



# County of Orange Local Road Safety Plan



## Fact Sheet

The County of Orange Local Road Safety Plan (LRSP) will provide a framework for identifying, evaluating, and prioritizing roadway safety improvements within Unincorporated Orange County. The LRSP development process results in a prioritized list of issues, risks, actions, and improvements that can be used to significantly reduce fatalities and serious injuries on local roads.

This will be the first comprehensive safety action plan for the County of Orange. This LRSP builds on the County's prior roadway safety efforts and will serve as a resource for the County when it applies for future safety infrastructure funding.

### What is Unincorporated Orange County?

Unincorporated Orange County includes areas in Orange County that are not governed by a local municipality (a city or town), such as:

- Anaheim Island
- Andora/Fairhope Island
- Beach/McFadden Island
- Bolsa/Pacific Island
- Costa Mesa Island
- Country Club Island
- Dale/Augusta Island
- Dana Point Harbor
- El Modena Islands
- Fairlynn Island
- Fountain Valley Island
- John Wayne Airport
- Katella/Rustic Island
- Ladera Ranch
- Las Flores
- Lincoln/Glassell Island
- Orange Park Acres
- Mac/Syracuse Island
- McFadden/Monroe
- Midway City
- Modjeska Canyon
- North Tustin
- Olive Heights
- Rancho Mission Viejo
- Rossmoor
- Santa Ana Country Club Island
- Santa Ana River Bridges
- Santiago Canyon Road
- Santiago Creek Island
- Silverado Canyon
- Trabuco Canyon
- Wagon Wheel

### Vision Statement

The County will work to significantly reduce fatalities and serious injuries on unincorporated County roadways and endeavor to eliminate these crashes by 2050.

### Guiding Principles

- Adopt the principles of the Safe System Approach to build multiple layers of protection to prevent crashes and minimize harm when crashes do occur.
- Foster a culture of shared roadway safety amongst transportation professionals and the public.
- Proactively implement safety measures for people across all modes of travel.
- Collaborate with emergency responders, traffic enforcement professionals and community partners to build a comprehensive safety program.
- Take an equitable approach to roadway safety and reduce disparities in roadway safety outcomes.



### We Want Your Feedback

To learn more about the project and share your thoughts, please visit us at [www.OCLRSP.com](http://www.OCLRSP.com)



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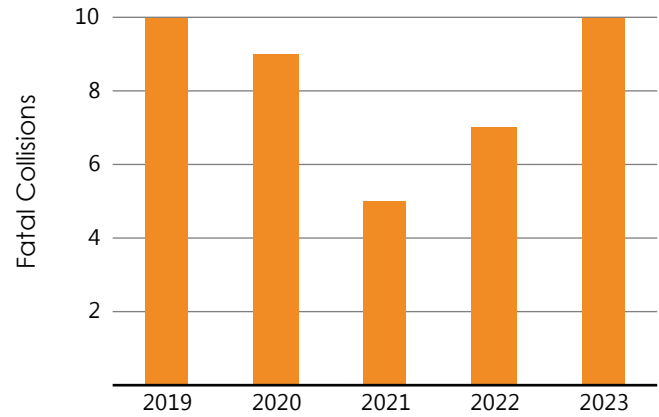
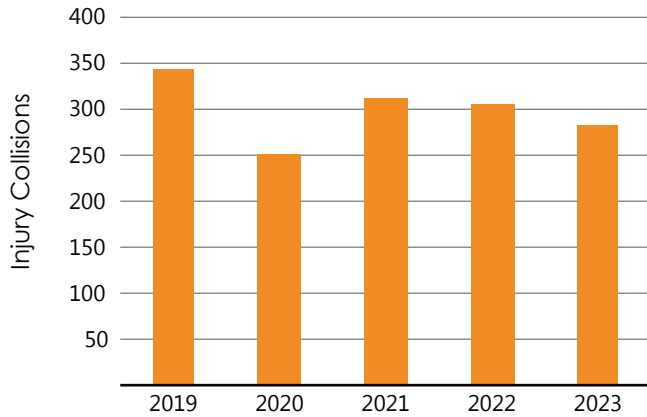
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## Safety Trends

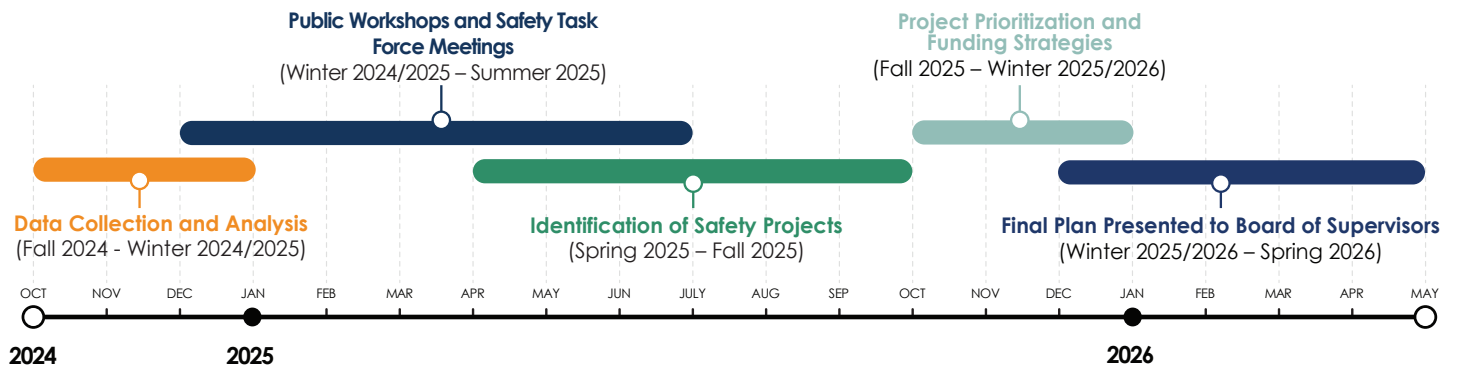
Between 2019 and 2023, the following trends were observed in Unincorporated Orange County:

- There were 1,494 injury crashes. 195 (13%) of these crashes resulted in a fatality or severe injury.
- The number of injury crashes decreased by 18%, but the number of fatal crashes in 2023 remains the same as in 2019 (10 per year).



- Crashes involving people walking and biking tend to be much more severe than crashes involving only vehicles. 14% of injury crashes involved someone walking or riding a bike. 44% of fatal crashes involved someone walking or riding a bike.
- Crash severity is highly dependent on vehicle speed. Approximately 30% of injury crashes were primarily the result of driving at an unsafe speed.
- 22% of fatal and severe injury crashes involved alcohol.

## Project Schedule



OC Public Works



### Contact Us



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