

Safety Action Plan Economic Development Committee Meeting

April 24, 2025



Agenda



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Welcome & Introductions

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SAP Contents

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Public Outreach

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Grant Applications

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Next Steps/Tracking and Implementation

What is a Safety Action Plan (SAP)?



A comprehensive data-driven safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accident fatalities and serious injuries on all public roads.

An SAP:

- Identify citywide emphasis areas (such as impaired driving or active transportation) that represent a large proportion of traffic injuries
- Identify site-specific case studies that are representative of other locations in the city for a more detailed audit and focused countermeasures
- Review citywide policies, programs, resources, and practices that may impact traffic safety, and then identify opportunities to align with safety best practices.

Project Purpose



- Understand the factors that contribute to collisions
- Develop strategies to reduce traffic injuries
- Develop an action plan to prioritize safety improvements
- Increase the City's competitiveness for safety funding

Stakeholders



Law Enforcement/Police Department



Education



Public Health/Fire Department



City Staff



ADA Advocate



Pedestrian Advocate



Transit



Bicycle Advocate

Timeline



STAKEHOLDER ENGAGEMENT #1: June 27, 2024

NATIONAL NIGHT OUT: August 6, 2024

STAKEHOLDER ENGAGEMENT #2: October 3, 2024



SAP Contents

Citywide Safety Background and Trends








Injury Collisions by Type of User Involved (2018-2023)

Involved with	# of Severe Injury Crashes	# of Fatal Crashes
Non-Collision	3	0
Pedestrian	26	19
Other Motor Vehicle	65	18
Motor Vehicle on Other Roadway	1	0
Parked Motor Vehicle	5	0
Train	2	0
Bicycle	6	3
Fixed Object	12	9
Other Object	2	1
Total	122	50

Emphasis Areas: Comparison of Statewide and Rialto Fatal & Severe Injury Crashes (2016 – 2021)

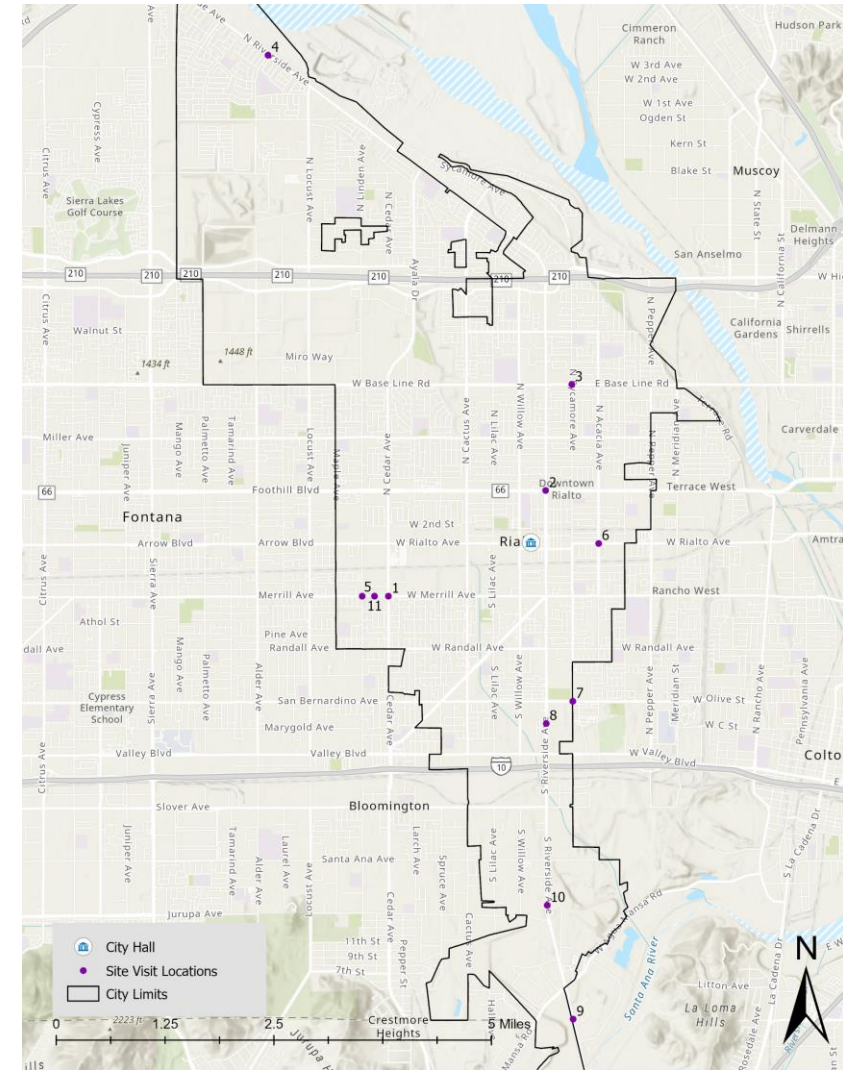


Statewide Challenge Areas	Statewide % of Fatal + Severe Injury Crashes	Rialto % of Fatal + Severe Injury Crashes
 Pedestrians	19.2%	27.0%
 Impaired Driving	25.3%	31.3%
 Intersections	23.6%	28.6%
 Young Drivers	13.1%	16.8%
 Aggressive Driving	33.1%	36.5%

Case Study Locations



Location	No. of Crashes	Reason for Recommendation/Notes
Signalized Intersections		
Cedar Ave / W Merrill Ave	43	Highest number of collisions of any location in the City; three fatalities
Riverside Ave/ W Foothill Blvd	30	High number of bicycle and pedestrian crashes
N Sycamore Ave / Base Line Ave	18	Two fatalities and two serious injuries; 2/3 of crashes were broadsides
N Alder Ave / N Riverside Ave	18	High relative number of head-on crashes; one each fatality and serious injury
Unsignalized Intersections		
S Linden Ave / W Merrill Ave	22	High number of aggressive driving and rear-end crashes
S Acacia Ave / E Rialto Ave	16	High number of aggressive and impaired driving-related crashes
S Sycamore Ave / E San Bernardino Ave	10	One fatality, two serious injuries, seven injuries; high relative number of hit object crashes
Major Arterials		
S Riverside Ave: San Bernardino Ave to Valley Blvd	21	Highest number of crashes on any segment
S Riverside Ave: Agua Mansa Rd to Miguel Bustamente Pkwy	13	High number of injuries; one fatality
S Riverside Ave: Industrial Dr to Jurupa Ave	5	One each bike and pedestrian crash; one fatality and two serious injuries
Minor Arterials		
W Merrill Ave: S Linden to S Cedar St	4	Two serious injuries



Emphasis Areas and Geographic Focus Areas



- **Emphasis Areas**

- Aggressive Driving
- Impaired Driving
- Bicyclists and Pedestrians
- Intersections

- **Geographic Focus Areas**

- Riverside Avenue
- Shopping Centers
- Areas Frequented by Younger and Older Residents



Potential Improvements



Street Lighting
Luces Públicas



Retroreflective Backplate Traffic Signal
Señal de Tráfico con Bordo Reflectivo



Mini Roundabout
Pequeña Rotonda



Stop Sign with Flashing Beacon
Señal de Alto con Luz Intermitente



Raised Median
Mediana Elevada



High Visibility Crosswalk
Paso de Peatones de Alta Visibilidad



Rectangular Rapid Flashing Beacon (RRFB)
Señalización de Destello Rápido



Protected Left Turn Phase
Señal de Giro a La Izquierda Protegida



Leading Pedestrian Interval
Intervalo de Peaton Dirigente



Audible Push Buttons
Botón de Presión Audible



Pedestrian Hybrid Beacon
Señal de Cruce Peatonal Híbrida



Painted Bike Lanes
Carriles de Bicicleta Pintadas



Lane Delineators / Flexible Bollards
Delineadores de Carril



Midblock Crosswalk
Paso de Peatones del Media Cuadra



Next Steps

Next Steps



Receive feedback and input on draft SAP from EDC to be incorporated

Final Safety Action Plan / Council Adoption



Pursue Grant Opportunities



Grant Funding Opportunities

Grant Opportunities



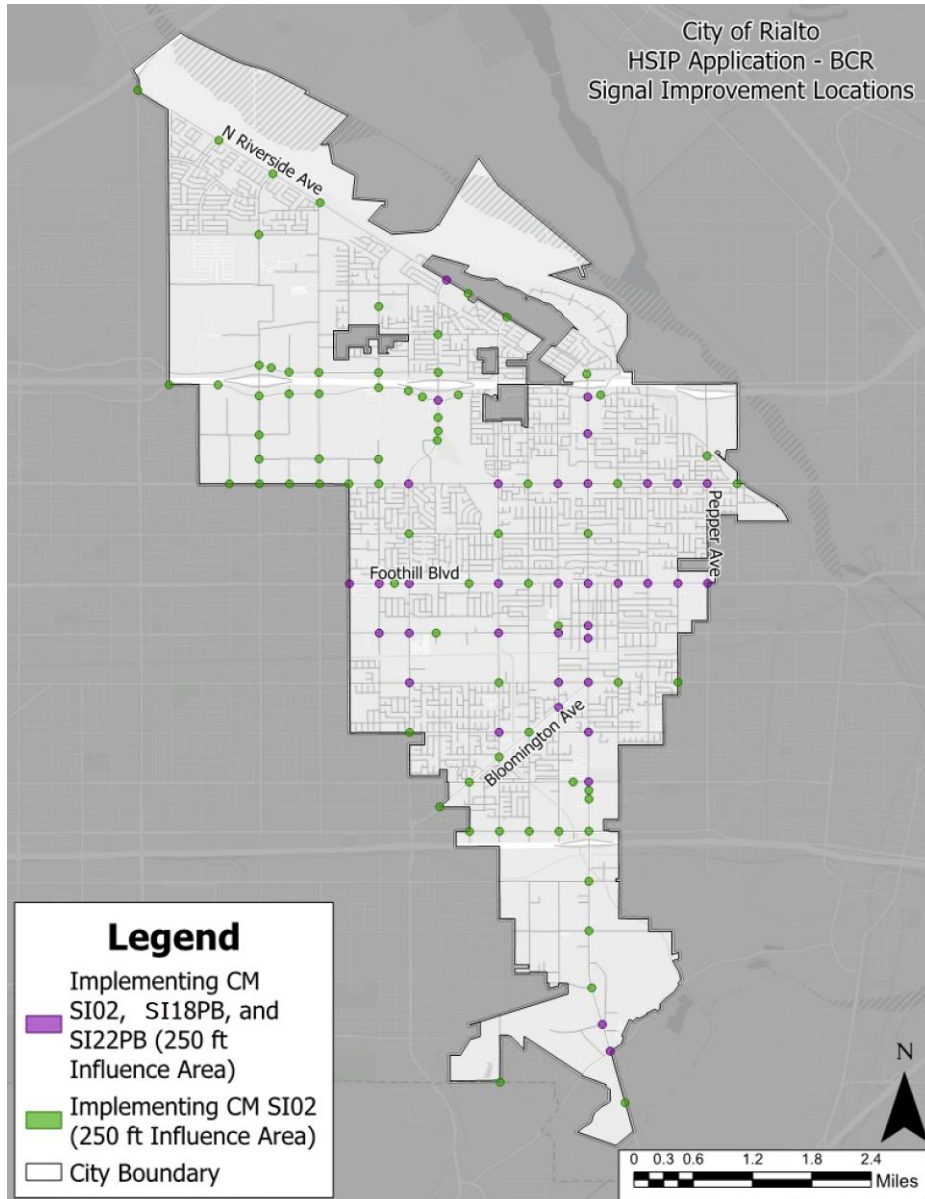
Highway Safety Improvement Program (HSIP)



Safe Streets 4 All



HSIP Grant Awards



- Local Highway Safety Improvement Program (HSIP)
- Upgraded signal hardware with retroreflective borders
- Pedestrian countdown signal heads
- Leading Pedestrian Intervals (LPI)
- City awarded \$5.2M in HSIP Cycle 12

THANK YOU!

