

Galt Safety Action Plan & Bicycle Transportation Plan Update

Community Workshop #1

Wednesday - May 27th

6:00 PM

Scan For
Project Website



WOOD RODGERS



Agenda

- Key Partners and Stakeholders
- Plan Background
- Safe Streets and Roads for All
- Plan Goals
- Plan Timeline
- On-going City Projects
- Survey and Interactive Tool
- Safety: Crash Type, Crash Severity, and High-Injury Locations
- Crash Cost Analysis
- Bicycle Plan Update
- Summary of Key Findings
- Next Steps / Q&A





Key Partners and Stakeholders:

GALT SAFETY ACTION PLAN & BICYCLE TRANSPORTATION PLAN UPDATE WORKSHOP #1

Do you live, work, or commute through Galt? City of Galt is launching a Safe Streets and Roads for All (SS4A) Safety Action Plan, a community-driven effort focused on preventing serious injuries and fatalities on our streets.

WHY JOIN?

We invite residents, business owners, and community members to participate in our first public workshop and help guide the future of transportation safety in Galt. The first of three public workshops will be held on **Wednesday, May 27th** at the Galt Police Department's Anthony Pescetti Community Room to introduce the plan, members of the project team, and to review the City's crash history and identify local safety issues of relevance. The Safety Action Plan is a community-guided blueprint to making streets safer for everyone including people who walk, bike, drive, use wheelchairs, or take transit. The plan will identify high-risk roadways, understand the causes of crashes, and recommend practical solutions to improve safety across the city.

WHEN:
Community Workshop #1
Wednesday, May 27
Time: 6:00 - 7:30 PM

WHERE:
Galt Police Department Building
1 Anthony Pescetti Community Room
Address: 455 Industrial Drive
Galt, CA 95632

GaltSafety.com
Can't Join? Scan Here For the Project Website and Additional Meeting Information

Questions?
Contact:
Tony Eise
Project Manager
City of Galt
Public Works Department
TEise@cityofgalt.org





Plan Background:

- The Galt safety action plan will analyze and address roadway safety, traffic, infrastructure, and vulnerable roadway users (VRU) concerns to identify a list of prioritized projects for future funding opportunities and implementation
- As part of the study, the 2011 Galt Bicycle Transportation Plan will be updated with current data, analysis, and recommendations that promote active transportation usage, safety, and integration with regional bike networks





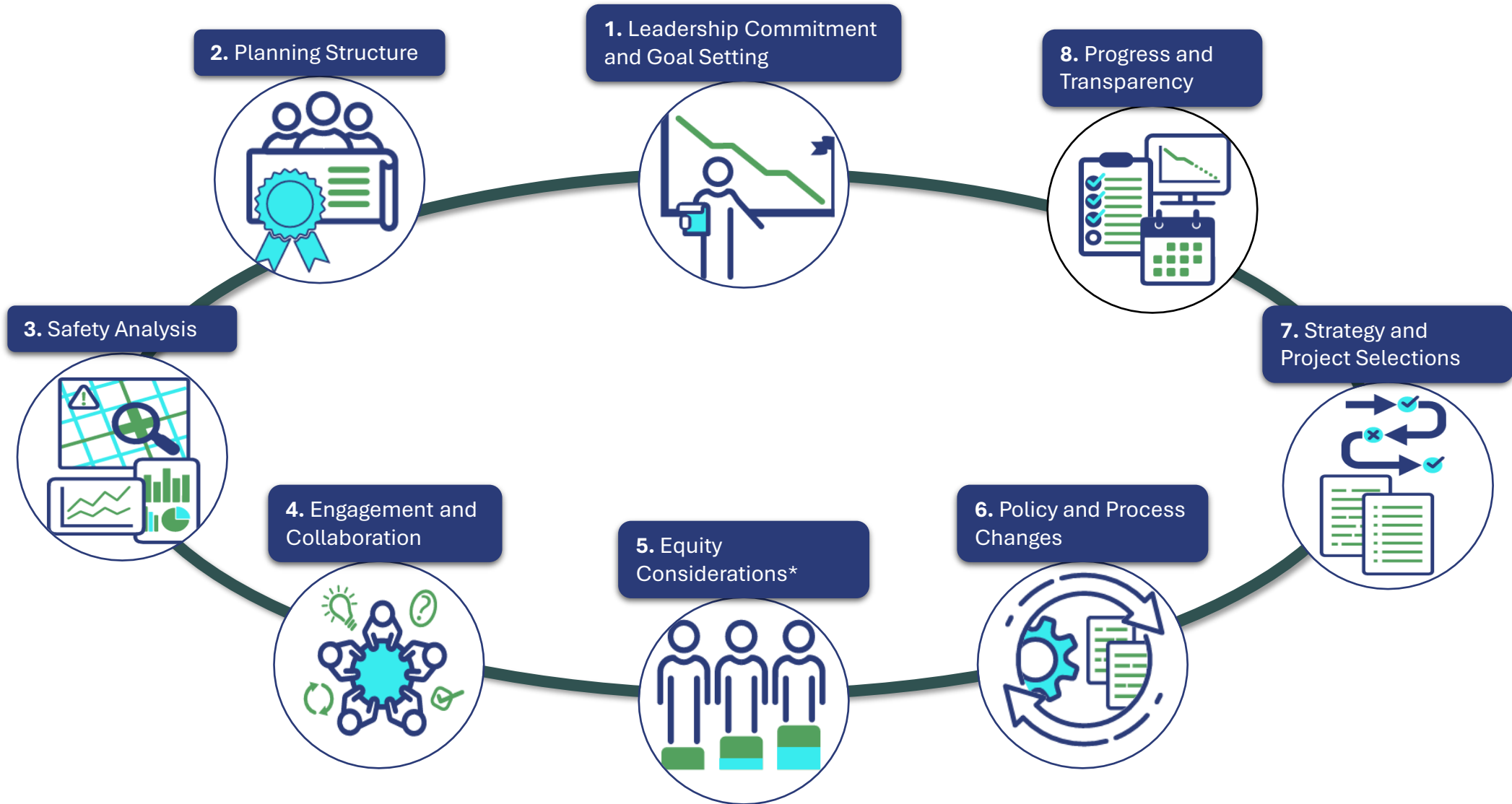
Safe Streets and Roads for All (SS4A)

- The study is funded from an FY23 award by the federal highway administration (FHWA) and USDOT to conduct and create a comprehensive safety action plan which will act as the basic building block to improve roadway safety for all users
- The SS4A grant program is guided by the USDOT Safe Systems Approach which improves the culture of safety through increase collaboration across the board from community members to stakeholders, and areas of persistent poverty
- The approach improves transportation safety design to not only reduce crash severity and prevent fatalities but acknowledge the presence of human error and improve crash response to reduce secondary crashes and overall survivability





Components of the SS4A Action Plan:





Plan Goals

For the Galt Safety Action Plan

- The goal of the action plan is to ultimately prevent death and serious injuries on Galt roadways with a focus on active transportation and vulnerable roadway users including pedestrian and bicyclists
- Provide a detailed systemic safety analysis and engage the community during all steps of the plan development through workshops and direct feedback
- Develop a list of grant-ready or shovel-ready priority safety projects that will include the use of FHWA proven safety countermeasures and provide a clear pathway to implementation and funding to address key safety issues



Study Timeline:





On-Going City of Galt Infrastructure/Design Projects:

- 1. Carillion Blvd Safety Improvements –**
Currently in the final design phase the project will include roadway safety upgrades along Carillion Blvd to reduce speeds and provide additional bike lanes, traffic control enhancements, and pavement rehabilitation
- 2. Residential Developments –** Extension of Carillion Blvd to Boessow Rd and Walnut Ave east into Liberty Ranch with bicycle and pedestrian facilities
- 3. C Street Enhancements Project –** Complete street upgrades including bike lanes sidewalks, lighting, drainage, and landscaping that will transform C Street into the gateway for downtown Galt.





Galt Safety Action Plan Survey and Tool:

Public Survey

City of Galt Safety Action Plan Public Survey

City of Galt Safety Action – Survey Questionnaire

- Which of the following best describes your relationship to the City of Galt?
 - Resident (full-time)
 - Non-Resident Property Owner
 - Owner/operator of a business in the City
 - Commuter (regularly travel through the City)
 - Employee in the County or a surrounding City
 - Visitor (recreation, healthcare, or essential services)
 - Other _____ (Type in answer)
- What is your primary mode of travel within Galt?
 - Passenger vehicle (driving alone)
 - Carpool (2+ passengers in a vehicle)
 - Public Transportation
 - Bicycle/e-bike/scooter
 - Rideshare (Taxi/Lyft/Uber)
 - Other _____ (Type in answer)
- Do you have reliable access to a personal vehicle for everyday use?
 - Yes
 - No
 - Prefer not to say
- How often do you typically travel or commute within Galt?
 - Almost daily (5+ days a week)
 - A few times a week (2-4 days a week)
 - A few times per month (1-4 times per month)
 - Rarely (less than once per month)
 - Never
- How frequently do you use alternative transportation methods (e.g., biking, walking, public transit) within Galt?
 - Daily
 - Several times a week
 - Once a month
 - Rarely (Few times a year)
 - Never
- How safe do you feel when walking or using a mobility assistance device along or across roadways in Galt?

Please rate your experience as a pedestrian including the availability and condition of sidewalks, the safety of crosswalks, driver-yielding behavior, and speed of traffic.

Very Safe [10] [9] [8] [7] [6] [5] [4] [3] [2] [1] [0] Unsafe

WOOD RODGERS

Mapping Tool

City of Galt Safety Action Plan Public Survey

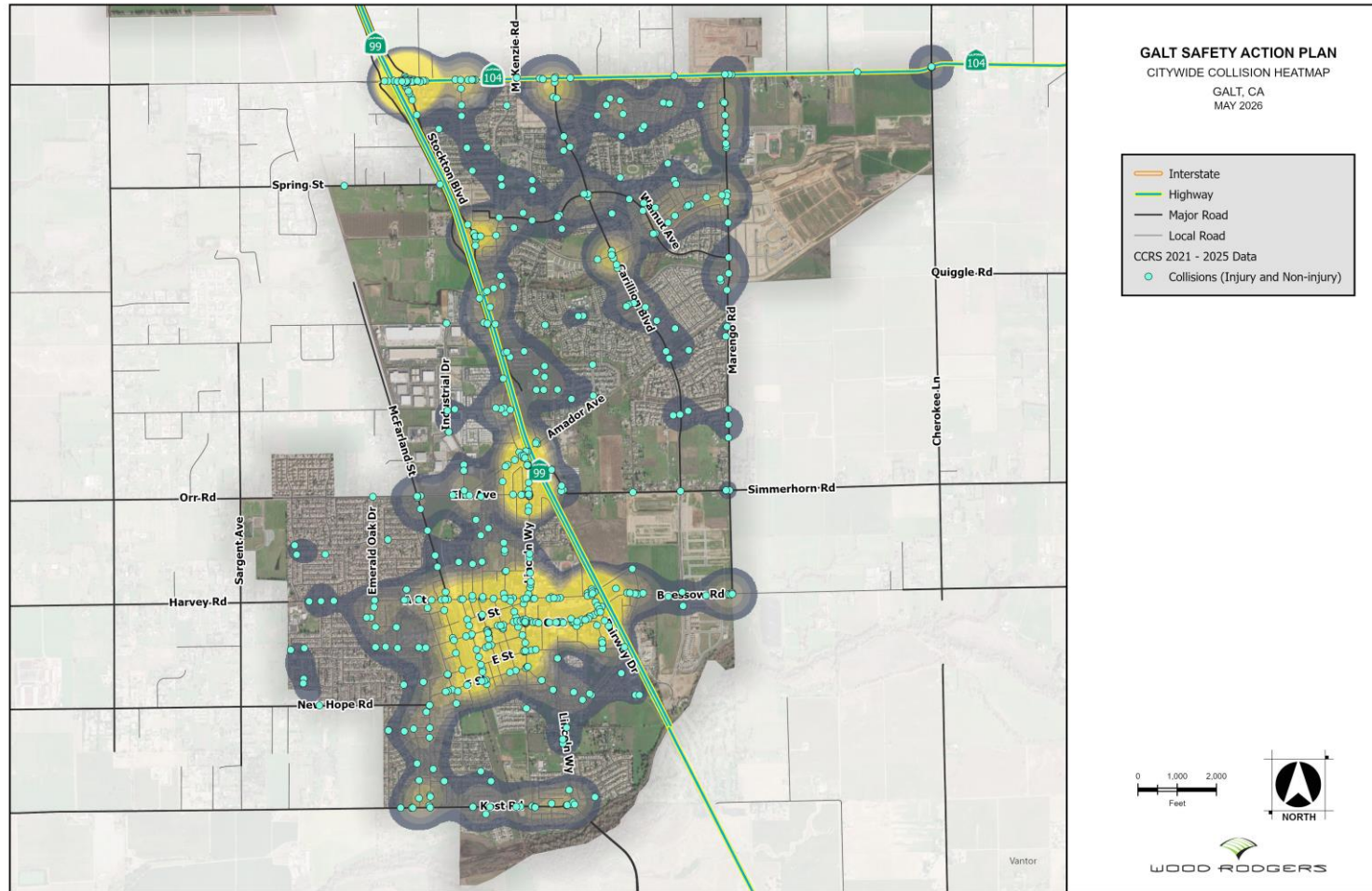
Create features

City of Galt Public Observations

- Limited enforcement of traffic laws
- Pedestrian Safety
- Bike Safety/Facilities
- Roadway surface conditions
- Safety (collisions, speeding, visibility, etc.)
- Insufficient signage/lighting
- Traffic congestion/delays
- Other (Add Comment)



City of Galt Characteristics and Heatmap



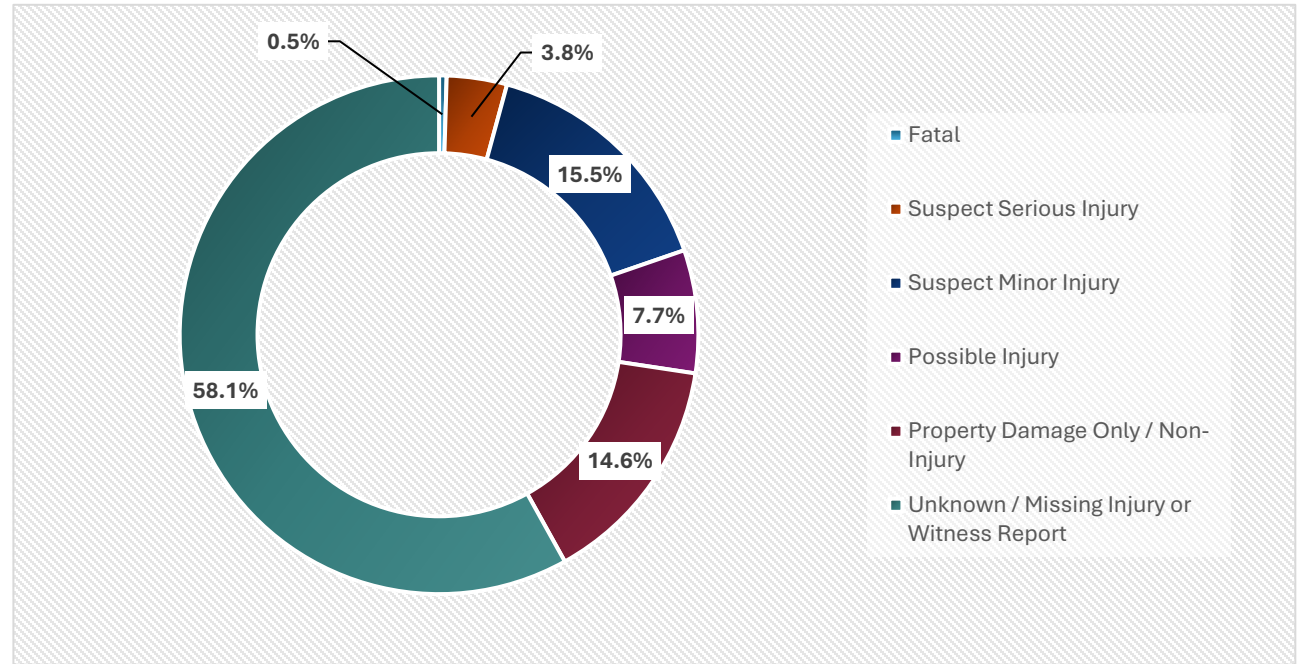
- A high number of crashes are concentrated in the downtown Galt area as well as the roundabout at Twin Cities Rd and Stockton Blvd
- The City of Galt has multiple plans and designs in place to improve bicycle connectivity and safety throughout the City through existing projects and with the ongoing update to the bicycle transportation plan



Safety: Crashes by Year and Severity

Quick Facts:

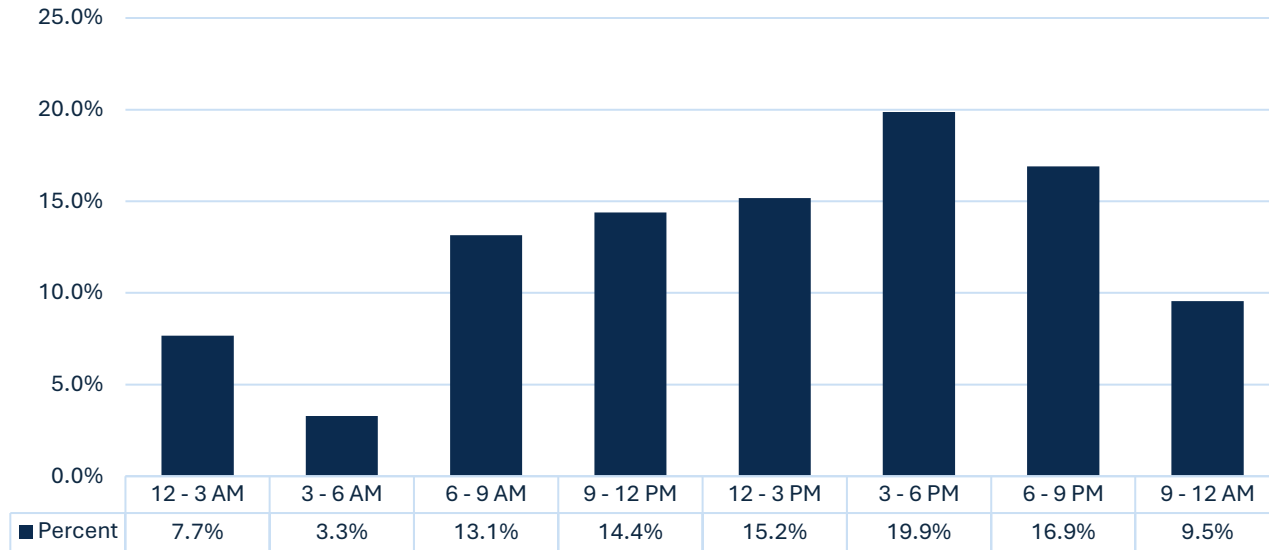
The highest # of overall and fatal and suspect serious injury crashes occurred in **2023**



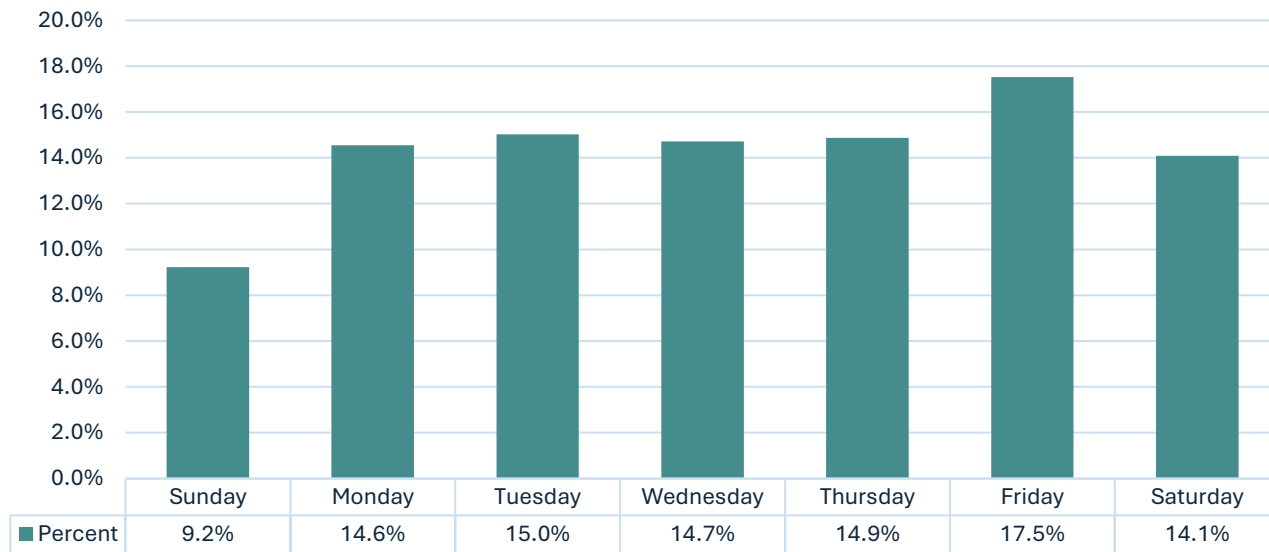
Collision Severity	Year					Total	Average	Percent
	2021	2022	2023	2024	2025			
Fatal	1	1	1	0	0	3	0.6	0.5%
Suspect Serious Injury	5	4	9	4	2	24	4.8	3.8%
Suspect Minor Injury	16	20	17	23	23	99	19.8	15.4%
Possible Injury	6	12	12	7	12	49	9.8	7.6%
Property Damage Only / Non-Injury	18	20	22	16	17	93	18.6	14.6%
Unknown / Missing Injury or Witness Report	74	64	84	64	85	371	74.2	58.1%
Total Collisions	120	121	145	114	139	639	127.8	100%



Crashes by Time of Day

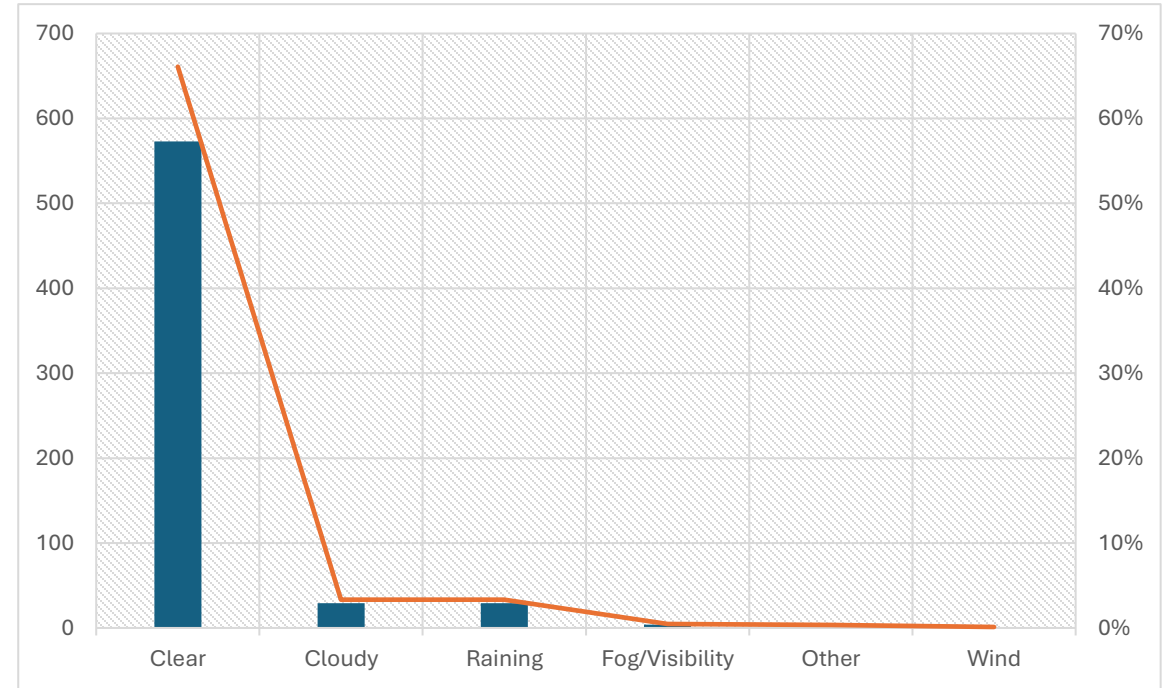
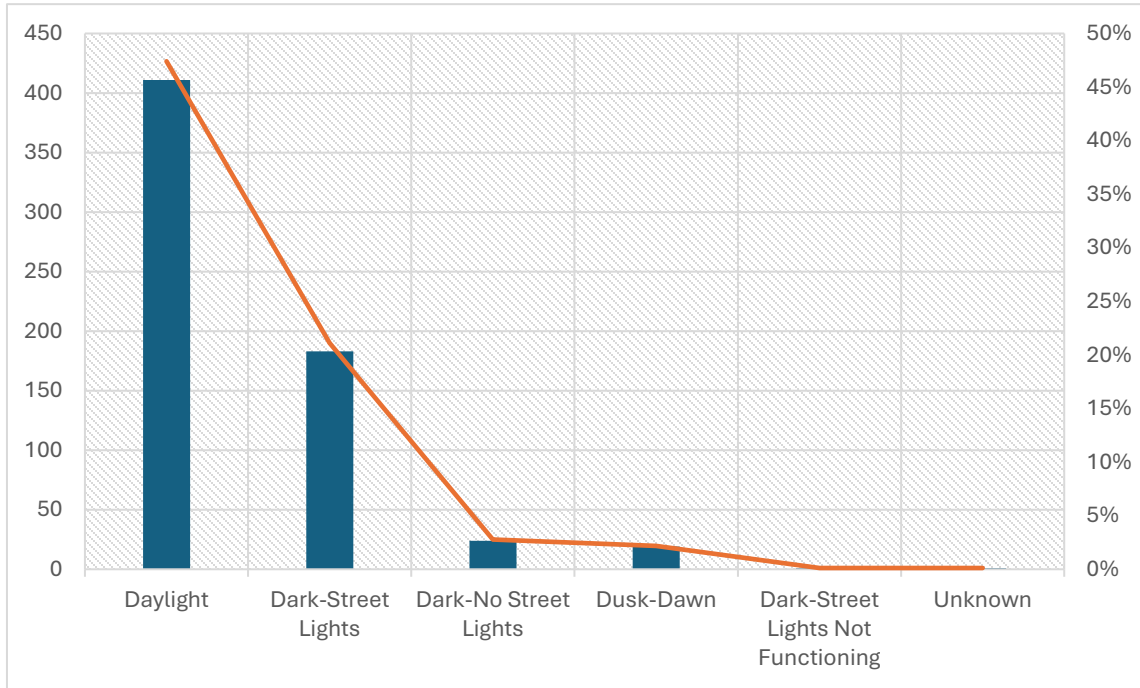


Crashes by Day of Week





Safety: Lighting Conditions and Weather



Quick Facts:

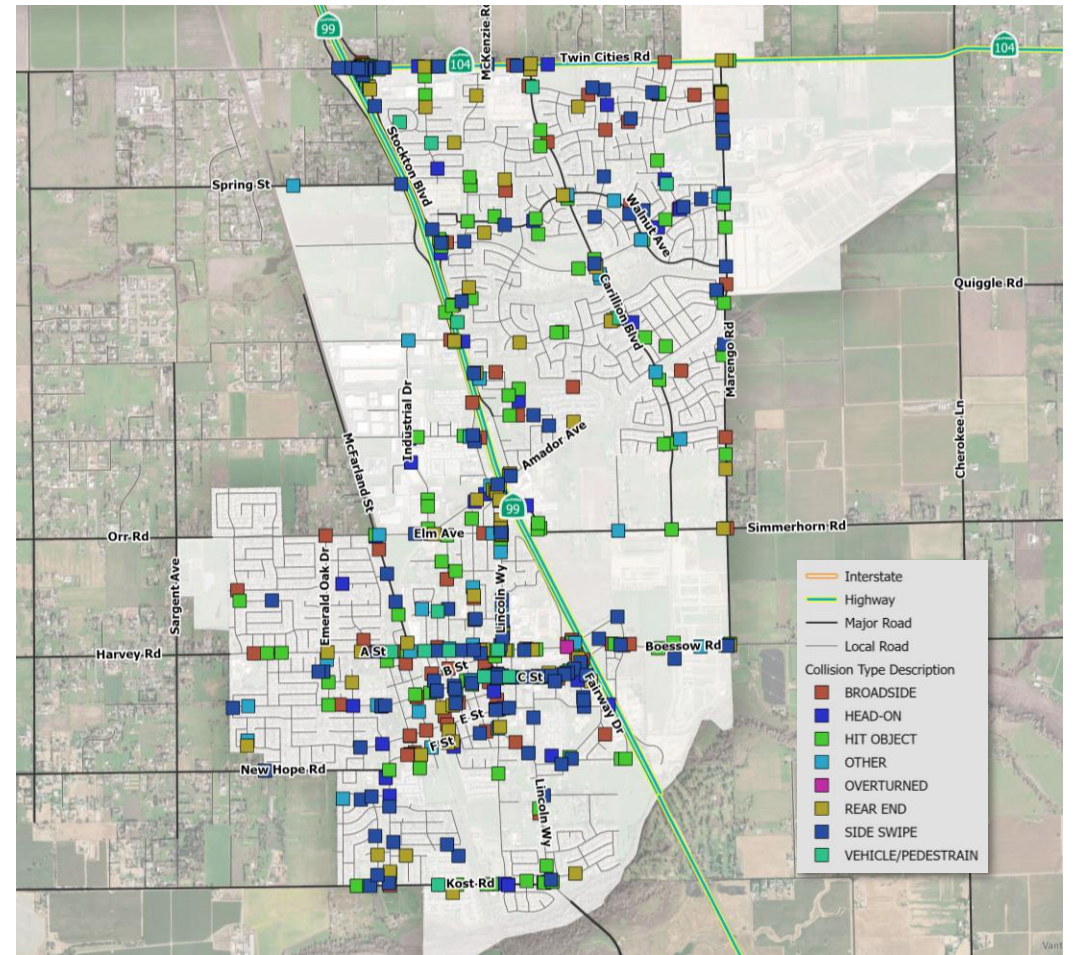
The most prevalent collision causes are unsafe speed and improper turning



Safety: Types of Crashes

Collision Type	Year					Total Collisions	Average	Percent
	2021	2022	2023	2024	2025			
Broadside	23	34	31	27	36	151	30.2	23.6%
Hit Object	29	25	27	24	39	144	28.8	22.5%
Sideswipe	20	20	38	32	18	128	25.6	20.0%
Rear End	21	20	20	13	22	96	19.2	15.0%
Head-On	14	10	12	8	9	53	10.6	8.3%
Other	11	8	12	7	12	50	10	7.8%
Vehicle / Pedestrian	2	3	5	2	3	15	3	2.3%
Overtaken	0	1	0	1	0	2	0.4	0.3%
	120	121	145	114	139	639	127.8	100%

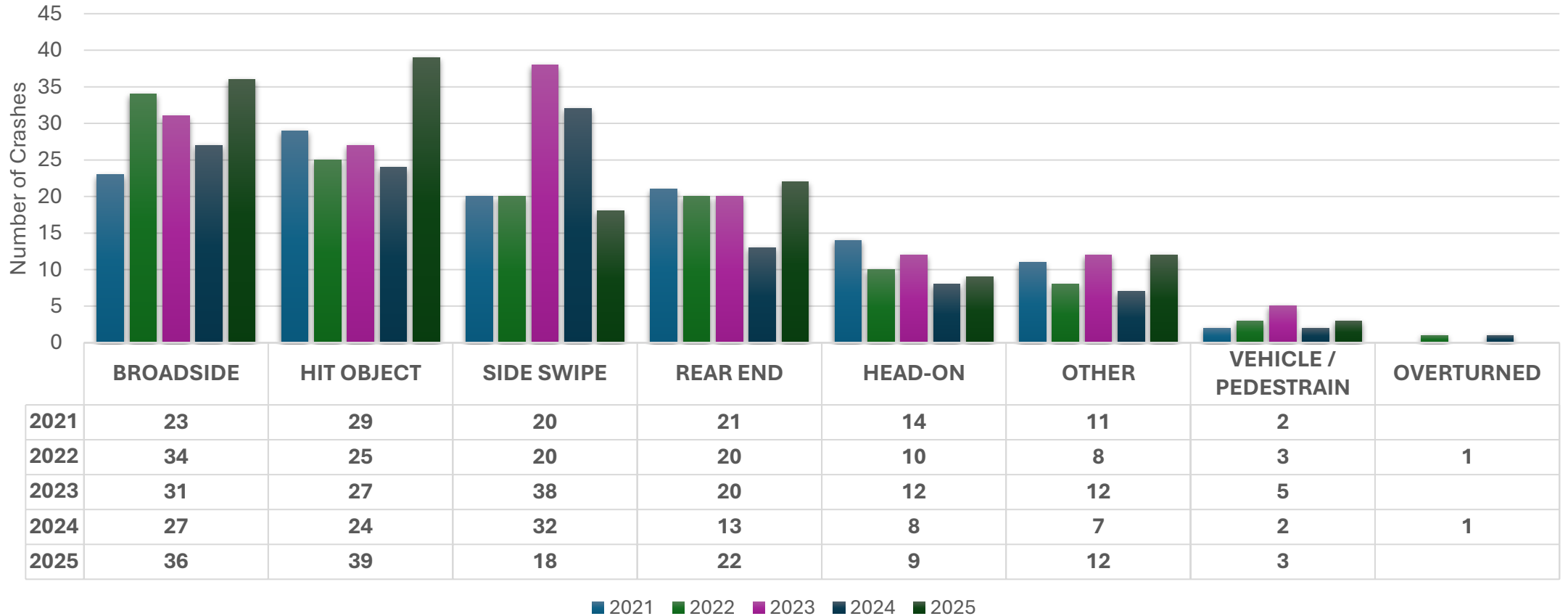
Quick Facts:
The most common collision type are broadside crashes at non-signalized intersection locations





Safety: Types of Crashes

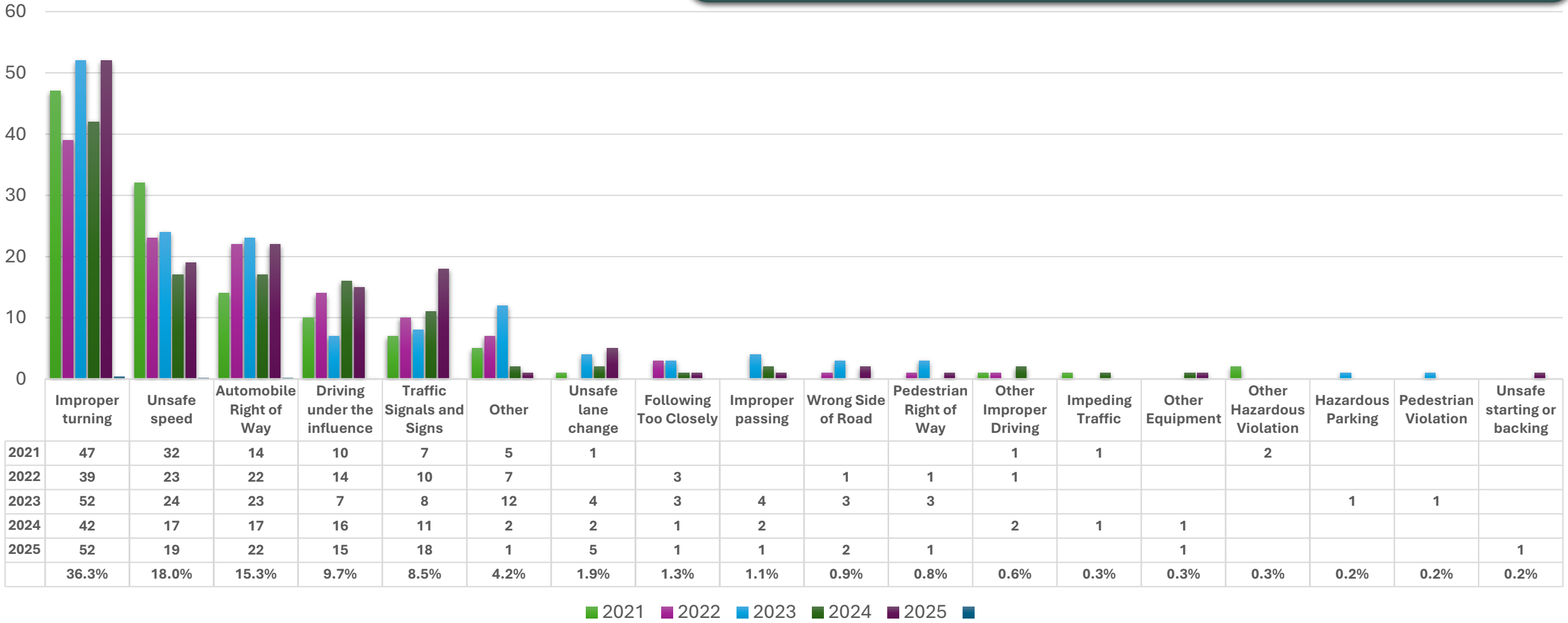
Quick Facts:
The most common collision type are rear-end crashes





Safety: Crash Causes

Quick Facts:
The most prevalent collision causes are unsafe speed and improper turning





Safety: Crash Cause Locations

1

Rank	Intersection	Improper Turning Collision Totals
1	STOCKTON BL & TWIN CITIES RD	19
2	A ST & LINCOLN WY	7
3	C ST & FAIRWAY DR	5
4	LAKE PARK AV & MARENGO RD	5
5	4TH ST & C ST	4
Total collisions:		24

2

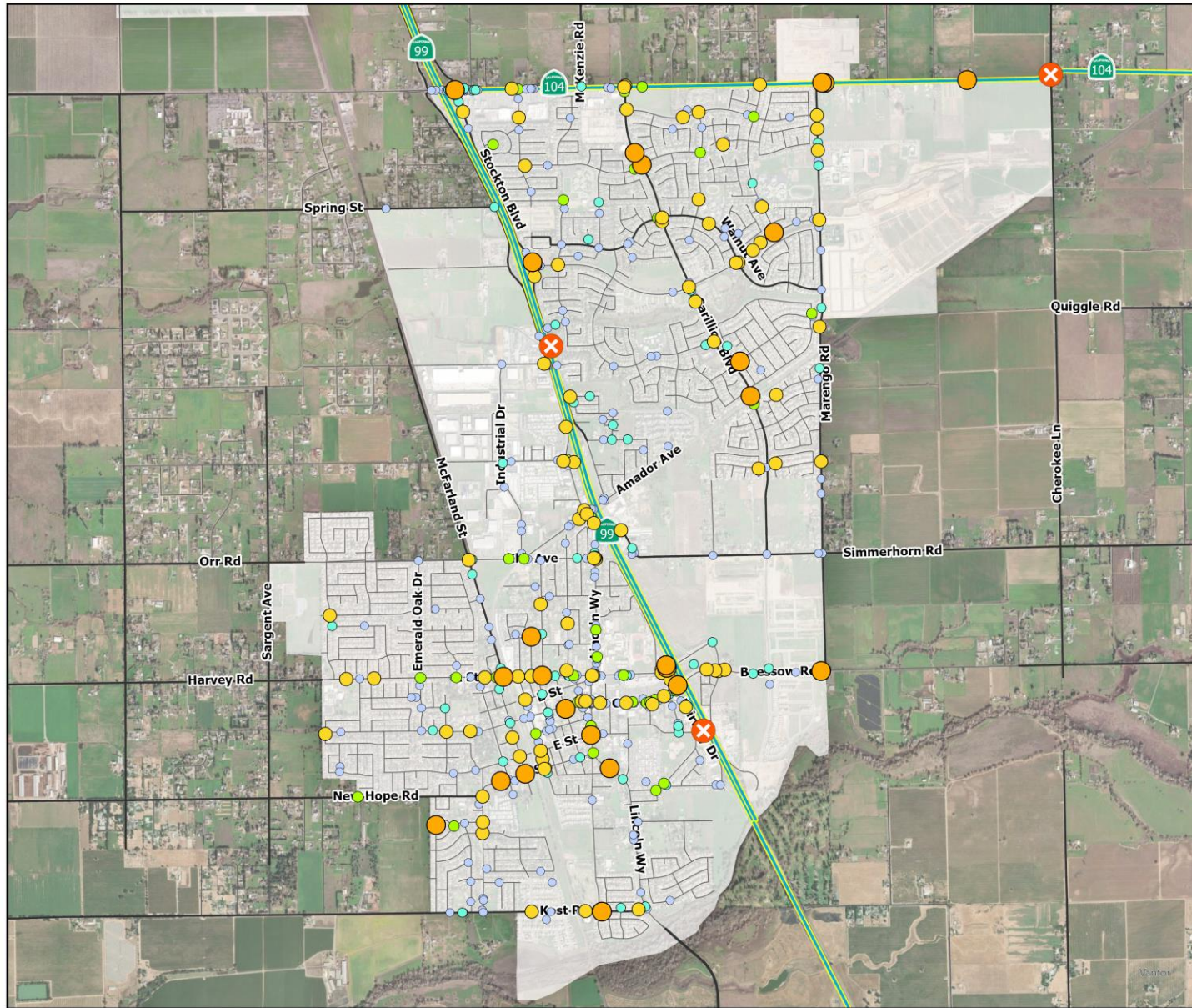
Rank	Intersection	Unsafe Speed Collision Totals
1	STOCKTON BL & TWIN CITIES RD	9
2	C ST & FAIRWAY DR	5
3	A ST & LINCOLN WY	4
4	AMADOR AV & LINCOLN WY	4
5	ELM AV & LINCOLN WY	4
Total collisions:		24

3

Rank	Intersection	Auto Right of Way Collision Totals
1	STOCKTON BL & TWIN CITIES RD	16
2	ELM AV & LINCOLN WY	7
3	3RD ST & C ST	4
4	CARILLION BL & LAKE PARK AV	3
5	4TH ST & F ST	2
Total collisions:		24



High-Injury Locations Map

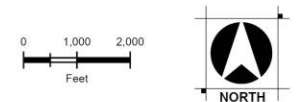


GALT SAFETY ACTION PLAN
CITYWIDE HIGH-INJURY COLLISION LOCATIONS
GALT, CA
MAY 2026

Crash Severity - CCRS 2021 - 2025 Data

- Fatal
- Suspect Serious Injury
- Suspect Minor Injury
- Possible Injury
- Property Damage Only
- Unknown or Other Collisions

Interstate
Highway
Major Road
Local Road



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High-Injury Locations

Tabular Data

Rank	Intersections Locations	Fatal	Suspect Serious Injury	Suspect Minor Injury	Possible Injury	Property Damage Only / Non-Injury	Unknown / Missing Injury or Witness Report	Total Collisions
1	STOCKTON BL & TWIN CITIES RD		1	1	3	11	40	56
2	A ST & LINCOLN WY			5	1	2	11	19
3	ELM AV & LINCOLN WY			3	3	1	11	18
4	C ST & FAIRWAY DR		1	2	2	3	9	17
5	C ST & LINCOLN WY			1			12	13
6	A ST & FAIRWAY DR			9			2	11
7	AMADOR AV & LINCOLN WY			2	1	2	5	10
8	C ST & CIVIC DR			1	4		5	10
9	CARILLION BL & WALNUT AV			3		2	5	10
10	FERMOY WY & TWIN CITIES RD			1	2		6	9
Continued								
Total collisions:		3	25	108	55	91	357	639



Crash Cost Analysis

Equivalent Property Damage Only (EPDO)

Severity (S)	Crash Severity *	Location Type	Crash Cost ***
3	**Fatality and Severe Injury Combined (KA)	Signalized Intersection	\$2,162,000
3		Non-Signalized Intersection	\$3,440,000
3		Roadway/Midblock	\$2,978,000
2	Evident Injury – Other Visible (B)	All	\$193,000
1	Possible Injury– Complaint of Pain (C)	All	\$110,000
0	Property Damage Only (O)	All	\$18,000

*Caltrans Local Roadway Safety Manual v1.7, 2024

Quick Facts:

Equivalent Property Damage Only (EPDO) methodology is used to weigh both crash frequency and severity in a single calculation through the standardization of the cost of a single PDO crash.

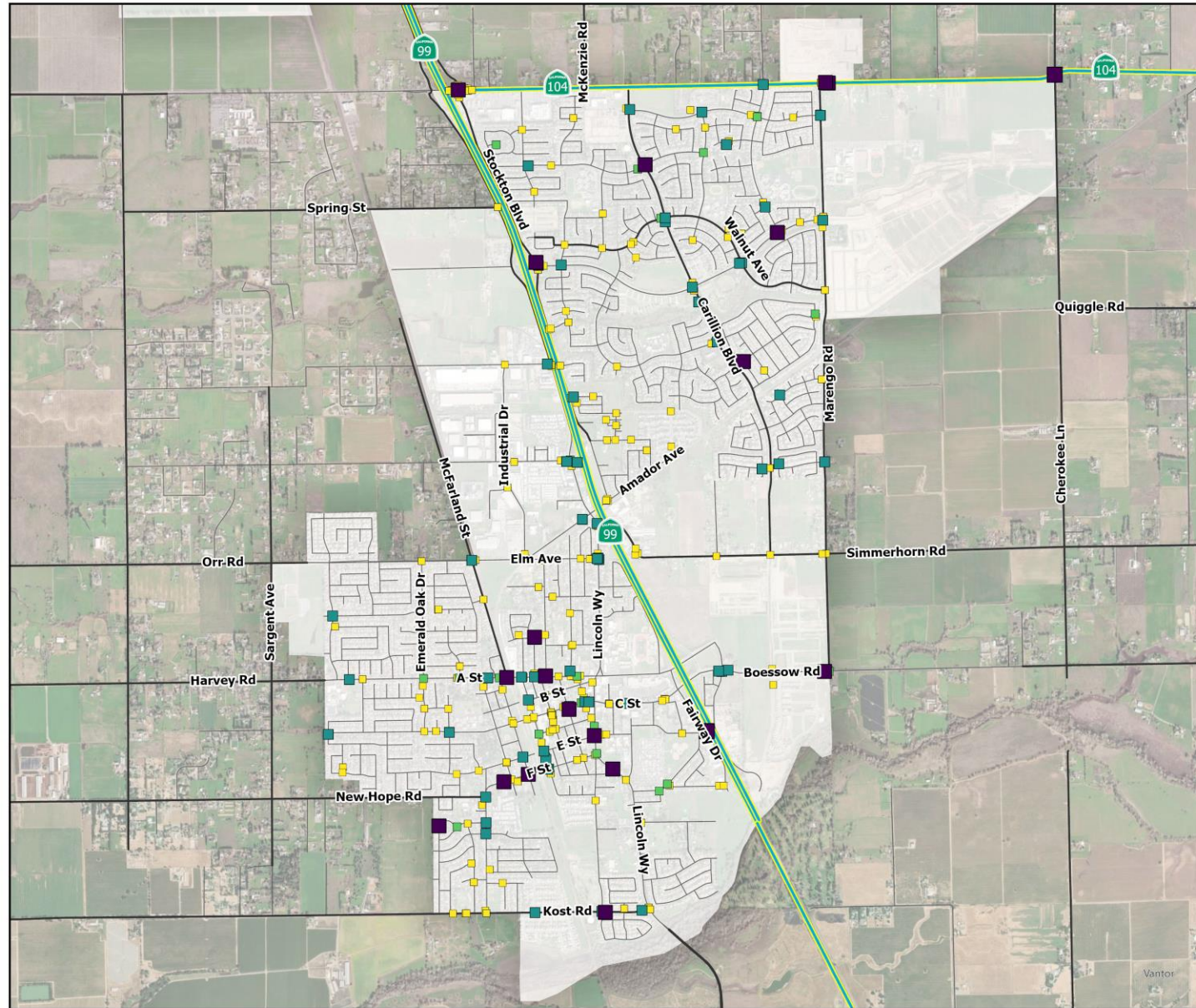
Quick Facts:

Because the SS4A program is focused on first reducing the most severe injury and fatality crashes, EPDO is a key measure in helping prioritize locations for future safety improvement projects



Crash Cost Analysis

Non-Signalized Intersection



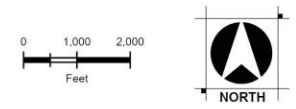
GALT SAFETY ACTION PLAN
EPDO - CRASH COST LOCATION
GALT, CA
MAY 2026

Legend:

- Interstate
- Highway
- Major Road
- Local Road

Non-Signalized Intersection Crash Cost

- \$3,440,000 - \$2,162,000
- \$2,162,000 - \$193,000
- \$193,000 - \$110,000
- \$110,000 - \$18,000
- Less than \$18,000



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High-Injury and Severity - Priority Locations

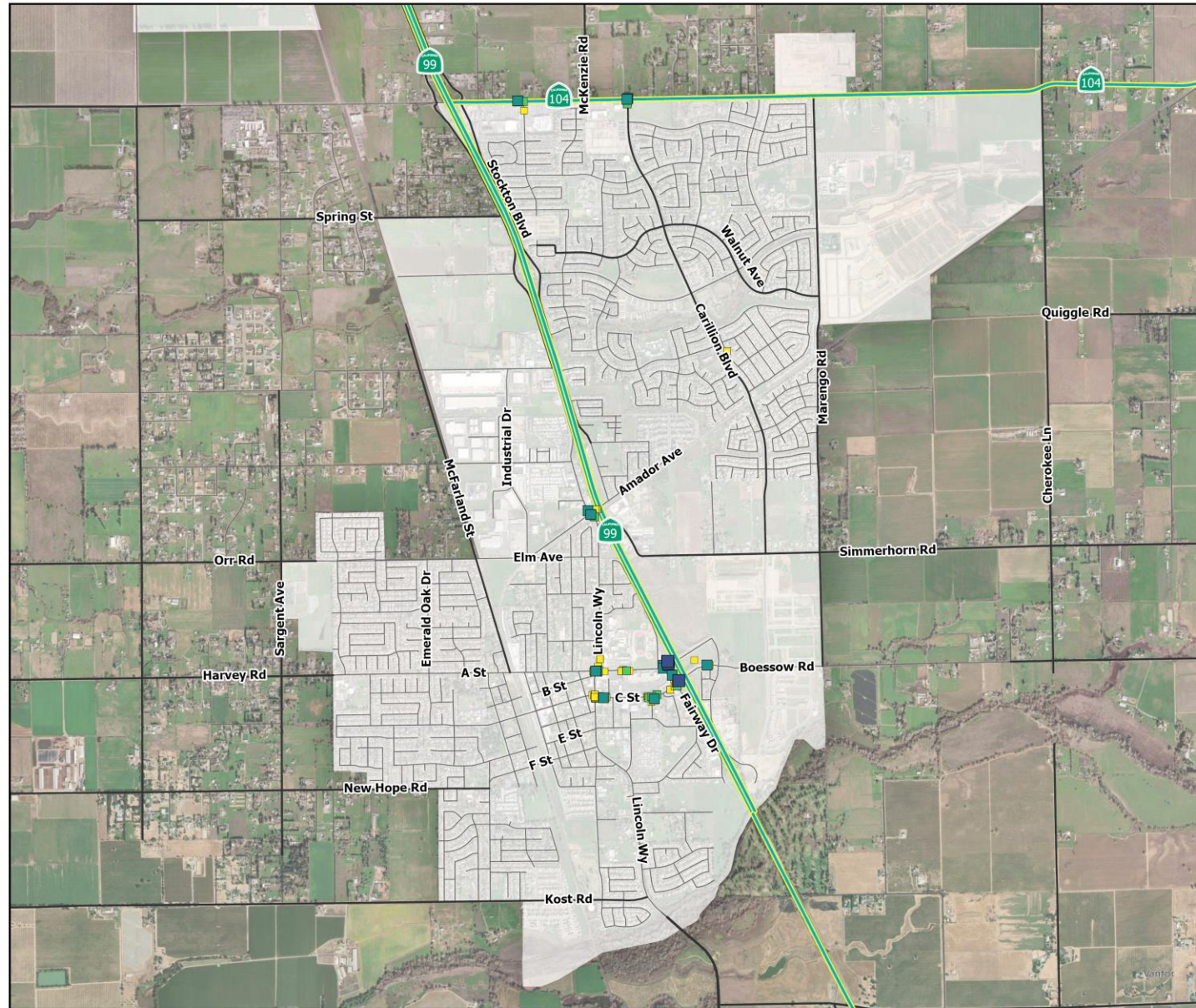
Non-Signalized Intersections (Roundabouts, Stop Control, Yield Control)

Rank	Non-Signalized Intersections	Fatal	Suspect Serious Injury	Suspect Minor Injury	Possible Injury	Property Damage Only / Non-Injury	Unknown / Missing Injury or Witness Report	Total Collisions	EPDO
1	MARENGO RD & TWIN CITIES RD		2			1		3	\$6,898,000
2	STOCKTON BL & TWIN CITIES RD		1		3	8	30	42	\$3,914,000
3	MARENGO RD & WALNUT AV		1	2			4	7	\$3,826,000
4	A ST & OAK AV		1		2	1	1	5	\$3,678,000
5	PARK TERRACE DR & WALNUT AV		1	1			2	4	\$3,633,000
6	E ST & LINCOLN WY		1		1	1		3	\$3,568,000
7	CARILLION BL & LAKE CANYON AV		1		1		1	3	\$3,550,000
8	KOST RD & WILDER WY		1		1			2	\$3,550,000
9	CAROLINE AV & SR-99	1						1	\$3,440,000
10	CHEROKEE LN & TWIN CITIES RD	1					2	3	\$3,440,000
Continued									
Total collisions:		2	18	56	32	65	253	426	\$84,298,000



Crash Cost Analysis

Signalized Intersection



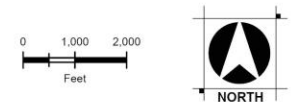
GALT SAFETY ACTION PLAN
EPDO - CRASH COST LOCATION
GALT, CA
MAY 2026

Legend:

- Interstate (Orange line)
- Highway (Green line)
- Major Road (Grey line)
- Local Road (Thin grey line)

Signalized Intersection Crash Cost

- Dark Purple: \$3,440,000 - \$2,162,000
- Blue: \$2,162,000 - \$193,000
- Teal: \$193,000 - \$110,000
- Light Green: \$110,000 - \$18,000
- Yellow: Less than \$18,000



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High-Injury and Severity - Priority Locations

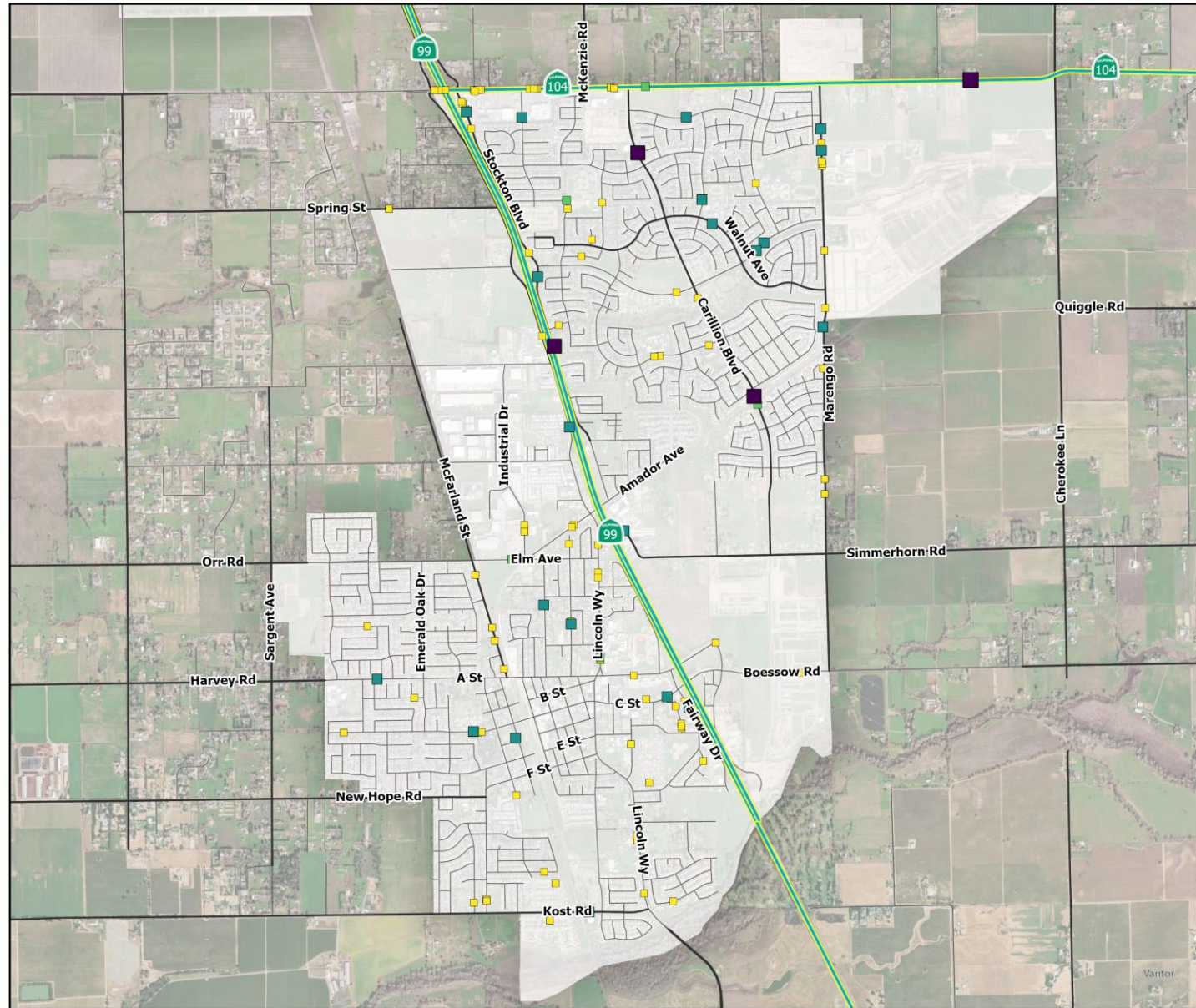
Signalized Intersections

Rank	Non-Signalized Intersections	Fatal	Suspect Serious Injury	Suspect Minor Injury	Possible Injury	Property Damage Only / Non-Injury	Unknown / Missing Injury or Witness Report	Total Collisions	EPDO
1	A ST & FAIRWAY DR / SR-99 (Off-ramp)		1	9			2	11	\$4,715,000
2	C ST & FAIRWAY DR		1		2	3	7	13	\$3,252,000
3	A ST & CRYSTAL WY		1	1		1	3	6	\$3,189,000
4	A ST & LINCOLN WY			5	1	2	10	18	\$1,111,000
5	AMADOR AV & LINCOLN WY			2	1	2	3	8	\$532,000
6	C ST & CIVIC DR			1	3		3	7	\$523,000
7	CARILLION BL & TWIN CITIES RD			2	1			3	\$496,000
8	FERMOY WY & TWIN CITIES RD			1	1		3	5	\$303,000
9	BOESSOW RD & SR-99			1		1	1	3	\$211,000
10	C ST & LINCOLN WY			1			12	13	\$193,000
Continued									
Total collisions:		0	3	23	9	10	44	88	\$14,543,000



Crash Cost Analysis

Mid-Block Intersection (Segments)



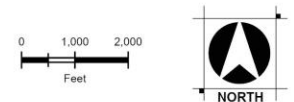
GALT SAFETY ACTION PLAN
EPDO - CRASH COST LOCATION
GALT, CA
MAY 2026

Legend for road types and crash cost ranges:

- Interstate (Orange line)
- Highway (Green line)
- Major Road (Grey line)
- Local Road (Thin grey line)

Mid-block Intersection Crash Cost

- Purple square: \$3,440,000 - \$2,162,000
- Blue square: \$2,162,000 - \$193,000
- Teal square: \$193,000 - \$110,000
- Green square: \$110,000 - \$18,000
- Yellow square: Less than \$18,000



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High-Injury and Severity - Priority Locations

Mid-Block Intersections (Roadway Segments)

Rank	Non-Signalized Intersections	Fatal	Suspect Serious Injury	Suspect Minor Injury	Possible Injury	Property Damage Only / Non-Injury	Unknown / Missing Injury or Witness Report	Total Collisions	EPDO
1	CARILLION BL & DI MAGGIO WY		1		1			2	\$3,088,000
2	CARILLION BL & LAKE CANYON AV		1					1	\$2,978,000
3	PARKRIDGE DR & STOCKTON BL	1						1	\$2,978,000
4	PRATTON LN & TWIN CITIES RD		1					1	\$2,978,000
5	C ST & FAIRWAY DR			2			2	4	\$386,000
6	PARK TERRACE DR & WALNUT AV			2				2	\$386,000
7	STOCKTON BL & TWIN CITIES RD			1		3	10	14	\$247,000
8	LAKE PARK AV & MARENGO RD			1		2	2	5	\$229,000
9	LINCOLN WY & MYRTLE AV				2		1	3	\$220,000
10	2ND ST & C ST			1			2	3	\$193,000
Continued									
Total collisions:		1	3	20	8	18	74	124	\$16,976,000



Safety: Crashes Involved

Motor Vehicle Involved With (MVIW)

Crash Involved With	Year					Total Collisions	Average	Percent
	2021	2022	2023	2024	2025			
Other Motor Vehicle	54	70	77	63	68	332	66.4	52.0%
Fixed Object	27	24	23	19	36	129	25.8	20.2%
Parked Motor Vehicle	18	8	18	11	13	68	13.6	10.6%
Other Object	4	6	9	13	5	37	7.4	5.8%
Bicycle	7	4	4	6	8	29	5.8	4.5%
Pedestrian	2	4	5	2	3	16	3.2	2.5%
Motor Vehicle on Other Roadway		3	2		5	10	2	1.6%
Non-Collision	4	1	3			8	1.6	1.3%
Unknown	1		3		1	5	1	0.8%
Animal	2	1				3	0.6	0.5%
Train	1		1			2	0.4	0.3%
Total collisions	120	121	145	114	139	639	127.8	100%

Definition:

MVIW describes the first injury or damage-causing event of the crash with a motor vehicle

Killed or Seriously Injured (KSI)

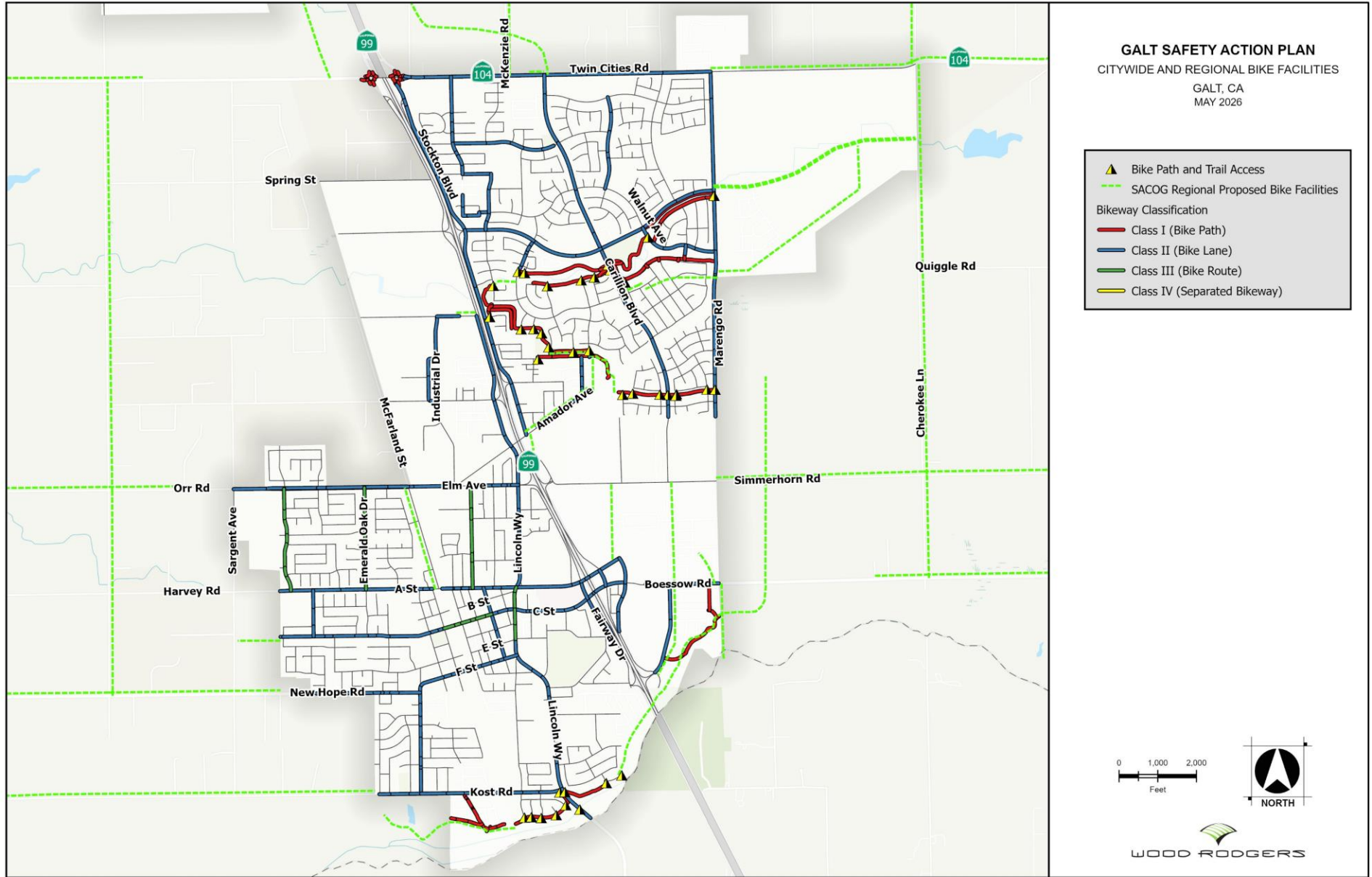
KSI Crash Involved With	Year					Total Collisions	Average	Percent
	2021	2022	2023	2024	2025			
Other Motor Vehicle	1	3	3	3		10	2	35.7%
Fixed Object	1	2	3			6	1.2	21.4%
Bicycle		1	1		2	4	0.8	14.3%
Pedestrian	2		1			3	0.6	10.7%
Non-Collision	1		1			2	0.4	7.1%
Other Object	1			1		2	0.4	7.1%
Parked Motor Vehicle			1			1	0.2	3.6%
Total collisions	6	6	10	4	2	28	5.6	100%

Quick Facts:

Crashes between motor vehicles exclusively are the most common crash type while crashes involving parked motor vehicles is higher than average



Existing Bicycle Network Infrastructure Update

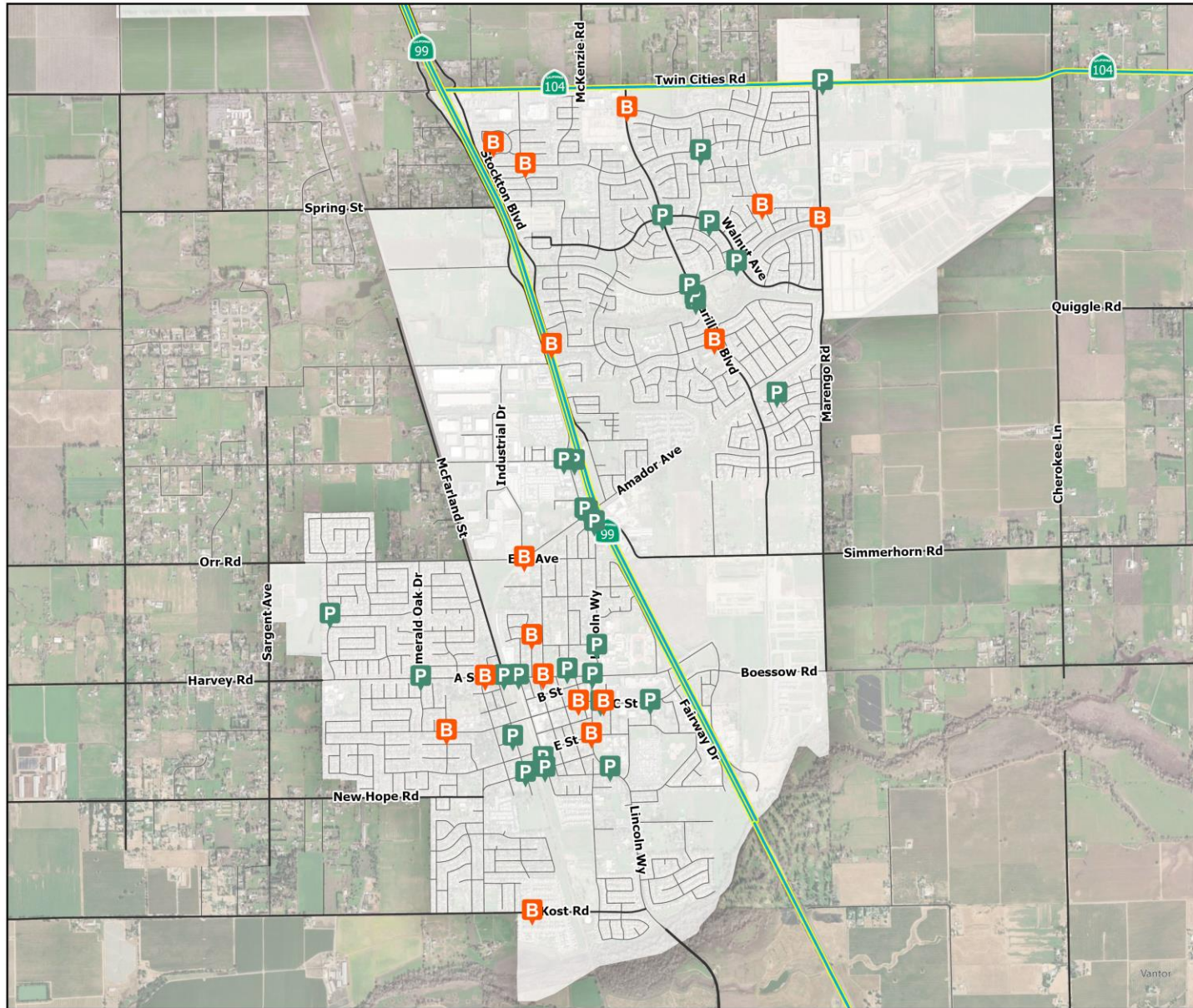


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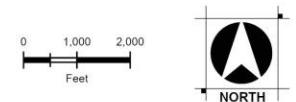


Vulnerable Roadway Users

Crash Location



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Summary of Key Findings

- Marengo Avenue and Twin Cities Road has the most severe intersection-specific crashes with two severe injuries listed and EPDO crash cost of \$6.9 million
- The roundabout at Stockton Boulevard and Twin Cities Road has the highest number of collisions at 56 or 8.8% of all intersection collisions
- Signalized intersection crashes are concentrated in downtown Galt on C Street, A street, Lincoln Way, and Fairway Drive.
- The midblock segments along Marengo Avenue, Stockton Boulevard, and Twin Cities Road had the most crashes away from the intersection
- Unsignalized intersection crashes are on average higher due to the limited number of signalized intersections along the corridor making up exactly 2/3 of all crashes
- Bicycle and pedestrian crashes only make up 7% of all collision in Galt but account for nearly 25% of all fatal or serious injury crashes



Next Steps

- Collect and analyze completed survey and public outreach data
- Identify safety emphasis areas
- Select preferred engineering countermeasures
- Develop initial safety infrastructure, bicycle, and pedestrian projects
- Reconvene for Safety Action Plan:
 - **Community Workshop #2**
 - Discuss safety countermeasures, toolbox, and improvement projects
 - **Community Workshop #3**
 - Discuss safety project concepts, alternatives, and presentation of draft report and feedback



Kost Road Rectangular Rapid Flashing Beacon

Q&A

Scan
For
Survey



Scan
For
Website



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E Street facing downtown in Galt



Thank You!