



MODESTO SAFE STREETS FOR ALL

Safety Task Force #4 Meeting
August 7, 2025



OPENING REMARKS



MEETING AGENDA



Project Status Updates – 5 minutes



Traffic Safety Campaign Debrief – 10 minutes



Safety Improvement Process – 20 minutes



Draft Recommendations – 40 minutes



Webmap Demonstration – 5 minutes



Next Step – 10 minutes





PROJECT TEAM INTRODUCTIONS



Max Navarro
City Project Manager



Les Brown, AICP, RSP₁
Consultant Team
Project Manager



Richard Virgo
Consultant Team
Engineer Designer



Sarah Chan
Subconsultant Team
Engineer



alta

alta

FEHR  PEERS



PROJECT STATUS UPDATES



Project Scope and Schedule Recap





TRAFFIC SAFETY CAMPAIGN DEBRIEF



Traffic Safety Campaign Recap

- **Campaign Dates:** April 7 – May 18
- **Campaign Objectives:**
 - Increase **adult and teenage driver** adherence to speed limits citywide
 - Increase public awareness of the dangers of speeding, especially around schools, and the benefits of compliance with speed limits and crosswalk laws
- **Campaign Outputs:**
 - Paid media, including local publication ads
 - Community engagement, including campaign quiz and pledge





Campaign Outputs & Outcomes

- ✓ 1,440 materials, including yard signs, posters, and handouts, distributed
- ✓ 233 quizzes completed and 150 pledges signed
- ✓ 100+ new email contacts
- ✓ 350 people reached at 1 tabling event
- ✓ Paid media reach of 1,707,851 achieved





Campaign Outputs & Outcomes

- ✓ Most survey respondents agree they are more likely to obey traffic laws because of the campaign
- ✓ Most survey respondents agree they are more familiar with speeding fees and crosswalk laws because of the campaign
- ✓ Most survey respondents see value in Modesto drivers obeying traffic safety laws because of the campaign





Campaign Lessons Learned & Reporting

- Proactively identify future campaign topics
- Maintain consistent campaign elements
- Invest in dedicated staffing
- Leverage diverse funding sources
- A campaign report to be included as part of the Comprehensive Safety Action Plan





SAFETY IMPROVEMENT PROCESS

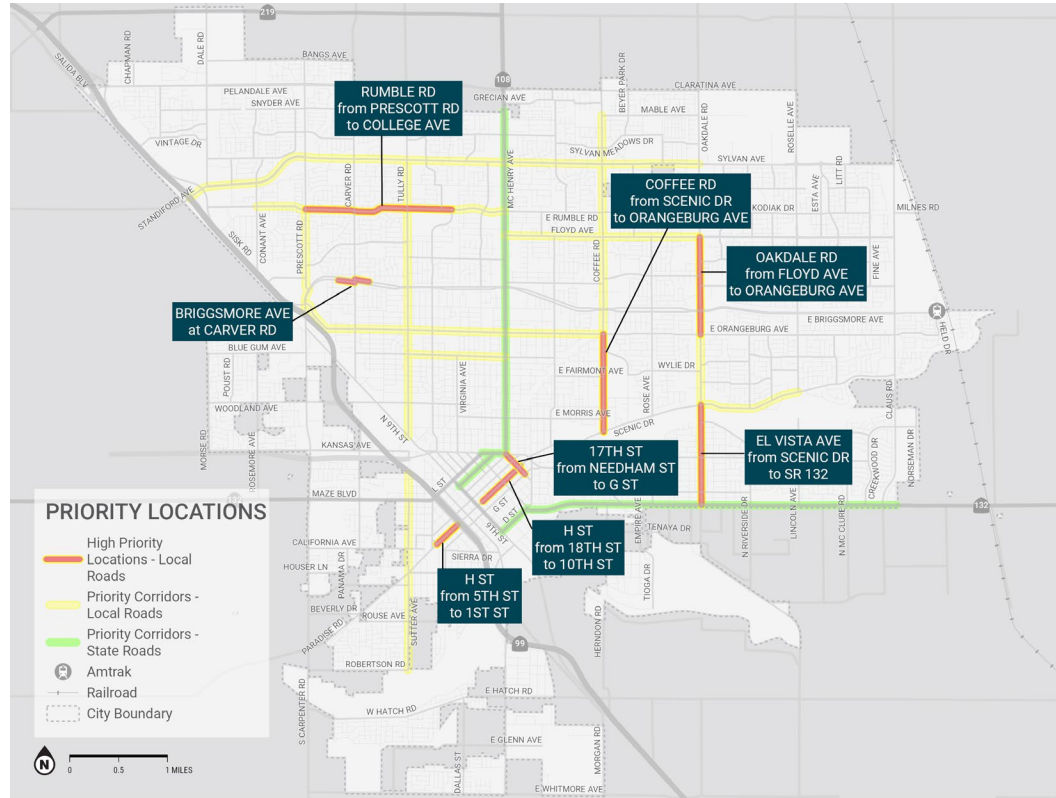
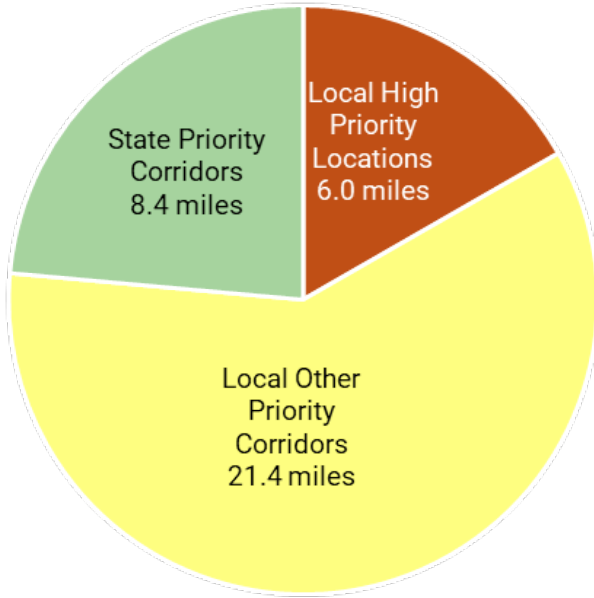


Selecting Priority Locations





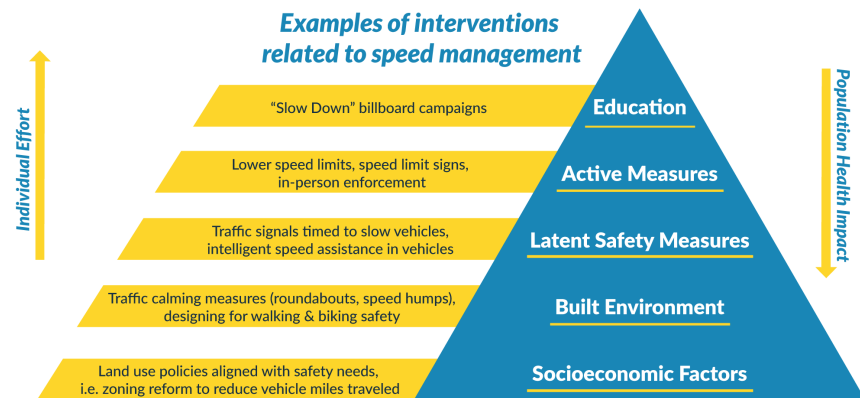
Priority Locations





Countermeasure Toolbox

- Toolbox developed using the Safe Systems Pyramid (right), Caltrans DIB-94, and other guidance.
- Toolbox includes 56 countermeasures, sorted into 4 tiers:
 - Tier 1: Demand Management
 - Tier 2: Speed Management
 - Tier 3: Conflict Management
 - Tier 4: Improve redundancy





Countermeasure Examples

Tier 1. Demand management



Tier 2. Speed management



What is the SAP going to be recommending?

Tier 3. Conflict management



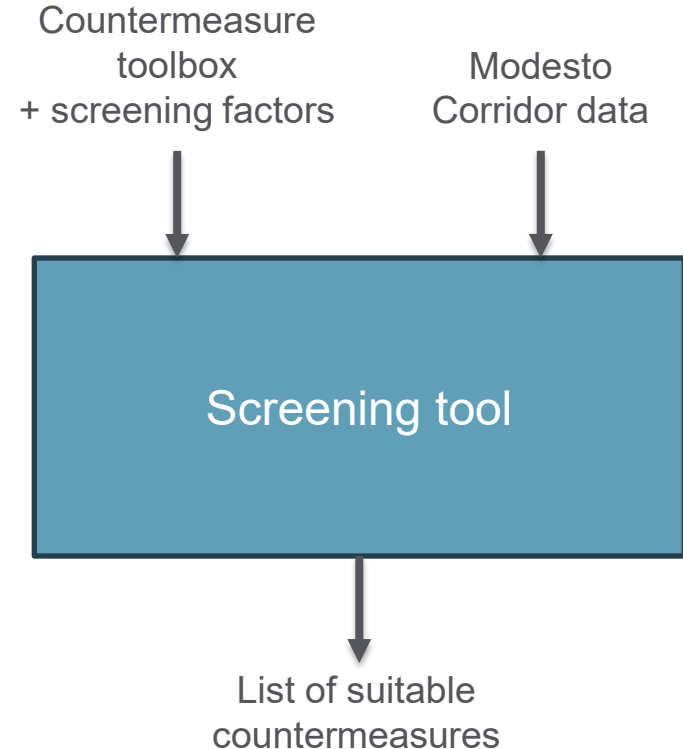
Tier 4. Improve redundancy





Countermeasure Screening Tool

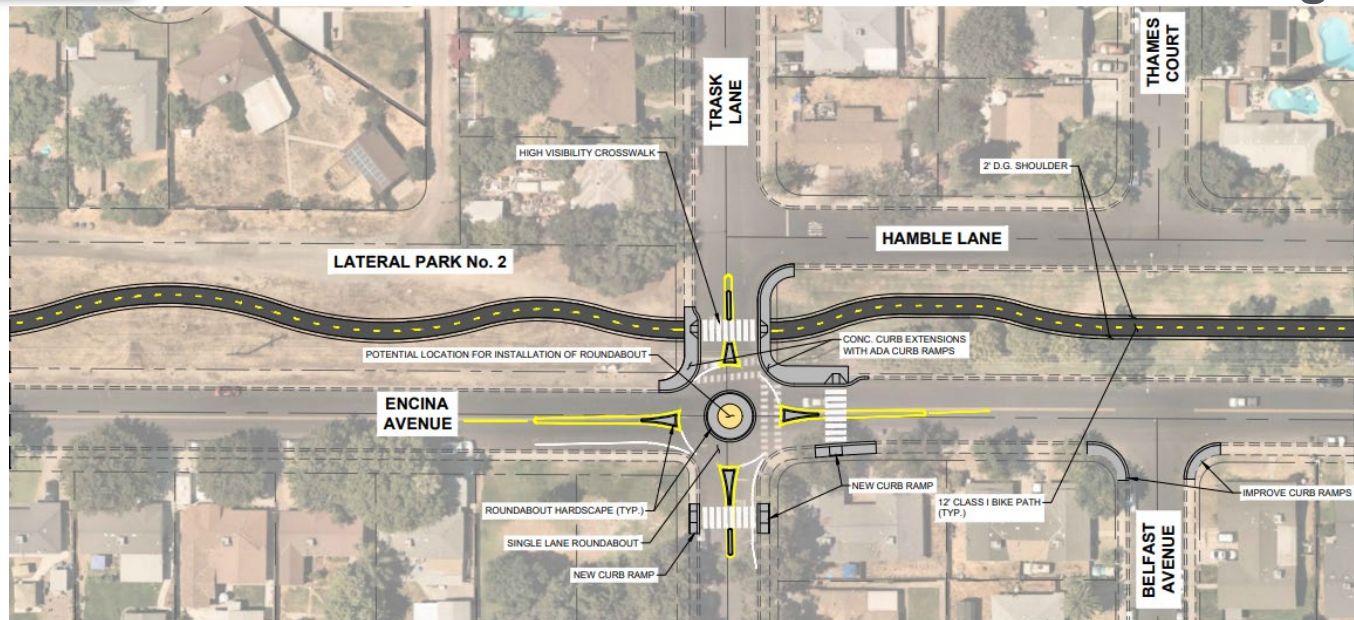
- For each countermeasure, screening thresholds were developed based on guidelines/best practices.
- The toolbox and screening factors were incorporated into an Excel-based tool to ensure consistent application.
- City of Modesto will use screening tool to further develop other priority corridors and address future issues





High Priority Locations

Detailed Recommendations with 10% Design



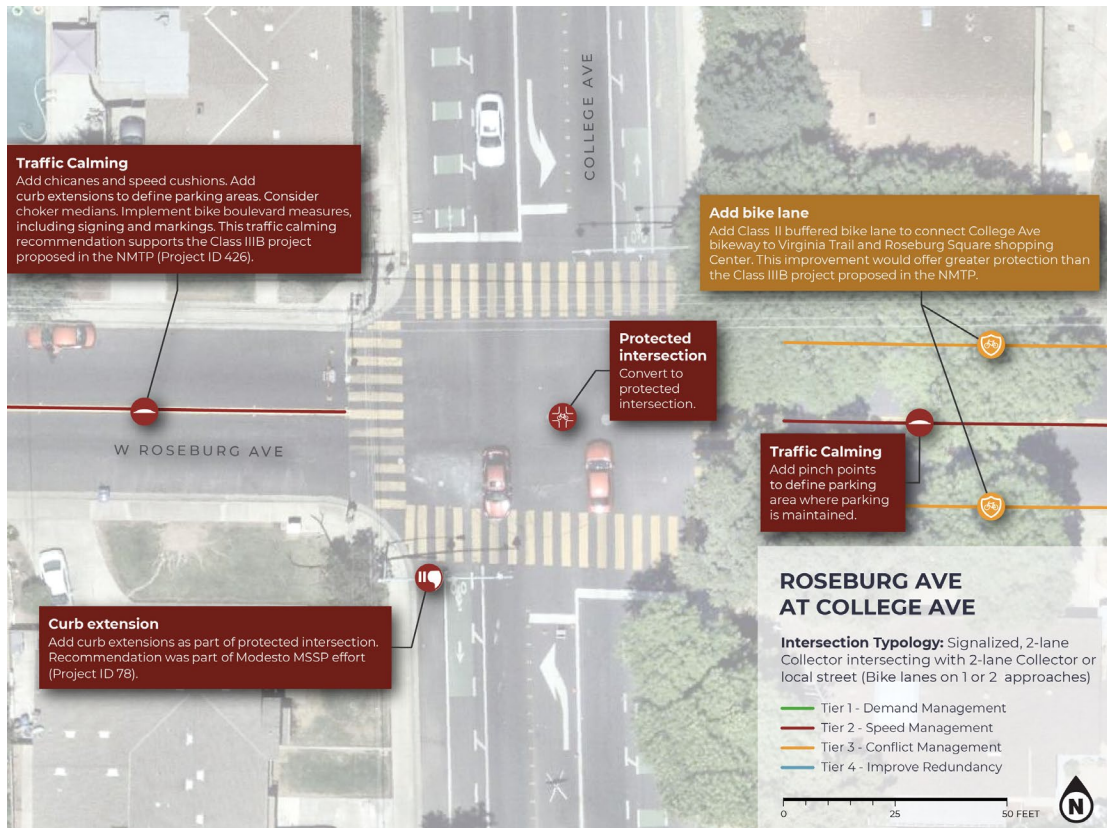
*Encina-Lincoln Bike Path
ATP Grant Application Example*

GENERAL NOTES:

1. SIGNING AND STRIPING TO COMPLY WITH LATEST EDITION OF THE CALIFORNIA MUTCD.
2. CONFLICTING STRIPING TO BE REMOVED, NON-CONFLICTING STRIPING TO BE REFRESHED.

**CONCEPTUAL
NOT FOR CONSTRUCTION**

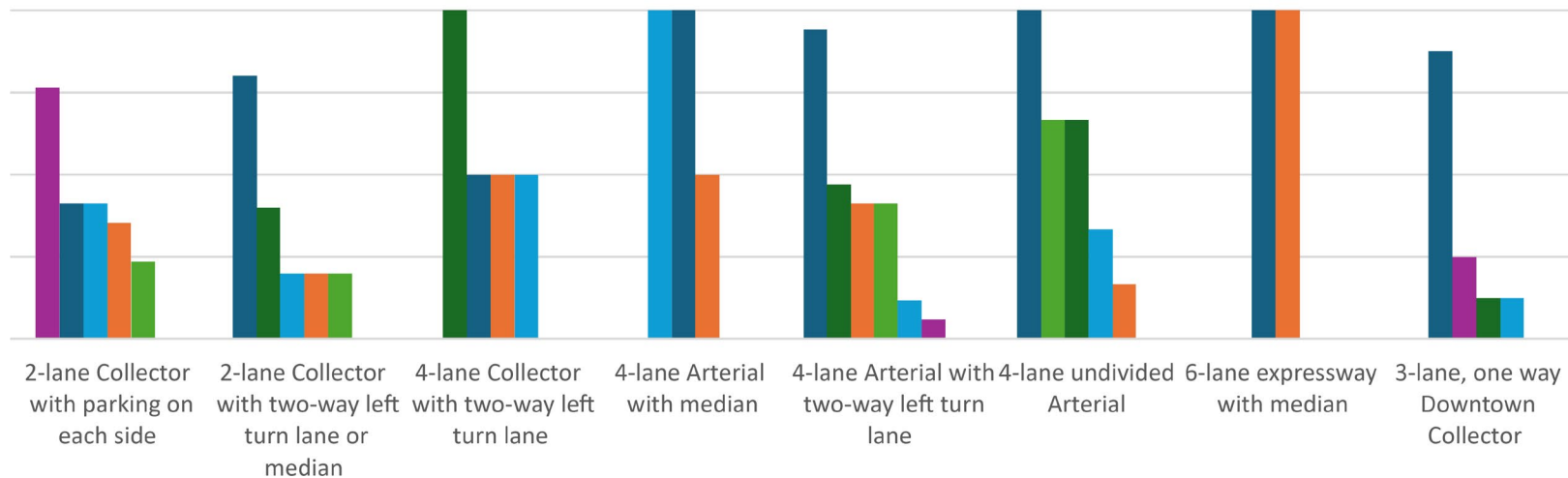
Other Priority Locations: Local Roads





Countermeasure Frequency by Street Segment Characteristics

Proportion of segments with
recommended countermeasure



■ Add or upgrade protection level of bike lane

■ Road diet

■ Traffic Calming

■ Narrow the width of vehicle lanes

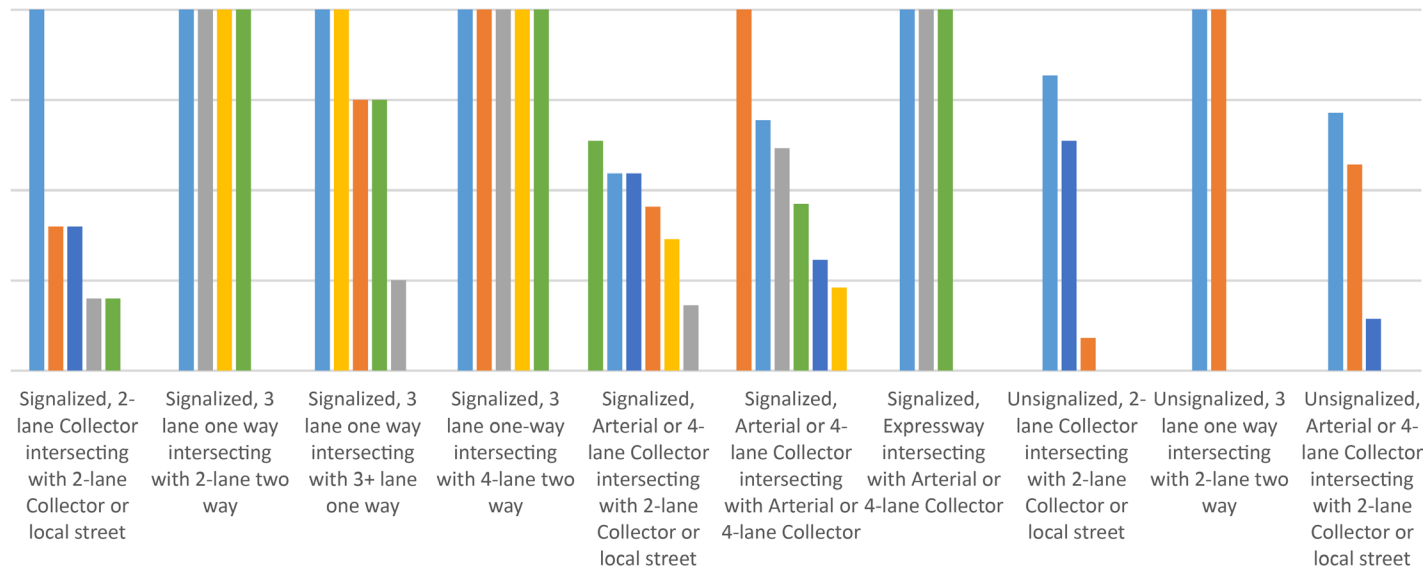
■ Sidewalk

■ Update pavement markings



Countermeasure Frequency by Intersection Characteristics

Proportion of intersections with recommended countermeasure



Daylighting, Curb extension, radius reduction, or truck apron

Protected intersection

Roundabout

Existing pedestrian crossing enhancements

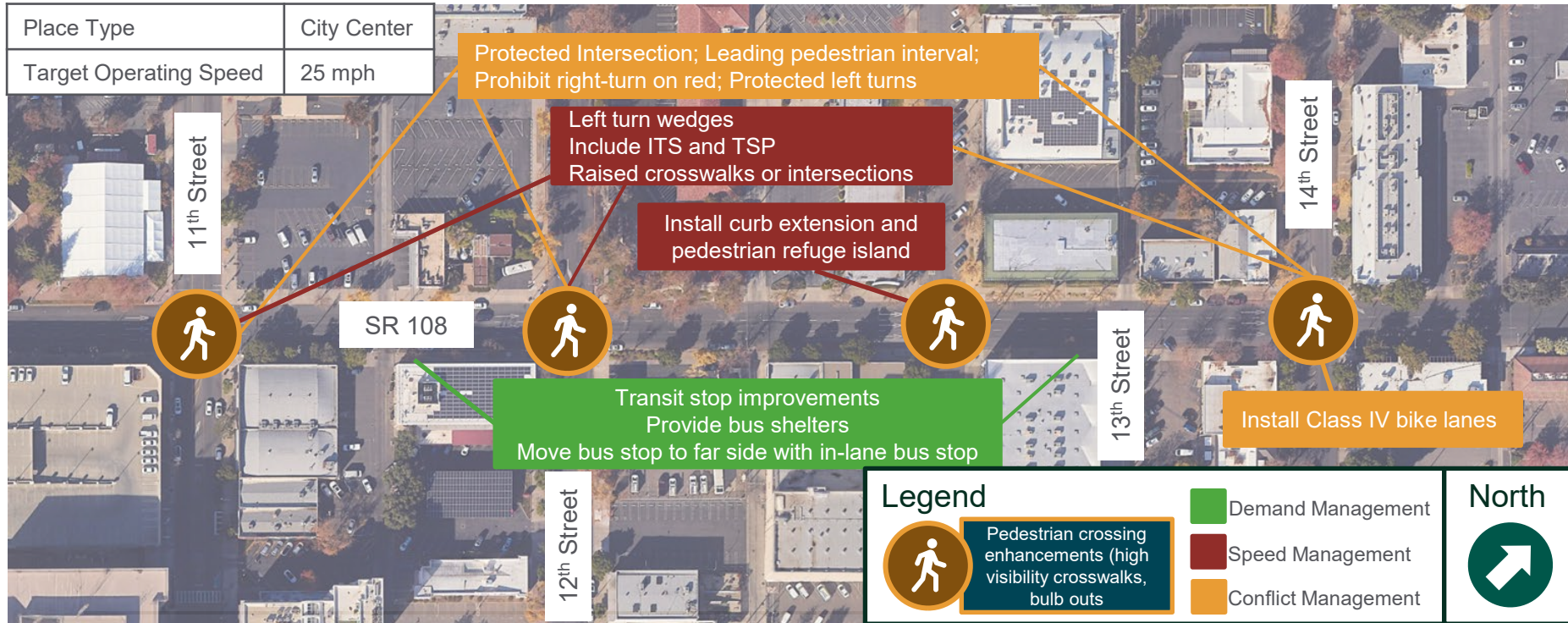
Protected-only turns

Signal improvements



Priority Locations: State Roads

Example: SR 108, between 11th Street and 14th Street





Discussion & Questions



DRAFT RECOMMENDATIONS: HIGH PRIORITY LOCAL ROADS





Coffee Road from Scenic Drive to Orangeburg Avenue

Existing Conditions

Typology	4-lane Arterial with two-way left turn lane		
Posted Speed Limit	40		
AADT	~25,500		
Place Type	Suburban Residential Community		
High Injury Network	All, Pedestrian, Bicycle		
Collision Profile	1 – Pedestrian-Involved Collisions Near Transit Stops and Within Disadvantaged Communities 2 – DUI Overnight Collisions 3 – Broadside Collisions at Signalized Major-Minor Intersections		
KSI Crashes ('16-'23)	7		
Top 3 Types of Crashes	• 53 broadside	• 30 rear end	• 9 hit object
Bus Routes (Headways)	32 (30 minutes)		





Coffee Road from Scenic Drive to Orangeburg Avenue

Highlighted Recommendations



Two-stage Bike Turn



Separated Bike Lane



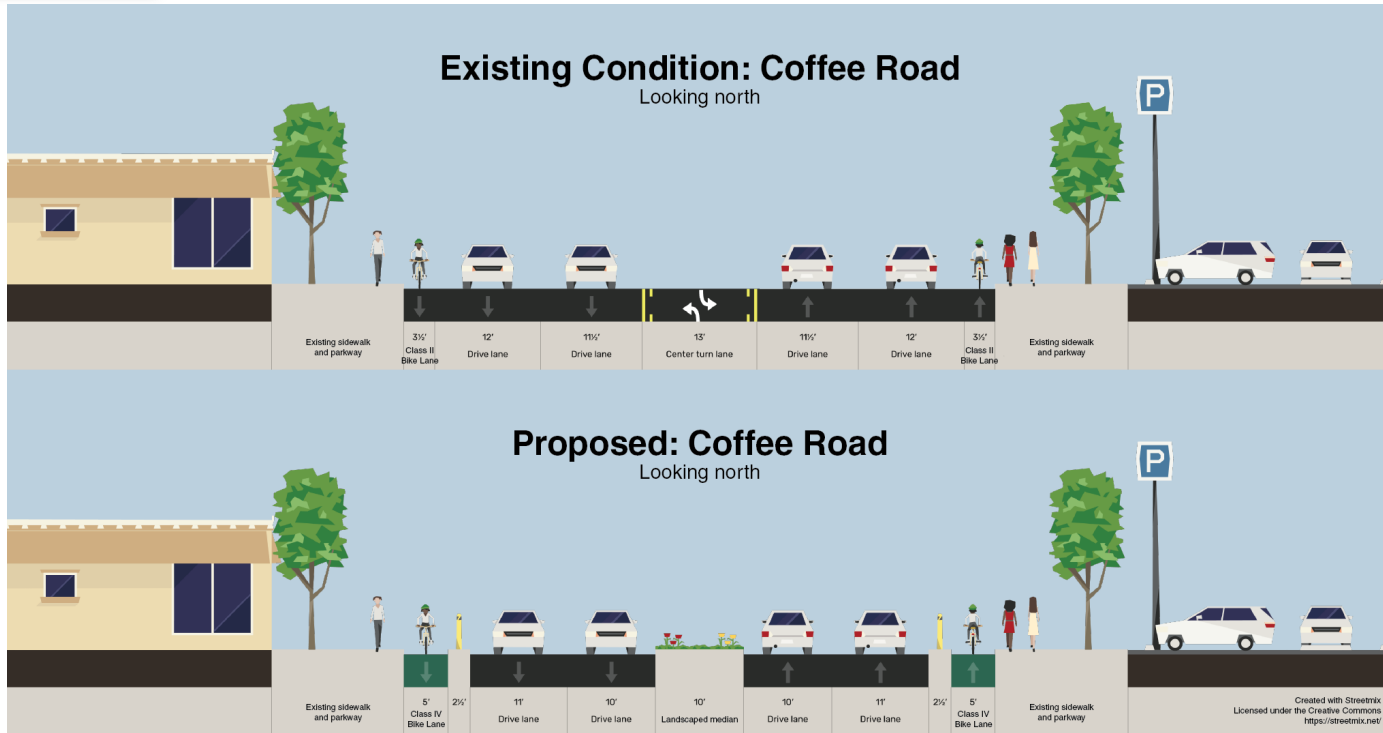
Raised Median

Other Recommendations

- Realign channelized right turns
- Driveway consolidation
- High visibility crosswalk
- Curb extension
- Pedestrian hybrid beacon
- Protected left turn
- Refuge island
- Leading pedestrian interval
- Speed feedback sign



Coffee Road from Scenic Drive to Orangeburg Avenue





Oakdale Road from Floyd Avenue to Orangeburg Avenue

Existing Conditions

Typology	4-lane to 5-lane Arterial with two-way left turn lane
Posted Speed Limit	40
AADT	~34,000
Place Type	Suburban Commercial Community
High Injury Network	All, Pedestrian, Bicycle
Collision Profile	2 – DUI Overnight Collisions 3 – Broadside Collisions at Signalized Major-Minor Intersections 4 – Bicycle-Involved Collisions at Intersections Without On-Street Bicycle Facilities
KSI Crashes ('16-'23)	2
Top 3 Types of Crashes	• 87 broadside • 67 rear end • 17 sideswipe
Bus Routes (Headways)	37 (30 minutes)





Oakdale Road from Floyd Avenue to Orangeburg Avenue

Highlighted Recommendations



Protected Intersection



No Right Turn on Red



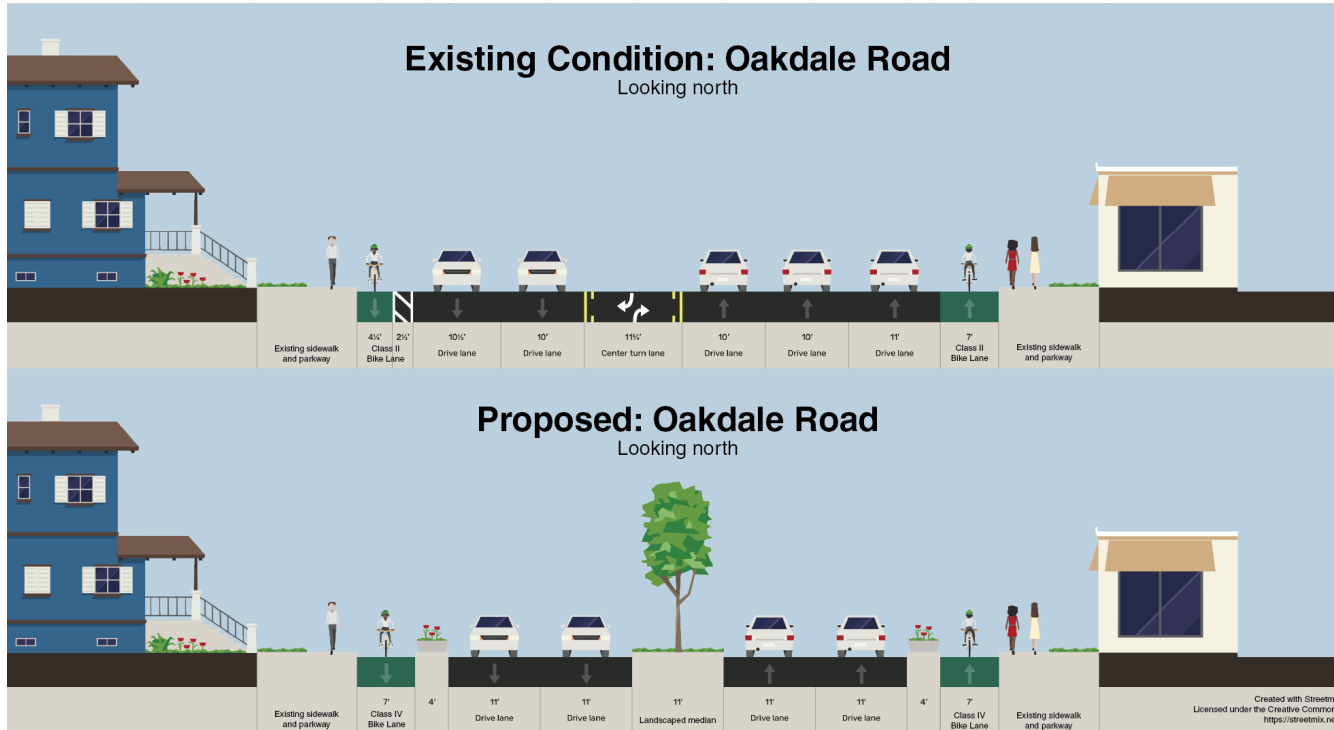
Separated Bike Lane

Other Recommendations

- Lane reconfiguration
- Driveway consolidation
- Update pavement markings
- High visibility crosswalk
- Curb extension
- Pedestrian hybrid beacon
- Protected left turn
- Refuge island
- Leading pedestrian interval
- Speed feedback sign



Oakdale Road from Floyd Avenue to Orangeburg Avenue

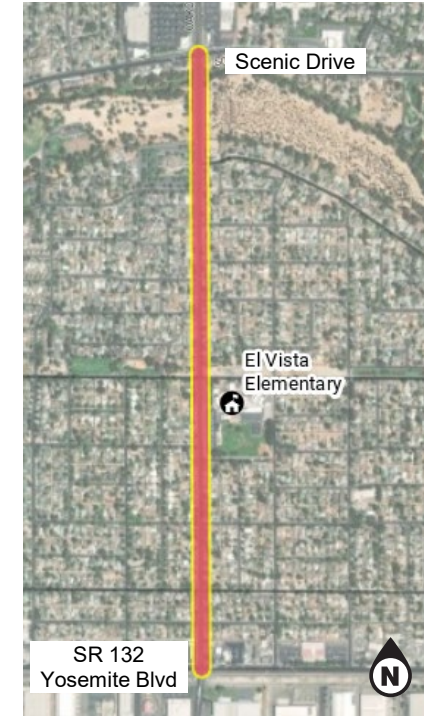




El Vista Avenue from Scenic Drive to SR 132

Existing Conditions

Typology	4-lane undivided Arterial
Posted Speed Limit	35
AADT	~30,000
Place Type	Suburban Residential Community
High Injury Network	All, Pedestrian, Bicycle
Collision Profile	2 – DUI Overnight Collisions 3 – Broadside Collisions at Signalized Major-Minor Intersections 4 – Bicycle-Involved Collisions at Intersections Without On-Street Bicycle Facilities
KSI Crashes ('16-'23)	7
Top 3 Types of Crashes	• 74 broadside • 64 rear end • 20 heads-on
Bus Routes (Headways)	N/A





El Vista Avenue from Scenic Drive to SR 132

Highlighted Recommendations



Right In Right Out



Raised Median



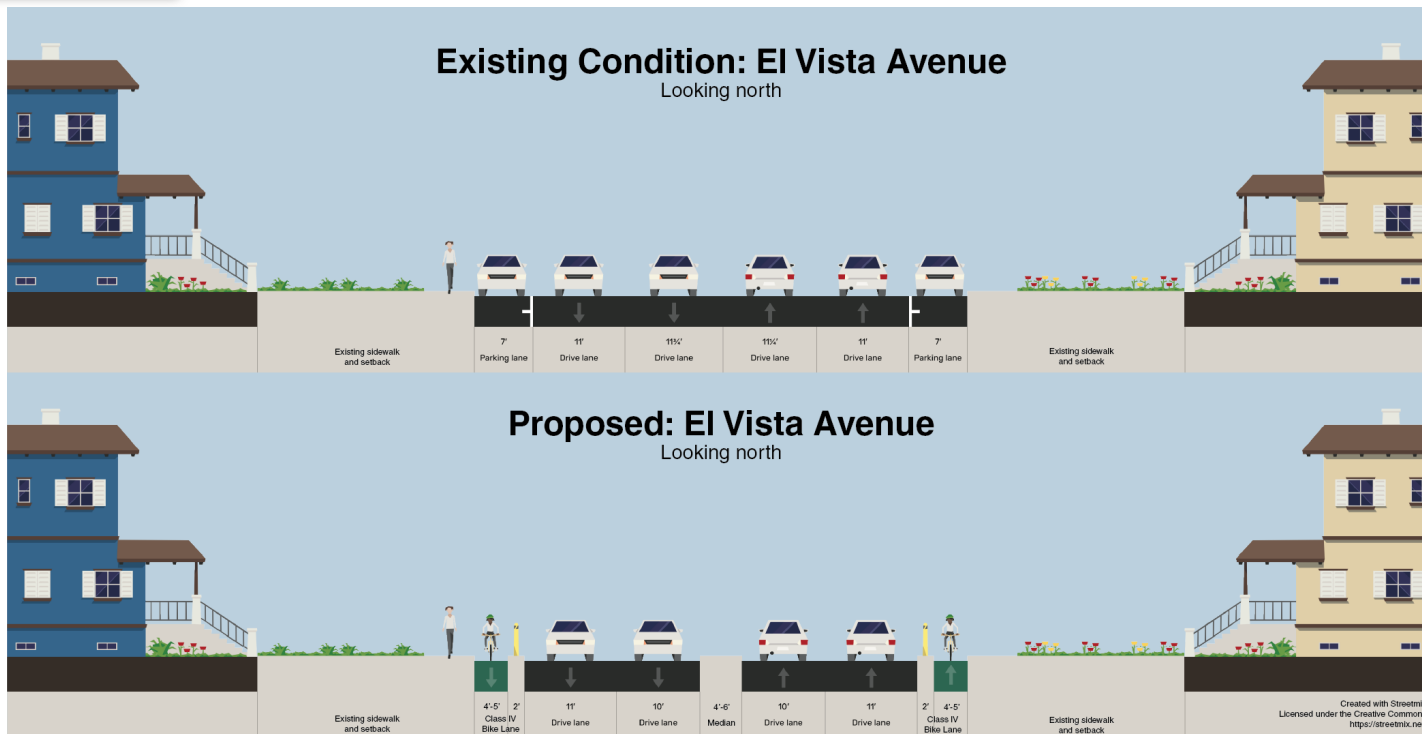
Separated Bike Lane

Other Recommendations

- Realign channelized right turns
- Update pavement markings
- Infill missing sidewalk
- Lighting
- Pedestrian hybrid beacon
- Flashing yellow arrow left turn
- Leading pedestrian interval (LPI)
- No right turn on red during LPI
- Refuge island
- Speed feedback sign



El Vista Avenue from Scenic Drive to SR 132



** This typical road layout only applies between Edgebrook Dr and SR 132*



17th Street from Needham Street to G Street

Existing Conditions

Typology	3-lane, one way Downtown Collector		
Posted Speed Limit	25		
AADT	~10,000		
Place Type	Urban City Center		
High Injury Network	All, Pedestrian		
Collision Profile	1 – Pedestrian-Involved Collisions Near Transit Stops and Within Disadvantaged Communities 3 – Broadside Collisions at Signalized Major-Minor Intersections 4 – Bicycle-Involved Collisions at Intersections Without On-Street Bicycle Facilities 6 – Bicycle and Pedestrian-Involved Collisions at Signalized Intersections Downtown		
KSI Crashes ('16-'23)	1		
Top 3 Types of Crashes	• 50 broadside	• 6 sideswipe	• 5 heads-on • 5 rear end
Bus Routes (Headways)	N/A		





17th Street from Needham Street to G Street

Highlighted Recommendations



Two-stage Bike Turn



Protected Intersection



Separated Bike Lane

Other Recommendations

- Lane reconfiguration
- High visibility crosswalk
- Curb extension
- Protected left and right turns
- Midblock crossing
- Rectangular rapid flashing beacon (RRFB)
- Bicycle signal
- Conflict markings
- Leading pedestrian interval



17th Street from Needham Street to G Street





H Street

- from 18th Street to 10th Street

- from 5th Street to 1st Street

Existing Conditions

Typology	3-lane, one way Downtown Collector
Posted Speed Limit	25
AADT	~10,000
Place Type	Urban City Center
High Injury Network	All, Pedestrian
Collision Profile	1 – Pedestrian-Involved Collisions Near Transit Stops and Within Disadvantaged Communities 2 – DUI Overnight Collisions 3 – Broadside Collisions at Signalized Major-Minor Intersections 4 – Bicycle-Involved Collisions at Intersections Without On-Street Bicycle Facilities 6 – Bicycle and Pedestrian-Involved Collisions at Signalized Intersections Downtown
KSI Crashes ('16-'23)	2
Top 3 Types of Crashes	• 82 broadside • 17 sideswipe • 13 rear end
Bus Routes (Headways)	25 (30 minutes); 37 (30 minutes); 60 (60 minutes)





H Street

- from 18th Street to 10th Street
- from 5th Street to 1st Street

Highlighted Recommendations



Convert to Two-way Operation



Raised Intersection



Separated Bike Lane

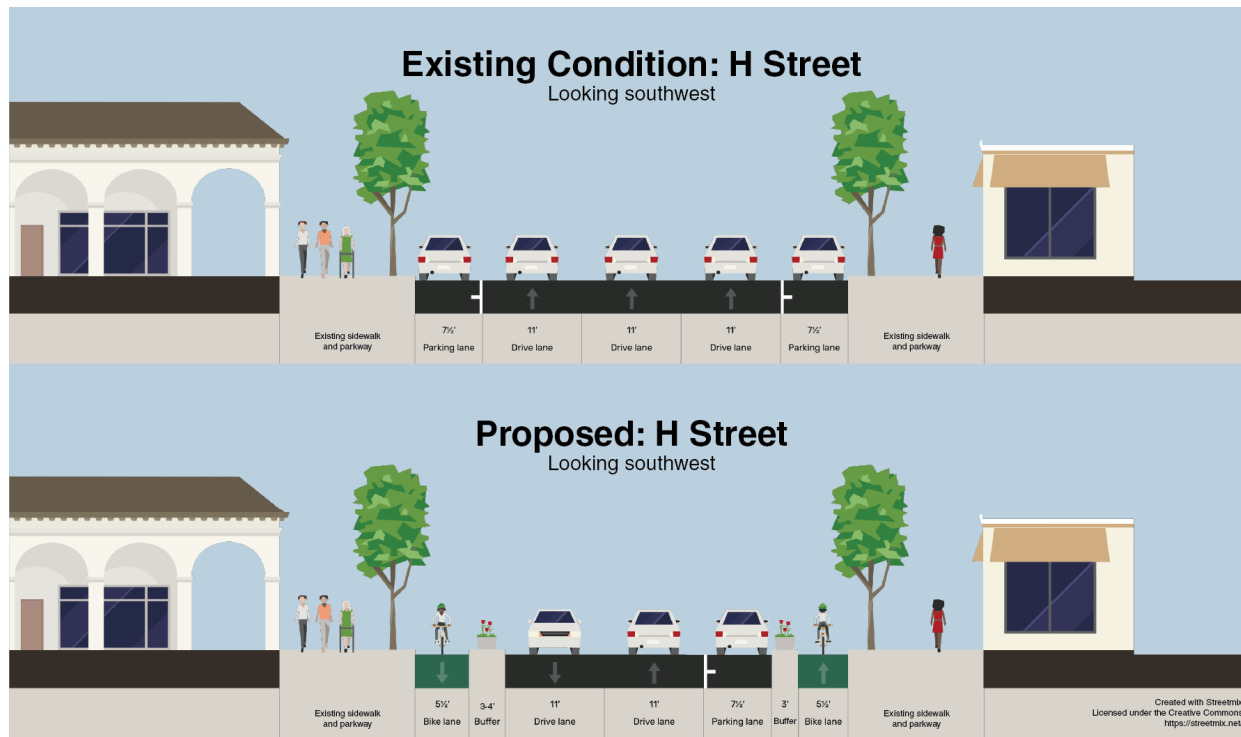
Other Recommendations

- Driveway consolidation
- High visibility crosswalk
- Curb extension
- Protected left turn
- Exclusive pedestrian phase
- Traffic signal
- Protected intersection
- Leading pedestrian interval

H Street

- from 18th Street to 10th Street

- from 5th Street to 1st Street

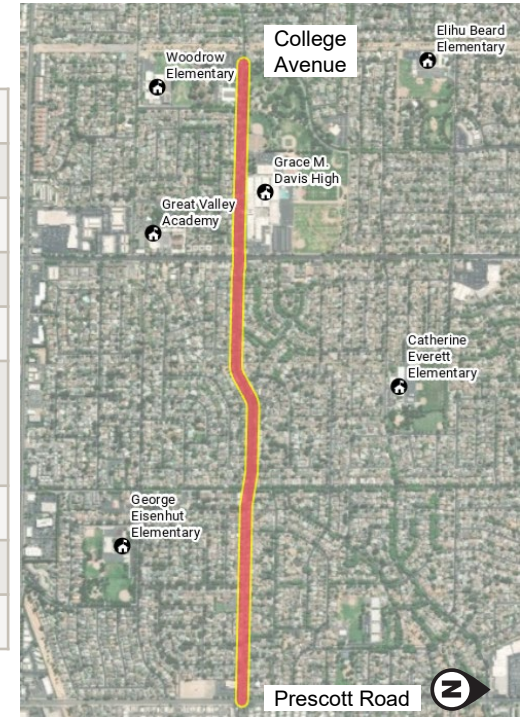




Rumble Road from Prescott Road to College Avenue

Existing Conditions

Typology	2-lane Collector with parking on each side		
Posted Speed Limit	30		
AADT	~9,000		
Place Type	Suburban Residential Community		
High Injury Network	All, Pedestrian, Bicycle		
Collision Profile	1 – Pedestrian-Involved Collisions Near Transit Stops and Within Disadvantaged Communities 2 – DUI Overnight Collisions		
KSI Crashes ('16-'23)	3		
Top 3 Types of Crashes	• 37 broadside	• 13 rear end	• 7 heads-on
Bus Routes (Headways)	37 (30 minutes)		





Rumble Road from Prescott Road to College Avenue

Highlighted Recommendations



Curb Extension



Refuge Island



Gateway Median

Other Recommendations

- Lane narrowing
 - Traffic calming treatments
 - Midblock crossings
 - Curb extension
 - Protected left turn
 - Rectangular rapid flashing beacon
 - Leading pedestrian interval
 - Speed feedback sign
 - Roundabout
-



Briggsmore Avenue at Carver Road

Existing Conditions

Typology	2-lane Collector with parking on each side
Posted Speed Limit	45 mph on Briggsmore Ave, 30 mph on Carver Rd
AADT	~40,000 on Briggsmore Ave, ~ 10,000 on Carver Rd
Place Type	Suburban Residential Community
High Injury Network	All, Bicycle
Collision Profile	2 – DUI Overnight Collisions 3 – Broadside Collisions at Signalized Major-Minor Intersections 7 – Midblock Overnight Hit Object Collisions
KSI Crashes ('16-'23)	6
Top 3 Types of Crashes	• 70 broadside • 8 rear end • 4 sideswipe
Bus Routes (Headways)	30 (30 minutes)





Briggsmore Avenue at Carver Road

Highlighted Recommendations

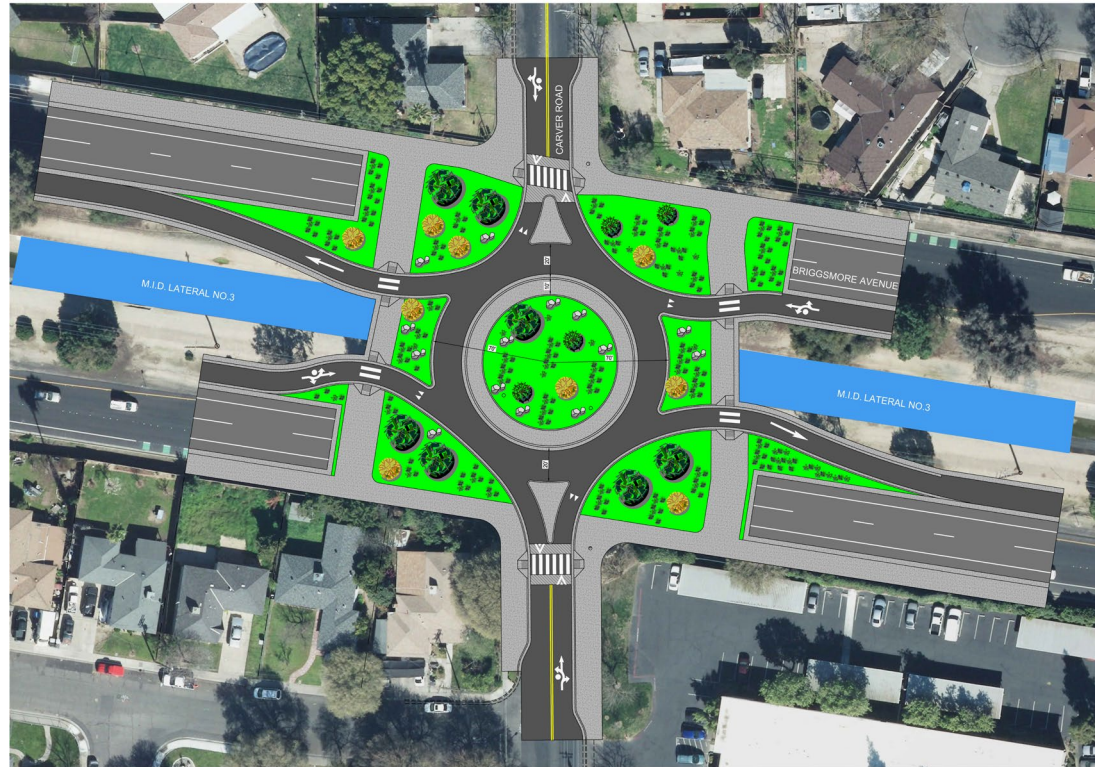


Other Recommendations

- Update pavement markings



Briggsmore Avenue at Carver Road





Discussion & Questions



PROVIDING FEEDBACK ON DRAFT RECOMMENDATIONS



Providing Feedback



Submit by **Thursday, 8/21**



Comment through **web map**



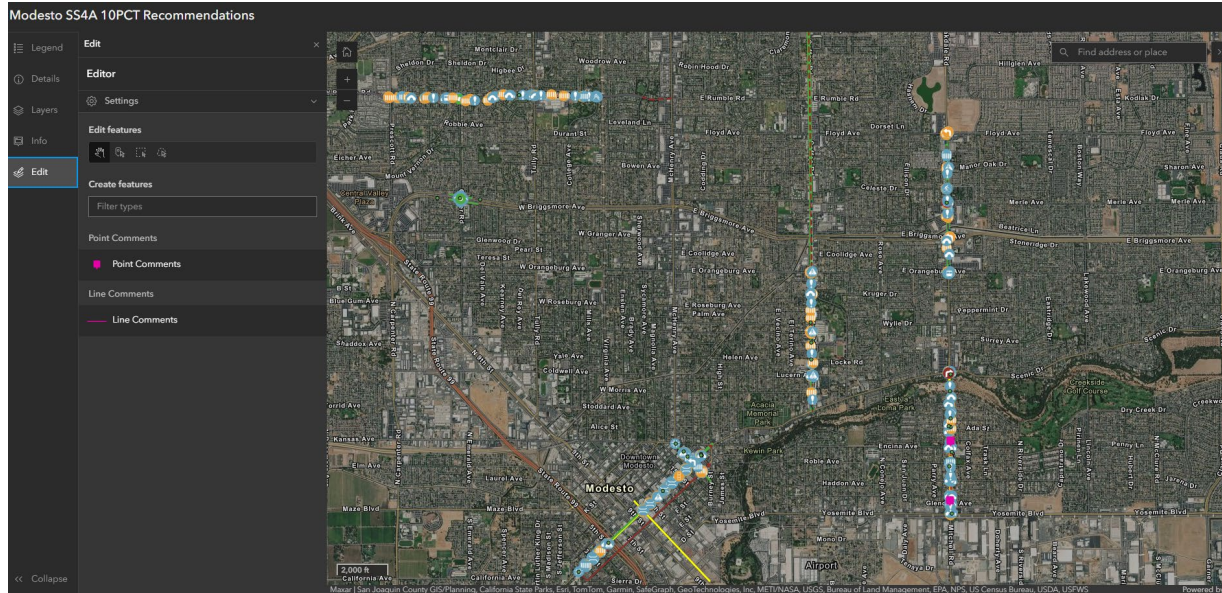
Email: kellylei@altago.com





Webmap Demonstration

bit.ly/ModestoSS4A10PCT



This web map is intended for Safety Task Force use only. **Please do not share it with the public.** A separate public input map will be shared at a later date.



NEXT STEPS



Comprehensive Safety Action Plan



Refine Recommendations



Phase 2 Engagement



Draft and Final Plan





Phase 2 Engagement Updates

- **Timeline:** Q3 2025
- **Goal:** Seek public input on draft recommendations for the top priority locations
- **Phase 2 Engagement Events**
 -  Public Virtual Workshop
 -  Six Pop-ups
- **Promotion**





Last Safety Task Force Meeting



Date/Time: Mid fall Task Force Meeting #5

Meeting Format: TBD

Topic: Review DRAFT Safety Action Plan



Q&A



CITY OF
MODESTO
CALIFORNIA