

- TBD

## LANE DEPARTURES



This emphasis area focuses on crashes that fall within two categories: crashes caused by crossing into the opposing lane and crashes caused by running off the road. Lane departure crashes are over three times more likely to result in fatal or severe injuries than all other crash types. Improper turning (56%), DUI (21%), and unsafe speed (12%) are the three most common contributing factors to lane departure crashes.

### Goals

- Obtain funding for identified safety improvement projects focused on reducing lane departure crashes (e.g. guardrails, increased shoulder clearance, and median treatments) from state and federal grants.
- Reduce fatal and severe injury collision instances due to lane departure by 50% by 2035 (compared to 2016-2020 crashes).

### Strategies

- TBD

## MOTORCYCLES



This emphasis area focuses on crashes which involve someone riding a motorcycle. Motorcycle crashes account for less than 3% of total crashes but nearly 20% of fatal or severe injury crashes. The top three primary collision factors were unsafe speed (28%), motorcycles approaching too close to a car (23%), and improper turning (17%). In 6% of the motorcycle-involved crashes the motorcyclist did not wear a helmet, and those crashes were almost twice as likely to result in fatal or severe injuries.

### Goals

- Approach 100% helmet usage among motorcyclists by 2030.
- Reduce fatal and severe injury crash instances for motorcyclists by 50% by 2035 (compared to 2016-2020 crashes).

### Strategies

- TBD

## PEDESTRIANS



This emphasis area focuses on crashes involving someone walking or rolling on a personal conveyance (e.g., wheelchair). Pedestrians are some of the most vulnerable users of a roadway network, more likely resulting in fatal or severe injuries. Pedestrian-involved crashes make up less than 3% of total crashes but 25% of fatal or severe injury crashes. More than half of all pedestrian-involved crashes happened due to pedestrian entering a roadway at a non-protected time (Don't Walk signal) or place (midblock), with most of these occurring at midblock locations. Pedestrian-involved crashes occurring outside of a crosswalk are twice as likely to result in a fatal or severe injury as those that occurred in a crosswalk.

### Goals

- Decrease the occurrence of pedestrian-crossing violations by 50% by 2035.
- Reduce fatal and severe injury crash instances among pedestrians by 50% by 2035 (compared to 2016-2020 crashes).

### Strategies

- TBD



### **SPEEDING**

This emphasis area focuses on speeding as a driving behavior that put the driver and other road users at risk. Rear end, hit object, and broadside are the three main resulting collision types that encompass 60% of total fatal and severe injury crashes that involve speeding. Also, nearly 15% of pedestrian-involved fatal or severe injury crashes are caused by speeding.

#### **Goals**

- Review speeds on High Injury Corridors and reduce to appropriate design speeds per MUTCD standards and current state of practice.
- Review speeds along high pedestrian-demand corridors and reduce to appropriate design speeds per MUTCD standards.
- Reduce fatal and severe injury crash rates due to unsafe speeds by 50% by 2035 (compared to 2016-2020 rates).

#### **Strategies**

- TBD



### **UNBELTED/IMPROPERLY-BELTED COLLISIONS**

This emphasis area focuses on crashes in which the occupant (driver or passenger) did not properly use occupant protection devices (lap and shoulder harness). In over a third of crashes, the data about occupant protection usage was not recorded. Out of all fatal or severe injury crashes, 20% included someone not wearing a seatbelt and those crashes were significantly more likely to result in a fatality or severe injury.

#### **Goals**

- Achieve 100% seatbelt usage among occupants by 2030.
- Increase recording of seatbelt usage in crash reporting to 90% by 2030.
- Reduce fatal and severe injury crash rates due to not using occupant protection by 100% by 2035 (compared to 2016-2020 rates).

#### **Strategies**

- TBD