

Galt Safety Action Plan & Bicycle Transportation Plan Update

Community Workshop #2

Monday - July 27th

6:00 – 8:00 PM

Meeting in collaboration with the
Galt Public Safety Committee

Scan For
Project Website



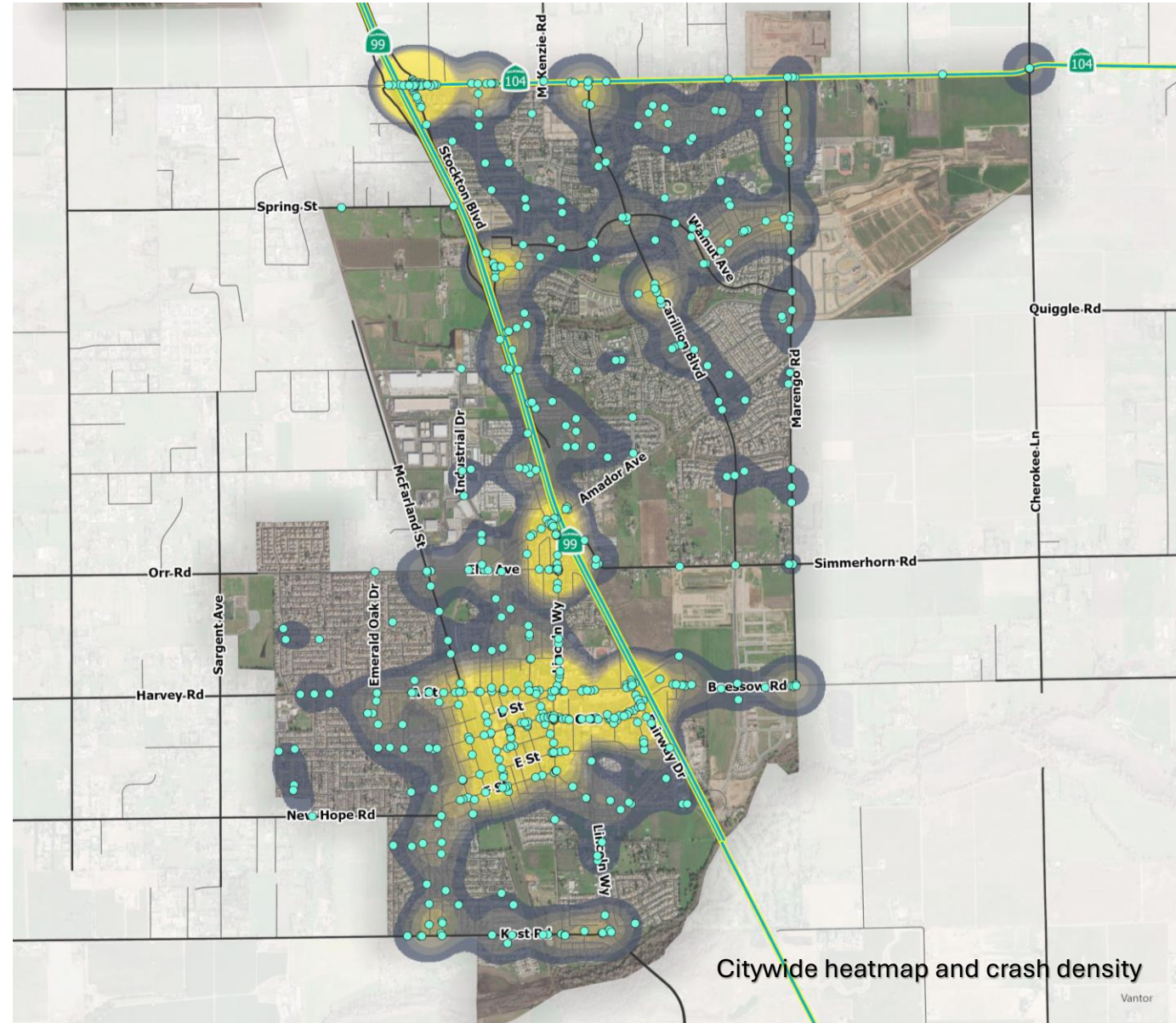
Agenda

	Minutes
▪ Introduction ▪ Action Plan Recap ▪ Study Timeline ▪ Safe Systems Approach ▪ Survey Summary/Mapping Tool Results ▪ Collision Data Recap and Traffic ▪ Pedestrian and Bicycle Infrastructure ▪ Safety Toolbox ▪ Proven Safety Countermeasure Discussion	30
▪ Workshop Hands-on Activity	25
▪ Next Steps ▪ Conclusion	5



Action Plan Recap:

- 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
- **Workshop #2:** Discuss available safety countermeasure tools and produce a list of stakeholder safety recommendations and areas of concerns





Study Timeline:





Safe Systems Approach

Safe Streets and Roads for All (SS4A)



Source: DOT, FHWA

Safety is Proactive

- SS4A Action Plan is the building block to improve roadway safety for all users
- **Make active recommendations to eliminate (design-out) or mitigate risks**

Responsibility is Shared

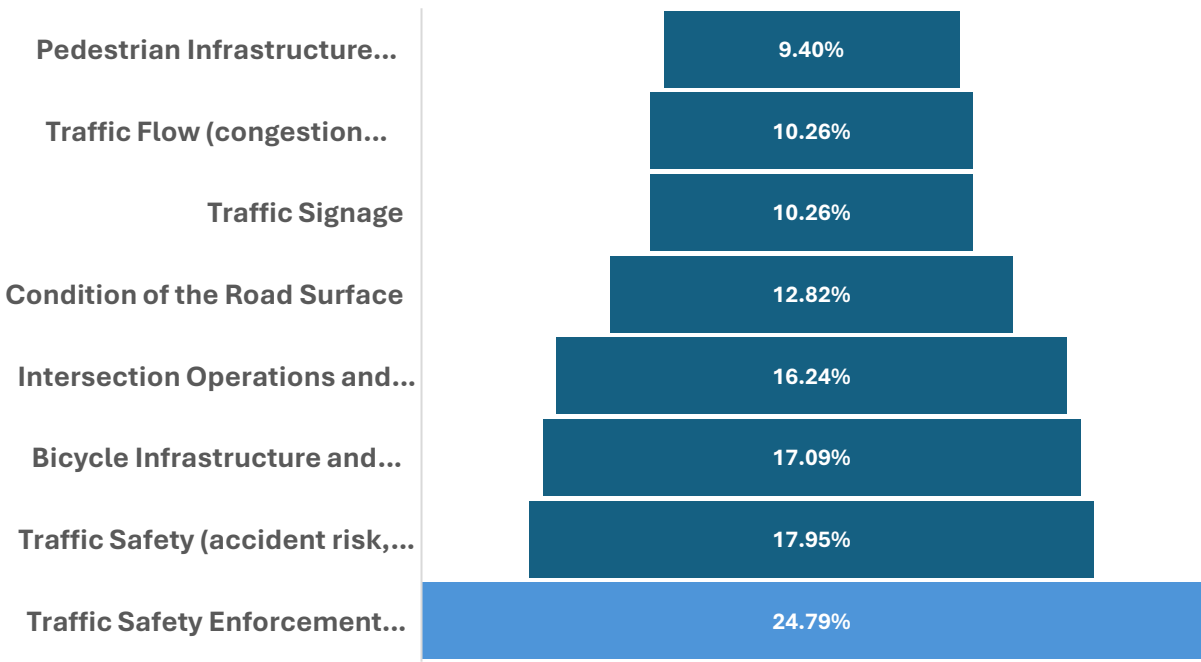
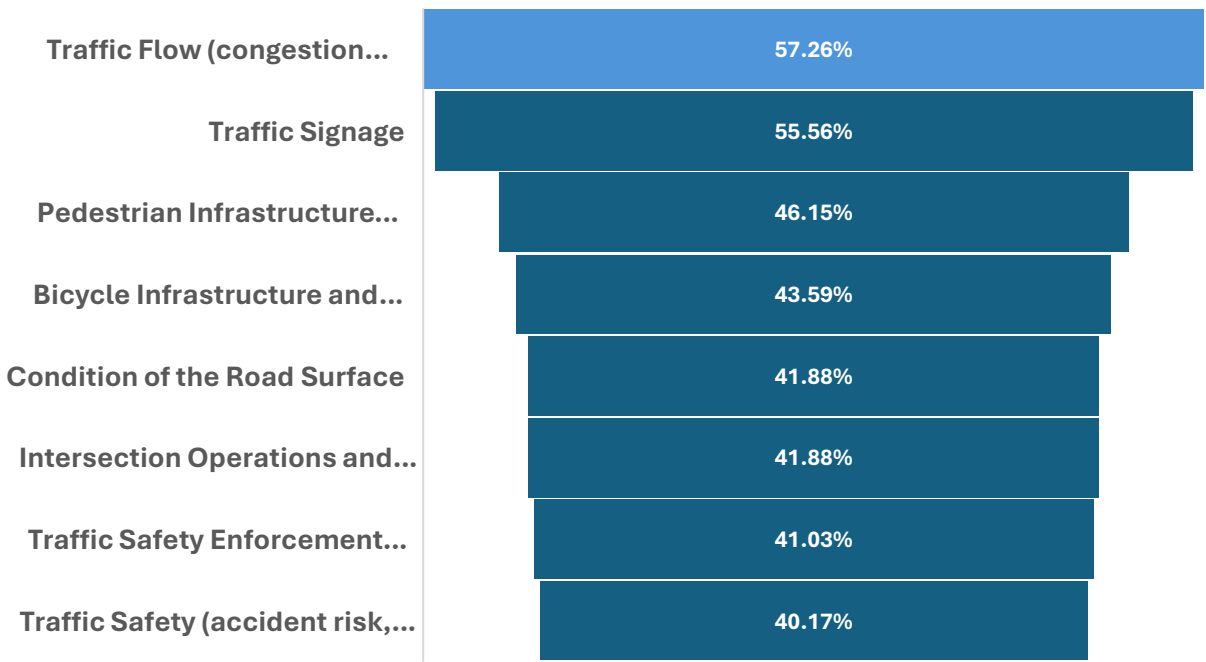
- All stakeholders should work collaboratively to mitigate fatal and severe injury crashes
- Focus on vulnerable roadway users and reduce to zero fatal and severe injury collisions
- Acknowledge the presence of human error and improve crash response to reduce secondary crashes and overall survivability



Preliminary Survey Summary:

How would you rate the following transportation safety issues within Galt?

Good



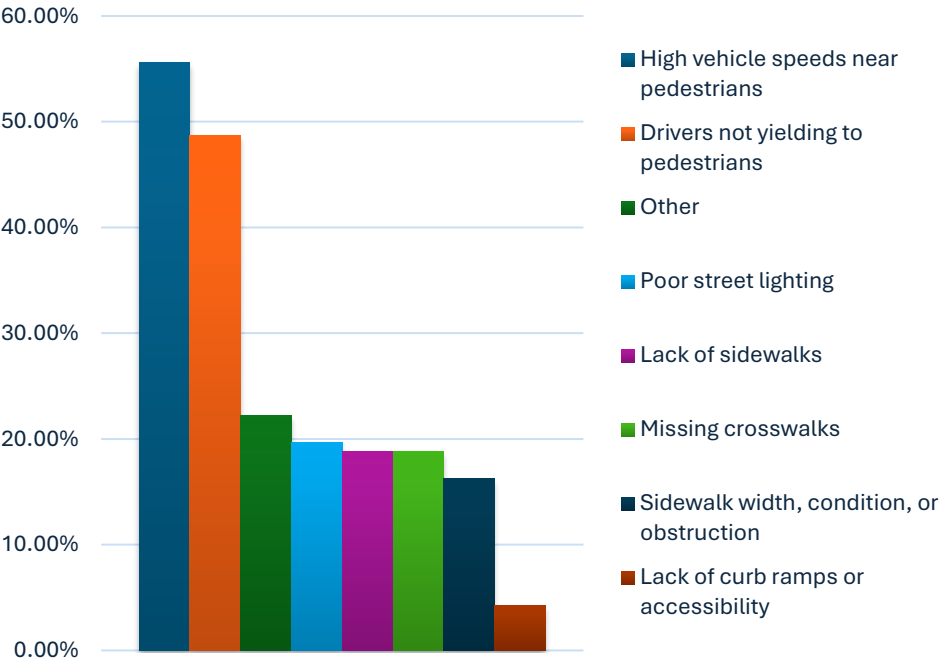
Poor



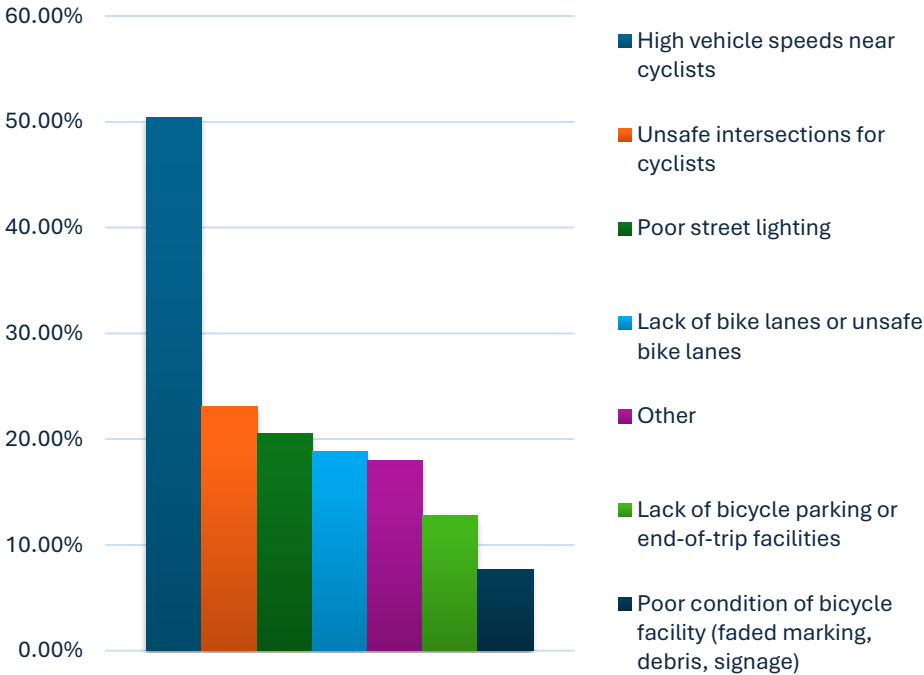
Preliminary Survey Summary:

Top safety concerns for vulnerable roadway users

What are some safety concerns you have when walking along or across roadways in Galt?



What are some safety concerns you have when biking along or across roadways in Galt?

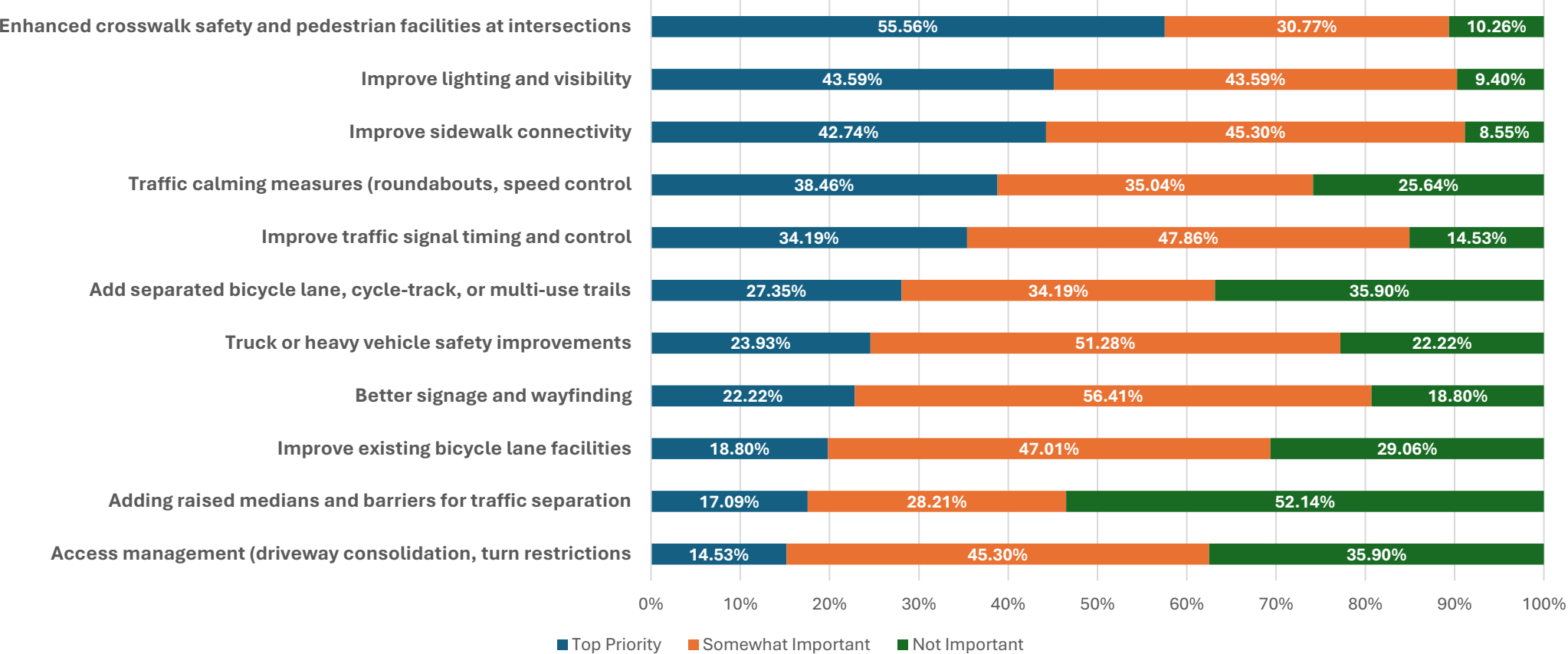




Preliminary Survey Summary:

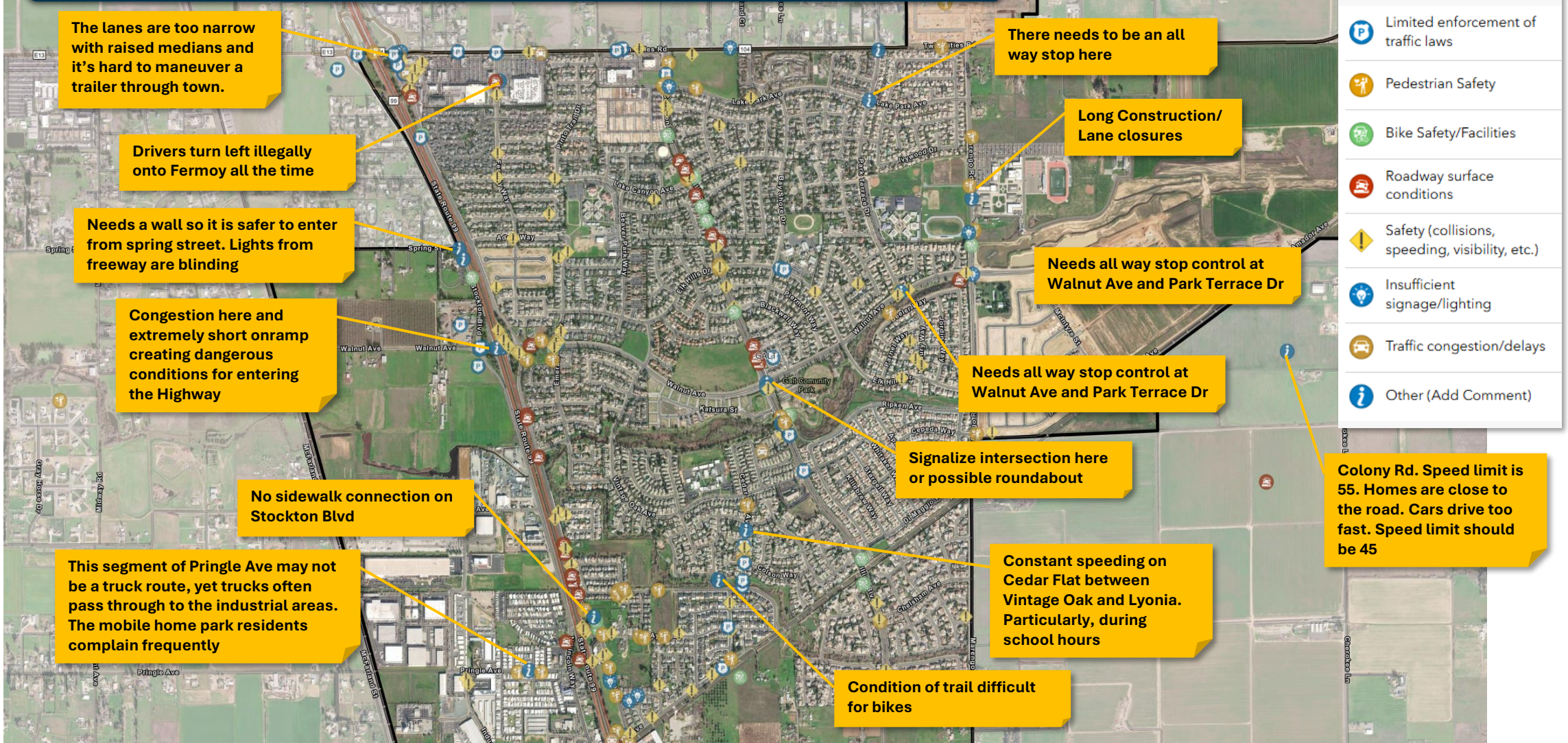
Recommended infrastructure needs

How important are the following safety improvements?

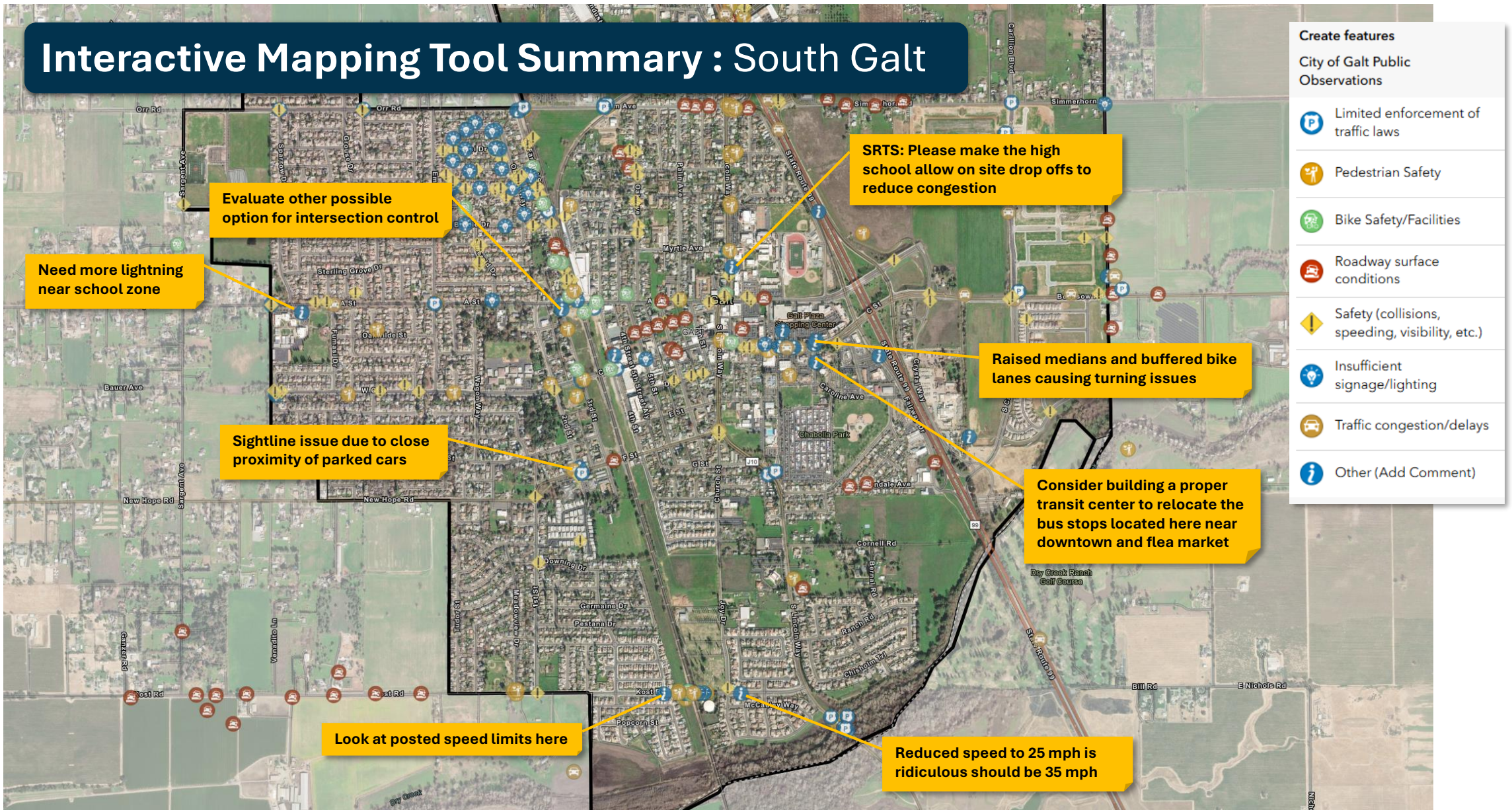




Interactive Mapping Tool Summary : North Galt



Interactive Mapping Tool Summary : South Galt





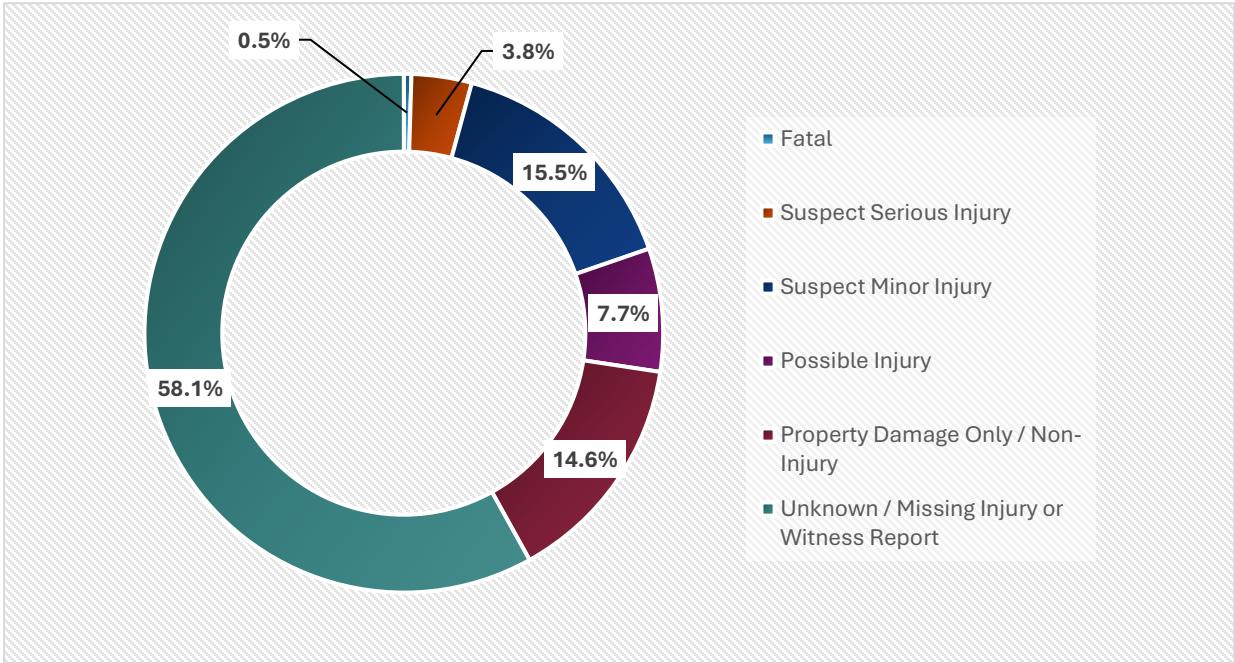
Collision Data Recap

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

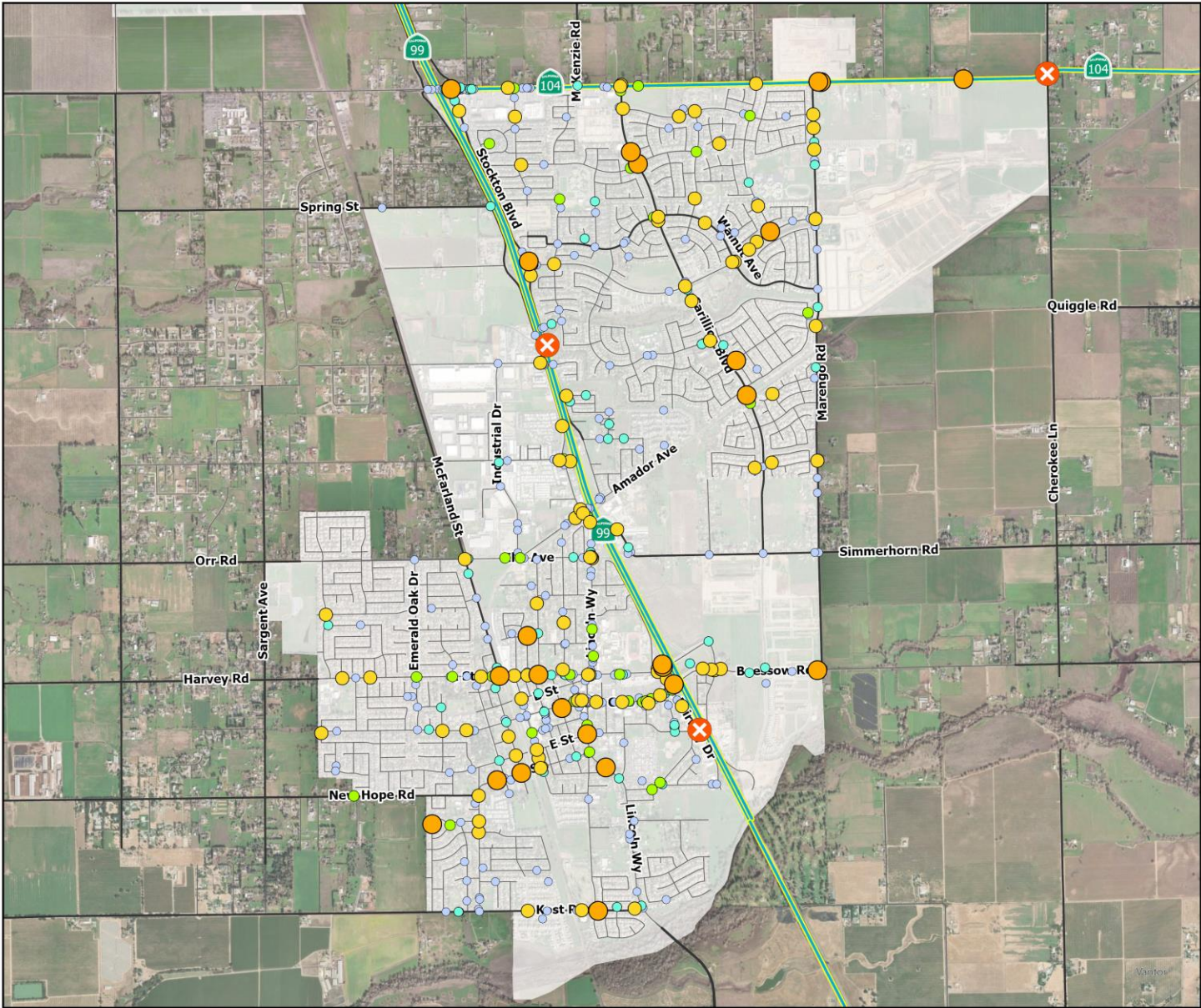
The highest # of crashes occurred in 2023





Safety Recap

High-Injury Collision Locations

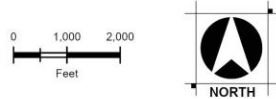


GALT SAFETY ACTION PLAN
CITYWIDE HIGH-INJURY COLLISION LOCATIONS
GALT, CA
MAY 2026

Crash Severity - CCRS 2021 - 2025 Data

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

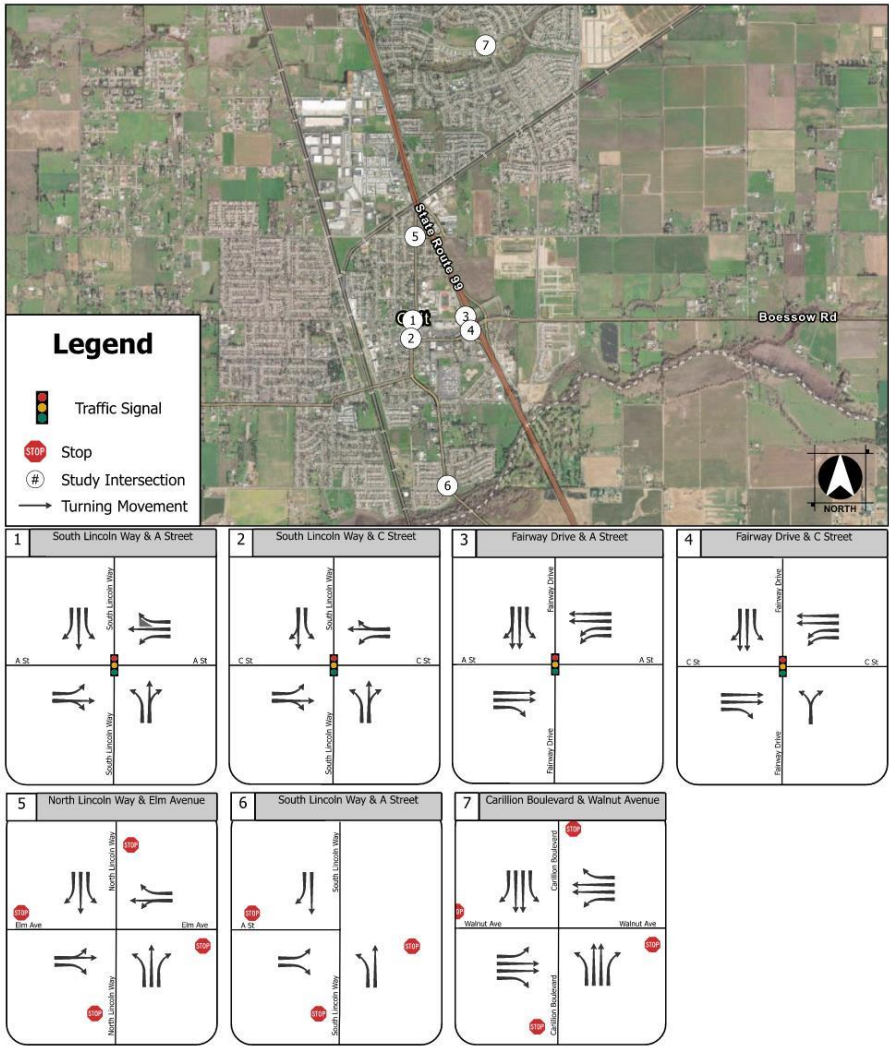
- Interstate
- Highway
- Major Road
- Local Road



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Existing Traffic Operations and LOS Analysis

At Key Intersections



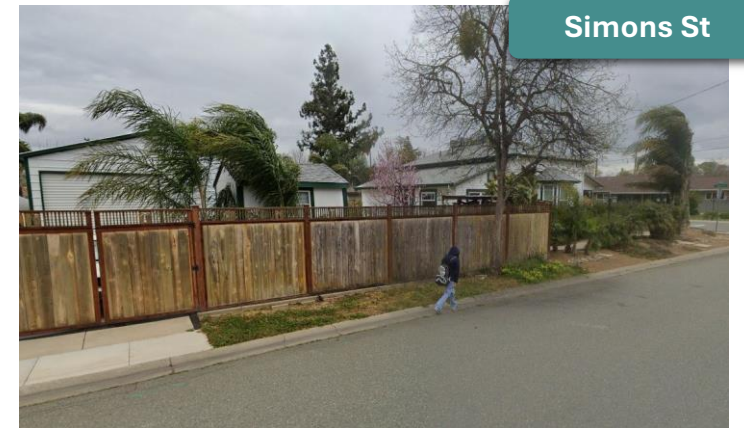
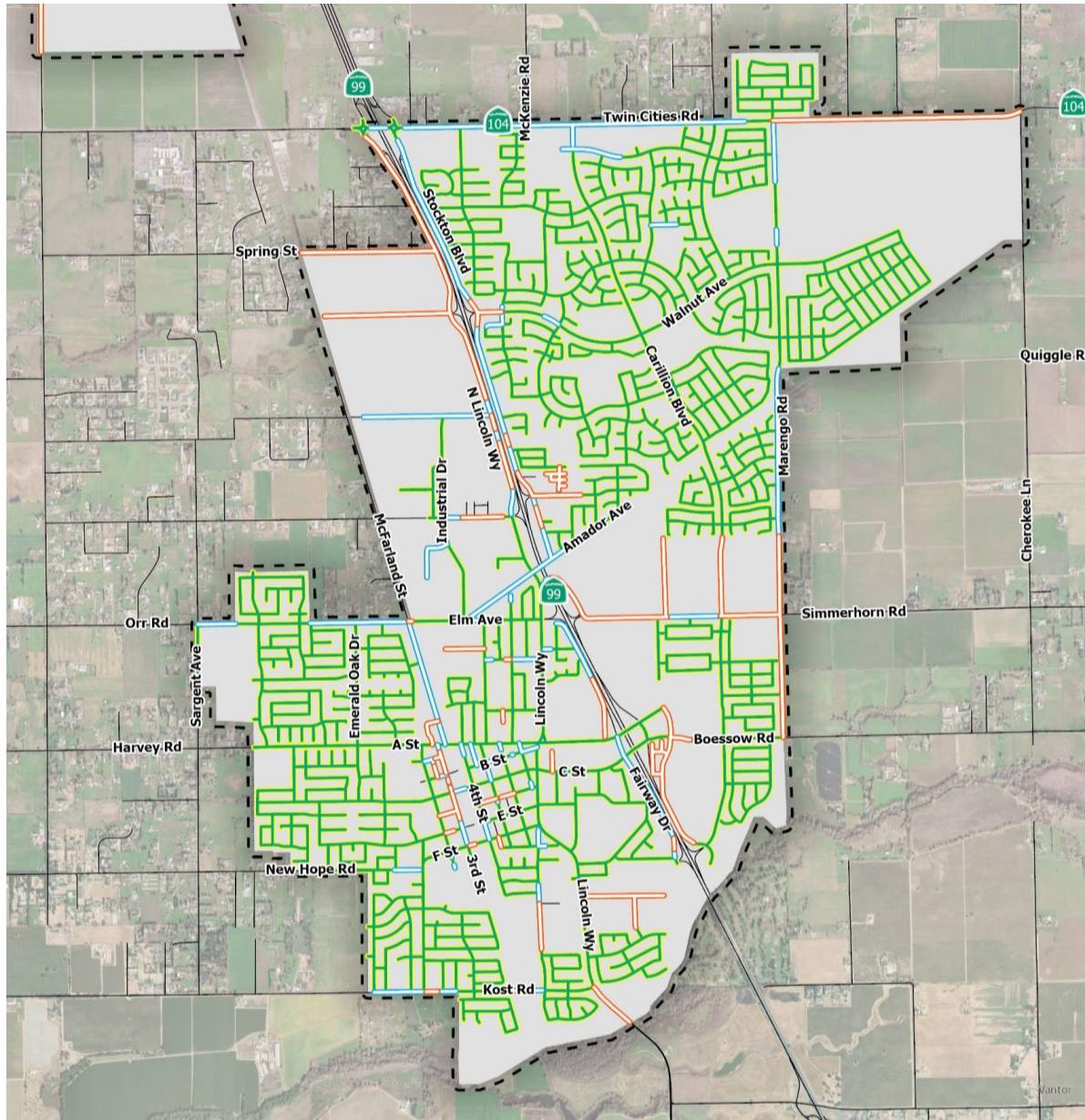
Existing Level of Service (LOS) Analysis

#	Intersection	Control Type	LOS Criteria	Peak Hour	Delay (sec/veh)	LOS	Warrant Met?
1	South Lincoln Way & A Street	Signal	C	AM	9.3	A	--
				PM	15.5	B	--
2	South Lincoln Way & C Street	Signal	C	AM	16.3	B	--
				PM	17.2	B	--
3	Fairway Drive & A Street	Signal	D	AM	15.5	B	--
				PM	8.3	A	--
4	Fairway Drive & C Street	Signal	D	AM	23.7	C	--



Existing Sidewalk Inventory

Pedestrian Infrastructure Missing Link



Sidewalk Inventory

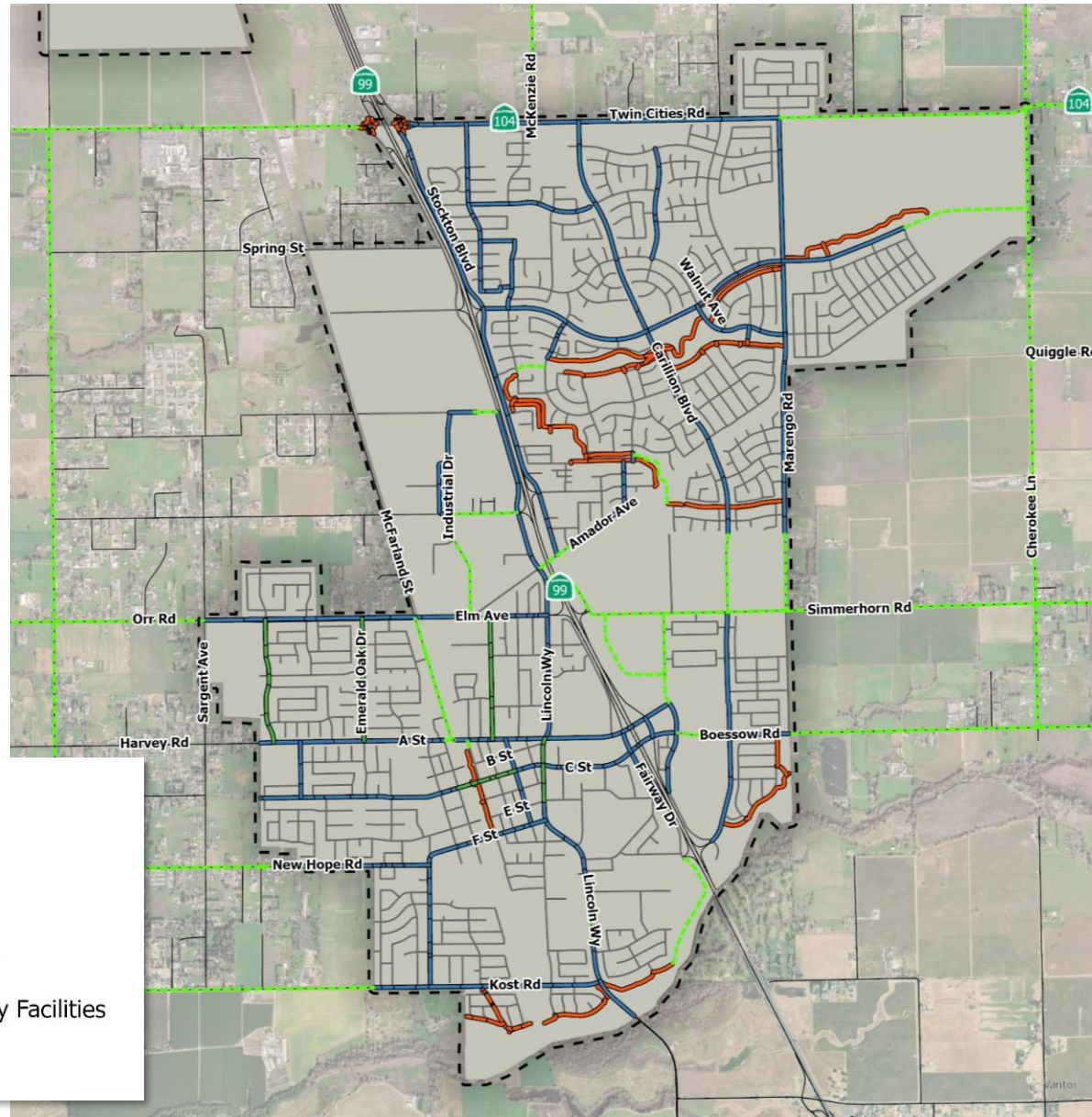
- Sidewalk Missing (All or both-sides)
- Sidewalk Missing (Partial or one-side)
- Sidewalk Existing
- City of Galt Boundary

Existing and Proposed Bicycle Network

Crash Location

Bikeway Classification

- Class I (Bike Path)
- Class II (Bike Lane)
- Class III (Bike Route)
- Class IV (Separated Bikeway)
- - - Proposed and Missing Bikeway Facilities
- City of Galt Boundary



Multi-Use Trail to Bike Lane



Amador Ave Bike Lane Start/End





Safety Improvements Toolbox

Selection of FHWA Proven Countermeasure

Roadway Departure



[Enhanced Delineation for Horizontal Curves](#)



[Longitudinal Rumble Strips and Stripes on Two-Lane Roads](#)



[Median Barriers](#)



[Roadside Design Improvements at Curves](#)



[SafetyEdgeSM](#)



[Wider Edge Lines](#)

Intersections



[Backplates with Retroreflective Borders](#)



[Corridor Access Management](#)



[Dedicated Left- and Right-Turn Lanes at Intersections](#)



[Reduced Left-Turn Conflict Intersections](#)



[Roundabouts](#)



[Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections](#)

Pedestrian/Bicyclist



[Bicycle Lanes](#)



[Crosswalk Visibility Enhancements](#)



[Medians and Pedestrian Refuge Islands in Urban and Suburban Areas](#)



[Pedestrian Hybrid Beacons](#)



[Road Diets \(Roadway Configuration\)](#)



[Walkways](#)



Safety Improvements Selection Approach

Selection of FHWA Proven Countermeasure

Spot Location-Specific Approach



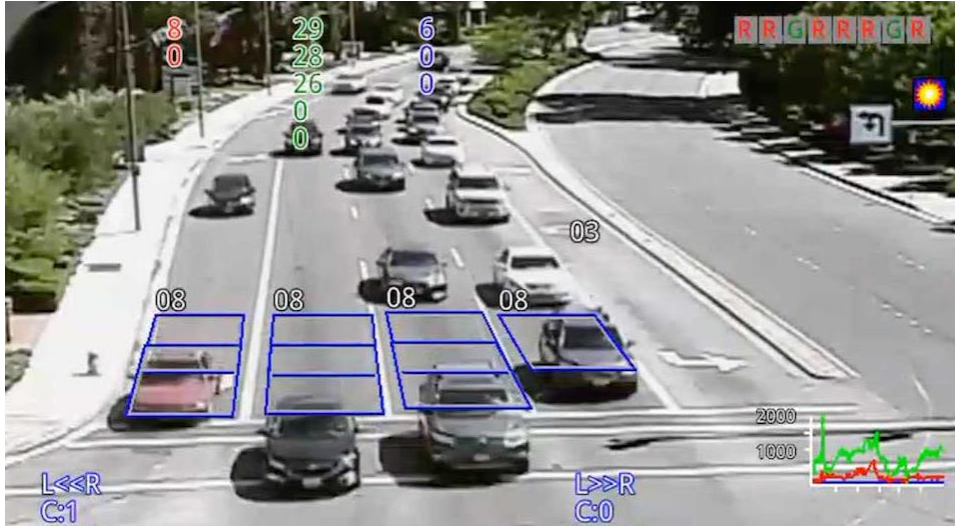
Comprehensive-Systemic Approach





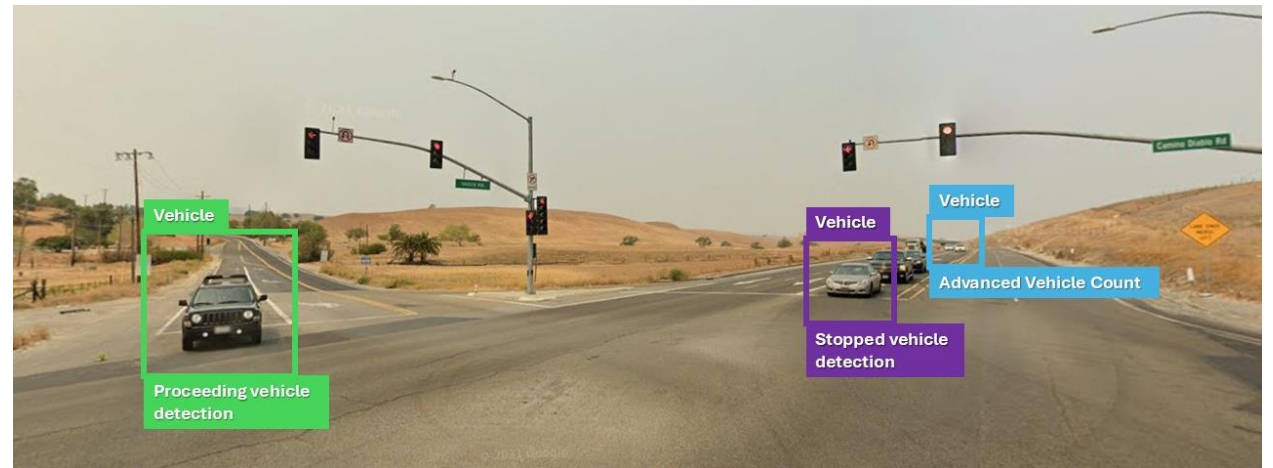
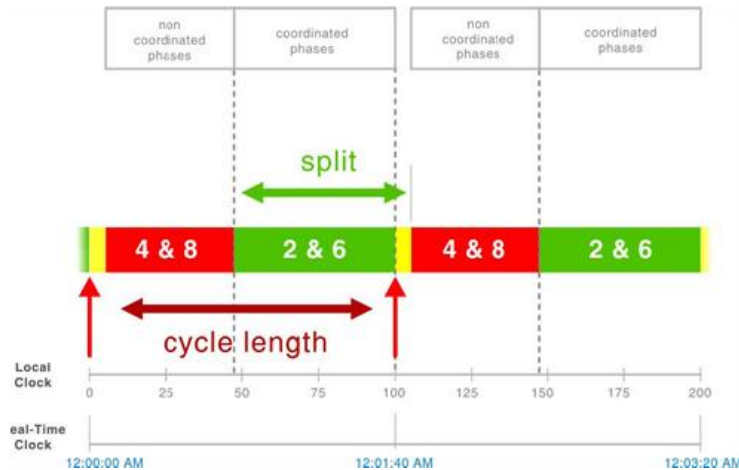
Signalized Intersection

SI02/SI03: Improve signal hardware and timing coordination



Upgrading to smart signal hardware can improve the general flow of traffic during peak hours and provide greater detection capability of existing and potential backups:

- Upgrade Controllers
- Timing Modification – Signal Coordination
- Smart Video or Loop Detection
- Improved vehicle detection algorithms for safer streets



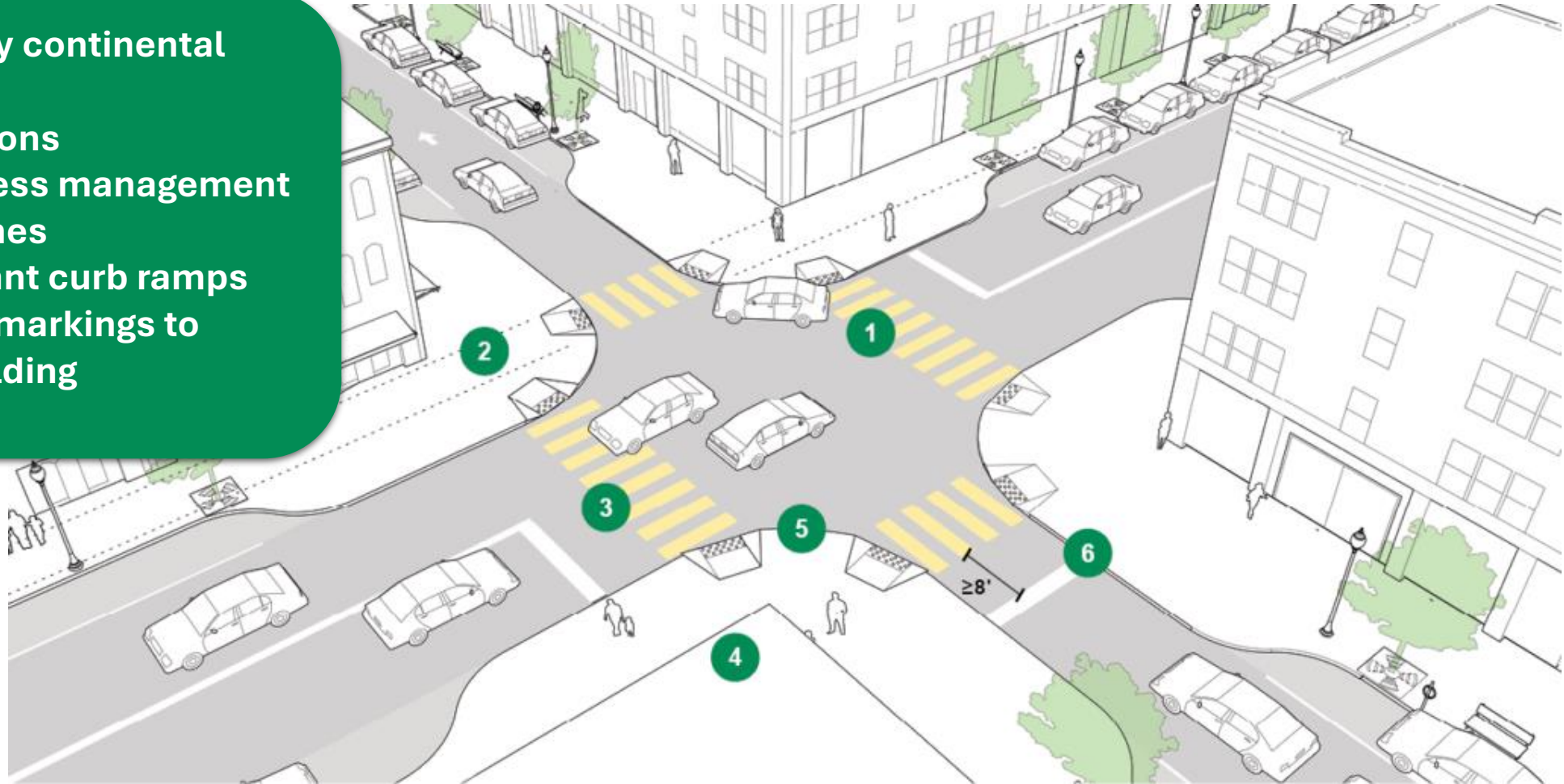


Non-Signalized Intersection

Selection of FHWA Proven Countermeasure

Raised medians provide a cost-effective solution to reducing crashes at high traffic intersections

1. High-visibility continental crosswalks
2. Curb Extensions
3. Improve access management
4. Clear sightlines
5. ADA-compliant curb ramps
6. Update lane markings to reinforce yielding

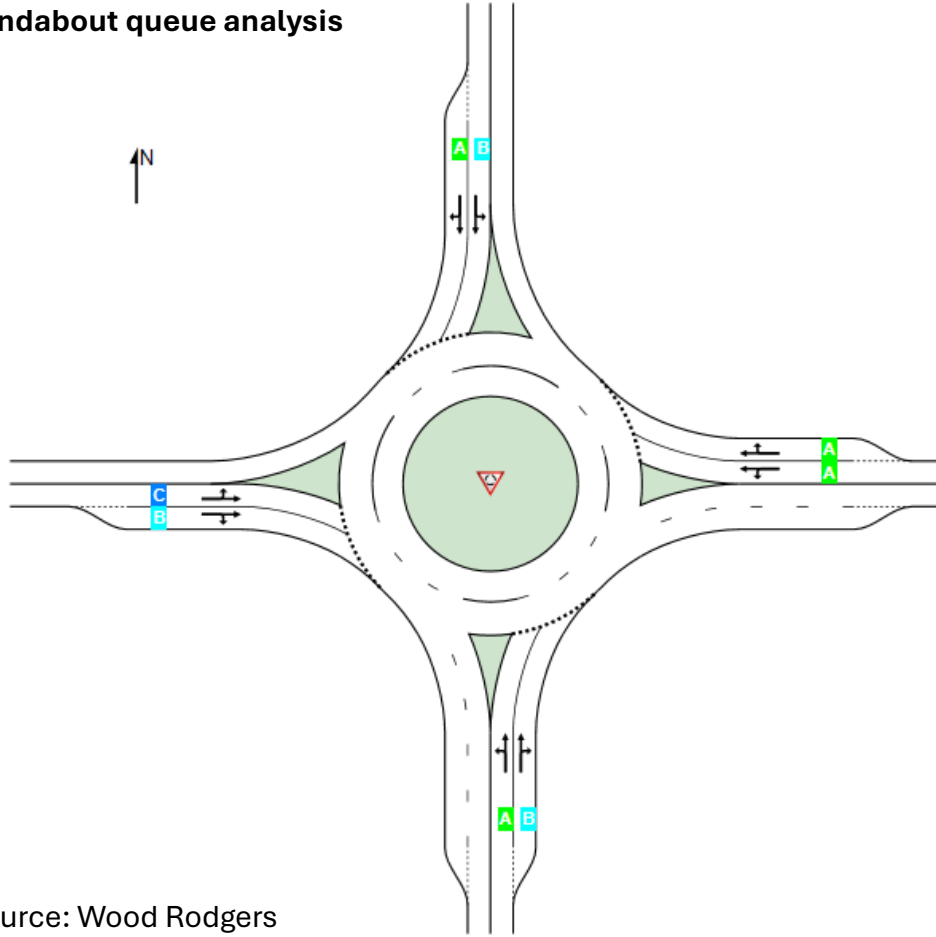


Source: NACTO

Signalized and Non-signalized Intersections

Single-lane and mini-roundabouts

Roundabout queue analysis



Source: Wood Rodgers



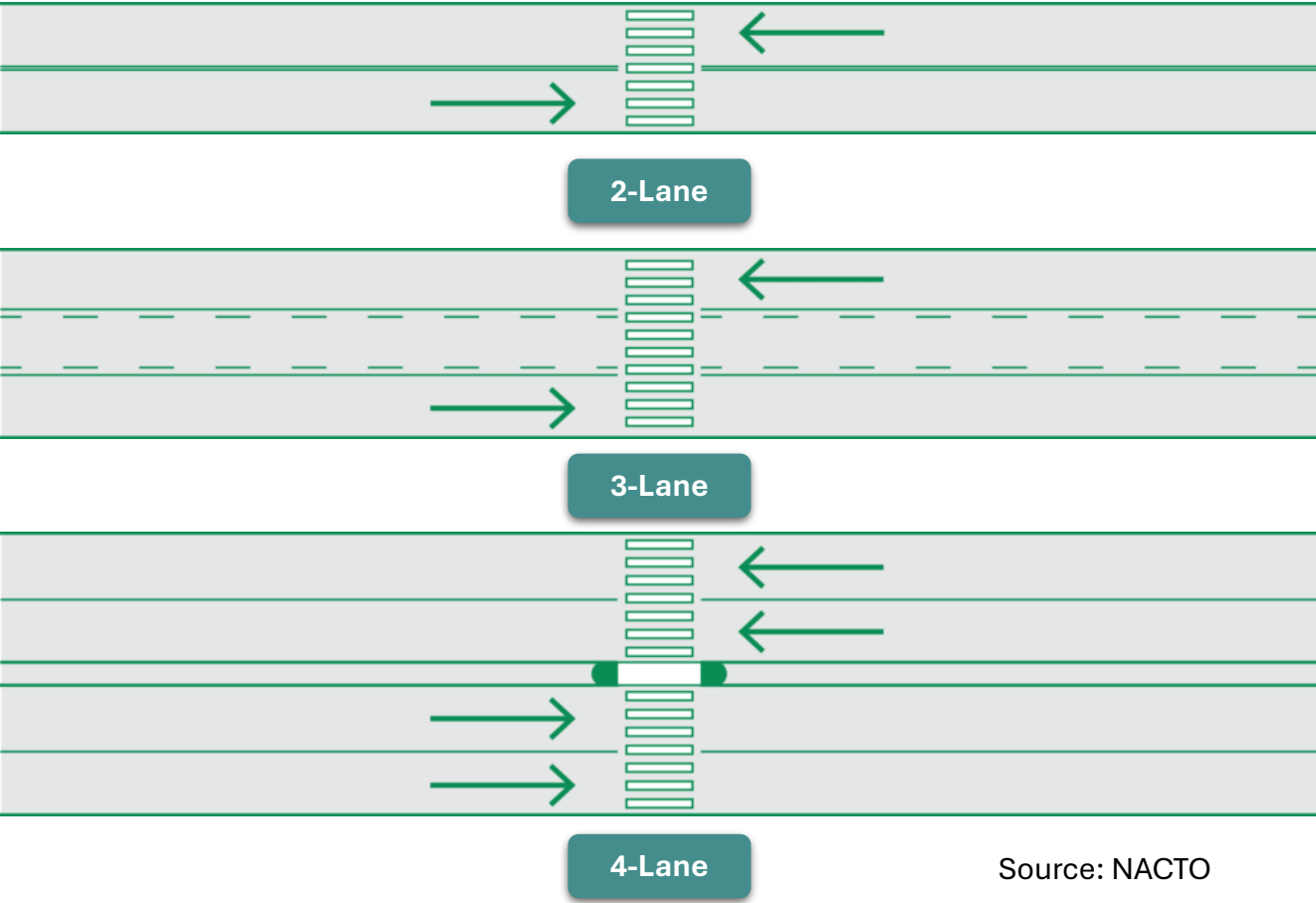
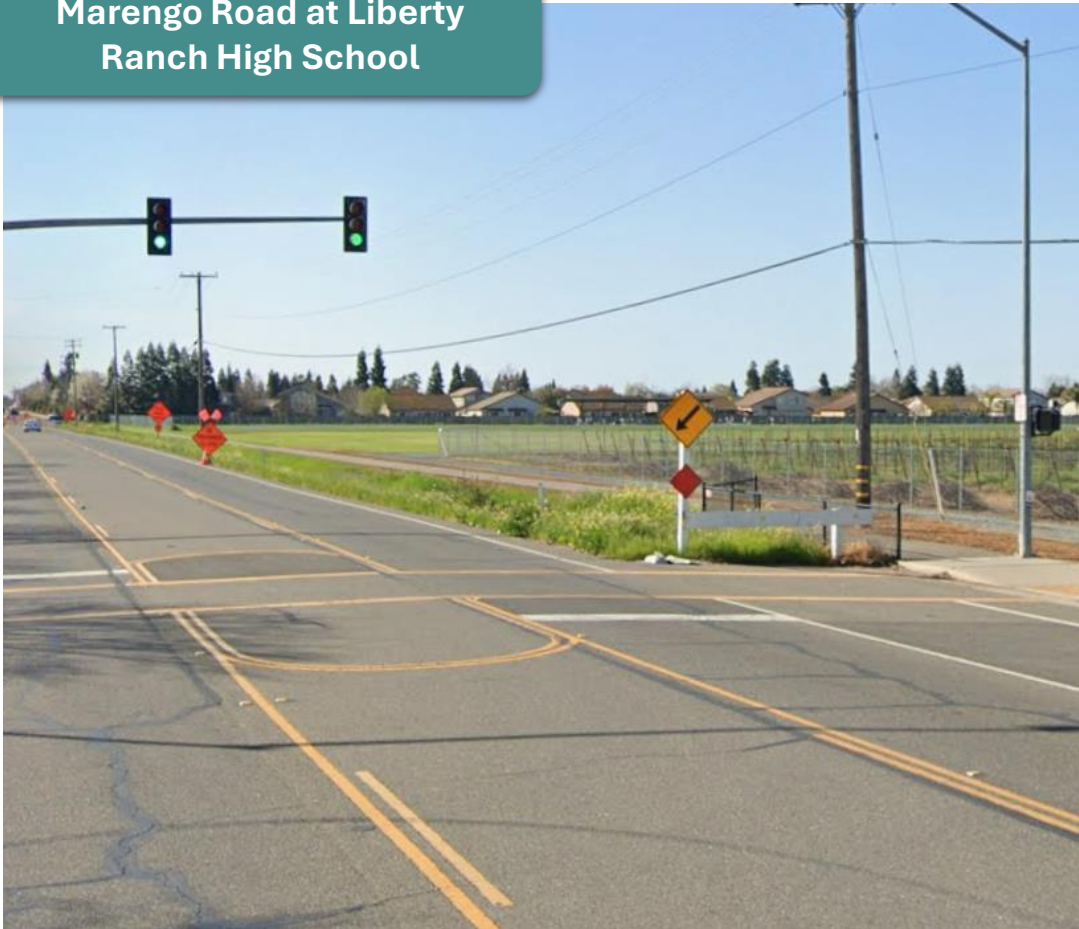


Roadway and Mid-Block Segments

Pedestrian Hybrid Beacon and Mid-block Crosswalks

Signals are widely spaced so pedestrians have very few opportunities to cross the roadway at controlled locations.

Marengo Road at Liberty Ranch High School





Roadway and Mid-Block Segments

Speed Management Strategies

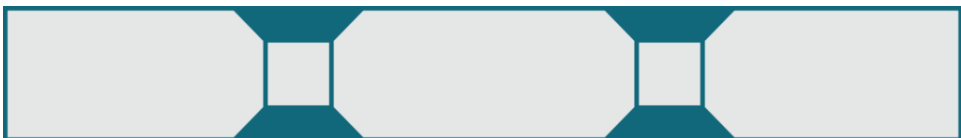
Raised Median



Chicane



Speed Hump/Shoulder Rumble Strips



Pinch point/Lane Narrowing



Lane Shift (High to Low-Speed Transition)



Reduction in traffic speed can be achieved through a number of traffic calming techniques in urban and select rural settings

Source: NACTO

Workshop #2

Hands-On Activity



4th Street and F Street

Next Steps

- From Workshop #2 compile feedback and stakeholder recommendations
- Analyze and develop preferred list of priority safety projects
- Engineering cost estimates
- Design concepts and alternatives showing how the improvements will shape and improve Galt
- Implementation plan for the priority safety projects
- Reconvene for the final Community Workshop #3 - **October**
 - Discuss safety project concepts, alternatives, cost, and presentation of findings from draft action plan report and Bicycle Transportation Plan update



Multi-Use Path / Bike Trail

Workshop #2

Scan
For
Survey



Scan
For
Website



Project Contact:

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Thank You!