



# Local Roadway Safety Plan

City of Merced City Council  
03/17/2025



# Local Road Safety Plan

As Defined by the Federal Highway Administration:

“A local road safety plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The LRSP development process and content are tailored to local issues and needs.”



# Merced Local Road Safety Plan

- Some of our streets continue to have incidents of bicycle or pedestrian injury and deaths
- MCAG facilitated the Multi-jurisdictional Local Road Safety Plan to address problem intersections
- Plan development allowed city staff, MCAG and consultant (Fehr and Peers) to evaluate negative interaction data and locations



# Merced Local Road Safety Plan

- MCAG solicited stakeholder engagement representing the 4E's: engineering, enforcement, education, and emergency medical services
- That engagement and the supporting data provided support to target crash types and crash risk with corresponding recommended proven safety countermeasures
- MCAG and Fehr and Peers will provide details on both the engagement program and the data collection methodology



# Merced Local Road Safety Plan

- City Planning and Engineering staff have been involved with the creation of this plan
- Staff and MCAG have presented this plan to the Bicycle and Pedestrian Advisory Commission a few times during its development to solicit their input
- MCAG Board Adopted Plan 10/24/2024
- The City of Merced Bicycle and Pedestrian Advisory Commission recommended City Council adoption 02/25/25





# Local Roadway Safety Plan

Methodology and Approval Process

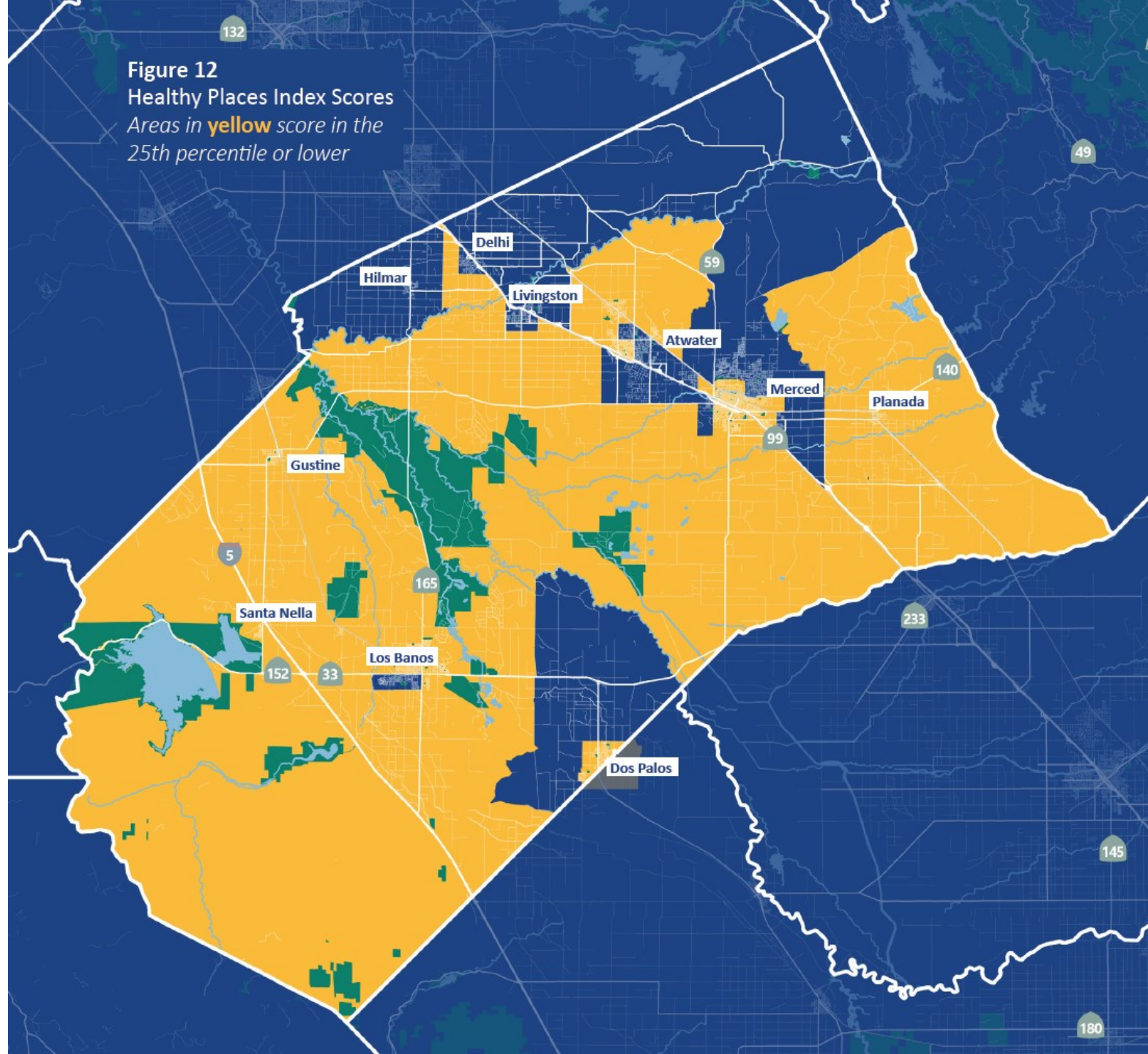




# The Safe System Approach

- Current standard of the practice
- Adopted on the Caltrans and Federal levels
- A Safe System LRSP is often a requirement for grant funding consideration

Figure 12  
Healthy Places Index Scores  
Areas in **yellow** score in the  
25th percentile or lower





# The Safe System Approach

## TRADITIONAL APPROACH

Prevent crashes

Improve human behavior

Control speeding

Individuals are responsible

React based on crash history

## SAFE SYSTEM APPROACH

Prevent deaths and serious injuries

Design for human mistakes/limitations

Reduce system kinetic energy

Share responsibility

Proactively identify and address risks





# LRSP Vision

*“ Using the safe System Approach to eliminate traffic deaths and severe injuries on roadways in Merced County by 2050. ”*



# LRSP Vision

- The goal to zero is in line with current federal and state policies
- The Safe System Approach is adopted at the federal level
- The 2050 deadline is in line with Caltrans' own schedule

California Department of Transportation

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**Director's Policy**      Number:      DP-36

Effective Date:      February 15, 2022

Supersedes:      New

Responsible Program:      Division of Safety Programs

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**Title**      Road Safety

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**Policy**

California Department of Transportation (Caltrans) has a vision to eliminate fatalities and serious injuries on California's roadways by 2050 and provide safer outcomes for all communities. To realize this vision Caltrans commits to:

- A safety first mindset prioritizing road safety.
- Prioritize the elimination of fatal and serious injury crashes through our existing safety improvement programs along with development and implementation of new programs to enhance the safe use of our roadways.
- Eliminating race-, age-, ability- and mode-based disparities in road safety outcomes.

**Background**

Caltrans has a vision of zero road fatalities and serious injuries by 2050, as committed to in the:

- California Transportation Plan 2050;
- Caltrans 2020-2024 Strategic Plan;
- California State Transportation Agency's (CalSTA) California Climate Action Plan for Transportation Infrastructure (CaPTII); and
- California's 2020-2050

Our vision will be achieved through the Safe System approach. The Safe System approach is designed to reduce the number and severity of serious injuries for all road users. As specified in the United States Department of Transportation's first-ever National Roadway Safety Strategy (January 2022), the Safe System

**THE**

**SAFE SYSTEM**

**APPROACH**

**Zero is our goal. A Safe System is how we get there.**



# LRSP Vision

- Collective effort of 6 jurisdictions, with MCAG coordinating (MCAG adopted the plan 10/24/2025).
- Local jurisdictions are expected to adopt their portion
- Ongoing Monitoring through a standing Working Group
- Institutionalize Safe System by prioritizing safety through policy and incorporating safety into project development processes



# LRSP Structure

## Volume 1

- Introduction
- Policy Background
- Project Overview
- Countermeasures Toolbox
- Action Plan

## Volume 2

Atwater

Dos Palos

Gustine

Livingston

Los Banos

Merced

- For each jurisdiction:
- Collision data
  - High Injury Network (HIN)
  - Collision Profiles
  - Conceptual Project(s)





# Collision Profiles

- Analyzed collision data to find the most common and pressing profiles of collisions in the study area.
- The data covers collisions resulting in injuries between the years of 2015 to 2022.
- Seven profiles were identified, each applying to one, several, or all of the six participating jurisdictions.



# Collision Profiles



**Profile A**  
DUIs



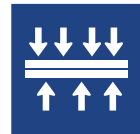
**Profile B**  
Dark Conditions



**Profile C** Side Street Stop-  
Controlled Intersections



**Profile D** Excessive Roadway and  
Lane Widths Leading To Speeding



**Profile E** Driveway  
Clusters on Arterials



**Profile F** Non-Standard  
Intersection Geometry



**Profile G** Permissive Left Turns  
At Signalized Intersections



# Collision Profiles



**Profile  
A**



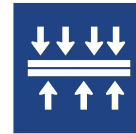
**Profile  
B**



**Profile  
C**



**Profile  
D**



**Profile  
E**



**Profile  
F**



**Profile  
G**

**Atwater**  
**Dos Palos**  
**Gustine**  
**Livingston**  
**Los Banos**  
**Merced**

**A**

**B**

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# Collision Profiles



**Profile  
A**



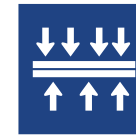
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**Livingston**

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**C**

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**Los Banos**

**A**

**B**

**C**

**D**

**E**

**F**

**Merced**

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**G**





# Identifying Locations for Conceptual Projects

- Collision Records: locations with the highest number of injury crashes recorded
- Systemic and proactive: locations that match collision profiles and exhibit risk factors that make future collisions likely





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# What are These Conceptual Projects?

- These projects are meant to act as examples that demonstrate how the findings from this study can materialize into engineering improvements and how the Safe System Approach can work in practice
- There is no obligation to improve the locations called out or implement the specific improvements within the concept projects.
- Costs, benefits, and BCRs are available in Appendix C



# Community Outreach

- In-person engagement at community events
- Survey and interactive map available online drew over 300 responses







# Final LRSP

- Jurisdictions reviewed, followed by a month of public comment from 8/14 to 9/15
- The final document was approved by the MCAG Governing Board October 24, 2024
- The BPAC recommended approval February 25, 2025



Scan the QR code above  
or visit [bit.ly/MCAGLRSP](https://bit.ly/MCAGLRSP)



## **Benefit of Adopting a LRSP**

- **Can focus Capital Improvements on high priority areas of concern**
- **Become eligible for different types of funding**



## **Action:**

- **Adopt the Multi-Jurisdictional Local Road Safety Plan.**
- **Approve Environmental Review #25-06 Statutory Exemption Per Section 15262 CEQA.**



**Questions?**