

Highway Safety Improvement Program Cycle 12: Uncontrolled Crosswalk Enhancements



By: Robin Chee

BACKGROUND

- The City approved its Local Roadway Safety Plan (LRSP) in 2022 to apply for Highway Safety Improvement Program (HSIP) funding
- Applied for HSIP Cycle 11 funding, but the Project was not awarded
- Applied for HSIP Cycle 12 funding, the Project was awarded
- Selection of Project locations and countermeasures based on findings of the LRSP

See below:

Pedestrian Crossing at Unsignalized Intersection

24% of pedestrian injury collisions occurred when a pedestrian was crossing the street at an intersection without a traffic signal (i.e. crosswalk may be stop- or uncontrolled).

COLLISION PROFILE #8

COLLISION SUMMARY

 38 TOTAL COLLISIONS

 3 KSI COLLISIONS

 38 PEDESTRIAN COLLISIONS

 3 PEDESTRIAN KSI COLLISIONS

LOCATION SUMMARY

VIOLATIONS

- Almost 2/3 (63%) of occurred when drivers violated the pedestrian's right of way (24)
- Almost 2/3 (63%) of occurred when pedestrians were crossing in a crosswalk at an intersection (24)
- About 1/3 (32%) of collisions occurred when the driver was making a left turn (12)

COLLISION TYPES

- 37 Vehicle/Pedestrian

ROADWAY AND CONTEXTUAL FACTORS

- More than 2/3 (71%) occurred on collector and local streets with one lane of traffic in each direction (3 KSIs, 27 total injuries) and almost 1/3 (29%) on multilane streets (0 KSIs, 11 total injuries)
- Primarily 25 mph speed limit (3 KSIs, 17 total injuries), 30 mph (0 KSIs, 12 total injuries), 35 mph (0 KSIs, 3 total injuries), 40 mph (0 KSIs, 6 total injuries)
- Gaps in Lighting or Missing Lighting (13 at nighttime - 1 KSI)

San Leandro Local Roadway Safety Plan (LRSP)

Final Draft
Prepared for:
City of San Leandro

Date: September 28, 2022

OK17-0204.02

FEHR & PEERS

ABOUT THE PROJECT

San Leandro was awarded HSIP Cycle 12 funding to install safety improvements at seven uncontrolled pedestrian crossings in San Leandro. Project Work includes:

- Pedestrian Hybrid Beacons (PHBs) – (2)
- Rectangular Rapid Flashing Beacons (RRFBs) – (4)
- ADA curb ramps
- Crosswalk enhancements - (1)
- New street signage
- Roadway striping
- Pedestrian Median Refuge



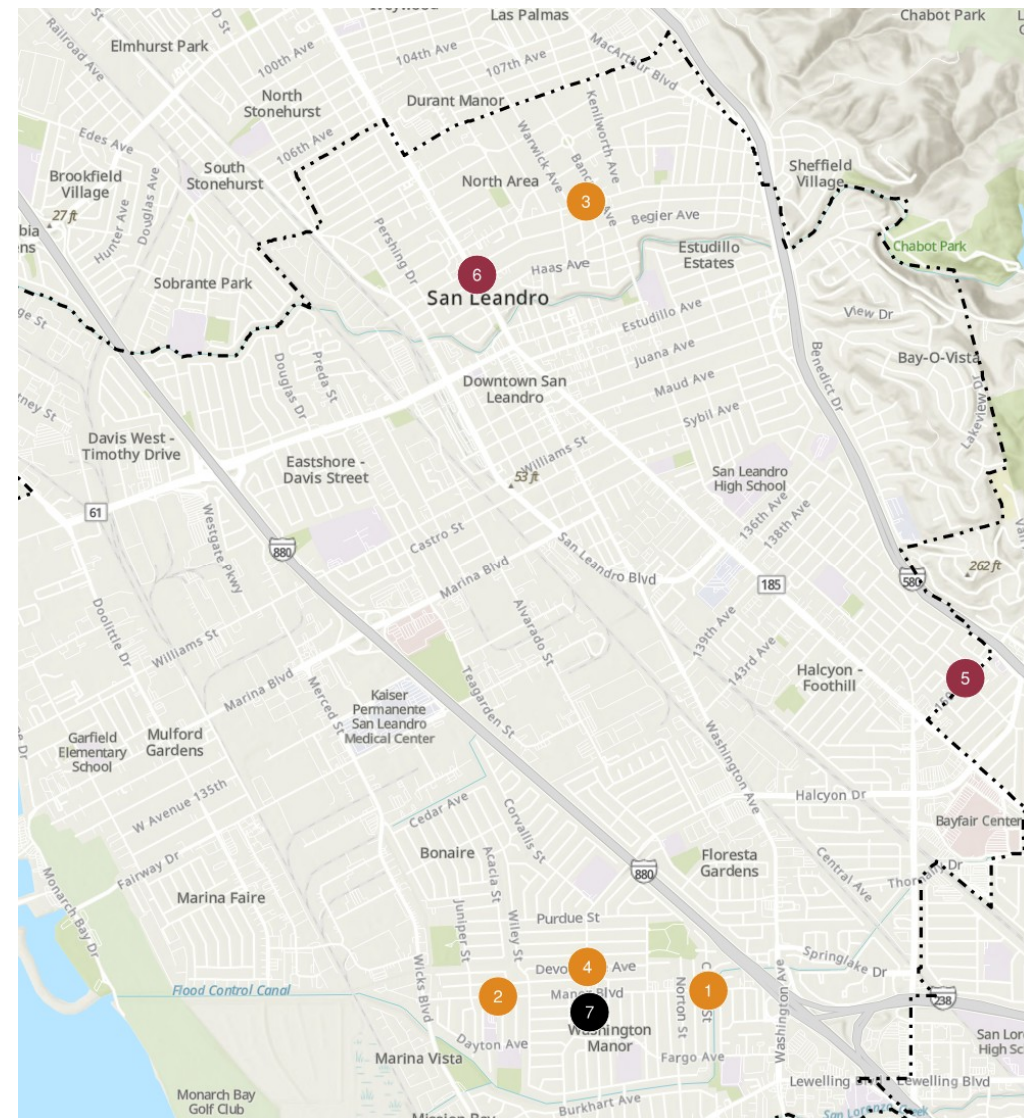
Example PHB project at Davis St and Carpentier St

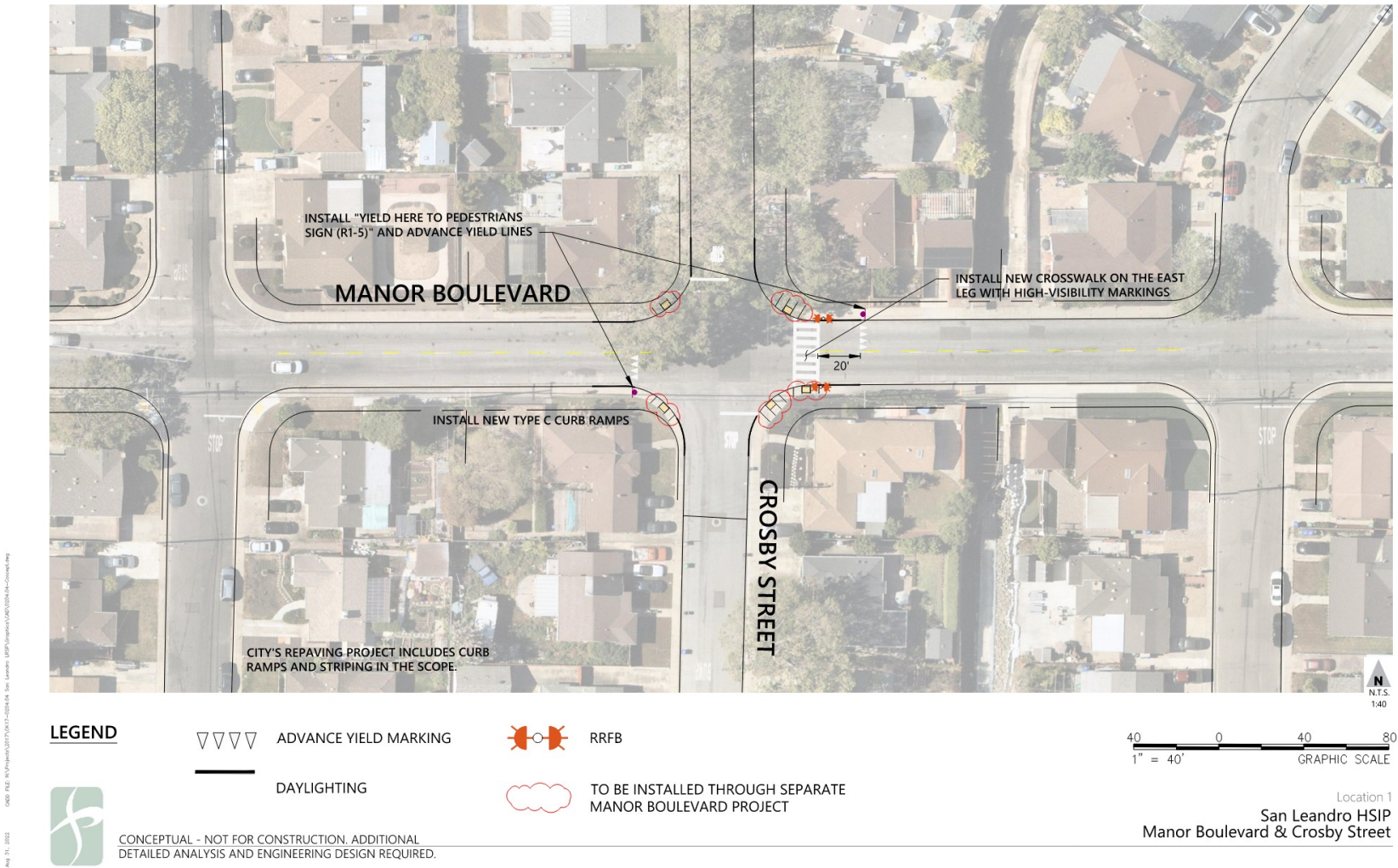


Example RRFB project at Manor Blvd and Grenda St

PROJECT LOCATIONS

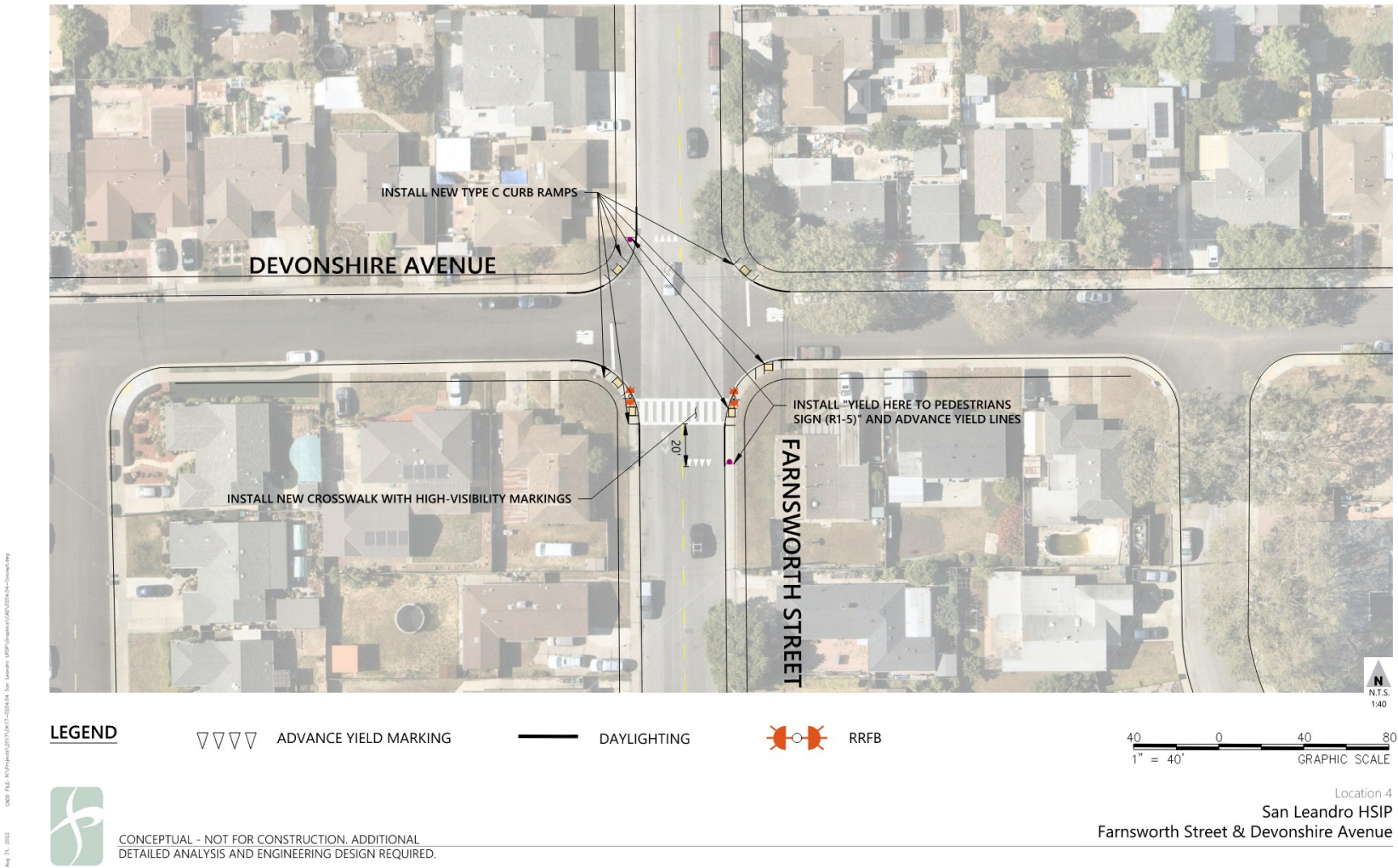
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|---|----------------------------------|---|--|
| 1 | Manor Blvd and Crosby St | 5 | 150 th Ave and Lark St |
| 2 | Manor Blvd and Thoits St | 6 | East 14 th St and Lorraine Blvd |
| 3 | Dutton and Arbor St | 7 | Farnsworth St and Chapel Ave |
| 4 | Farnsworth St and Devonshire Ave | | |
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|---|--|
| # | Rectangular Rapid Flashing Beacon (RRFB) |
| # | Pedestrian Hybrid Beacon (PHB) |
| # | Crosswalk Enhancements |

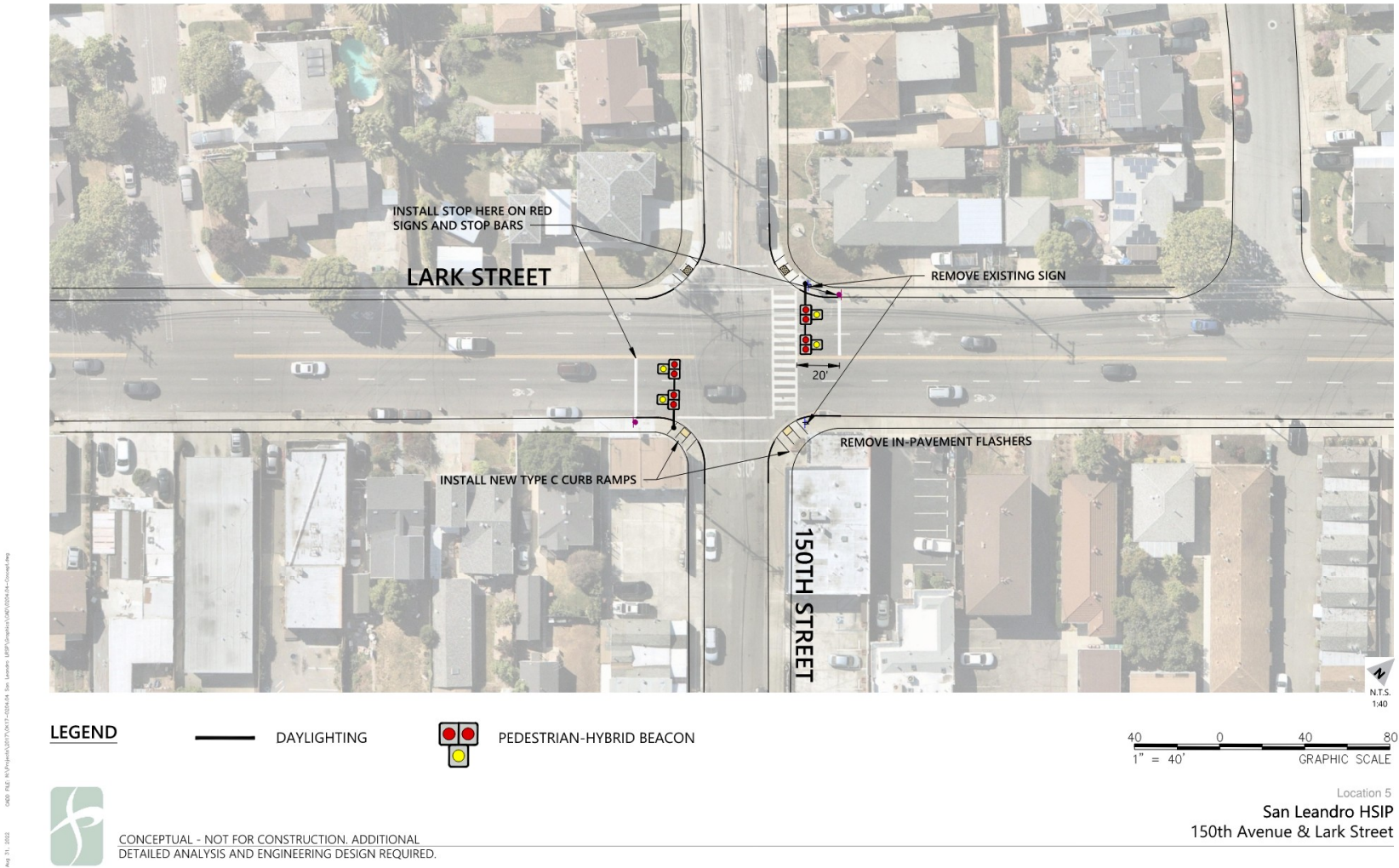


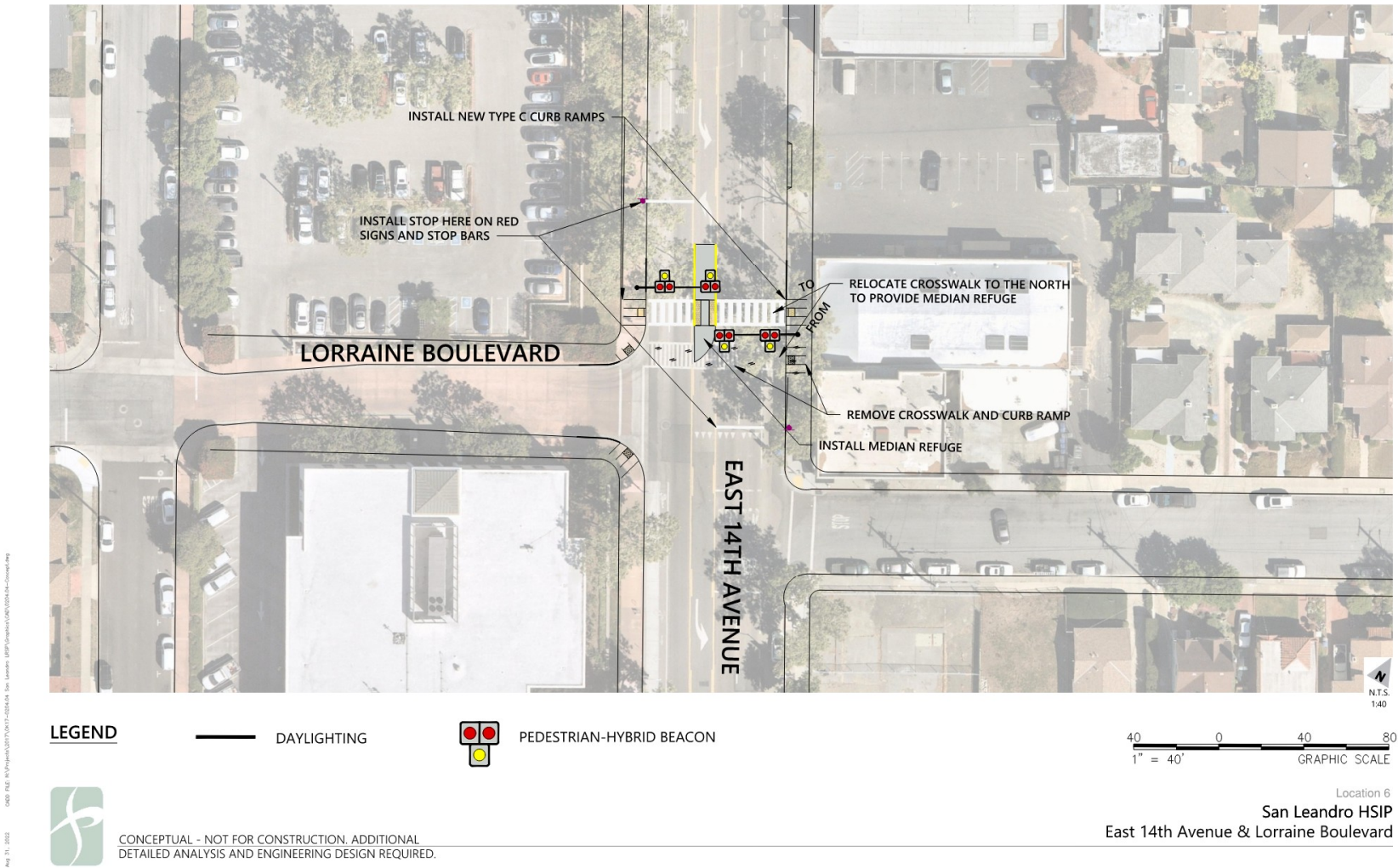


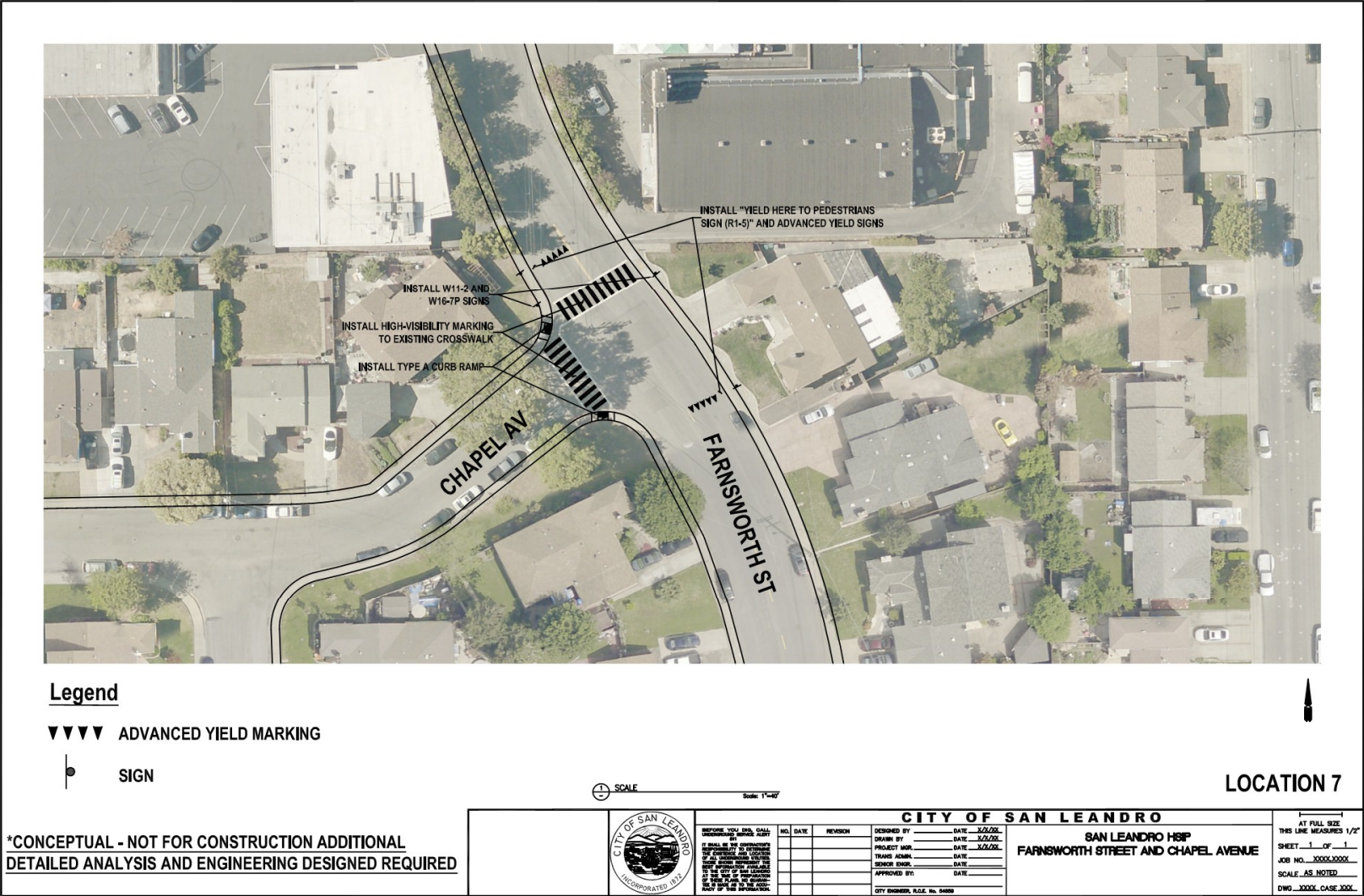












QUESTIONS/COMMENTS?