Vision Zero Draft Action Plan

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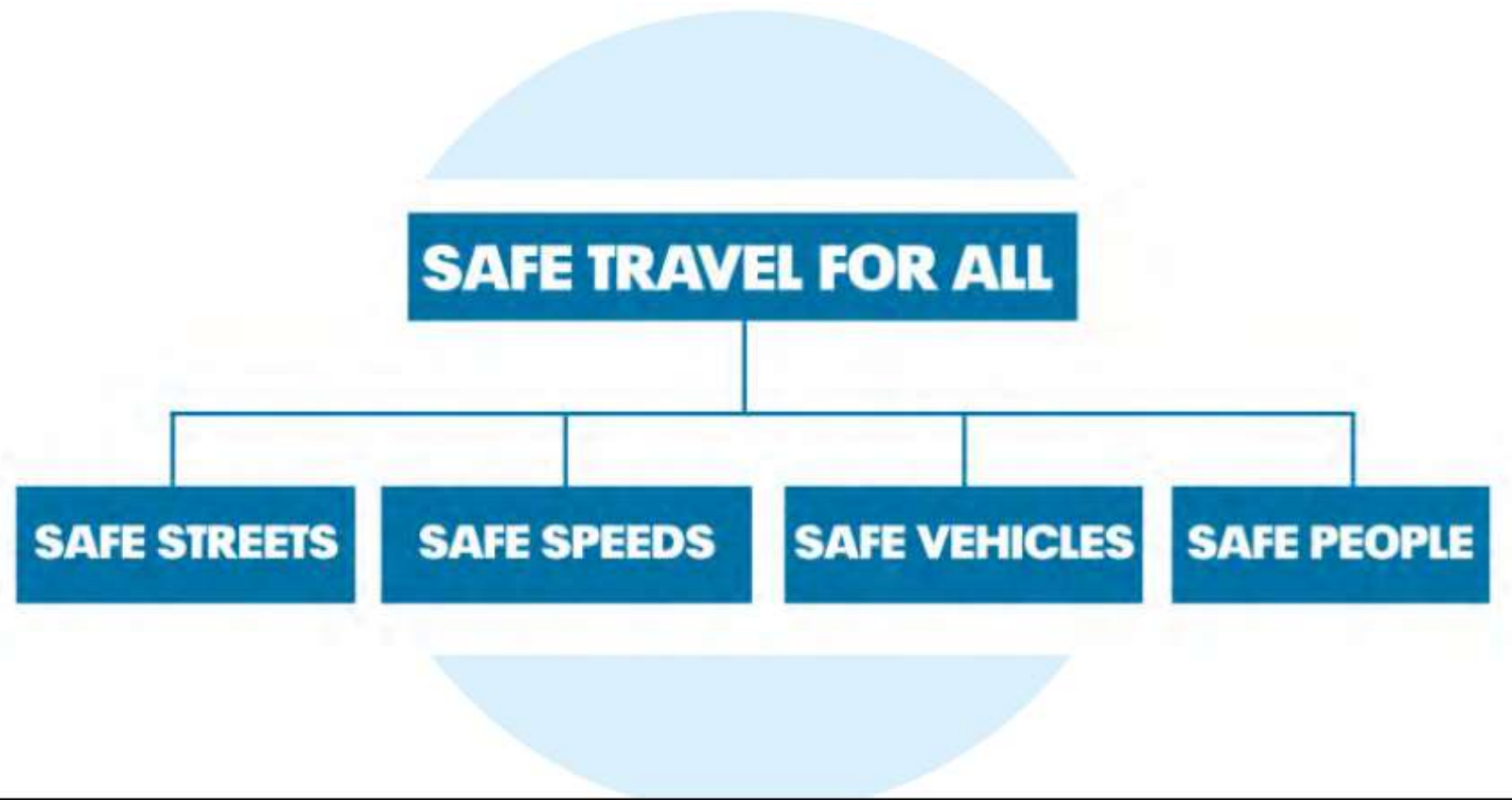July 1, 2021

VISION ZERO SALINAS ACTION PLAN

VISION ZERO

Safe Streets for Salinas

What is Vision Zero

- Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

Boronda Rd

E Boronda Rd

Natividad Rd

N Main St

N Davis Rd

Alvin Dr

N Sanborn Rd

Del Monte Ave

Williams Rd

Sherwood Dr

W Market St

Market St

Davis Rd

W Alisal St

Salinas St

Monterey St

John St

Airport Blvd

S Sanborn Rd

Blanco Rd

W Blanco Rd

S Main St

Romie Ln

Abbott St

E Blanco Rd

Hwy 68

● KSI Collisions

— High Injury Network

Collision Profiles & Countermeasures

Collision Profile	% of All KSI (# of All KSI)	% of Auto KSI (# of Auto KSI)	% of Bicycle KSI (# of Bicycle KSI)	% of Pedestrian KSI (# of Pedestrian KSI)
Pedestrian Action	38.63% (129)			100% (129)
Broadside	27.55% (92)	40.25% (68)	55.56% (20)	3.11% (4)
Alcohol Involved	23.06% (77)	25.45% (43)	13.89% (5)	22.49% (29)
Pedestrian Violation	19.77% (66)			51.17% (66)
Auto R/W Violation	17.67% (59)	27.23% (46)	25% (9)	3.11% (4)
Head-On	12.28% (41)	19.53% (33)	2.78% (1)	5.43% (7)
Unsafe Speed	9.29% (31)	15.39% (26)	5.56% (2)	2.33% (3)
Rear-End	8.09% (27)	14.22% (24)	5.56% (2)	0.78% (1)
Improper Turning	8.09% (27)	11.85% (20)	13.89% (5)	1.56% (2)
Broadside Involved with Bicycle	5.99% (20)		55.56% (20)	

PROFILE 1:
Pedestrian Action

FACTORS

»Pedestrian collisions

»Definition: Collisions occured midblock or intersections at unmarked or marked crosswalks

STATS

129 KSI Collisions

»Accounts for **39%** of all KSI Collisions

COUNTERMEASURES

Pedestrian-Activated Crosswalk Warning Beacon

High Visibility Crosswalks

Pedestrian Hybrid Beacon

KSI Pedestrian Collisions
- ● Crossing at Marked Crosswalk
- ■ Crossing at Unmarked Crosswalk
- ▲ Crossing in Road
- ◆ Crossing Not in Road
- — High Injury Network

High Collision Corridors Emphasis Area

1. East Market Street
2. Williams Road
3. East Laurel Drive
4. Boronda Road
5. East Alisal Street
6. North Main Street
7. West Laurel Drive
8. North Sanborn Road
9. East Laurel Drive
10. Sanborn Road

COLLISION CORRIDORS

East Market Street, from Sherwood Drive to North Sanborn Road: 2009- 2018

NOTABLE PRIMARY COLLISION FACTORS
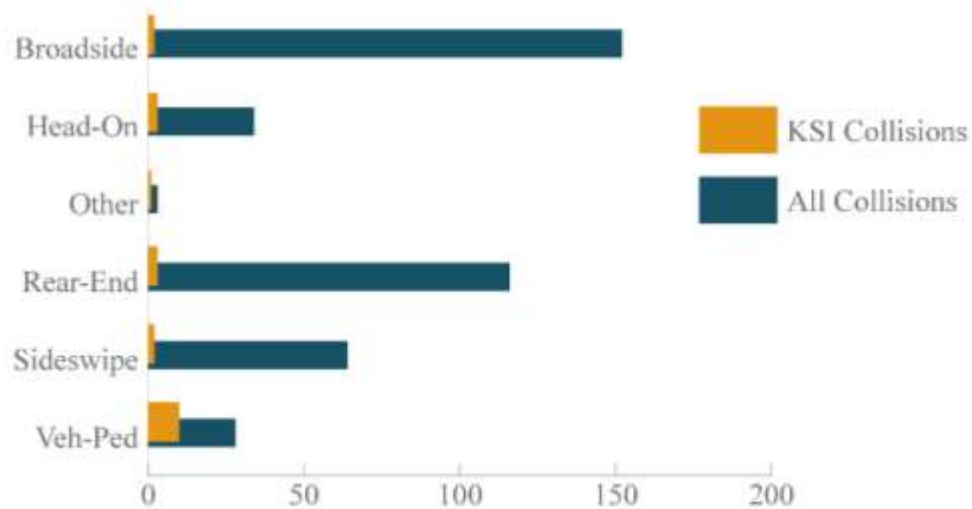
AUTO R/W VIOLATION 28%

UNSAFE SPEED 19%

IMPROPER TURNING 11%

DUI 10%

NOTABLE COLLISION TYPES

KSI Collisions

All Collisions

Broadside
Head-On
Other
Rear-End
Sideswipe
Veh-Ped

0   50   100   150   200

COLLISION TYPES

Fatality

Severe Injury

Other

E MARKET ST

COLLISION CORRIDORS RECOMMENDATIONS

East Market Street, from Sherwood Drive to North Sanborn Road: 2009-2018

East Market Street between Sherwood Drive and Merced Street recommended countermeasures include a lane reduction from 4 lanes to 2 travel lanes with a two-way left turn lane and buffered bike lanes.

East Market Street between Merced Street and Sanborn Road recommended countermeasures include a raised median and street trees. These countermeasures will minimize limit turning maneuvers at driveways and minor roads to reduce collision potential. Other countermeasures include bicycle lanes, protected left phasing is proposed at N Madeira, Hebbron Ave, and coordination of all traffic signals along this corridor. Increased traffic enforcement is recommended.

Traffic Education

Enforcement
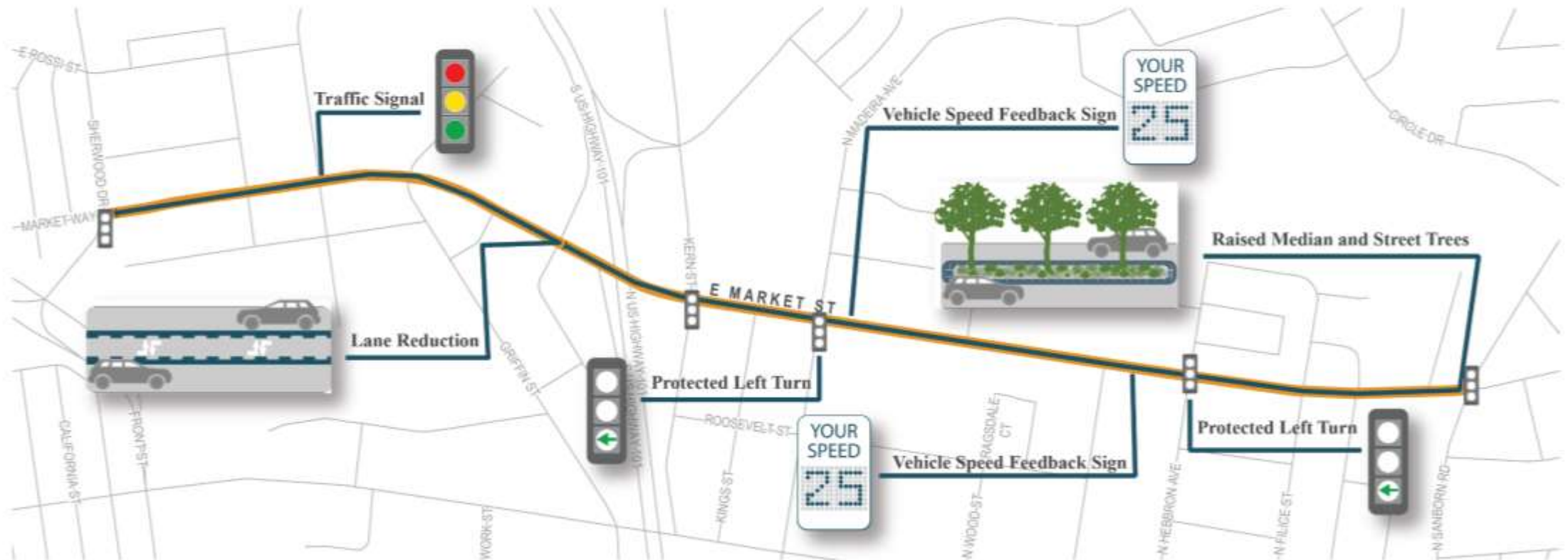
# High Collision Intersections Emphasis Area

1. Sanborn Road at Freedom Parkway
2. Sanborn Road at Garner Avenue
3. Boronda Road at North Main Street
4. North Main Street at West Bernal Drive
5. East Laurel Drive at Granada Avenue
6. Williams Road at Del Monte Avenue
7. East Alisal Street at Griffin Street
8. East Market Street at North Madeira Avenue
9. East Laurel Drive at Constitution Boulevard
10. East Market Street at Kern Street

INTERSECTION COLLISIONS

Sanborn Road at Freedom Parkway: 2009-2018

FREEDOM PKWY

N SANBORN RD

N

Fatality

Severe Injury

Other

COLLISIONS BY TYPE & PARTY
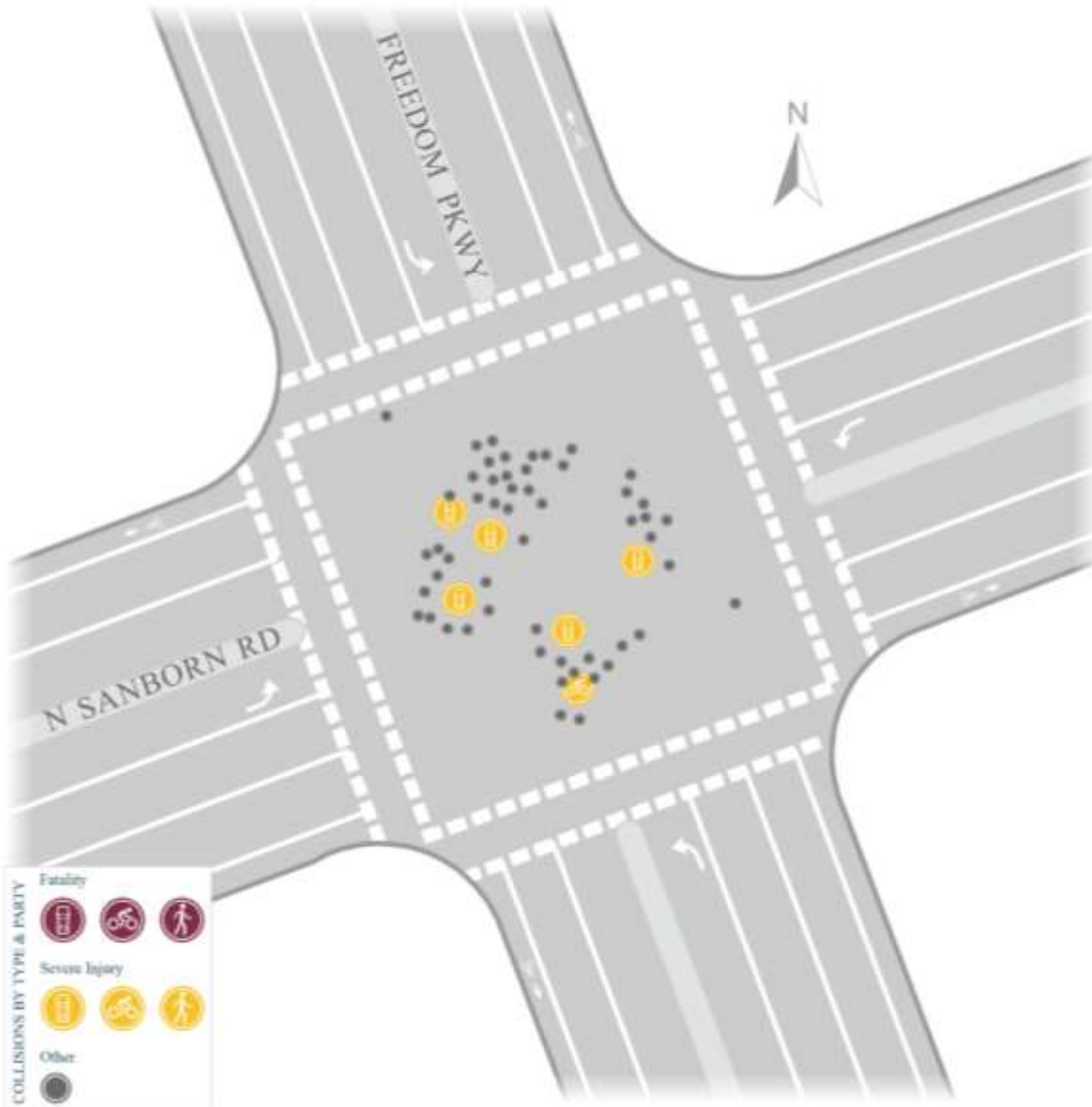
NOTABLE PRIMARY COLLISION FACTORS

AUTO R/W
VIOLATION
44%

TRAFFIC SIGNALS
& SIGNS
24%

UNSAFE SPEED
8%

NOTABLE COLLISION TYPES

BROADSIDE
46%

REAR-END
30%

VEH-PED
8%

HEAD-ON
19%
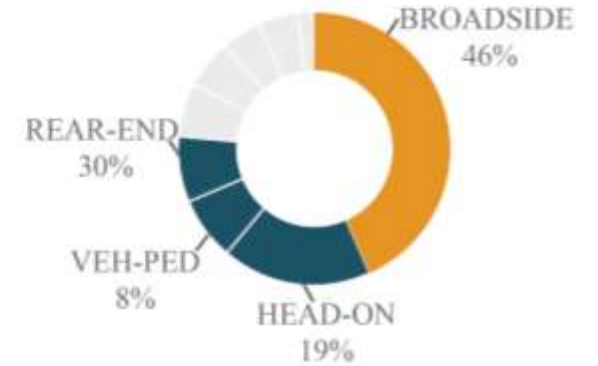
INTERSECTION COLLISIONS RECOMMENDATIONS

Sanborn Road at Freedom Parkway: 2009-2018

North Sanborn at Freedom Parkway recommended countermeasures include signal timing and phasing improvements that provide protected left turn phase, leading pedestrian interval, coordinated signals and traffic control.
An intersection control evaluation is recommended. Increased traffic enforcement or automated red-light enforcement is recommended.

NOTABLE PRIMARY COLLISION FACTORS

RECOMMENDATIONS

AUTO R/W VIOLATION
Protected Left Turns

TRAFFIC SIGNALS & SIGNS
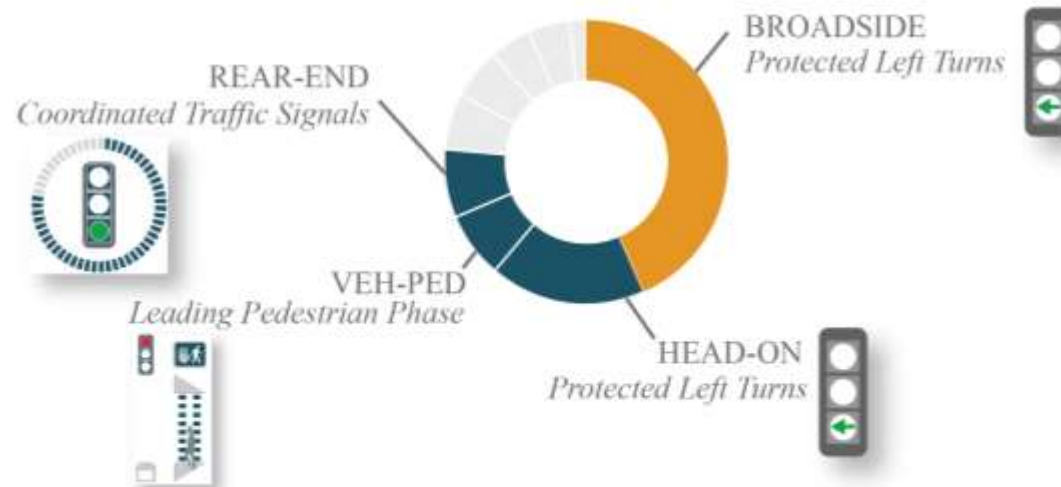*Signal Timing and Phasing*   *Coordinate Traffic Signals*

UNSAFE SPEED
Enforcement

NOTABLE COLLISION TYPES

RECOMMENDATIONS

REAR-END
Coordinated Traffic Signals

VEH-PED
Leading Pedestrian Phase

BROADSIDE
Protected Left Turns

HEAD-ON
Protected Left Turns

Your Feedback is Important

- Vision Zero Online Survey
  - https://arcg.is/0PmLCz

Scan the QR Code
for Online Survey

THE END