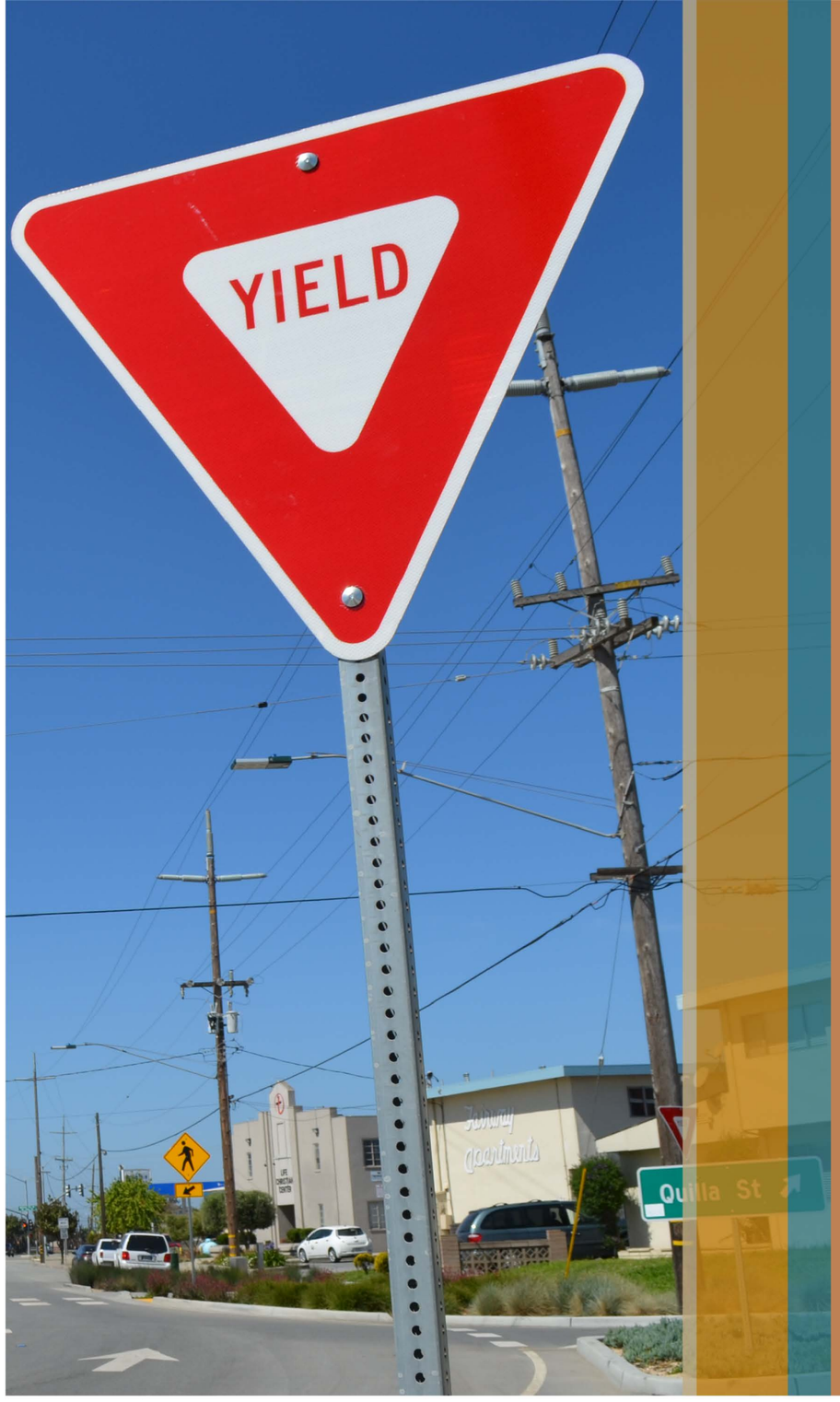
SALINAS VISION ZERO
ACTION PLAN

VISION ZERO
Safe Streets for Salinas

SALINAS



INTRODUCTION

The City of Salinas will work collaboratively in a data-driven effort to eliminate traffic-related fatalities and serious injuries.

To help achieve this goal, the City developed this Action Plan. The Plan uses historic crash data to pinpoint the factors contributing to traffic-related deaths and serious injuries, and identifies countermeasures to address those factors.

Vision Zero is an international traffic safety philosophy that rejects the notion that traffic crashes are simply “accidents”, but instead preventable incidents that can and must be systematically addressed. Through Vision Zero, the City of Salinas and its partners are committed to working together, supported by a comprehensive data-driven process to create safer streets and bring the number of people killed or seriously injured down to zero.

Through Vision Zero, Salinas approaches transportation safety differently; not only addressing site specific improvements but taking a systematic and holistic approach to our transportation environment.

Tackling such a complex challenge requires reaching across multiple disciplines, working together to evaluate data differently, and investing financial and staff resources in transportation safety.

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Welcome To
OLDTOWN
SALINAS
est. 1856
15 FT 3
DO NOT
ENTER
WRONG
WAY
BATAAN
MEMORIAL

LETTER FROM THE LATE MAYOR

To the Salinas community,

As the City continues to grow, addressing traffic safety in Salinas becomes even more critical. We want to ensure that all users of our public streets, pedestrians, bicyclists, transit users, drivers and those with mobility impairments can travel safely, no matter how they choose to travel or where they are going.

One death on a City street is one too many. I am pleased to present the City of Salinas Vision Zero Action Plan, which is committed to eliminating traffic fatalities and serious injuries on our City streets. Crashes are unacceptable and are often preventable through enforcement, education and engineering.

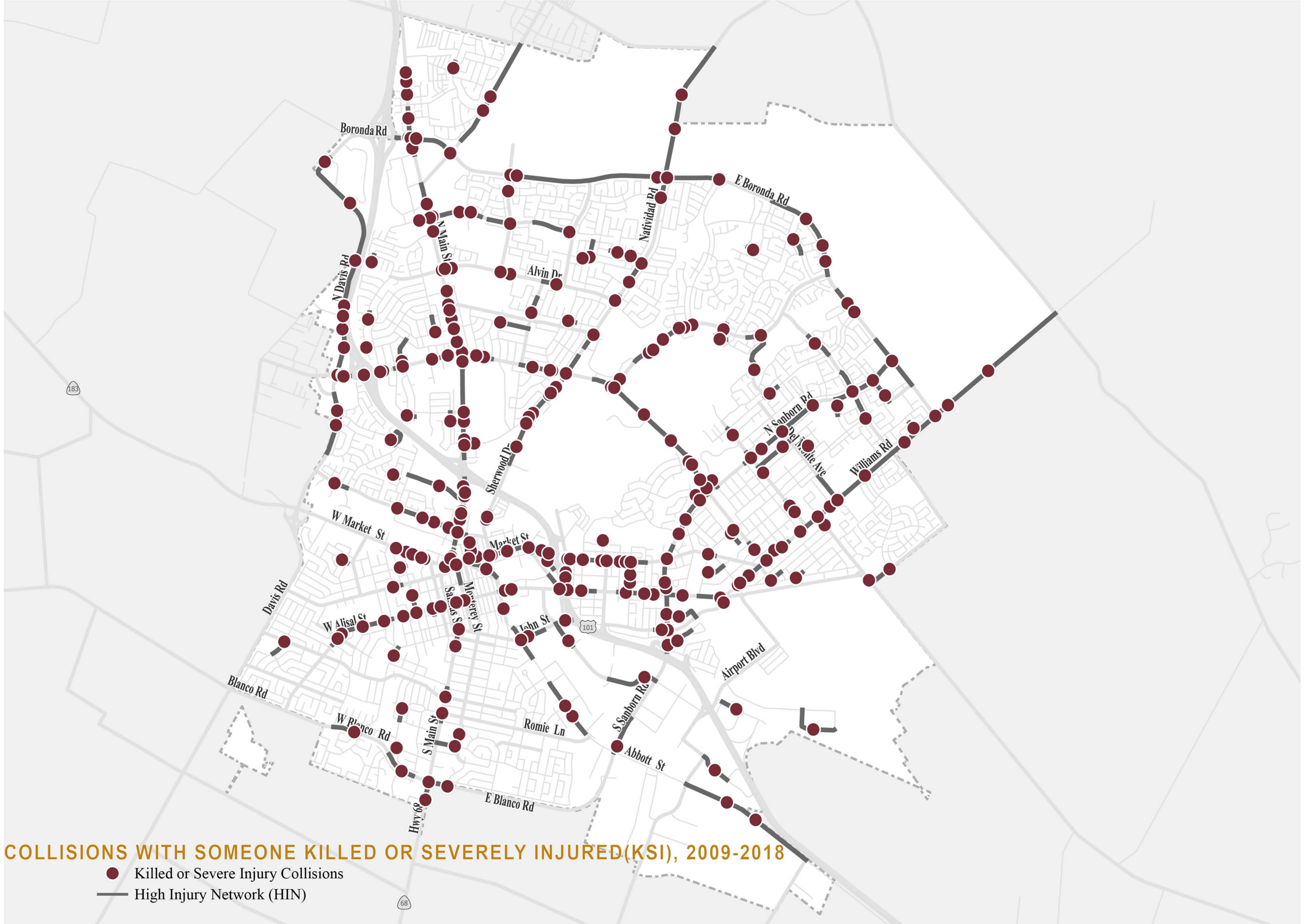
The City is undertaking an effort to develop a Vision Zero Action Plan, a data-driven and comprehensive process to achieve a goal of zero severe injuries and fatalities on our streets. The commitments outlined in this plan, and the actions the City will undertake to achieve them, will help strengthen and provide more opportunities for residents to prosper in a healthy, sustainable, and safe community.

Achieving Vision Zero is critically important. I am grateful to the City Council for its leadership, the hard work of City Staff and our community's participation in the planning process to make our community even stronger, and above all, a safer City.

Respectfully,

City of Salinas Late Mayor

Joe Gunter



COLLISIONS WITH SOMEONE KILLED OR SEVERELY INJURED(KSI), 2009-2018

Killed or Severe Injury Collisions

High Injury Network (HIN)

A CALL TO ACTION

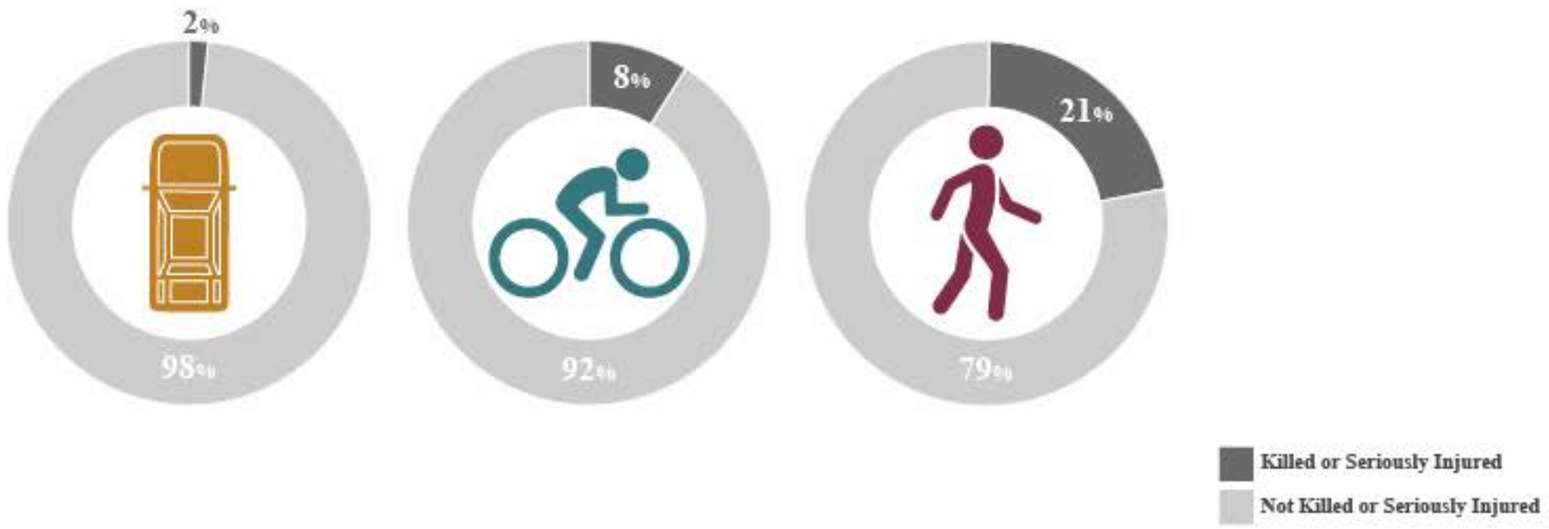
Between 2009 and 2018, sixty-two (62) lost their lives while traveling on Salinas streets. Included in these fatalities were people walking and cycling. These individuals are from all neighborhoods of Salinas, and they cross geographic and demographic boundaries. These deaths have resulted in tragic personal loss for family and friends and significantly impact the Salinas community.

Tragedies and fatalities caused by vehicle collisions can be prevented by taking a proactive approach that prioritizes traffic safety. The loss of life extends beyond personal loss to deep community impacts, it includes personal economic costs and emotional trauma to those suffering; and significant taxpayer spending on emergency response and long-term healthcare costs. Without safe streets there is no true freedom of mobility, and as a result we compromise our public health with increasing sedentary diseases and higher carbon emissions.

Traditionally, traffic-related deaths and severe injuries have been considered inevitable. Culturally we often hear of traffic-related deaths and severe injuries which have resulted from traffic "accidents", seeming to suggest that these occurrences are an inevitability for which no preventable solutions exist. However, vehicle collisions are often the result of individual decisions, driver behavior or the physical environment and the reality is that many of the incidents are preventable and are not inevitable.

TRAVEL AND COLLISION BY MODE

SHARE OF VICTIMS WHO WERE KILLED OR SEVERELY INJURED BY MODE



A FOCUS ON FATALITIES AND SEVERE INJURIES

Focusing on fatal and severe injury collisions in Vision Zero acknowledges the outsized impact of these crashes. Fatal and severe injuries resulting from a traffic crash can result in multiple types of catastrophic impacts including permanent disability, lost productivity and wages, ongoing medical expenses, and emotional suffering. The City's effort on making improvements that target prevention of fatal and severe injury collisions support the greatest benefit to fulfill the City's commitments to health and safety.

975-B
20

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. It is a policy that acknowledges that traffic deaths are preventable. A Vision Zero Action Plan sets a goal of eliminating traffic fatalities and severe injuries with clear measurable strategies. The strategy is a multidisciplinary approach that brings together a diverse set of stakeholders to address the complex problem of traffic safety and to achieve the shared goal of zero fatalities and severe injuries.

Vision Zero is a significant departure from the traditional approach to traffic safety in two major ways:

1. Vision Zero recognizes that people will sometimes make mistakes and integrates human failure in its approach. Traffic safety becomes the priority over other transportation considerations to ensure those mistakes do not result in fatalities or severe injuries.

2. Vision Zero is a multidisciplinary approach, bringing together different stakeholders to address the complex problem of traffic safety. Vision Zero acknowledges that many factors contribute to safe mobility including roadway design, traffic speeds, behaviors, technology, and policies. Vision Zero sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

WHY VISION ZERO?

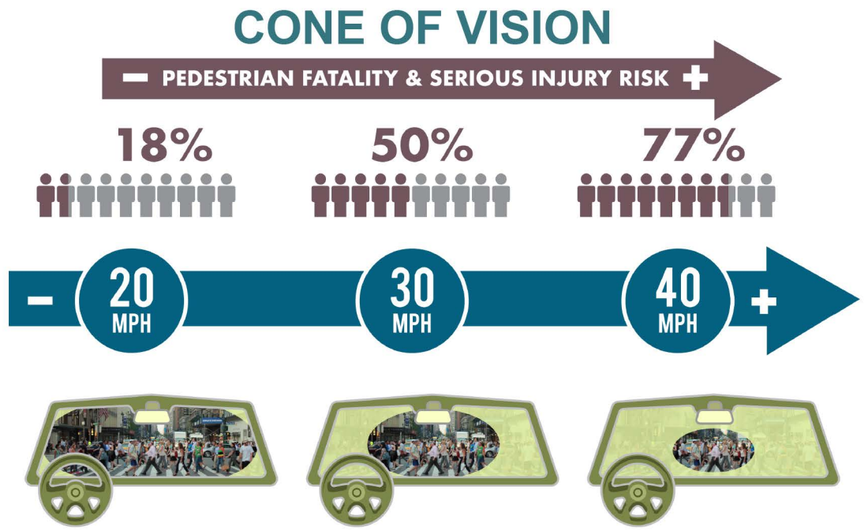
The City of Salinas is willing to do what is necessary to work towards the goal of eliminating traffic deaths and serious injuries. Only by changing the approach to transportation safety with bold interventions can the City improve one of its largest preventable public health crises.

The City of Salinas is regularly working to increase the availability of safe and comfortable multi-modal transportation choices, reduce carbon emissions, improve public health through increased physical activity, and improve quality of life for all. The adoption of the Vision Zero policy and Action Plan provides the road map to make City streets safe for all transportation modes.

VISION ZERO
Safe Streets for Salinas

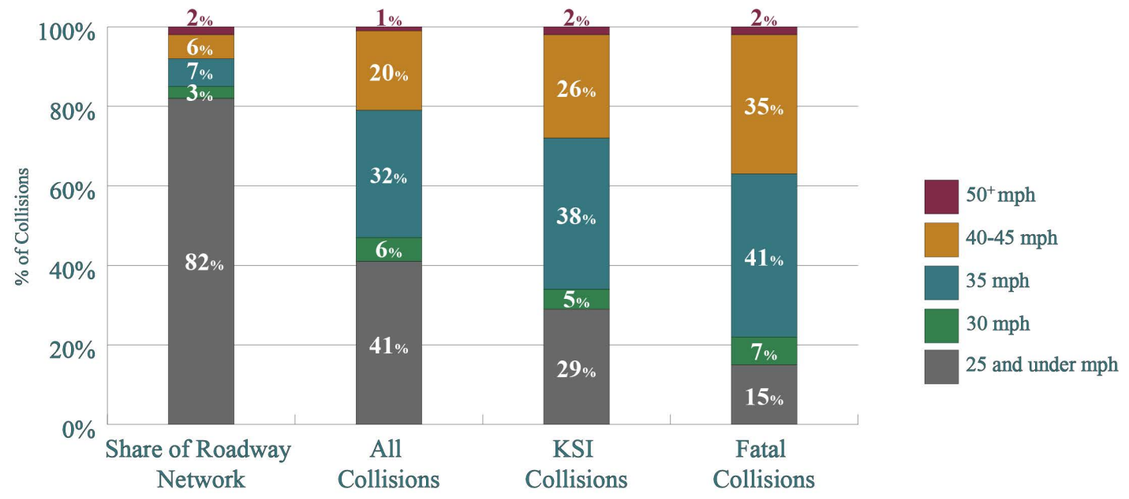
SPEED KILLS

A major component of Vision Zero is the recognition that speeding kills and has an outsized impact on collision severity.
In the City of Salinas 53% of all collisions and 66% of KSI collisions occur on city streets where the posted speed is 35 mph and greater. Reduction of traffic speed can be accomplished when streets are designed to reflect a range of different modes of transportation. Along with street design, public education, and targeted enforcement efforts will assist in reducing the number of people being killed or severely injured throughout the streets of Salinas.



(AARP Impact Speed and a Pedestrian's Risk of Severe Injury or Death 2011, p. 1)

POSTED SPEED OF ROADWAYS AND SEVERITY OF COLLISIONS



E Alisal
STOP
DOT
OLICE

VISION ZERO STATEMENT

Traffic safety impacts our community, neighborhoods, health, and quality of life. No fatality or serious injury is acceptable on City streets because traffic collisions are preventable and can be addressed through education, enforcement, and engineering.

VISION ZERO
Safe Streets for Salinas

Guiding Principles

- Public safety is paramount and the top priority. Safety takes precedence over travel delays, speeds, congestion, and convenience.
- Traffic deaths and serious injuries are preventable and unacceptable.
- Actions towards Vision Zero is a culture change requiring a comprehensive, collaborative, and equitable approach through education, enforcement, and engineering.
- Data driven analysis will lead to influence actions towardsVision Zero.
- Vision Zero will be ongoing, and will routinely measure the performance against the Vision Zero Action Plan objectives every 5 years.
- Provide safety for vulnerable users, such as pedestrians and bicyclists.

HALL
COUNCIL CHAMBER ROTUNDA

VISION ZERO RESOLUTION

Background

A. Traffic safety impacts our community, neighborhoods, health, and quality of life in Salinas.

B. Between 2009-2018 sixty-two (62) individuals died in traffic collisions in Salinas.

C. Collisions where someone was killed or seriously injured while walking or biking on Salinas streets has increased by 66%*.

D. Although annual traffic collisions have decreased by 27%, there is a 7% increase in the number of KSI collisions*.(see page B2 in the Technical Appendix)

*Comparing 2009 and 2018 data

Resolution

On February 11, 2020 the Salinas City Council approved a Resolution (No. 21790) adopting a Vision Zero Policy, specifically: A clear goal of eliminating traffic fatalities and severe injuries on City streets.

- Human life is our highest priority. Traffic deaths and serious injuries are preventable, and a public health issue that must be addressed.
- Fatal and serious injuries on Salinas streets can be addressed through engineering, enforcement, and education.
- SalinasVision Zero is a collaborative effort to eliminate traffic fatalities and serious injuries.
- Actions towards Vision Zero will be data driven based on available collision data.
- Evaluation of reaching the goal to eliminate traffic fatalities and serious injuries will be ongoing, measuring performance against the Vision Zero Plan objectives. The Vision Zero Action Plan will be updated every 5 years.

Boronda Rd
E Boronda Rd
Natividad Rd
N Main St
N Davis Rd
Alvin Dr
183
Sherwood Dr
N Sanborn Rd
Del Monte Ave
Williams Rd
W Market St
Market St
Davis Rd
W Alisal St
Salinas St
Monterey St
John St
101
Airport Blvd
Blanco Rd
W Blanco Rd
S Main St
Romie Ln
S Sanborn Rd
Abbott St
E Blanco Rd
Hwy 68
68
HIGH INJURY NETWORK
High Injury Network

CRASH TRENDS

Study Methodology

Vision Zero is a data-driven process. While developing the Action Plan, the City analyzed traffic collisions that occurred on City streets focusing primarily on fatalities or severe injuries for the years 2009 through 2018.This granted the City access to identify historic collision trends and high-risk locations. This information is utilized to provide the primary data to support key analyses.

75%
of Salinas elementary, middle, and high schools are within **a quarter of a mile** of the High Injury Network.

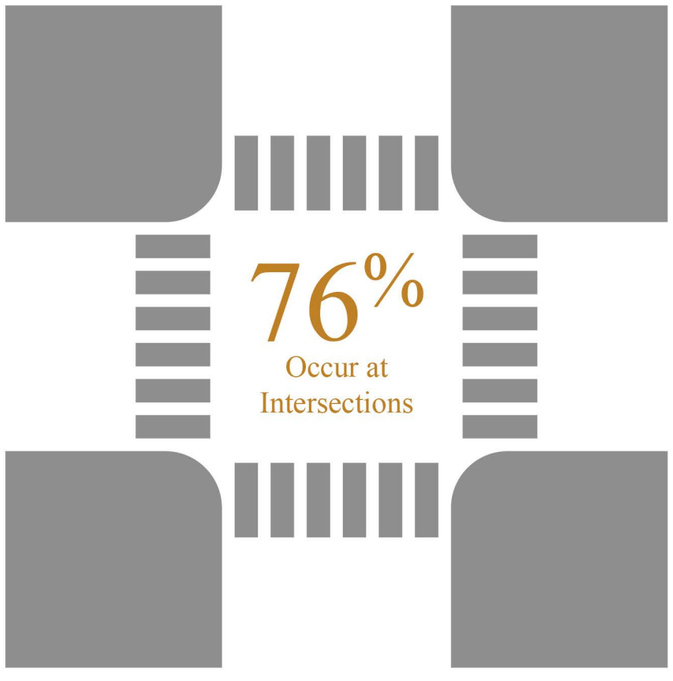
High Injury Network

53%
of all crashes occur on the HIN, which accounts for **12%** of Salinas roadways.

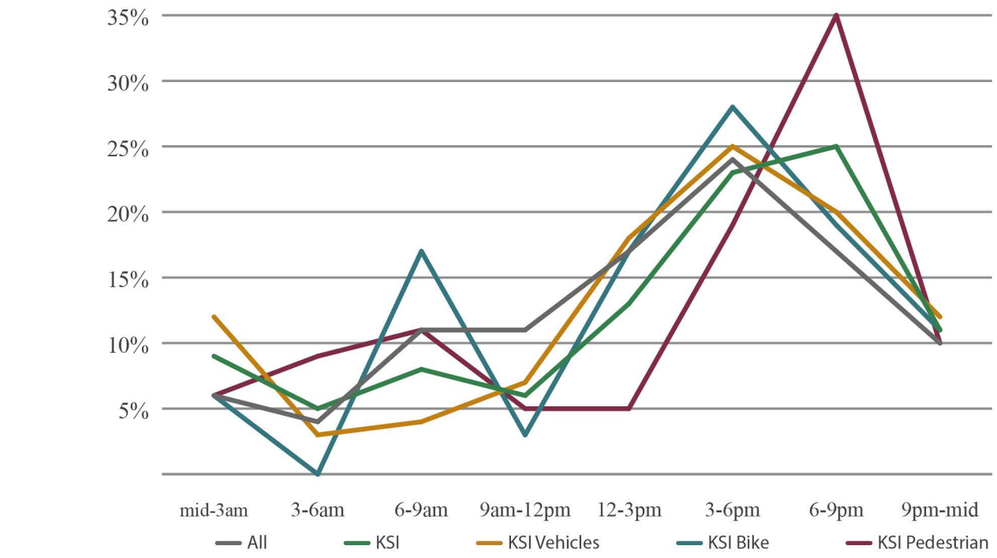
The City developed a High Injury Network, which identifies roadways with the highest level of fatal and severe injury traffic collisions for pedestrians, bicyclists, and motorists. There are 305 centerline miles of roadway within Salinas, but KSI collisions do not occur on the majority of the roads. By developing the HIN, the City is able to focus safety improvements on priority corridors where the most serious traffic collisions occur with the most frequency.

CRASH STATISTICS

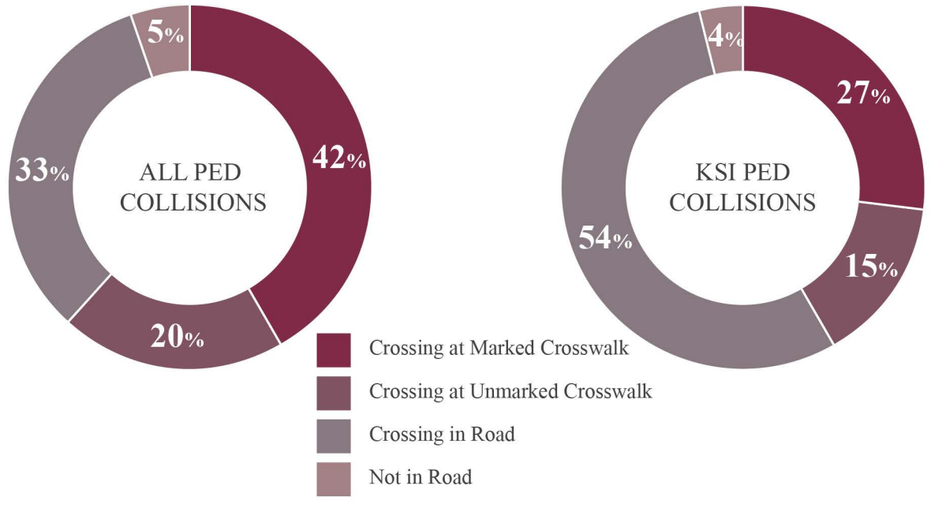
SHARE OF COLLISIONS THAT OCCURED AT INTERSECTIONS



SHARE OF COLLISIONS BY TIME OF DAY



PEDESTRIAN LOCATION AT TIME OF COLLISION



COLLISION PROFILES & COUNTERMEASURES TOOLBOX

The City developed ten collision profiles to represent the top patterns of KSI collisions occurring throughout the City of Salinas over a ten-year period (2009-2018). These collision profiles represent different types of collision characteristics, such as speed related, location of pedestrian at collision, broadside involvement with bicycle, or alcohol involved related collisions.

In the following pages the ten collision profiles are presented with details and key countermeasures. There are three key countermeasures per collision profile directed to address the trend and minimize its effect on collisions.

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)	-
Total of KSI Collisions	334	169	36	129

PROFILE 1:
Pedestrian Action

FACTORS

»Pedestrian collisions

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

STATS

129 KSI Collisions

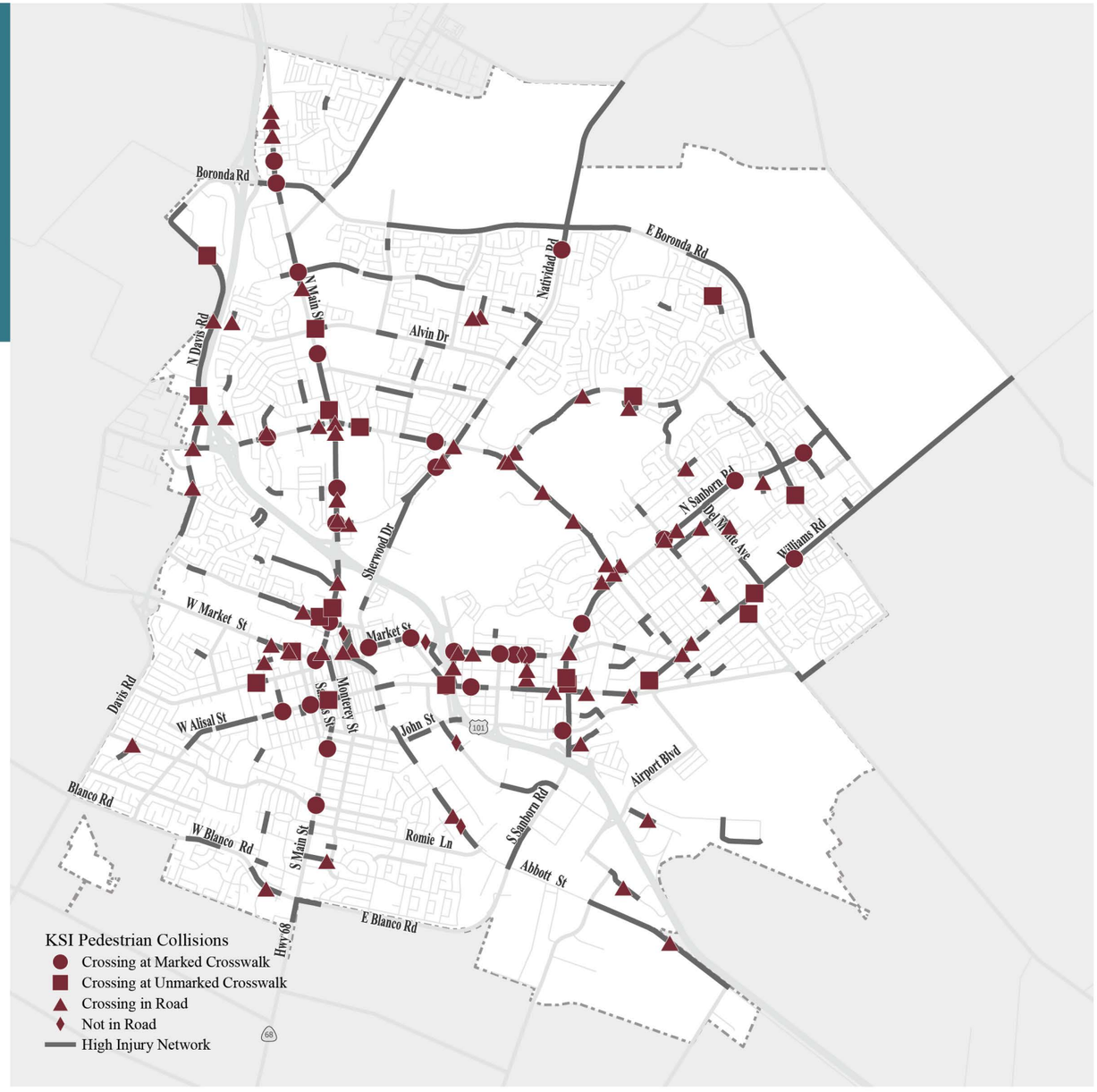
»Accounts for **39%** of all KSI Collisions

COUNTERMEASURES

Pedestrian-Activated Crosswalk Warning Beacon

High Visibility Crosswalks

Pedestrian Hybrid Beacon



PROFILE 2:
Broadside Collisions

FACTORS

- Collision Type was reported as "Broadside"
- Definition: When one motor vehicle impacts another vehicle or bicycle close to an angle of 90 degrees

STATS

92 KSI Collisions

- Accounts for **28%** of all KSI Collisions
- **30%** of these collisions occured at a signalized intersection

COUNTERMEASURES

Reduce Parking at Intersections

Intersection Control

Raised Median and Street Trees

PROFILE 3:

Alcohol Involved Collisions

FACTORS

- Sobriety as reported by officer included HBD(Had Been Drinking)

STATS

77 KSI Collisions

- Accounts for **23%** of all KSI collisions and **22%** of KSI pedestrian collisions

COUNTERMEASURES

Traffic Education and Outreach

Enforcement

PROFILE 4:

Pedestrian Violation Collisions

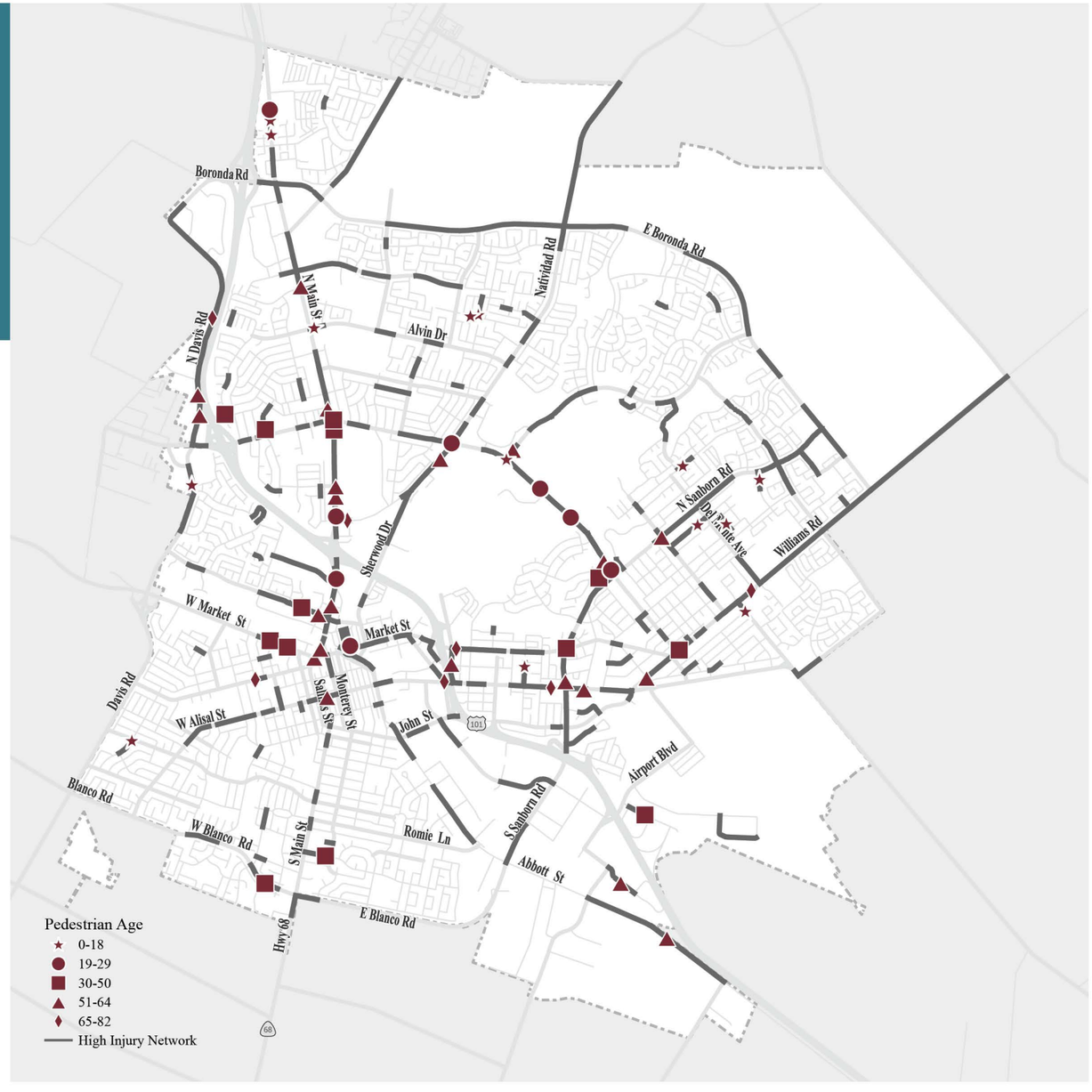
FACTORS

»Definition: Pedestrian collisions

STATS

66 KSI Collisions

»Accounts for **20%** of all KSI collisions and **51%** of KSI pedestrian collisions



COUNTERMEASURES

Traffic Education and Outreach

Accessible Pedestrian Signal

High Visibility Crosswalks

PROFILE 5:

Auto R/W Violation Collisions

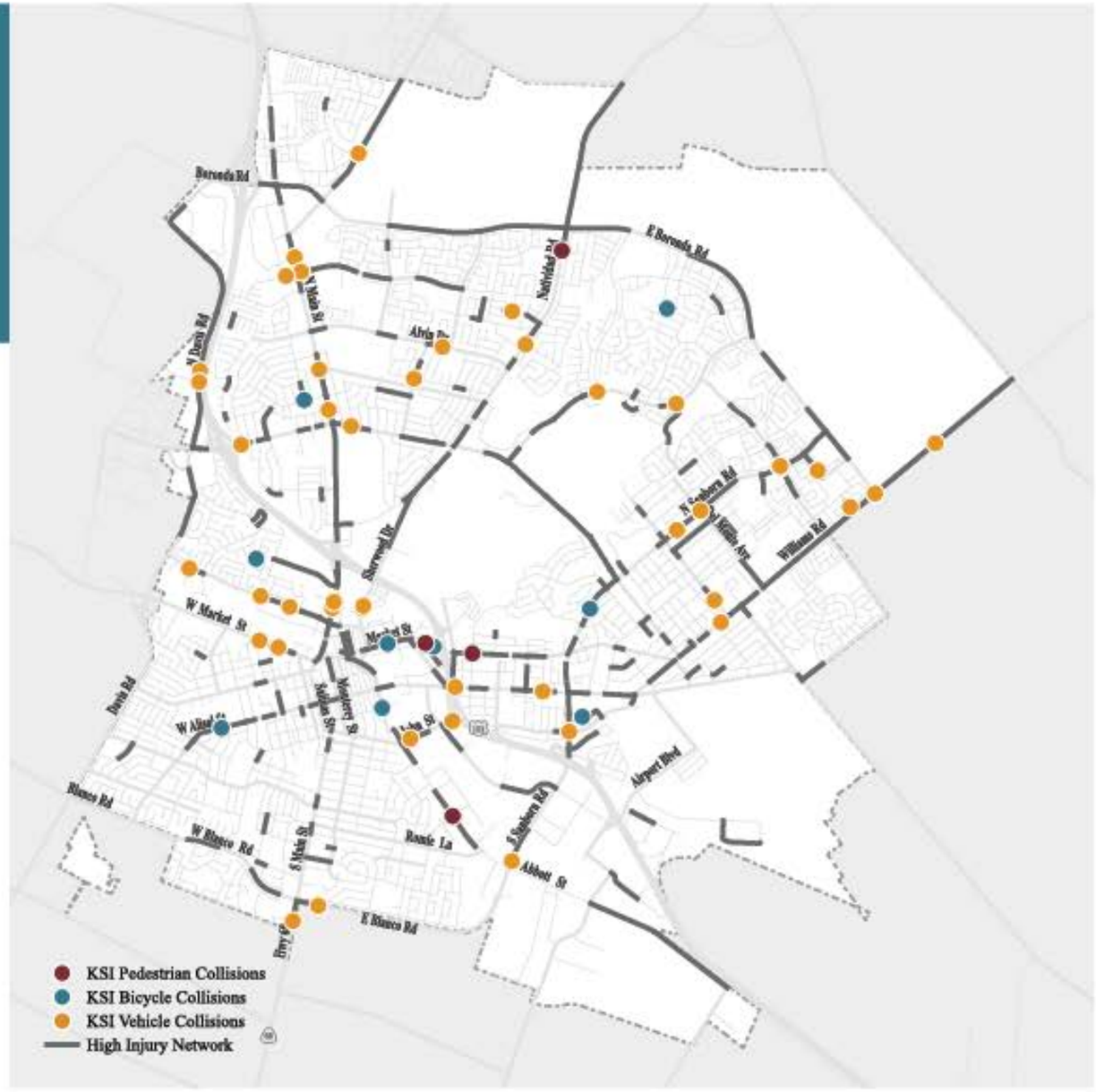
FACTORS

»Cause was reported as "Auto R/W Violation"

STATS

59 KSI Collisions

»Accounts for **18%** of all KSI Collisions



COUNTERMEASURES

Raised Median and Street Trees

Intersection Control

Lane Reduction

PROFILE 6:

Head-On Collisions

FACTORS

- Collision Type was reported as "Head-On"
- Collisions at signalized intersctions were 100ft or less of the intersection

STATS

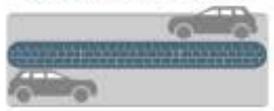
41 KSI Collisions

- Accounts for **12%** of all KSI Collisions
- **29%** of these collisions occured at a signalized intersection

COUNTERMEASURES

Vehicle Speed Feedback Sign

Raised Median



Intersection Control

PROFILE 7:

Unsafe Speed Collisions

FACTORS

»Cause was reported as "Unsafe Speed"

STATS

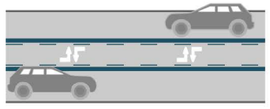
31 KSI Collisions

»Accounts for **9%** of all KSI Collisions

COUNTERMEASURES

Vehicle Speed Feedback Sign

Lane Reduction



Enforcement

SALINAS 1872 POLICE

PROFILE 8:
Rear-End Collisions

FACTORS

- Collision Type was reported as "Rear-End"

STATS

27 KSI Collisions

- Accounts for **8%** of all KSI Collisions

COUNTERMEASURES

Adaptive Traffic Signal Control

Signal Timing and Phasing Improvements

Enforcement

PROFILE 9:

Improper Turning Collisions

FACTORS

- Cause was reported as "Improper Turning"

STATS

27 KSI Collisions

- Accounts for **8%** of all KSI Collisions

COUNTERMEASURES

Lane Reduction

Intersection Control

Raised Median and Street Trees

PROFILE 10:

Broadside Involved with Bicycle

FACTORS

»Collision Type was reported as "Broadside"

STATS

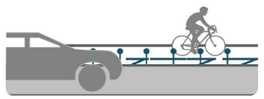
20 KSI Collisions

»Accounts for **6%** of all KSI collisions and **56%** of KSI bicycle collisions

»**25%** of these collisions occured at a signalized intersection

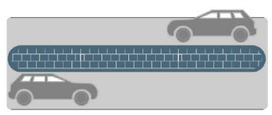
COUNTERMEASURES

Protected Bike Lane



Reduce Parking at Intersections

Raised Median



EXISTING EFFORTS

The City, alongside with developing this action plan and adopting the Vision Zero policy, is working on projects that aim to accomplish the goal of eliminating fatalities and severe injuries in Salinas streets. Those projects include, but not limited to, Bardin Road Safe Routes to School, Downtown Complete Streets, and Alvin Drive Safe Routes to School. In addition, the City has developed other Plan documents with focus similar to Vision Zero such as the Chinatown Revitalization Plan and the Alisal Vibrancy Plan. Safe Routes to School is a program tailored towards providing safe walkable and biking paths with designed countermeasures related to effectively reducing KSI collisions on City streets.

Bardin Road Safe Routes to School: A "Complete Streets" project that includes a dual roundabout system, buffered bike lanes, pedestrian crossing enhancements, pedestrian path improvements, and a road diet. Project limits are Bardin Rd.-Williams Rd. to Sconberg Pkwy., E. Alisal St.-Tampa St. to Bardin Rd., and a portion of Alisal Rd. east of city limits.

Downtown Complete Streets: A "Complete Streets" project that includes the enhancement for usability of streets for all users, pedestrian, transit users, bicyclists and drivers. Project includes an enhanced signal system. Project limits are Alisal St.-Blanco Rd. to Front St., Lincoln Ave.-Alisal St. to W. Market St.(SR183)

Alvin Drive Safe Routes to School: This project includes a multi-modal "complete street" corridor that provides improvements to bicycle and pedestrian facilities. A road diet is planned on Alvin Dr. - Main St. to Natividad Rd. Bicycle facilities on Maryal Dr., Linwood Dr., Chaparral St. In addition, it provides pedestrian ramps and crosswalk at key locations.

CHINATOWN
Revilization Plan
PART OF VISIÓN SALINAS

Chinatown Revitalization Plan: This plan proposes many goals such as, upgrading sidewalks and pedestrian crossings, new bike lanes, and improving bus service. The goals aim to provide a pedestrian-friendly environment and promote walkability.

ALISAL
Vibrancy Plan
PART OF VISIÓN SALINAS

Alisal Vibrancy Plan: The Alisal Vibrancy Plan will create safe, livable, and inviting environments for pedestrians, bicyclists, motorists, and public transit users of all ages and abilities. Directing investments to improve sidewalks, bicycle facilities, and pedestrian crossings will increase the mobility of residents, including youth and people without cars.

Safe Routes to School

Salinas Safe Routes to School: The goal of the project is to improve safety for students biking and walking to 44 schools in Salinas. Proposed recommendations would include infrastructure recommendations such as new sidewalks, improved crosswalks, and signage, as well as, program recommendations such as bike and pedestrian safety education, crossing guards, drop-off zone management, and school carpooling.

FREMONT
ELEMENTARY

ACTION PLAN

The City's collision trends and collision profiles allow the City of Salinas to begin taking action towards eliminating fatal and severe injury collisions. The compiled collision data is plotted on a map to identify locations where collisions or specific collision types occur at the highest frequencies. This approach allows the City to focus on these Emphasis Areas, listed below, in the network to address high priority crash types and risk factors. The City will work towards accomplishing this goal through targeted investments strategically tailored and directed towards the High Injury Network, as well as the Emphasis Areas identified below. The City will continue to implement recommendations from the Action Plan and its updates until we achieve the Vision Zero goal of eliminating all fatalities and severe injuries on Salinas streets.

The technical appendix includes the descriptions and recommendations for each of the Emphasis Areas. The recommendations for each of the locations will be improvements that the City has put together to effectively minimize the number of fatal and severe injuries throughout the City of Salinas.

Emphasis Areas

High Collision Corridors:
Focuses on prioritizing where high number of KSI collisions have occurred on corridors.

High Collision Intersections:
Focuses on prioritizing where high number of KSI collisions have occurred on intersections.

Pedestrian Involved Intersections:
Focuses on prioritizing where high number of pedestrian KSI collisions have occurred.

Bicycle Involved Corridors:
Focuses on prioritizing where high number of bicycle KSI collisions have occurred

Alcohol Involved Corridors:
Focuses on prioritizing corridors where high number of KSI collisions occurred with some amount of alcohol involved from any party.

Nearby Schools Locations:
Focuses on prioritizing locations where high number of KSIcollisions occurred nearby school

HIGH COLLISION CORRIDORS

1. East Market Street
2. Williams Road
3. East Laurel Drive
4. East 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

HIGH COLLISION INTERSECTIONS

1. North Sanborn Road at Freedom Parkway
2. North Sanborn Road at Garner Avenue
3. Boronda Road at North Main Street
4. North Main Street at 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

PEDESTRIAN INVOLVED INTERSECTIONS

1. North Sanborn Road at Garner Avenue
2. East Alisal Street at Griffin Street
3. North Main Street at Lamar Street

BICYCLE INVOLVED CORRIDORS

1. East Market Street
2. West Laurel Drive
3. Natividad Road

ALCOHOL INVOLVED CORRIDORS

1. East Market Street
2. East Laurel Drive
3. Williams Road

NEAR SCHOOLS LOCATIONS

1. Martin Luther King, Jr. Elementary
2. Sacred Heart School
3. Alisal High School

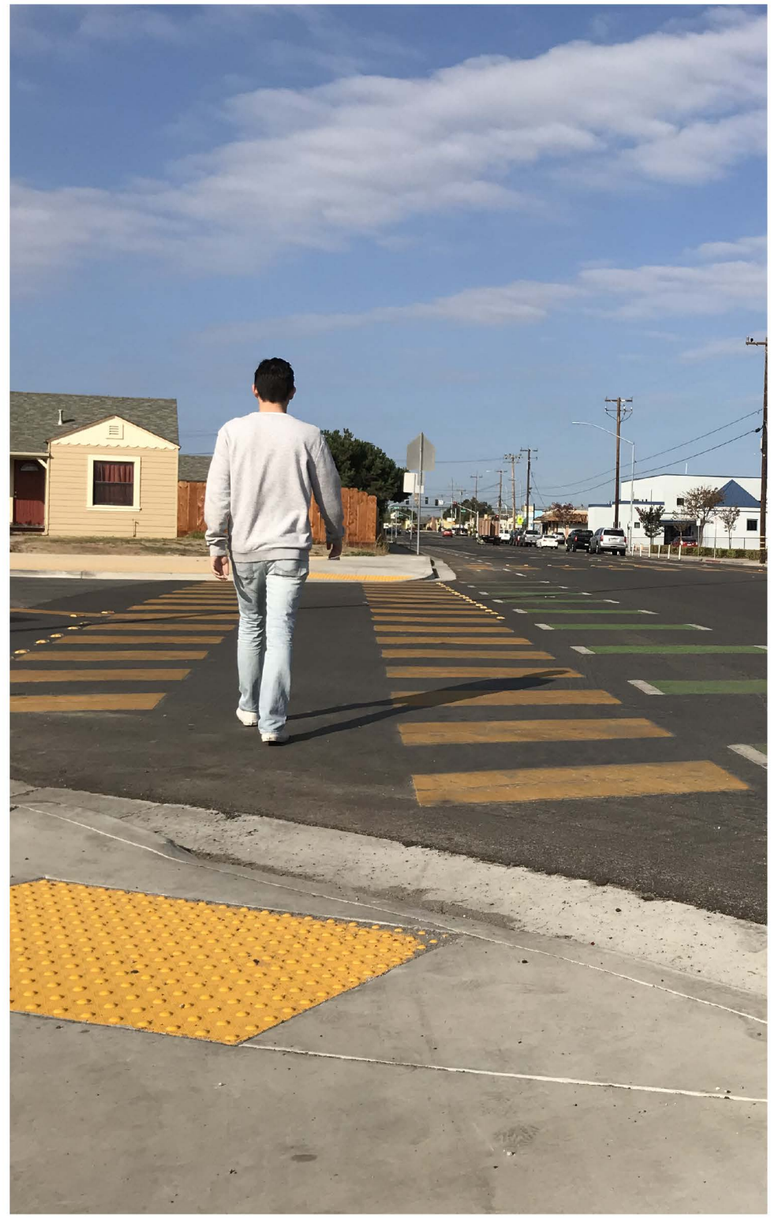
IMPLEMENTATION PLAN

Vision Zero implementation will involve a committed Vision Zero Task Force, comprised of City departments, the local community, and partner organizations. The project team has identified a set of key actions to serve as a roadmap towards Vision Zero. Each action is assigned a timeframe and a metric to measure progress. Short-term actions could be implemented within 2 years; medium-term actions could be completed within 2 to 5 years; long-term actions could be implemented within 5 to 10 years; and ongoing actions will be operational changes which will continue to develop over time.

Meeting the City's Vision Zero goal requires immediate action, yet it allows for feasible implementation with incremental improvements over the years. The actions in this plan should be evaluated and refined on an on-going basis, and their successful implementation depends upon funding availability.

The Implementable Actions are organized into four action areas:

1. Vision Zero Program
   Focuses on bringing Vision Zero to the table
2. Street Design and Operation
   Focuses on designing and implementing based on Vision Zero analyses
3. Behavioral Change
   Focuses on targeting and educating public on street changes
4. Vulnerable Road Users
   Focuses on designing and implementing for bicycle and pedestrian



VISION ZERO ACTIONS

IMPLEMENTATION ACTION	DEPARTMENT/ORGANIZATION	TIMEFRAME
1 Vision Zero Program		
1.1 Integrate Vision Zero principles into City, community group, and stake holder meetings	City Council, Neighborhood Associations, Public Works Department, Neighborhood Services (LCS)	Ongoing
1.2 Identify permanent dedicated funding sources for Vision Zero implementation and coordination	City Council, Public Works Department	Medium-Long
1.3 Incorporate Vision Zero principles into future City plans, specifically the General Plan Update	Community Development Department, Public Works Department	Short
1.4 Update and publish the Vision Zero Action Plan every five years to measure progress against the goals of the Vision Zero	Public Works Department	Ongoing
1.5 Provide online, interactive collision data map and website	GIS Division, Public Works Department, City Manager's Office	Short-Medium
1.6 Develop a workshop on how to best communicate traffic collisions and roadway safety concepts	City Manager's Office, Public Works Department, Police Department	Short-Medium

VISION ZERO ACTIONS

IMPLEMENTATION ACTION	DEPARTMENT/ORGANIZATION	TIMEFRAME
2. Street Design and Operation		
2.1 Develop designs and secure grant funding for high priority High Collision Corridors and High Collision Intersections	Public Works Department	Medium-Long
2.2 Develop a priority list on specific segments from the High Injury Network	Public Works Department	Short-Medium
2.3 Install low-cost safety improvements that includes new road markings, signs, and minor signal modifications with planned maintenance projects	Public Works Department	Short-Medium
2.4 Update signal timing and phasing to accommodate for all modes of transportation	Public Works Department, Traffic Division	Short
2.5 Update City street design standards to reflect complete street principles	Public Works Department	Short
2.6 Establish internal process for Vision Zero countermeasures to be evaluated and implemented, where feasible, on projects on the HIN	Public Works Department	Medium-Long

VISION ZERO ACTIONS

IMPLEMENTATION ACTION	DEPARTMENT/ORGANIZATION	TIMEFRAME
2.7 Require that new development incorporate Vision Zero principles for any new road construction	Community Development Department, Public Works Department	Short
2.8 Require that any redevelopment contribute to street safety improvements required to meet the demand generated by the project	Community Development Department, Public Works Department	Short-Medium
2.9 Whenever possible, in new or re-development projects, reduce the number of driveways and access points on arterial streets	Community Development Department, Public Works Department	Ongoing
3. Behavioral Change		
3.1 Launch high-visibility education campaigns against speeding, distracted driving, impaired driving, and other high-risk behaviors. Campaign will focus on HIN corridors	Salinas Police Department, Transportation Agency of Monterey County, County of Monterey	Short-Medium
3.2 Increase the use of vehicle speed feedback signs to discourage speeding	Public Works Department, Police Department	Short
3.3 Explore opportunities to expand free or subsized transit fares during holidays and for special events	Monterey-Salinas Transit	Short-Medium

VISION ZERO ACTIONS

IMPLEMENTATION ACTION	DEPARTMENT/ORGANIZATION	TIMEFRAME
3.4 Develop public promotional campaign to encourage late-night transit, taxi, rideshare, and other services to provide alternatives to impaired driving	Salinas Police Department, County of Monterey	Long
3.5 Deter impaired driving by targeting education and outreach at or near alcohol-serving establishments	City Manager's Office, Salinas Police Department, County of Monterey	Medium-Long
3.6 Integrate Vision Zero policies into Police Academy curriculum and in-service Police Officer Training	Salinas Police Department	Long
3.7 Create targeted enforcement campaigns where collision trends indicate traffic enforcement is needed	Salinas Police Department	Medium-Long
3.8 Utilize automated enforcement technology where feasible	Salinas Police Department	Long
3.9 Provide adequate staffing and dedicated funding for the traffic enforcement unit to patrol and enforce traffic regulations on City streets	Salinas Police Department, City Manager's Office	Ongoing

VISION ZERO ACTIONS

IMPLEMENTATION ACTION	DEPARTMENT/ORGANIZATION	TIMEFRAME
4. Vulnerable Road Users		
4.1 Install, upgrade or remove pedestrian crossing treatments on the HIN	Public Works Department	Short-Medium
4.2 Upgrade Pedestrian Push buttons to most recent standards of all traffic signals	Public Works Department	Ongoing
4.3 Develop targeted education for drivers to increase safety for pedestrian 60+	City Manager's Office, Recreation and Community Services	Short-Medium
4.4 Upgrade to high-visibility crosswalks near schools	Public Works Department	Short-Medium
4.5 Develop and implement projects that improve bicycle and pedestrian safety related to turning vehicles at intersections	Public Works Department	Long
4.6 Continue building and improving the bikeway and pedestrian network consistent with the Bicycle Master Plan and Pedestrian Master Plan	Public Works Department	Medium

ACKNOWLEDGEMENTS

ELECTED OFFICIALS

Kimbley Craig, Mayor

Council Members

Carla Viviana Gonzalez (District 1)

Tony Barrera (District 2)

Steve McShane (District 3)

Orlando Osornio (District 4)

Christie Cromeenes (District 5)

Anthony Rocha (District 6)

CITY OF SALINAS DEPARTMENTS

Public Works Department

Community Development Deaprtment

Fire Department

Police Department

VISION ZERO TASK FORCE

Monterey County Health Department

Salinas Police Department

Monterey County Blue Zones Project

Transportation Agency for Monterey County – Technical Advisory Committee

Transportation Agency for Monterey County – Bicycle and Pedestrian Committee

Alisal Union School District

Salinas City Elementary School District

Salinas Union High School District

Santa Rita Union School District

SALINAS VISION ZERO
TECHNICAL APPENDIX

SALINAS

VISION ZERO
Safe Streets for Salinas

SALINAS
RICH IN LAND | RICH IN VALUES

TECHNICAL APPENDIX

A. Summary of Public Engagement

B. Summary of Collision Trends

C. Collision Profiles and Countermeasure Pairing

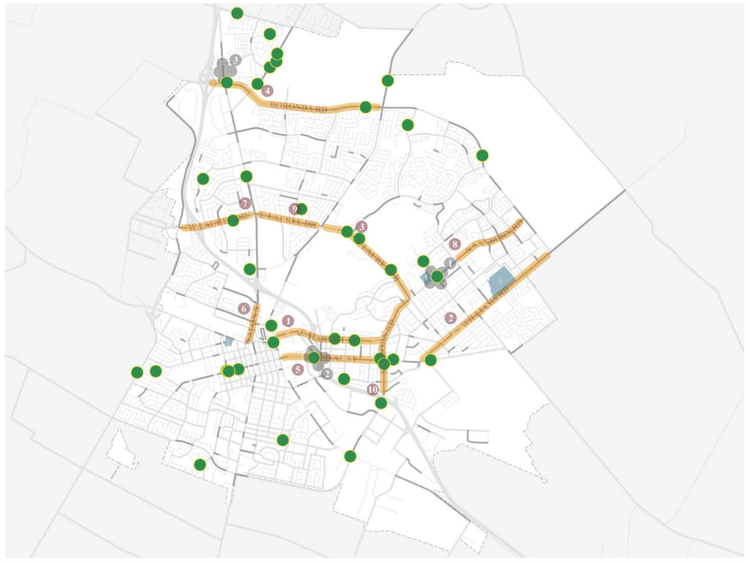
D. Emphasis Area Cut Out Sheets

A. SUMMARY OF PUBLIC ENGAGEMENT

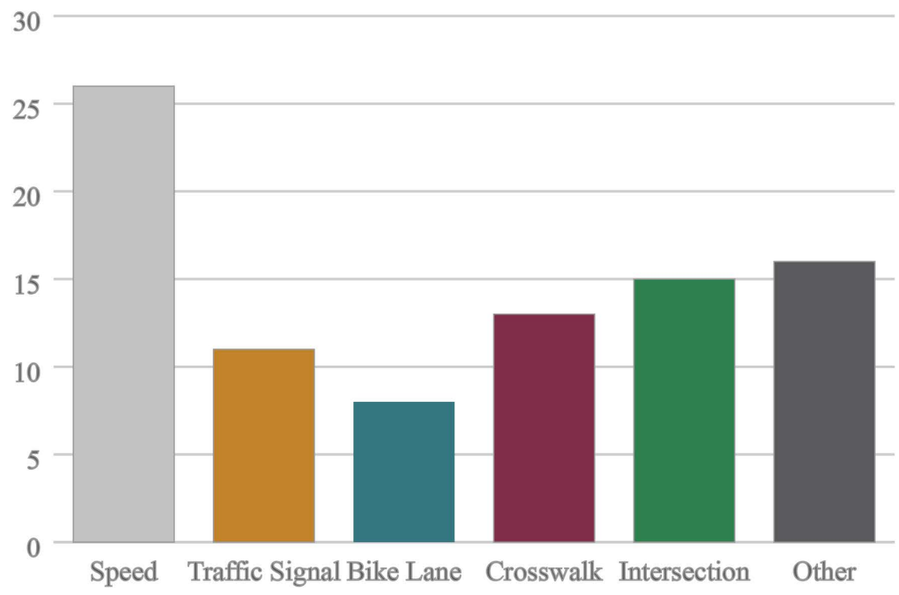
The City of Salinas posted a survey for the Vision Zero Plan to provide the public the ability to comment on emphasis locations and the issue found within those locations. The survey was posted online and open for public feedback from Late-Sept to end of year 2020.

This section discusses the online survey and the results based on what the City received.

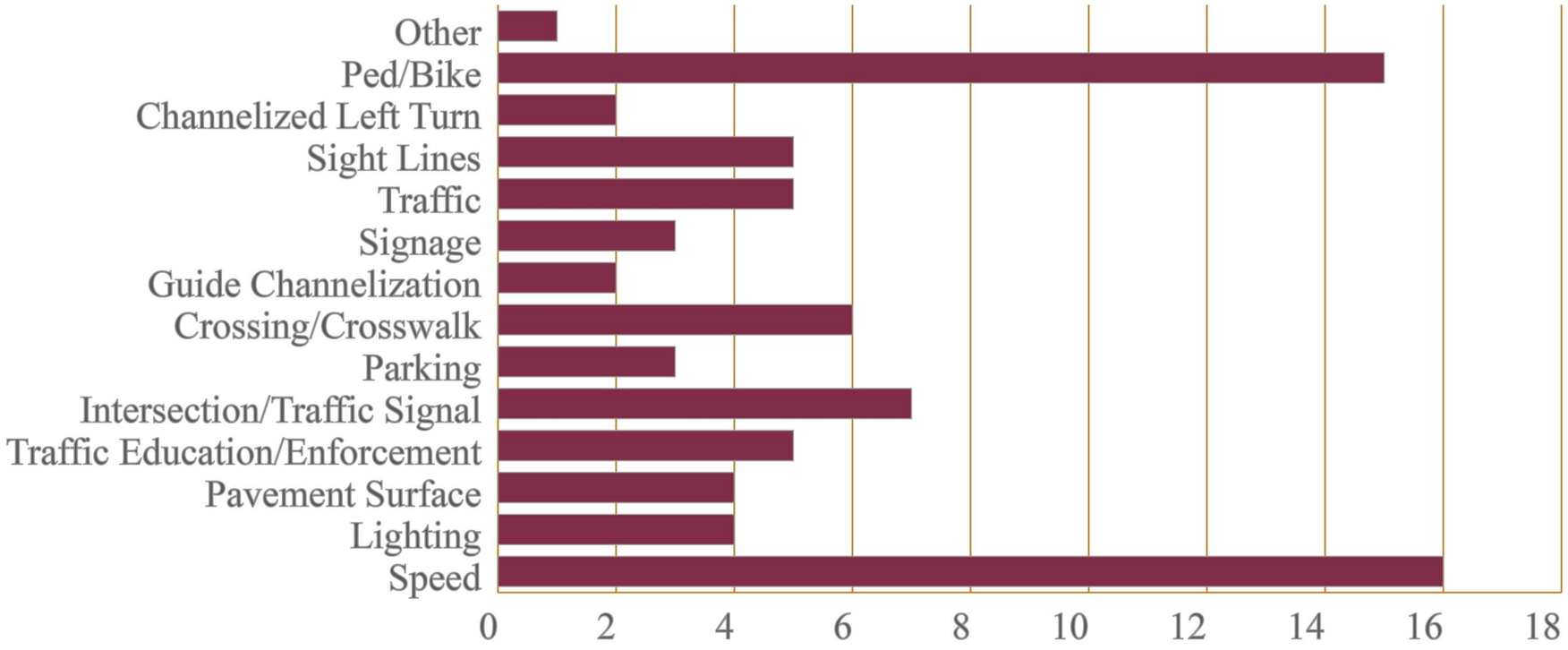
1. Place a point to the location or area of concern



2. Choose concern from list. Select as many as apply to your concern



3. Please describe your safety concern



Based on the descriptions of the safety concerns from the online survey the following categories were identified.

-Speeding
-Channelized Left Turn
-Lighting
-Signage
-Crossing/Crosswalk
-Traffic
-Guide Channelization
-Traffic Education/Enforcement
-Intersections/TS
-Parking
-Ped & Bike
-Sight Lines

The four top concerns received on the online survey from the categories above are: Speed (16,38%), Ped/Bike (15,36%), Intersection/Traffic Signal (7,17%), Crossing/Crosswalk (6,14%).

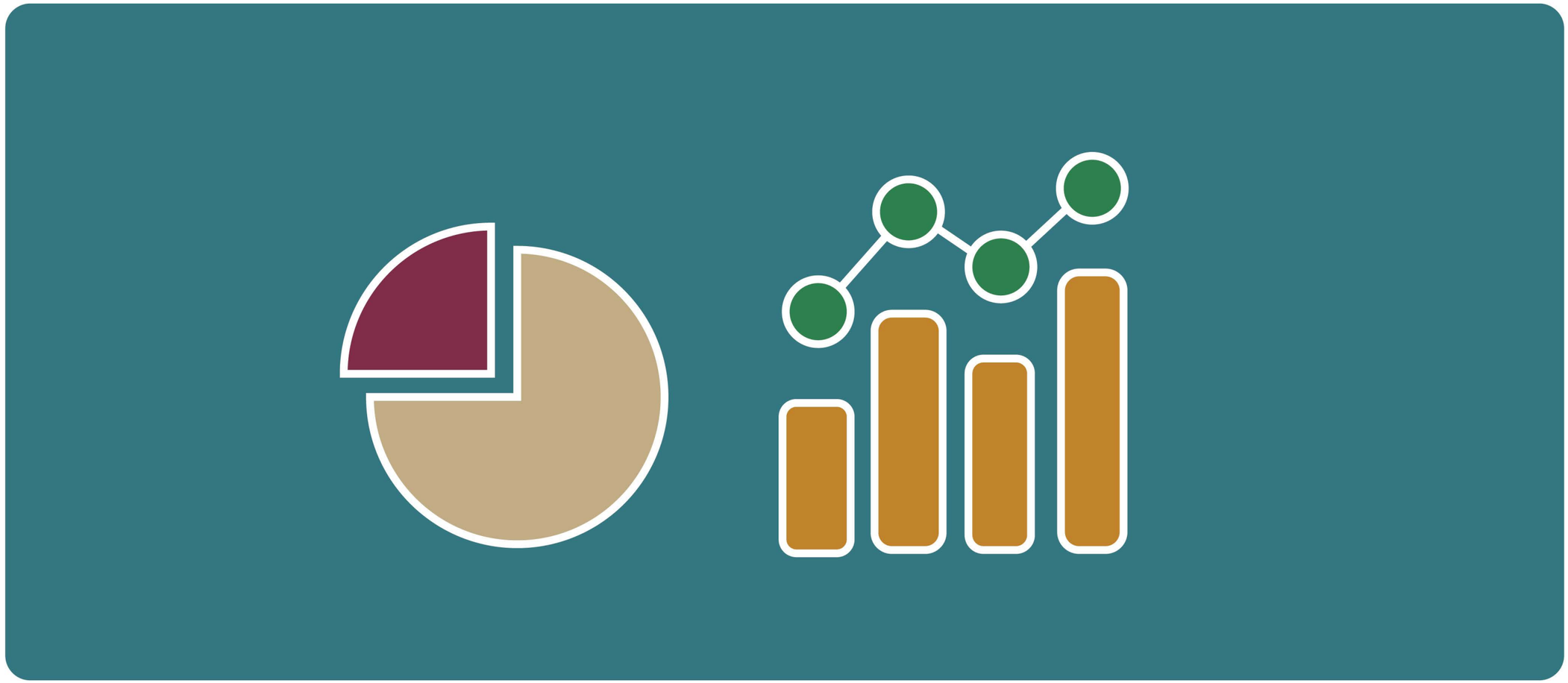
3. Please describe your safety concern contd.

Following are the descriptions of safety concerns of the public

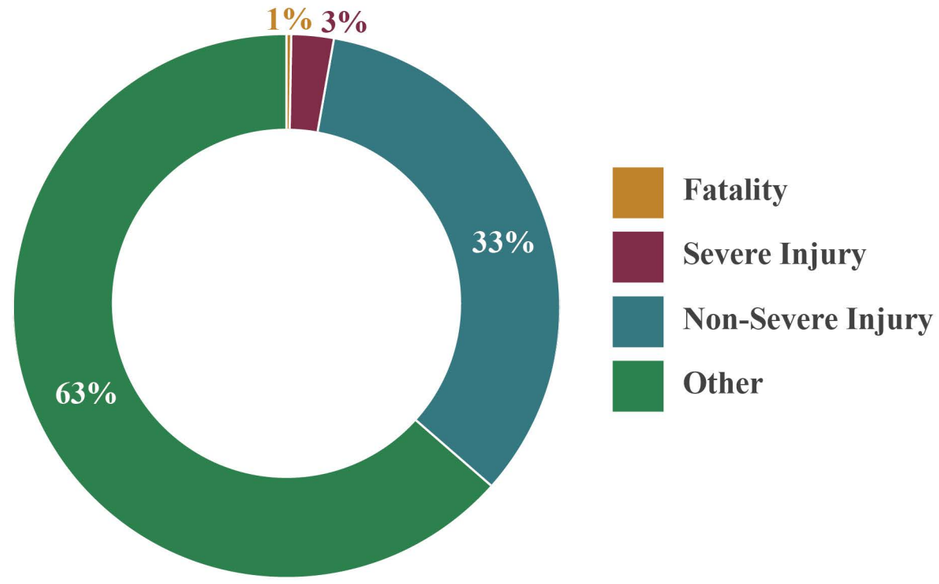
Topics	Description of Safety Concern	Approx. Location
speed	People are driving too fast.	W Alisal St - Capitol St to Lincoln Ave
speed,bike_lane,crosswalk	The sped on my street is bad the cars pass fast and we live close to school and have a daycare too, also we went for a bike ride with my family and doesen't have bike line	Elwood St - Linwood Dr to Tampico Ave
traffic_signal,bike_lane,intersection,other	En mi vecindario no respetan el límite de velocidad q es de 25 y los automovilistas pasan como a 65 o 70 como si fueran en el freeway y a pasado accidentes en la RIDER AVE. Esa es mi preocupación y las calles q estan muy deterioradas.	Rider Ave
crosswalk	There are two pedestrian crossing on Market St. between Carr and Pearl. These two ped crossing usually used by elementary students. It will be my suggestion to install a pedestrian flashing light with solar power.	Market St @ Carr Ave, Market St @ Pearl St
speed,other	Many drivers speed 40-45 miles an hour even though it is a residential area and hospital zone.. Also, the street desperately needs restriping to clearly mark lanes,. The speed limit needs to be displayed every few blocks-is it 35 mph or 25 mph? As a pedestrian and bicyclist, this street really scares me due to these issues, even when just trying to cross at a marked crosswalk.	Romie Ln
bike_lane,crosswalk	Falta de luces para la gente que cruza y mal condición del pavimento	E Alisal St near Sanborn Rd
speed,bike_lane	Many areas in Salinas are unsafe for bicyclists and pedestrians. Non-motorized pathways, trails and roads, properly illuminated and safe, need to be designed to limit accidents and promote healthy living and exercise.	Laurel Dr - Constitution Blvd to Sherwood Dr
speed,traffic_signal,crosswalk,other	Major, crashes, tires have exploded while these people burn rubber, speed and peel out routinely and I've seen numerous cars never stopping. And or almost running over kids at the crosswalk. It is an accident waiting to occur. Please do something. Speeding cars, not making complete stops. Lots of cars use this busy for neighborhood with foot traffic. People peeling out and doing donuts. Large 18 wheelers making illegal u turns and hitting stop signs, getting stuck at least 3 to 5 times per day.	W Bernal Dr @ Lupin Dr
speed,crosswalk	Cars parked on the street block visibility of people crossing the street. Also, people cross without using the crosswalk.	E Market St - N Madeira Ave to Carr Ave
crosswalk,other	People cross from the shopping areas there without using the crosswalk at the intersection. People will stand on the island between lanes while traffic passes sometimes close enough to where they can be hit by a vehicle. People cross between cars without using the crosswalk	S Sanborn Rd - E Alisal St to McGowan Dr
speed,traffic_signal,intersection	velocidad	E Laurel Dr - Consittution Blvd to Sherwood Dr
speed,traffic_signal,crosswalk,other	My mom got hit and killed by a car. There is a cross walk, but a enhanced crosswalk would be better in this intersection. Beacon lights at the cross walk	E Alisal St @ Skyway Blvd/Quilla St
speed,traffic_signal,bike_lane,crosswalk,intersection	Why is there no stop sign/traffic signal at this intersection?	W Alisal St @ Capitol St
other	No road lines to direct traffics. Very faded. Street lines. They're faded- many times people will be driving in the middle because they can't see that it's two lanes.	W Laurel Dr - Tyler St to N Main St
other	North Sanborn Rd is quite dense around that area and has many lanes that makes it unsafe to cross and there should be more cross walks along that street or a roundabout for pedestrians to cross as well. Walkability	N Sanborn Rd @ Garner Ave
other	Folks too often Fail to stop at this four-way STOP sign. They slow,, and then zoom through it. I was on a ride-along with a Salinas police officer. We sat near the intersection of Inca Way and Cherokee in a -marked- police car. Within ten minutes we saw (and stopped) two vehicles that ran the STOP sign. - Guess what... both drivers are police officers.!!! One from Soledad and the other from Watsonville departments.f Inca Way at Cherokee Drive.	Cherokee Dr @ Inca Way
speed,other	People drive too fast through Boronda at all times. Traffic	Boronda Rd - El Dorado Rd to Nativiad Rd
speed	People drive too fast on Boronda Road	Boronda Rd - Independence Blvd to Constitution Blvd
speed,intersection,other	Merging lane is inexisting. Creates a lot of confusion for drivers on right lane.	San Juan Grade Rd near Northridge Way
speed,intersection	Poor lighting along San Juan Grade Rd. This intersection would benefit from a left turn pocket.	San Juan Grade Rd - Northridge Way to Russell Rd

Topics	Description of Safety Concern	Approx. Location
speed,traffic_signal,crosswalk,intersection,other	These location can benefit from a traffic study and reconfiguration of stripping and pavement markings. Also, could benefit from a road rehabilitation, as the AC is in bad shape. Overall, I will give the intersection a level of service E. Much needed improvements to bring these intersection to a level of service C or above. By making such improvements the collision incidents will potentially decrease. These intersection should be considered a top priority for CIP. AC work and grading.	Boronda Rd @ N Main St
bike_lane	The Davis bike lanes are constantly full of debry from the fields. Making it difficult to ride a Road bike that requires relatively clean roads to keep from losing traction and possibly falling on to the fast moving traffic on Davis. The city should either require the farms owners to sweep the excess dirt they created from driving and parking on the dirt or charge an extra fee to each farm for street sweeper services rendered by the city.	Davis Rd - Blanco Rd to Central Ave
speed,other	These location has multiple problems; high traffic for oneway lane on both directions, poor visibility at night, no turning lane for Van Buren Ave. or apartment complex on San Juan grade, poor AC, and speeding area. Lighting	San Juan Grade Rd - Northridge Way to Russell Rd
speed,crosswalk	With the new library opening, there are residents walking to the library that need to cross the busy 4 lane street. Many of these residents are young adults or families with young children.	N Main St @ Navajo Dr
intersection	There's an elementary school just feet away from this intersection and a crosswalk where drivers just don't respect. People seemed rushed to get onto the highway and often times this intersection is back up especially during traffic hours in the morning and evening. Installing a traffic light or a crosswalk light would help the issue.	John St @ Wood St
speed	Kids in the neighborhood almost get run over playing due to cars speeding.	Eisenhower St
speed	Cars pass to fast.	Natividad Dr - Boronda Rd to Rogge Rd
speed,intersection	I see so many people overspeeding along Coleridge Drive. Also, they don't make any effort to use a turn signal and make a turn without slowing down. Also, there are many cars in the Los Olivos/Riker Street neighborhood that are obvious not home owners. They take the liberty of parking their cars in front of someone else's home without expressed consent form the homeowners. These issues need to be addressed as there are children and and people with special needs living in this neighborhood.	Coleridge Drive - Los Olivos Dr to Riker St
speed	People drive way too fast here.	San Juan Grade Rd - Van Buren Ave to Russell Rd
speed,intersection	Previous 4 Way Stop recently changed to 2 Way Stop. Observed scenes of collisions (after collisions occurred) on 2 different days. A friend told us of coming upon an accident scene on a different date. Another individual we know often drives in the area and has seen multiple near misses of pedestrians as cars drive through West Alisal even when pedestrian has right of way; and has also witnessed near collisions as drivers are apparently confused by 4 Way Stop changed to 2 Way. The 4 Way Stop was much safer and we see no reason why it has been changed to 2 Way.	W Alisal St @ Capitol St
speed,other	Cars drive fast through here, people park their cars overnight next to the fields and cross the street to the apartments and mobile home park, its hard to see them when they cross at night. Russell Rd. needs more street lighting	Russell Rd - N Main St to Van Buren Ave
traffic_signal	They moved the traffic light about 20-30 ft up but they failed to move the sign "no turn on red" along with it. So the sign is 30 ft behind where the light is and people are confused whether they have to wait for the light to turn green before they can turn right onto 101S highway. Please either move the sign up or take it away if it doesn't apply anymore so that people will stop honking at me when I don't turn right when the road is clear.	S Sanborn Rd @ Elvee Dr
intersection	I'm on Abbot, Chevron on my left and cemetery on my right, waiting to turn left onto Sanborn and the car on my left almost hits me as we turn because the car didn't realize that my lane turns left also. There needs to be a sign with those arrows that shows the direction each lane can turn up on the traffic light. I don't blame that car because there is no other indication my lane turns left also except for the arrows on the ground which get covered by cars.	Abbott St @ Sanborn Rd/Blanco Rd
bike_lane	Getting from North Salinas to South Salinas is challenging. Main street does not have space and the sidewalk often has pedestrians. Sherwood and East Market s a little better but still requires crossing multiple lanes of traffic with drives not used to cars.	Market St - Front St to Sherwood Dr
traffic_signal,crosswalk,intersection	reinstall 4 way stop sign. Many people cross Alisal St to get to and from County offices there	W Alisal St @ Capitol St
traffic_signal	The intersection of Alisal and Capitol Streets needs a traffic signal. The 4-way stop was removed and there are a lot of new accidents. It's really dangerous with several deaths occuring there. Please put in a traffic light!	W Alisal St @ Capitol St
traffic_signal,intersection	making a left turn onto Sherwood Dr. from Calle Cebu is dangerous and confusing--BIG intersection, no left turn signal and cars come dangerously close from Rossi St. as you wait to turn left.	Sherwood Dr @ Rossi St/Calle Cebu
speed,crosswalk,intersection	Many vehicles speed through the area of University Avenue making it hard for pedestrians to cross the street and for the children who are walking to school. Thank you	University Ave - Central Ave to Ambrose Dr
other	Before Covid, the traffic halted due to Pedestrians crossing to Alvarez, vehicular traffic halts to a stand. This causes students to get off in the middle of the street and dart into traffic which can cause an accident. Pedestrian Crossing Bridge	Independence Blvd - Nantucket Blvd to Boronda Rd
speed,traffic_signal,bike_lane,crosswalk,intersection,other	If there are soooo many issues in 93905, why was WEST Alisal turned into single lane traffic but it does not continue into EAST Alisal? What message are we sending to the Hispanic community? Minimal traffic/bike/pedestrian collisions are only addressable if you live in a higher educated, higher income, more desirable zip code? You have major issues going on with traffic in the 93905 and socioeconomic differences says the poor people are more expendable or less important according to the changes you have already made. Quite an insult to the POC in your community. You need people to answer a survey (which will be filled out primarily by people of means) for you to have an excuse on "well we didn't make the changes we can see proved by your own statistics above, because the survey said it was more important to do work in 93901! Pathetic.	E Alisal St
speed,intersection	Unsafe lane change, unsafe speed, lack of signage at the Constitution & Laurel Intersection.	E Laurel Dr - Constitution Blvd to Natividad Rd
other	In the residential areas in east salinas there are way to many cars parked in the street to the point that you can't see the sidewalks or if your pulling out into another street you can't see unless you pull out into traffic which isn't safe for anymore. I've noticed south salinas isn't allowed to park on street without a permit, why can't east salinas have the protocol in place as well? To many cars parked on the streets.	Garner Ave - Rider Ave to N Sanborn Rd

B. SUMMARY OF COLLISION TRENDS

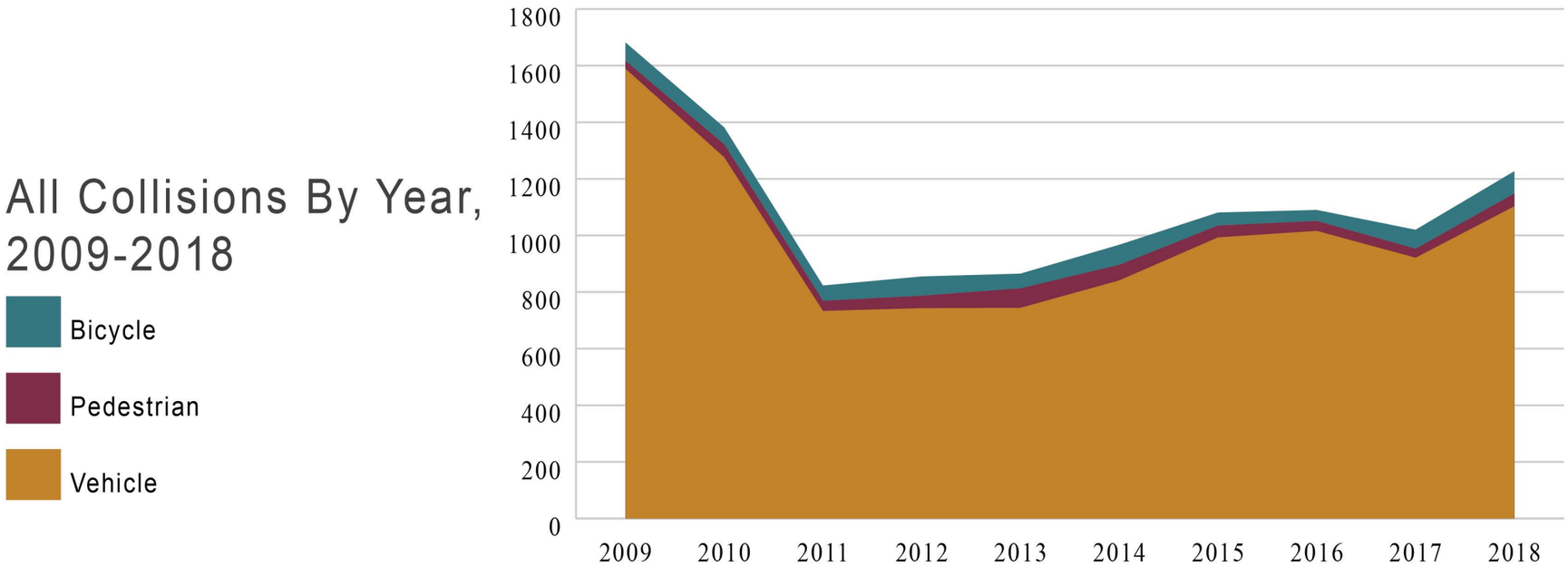


334 KSI Collisions
Fatal(59) & Severe Injury(275)
between 2009-2018, out of 10,992

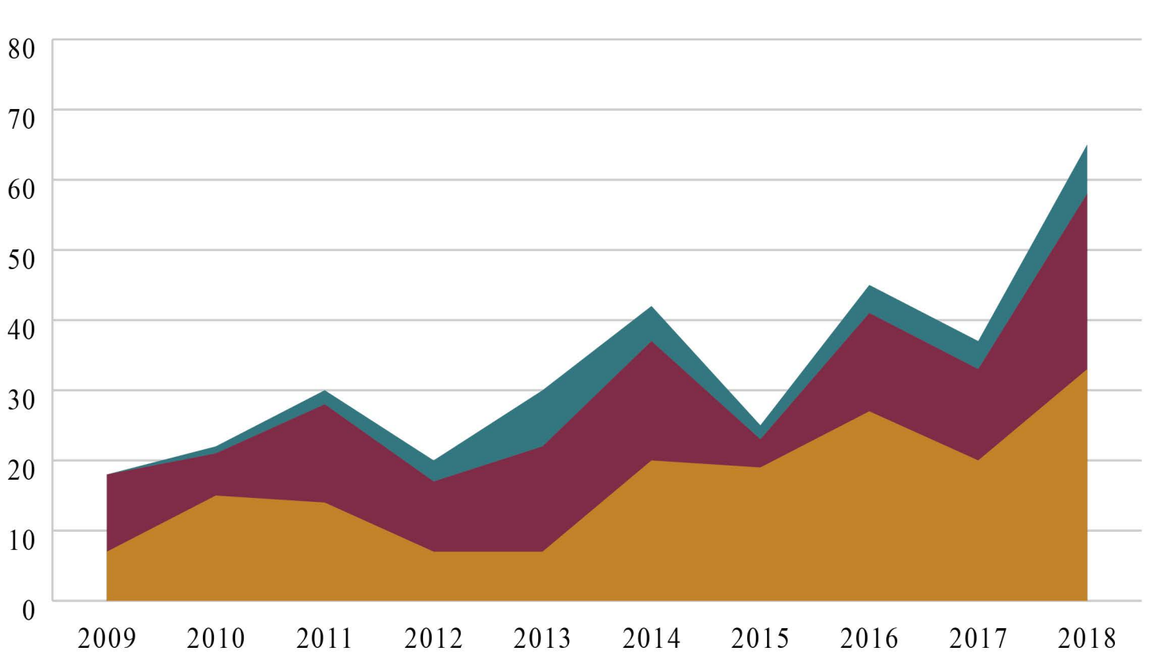


COLLISION BY MODE

All Collisions By Year, 2009-2018



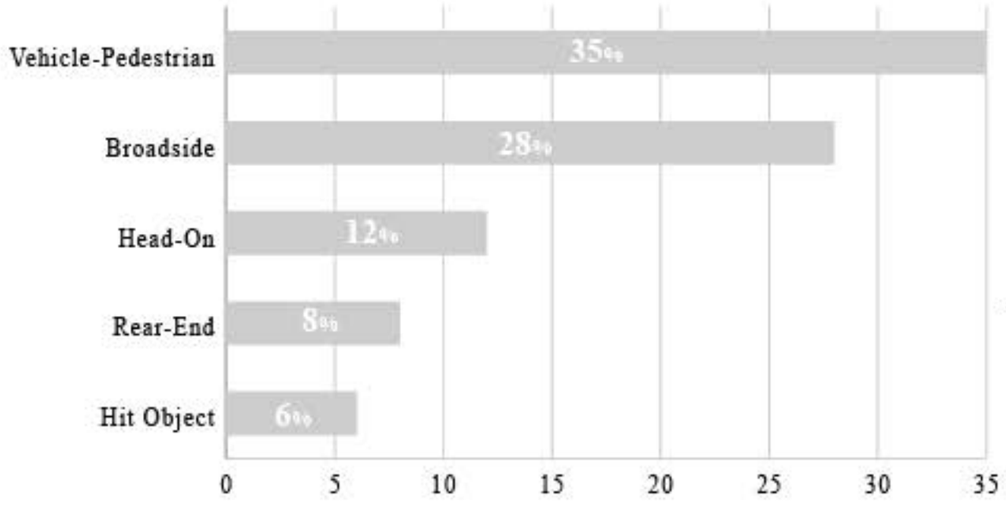
KSI Collisions By Year, 2009-2018



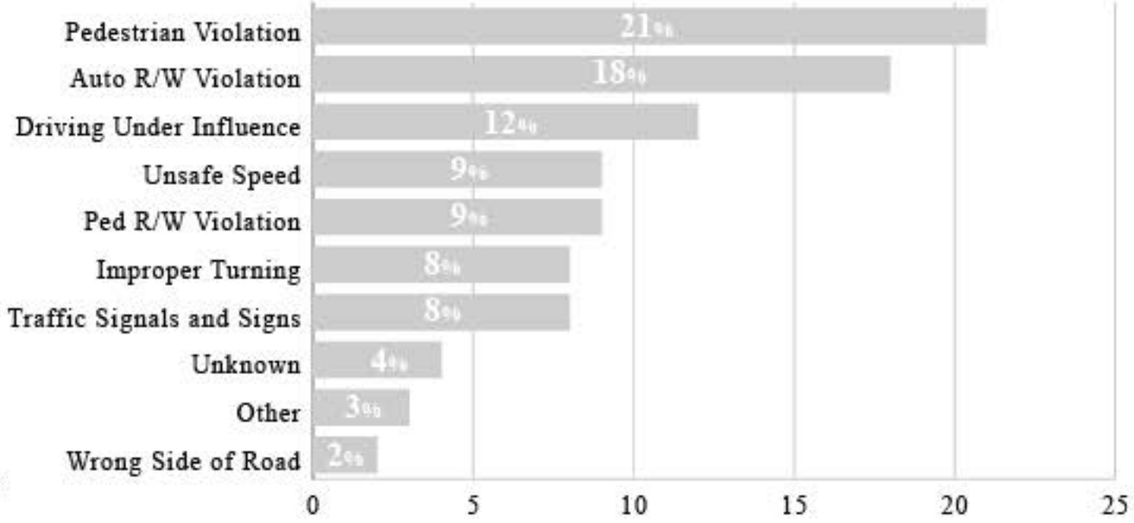
SHARE OF VICTIMS WHO WERE KILLED OR SEVERELY INJURED BY MODE

As reported half of KSI Ped Collisions occured by Ped at Fault and three-quarters of KSI Bicycle Collisions occured by bicyclist at Fault

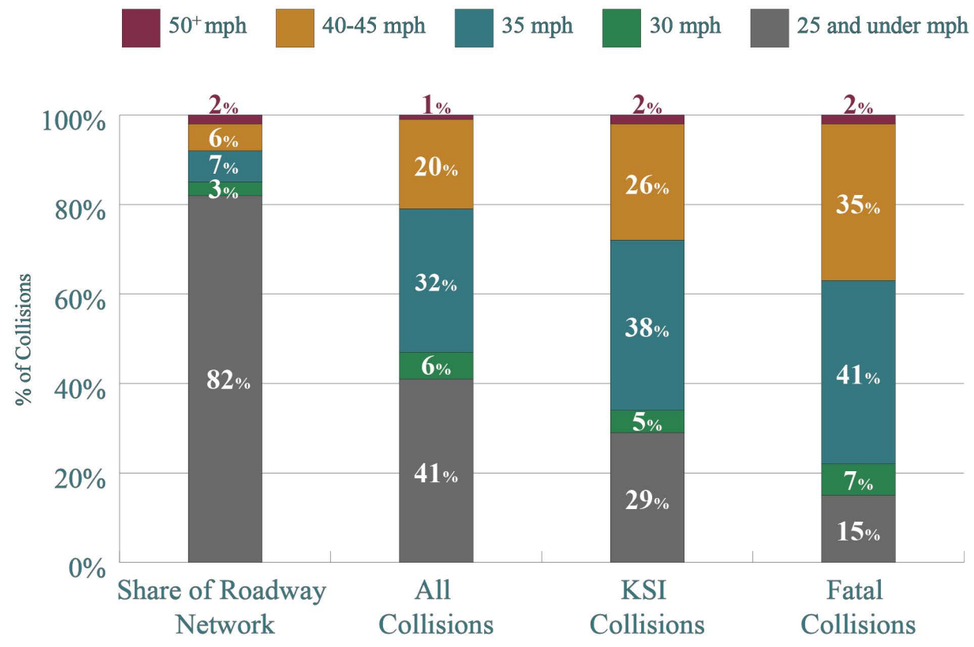
KSI COLLISION TYPES TOP TRENDS, 2009-2018



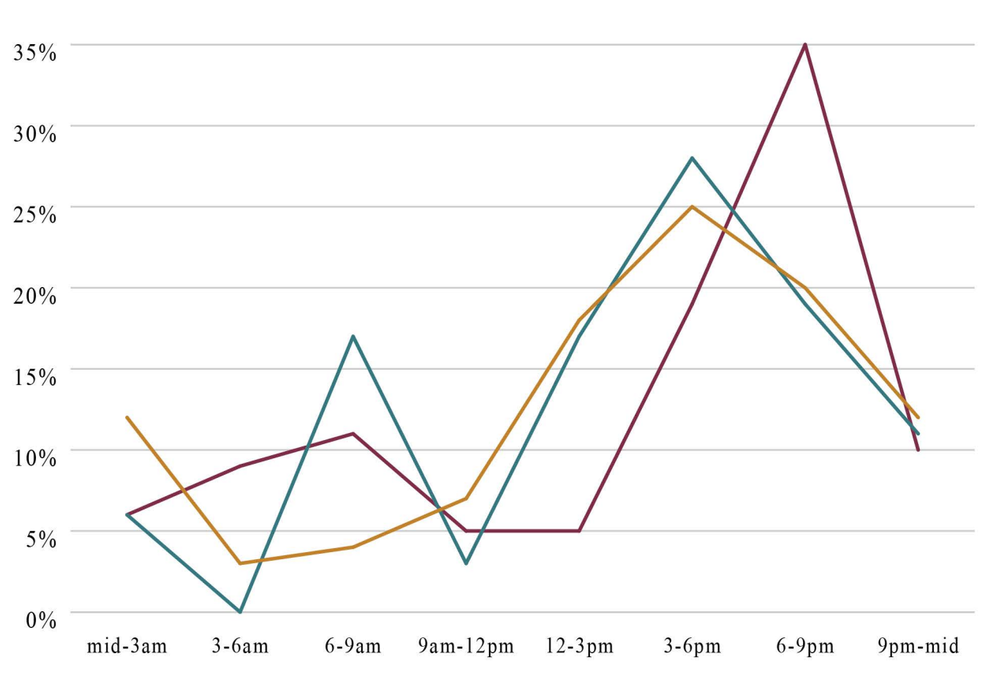
KSI PRIMARY COLLISION FACTORS TOP TRENDS, 2009-2018



POSTED SPEED OF ROADWAYS AND SEVERITY OF COLLISIONS



SHARE OF COLLISIONS BY TIME OF DAY

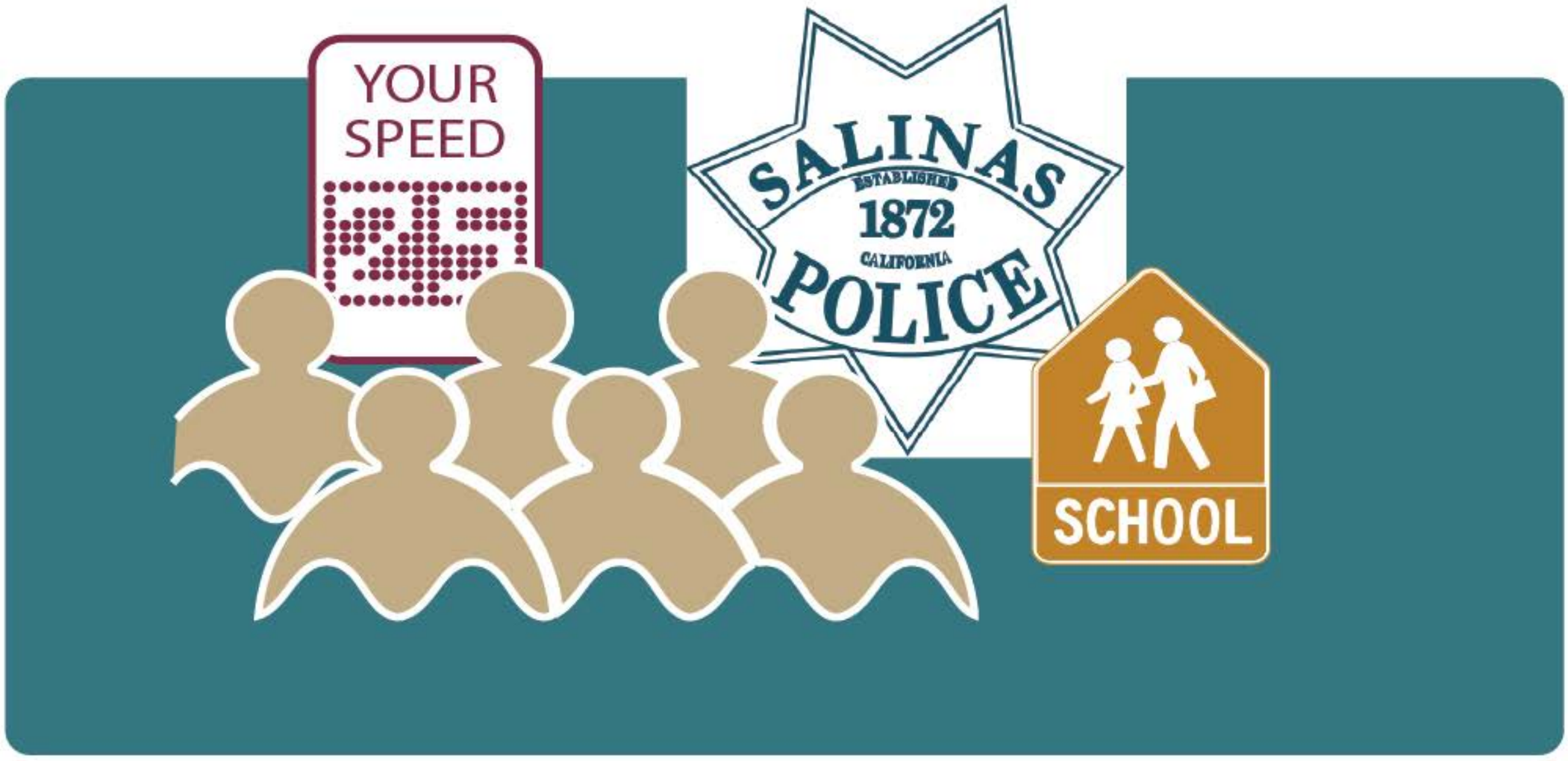


HIGH INJURY NETWORK

High Injury Network

High Injury Network accounts for 12% of Salinas roadway & 53% of all crashes

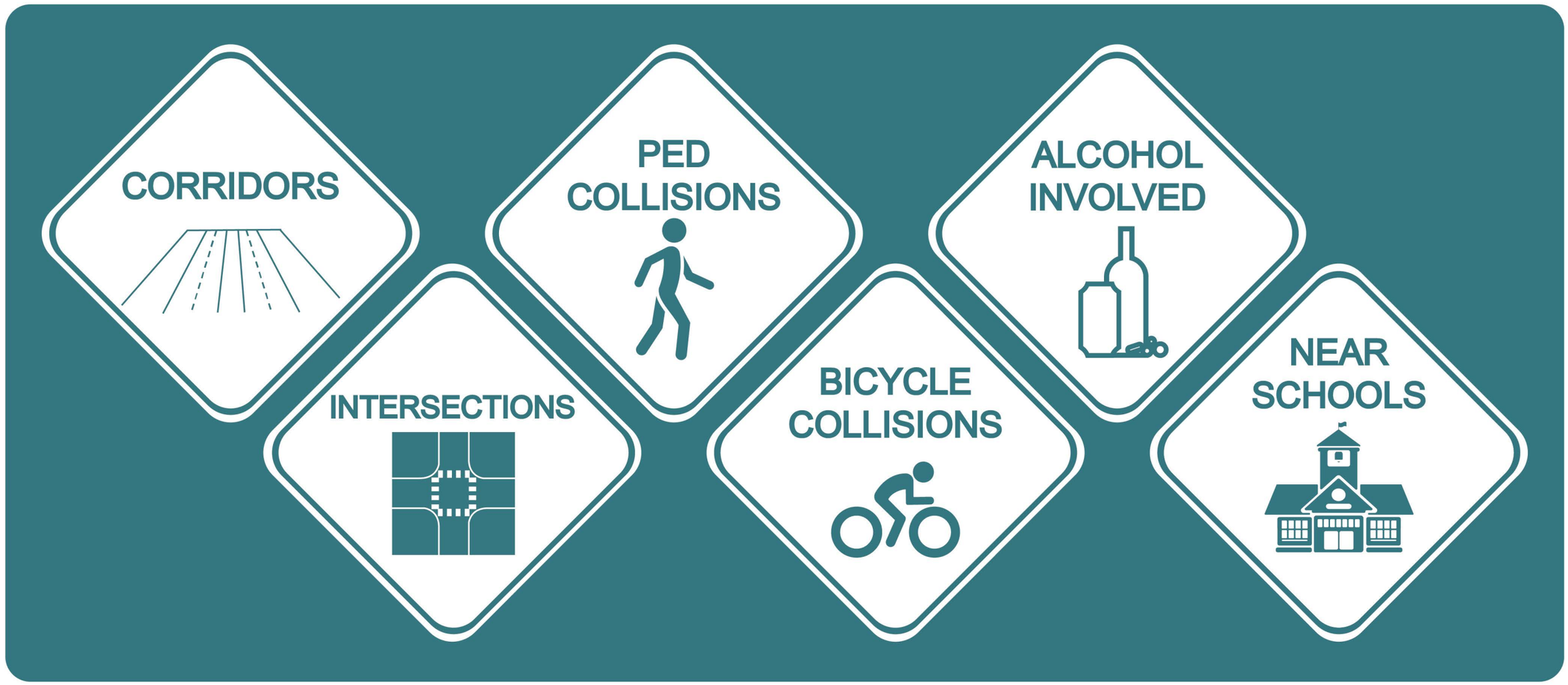
C. COLLISION PROFILES AND COUNTERMEASURE PAIRINGS



Countermeasures Categories	Countermeasures	Collision Profiles									
		1	2	3	4	5	6	7	8	9	10
		Pedestrian	Vehicle	All modes	Pedestrian	All Modes	Vehicle	All Modes	Vehicle	All Modes	Bicycle
		Pedestrian Action	Broadside Collisions	Alcohol Involved	Pedestrian Violation	Auto R/W Violation	Head-On Collisions	Unsafe Speed	Rear-End Collisions	Improper Turning	Broadside Involved with Bicycle
Signalization	New Traffic Signals							X			
	Traffic Signal Heads Visibility					X	X		X		
	Accessible Pedestrian Signal	X			X						
	Pedestrian Countdown Signal Head(City Standard)	X			X						
	Leading Pedestrian Interval	X									
	Pedestrian Exclusive Phase				X						
	Pedestrian Hybrid Beacon	X									
	Protected Left Turns		X			X	X			X	
	Signal Timing and Phasing Improvements		X			X		X	X	X	
	Coordinate Traffic Signals								X		
	Advanced Dilemma Zone Detection		X					X	X		
	Pedestrian Activated Crosswalk Warning Beacon	X									
Geometric	Pedestrian Refuge and Median	X									
	Road Diets					X		X		X	X
	Consolidate Driveways					X				X	
	Separated Bikeways – Cycle Tracks							X			
	Bulb Outs and Curb Extensions	X			X			X			
	Raised Median with Street Trees(left turn at major intersections only)		X			X	X	X	X	X	
	Roundabouts		X				X	X	X	X	
Signs, Markings, Operational	Controlled Intersections		X			X					X
	High Visibility Crosswalks	X			X						
	Roadway and Intersection Lighting	X					X		X	X	X
	No Parking On-Street or near intersections		X			X	X			X	X
	Bike Lane										X
	Buffered Bike Lane										X
	No Right Turn	X								X	
	Marked Crossing	X			X						
Speed Control	Vehicle Speed Feedback Sign						X	X			
	Traffic Calming	X			X			X			
	Reduced Speed School Zone(City Standard)							X			

E. Alisal St
Quilla St

D. EMPHASIS AREAS CUT OUT SHEETS



COLLISION CORRIDORS

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

NOTABLE PRIMARY COLLISION FACTORS

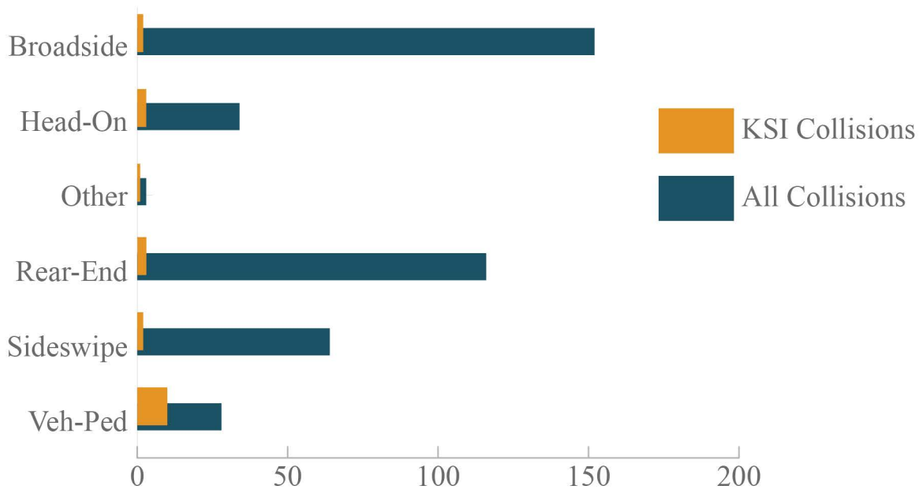
AUTO R/W VIOLATION 28%

UNSAFE SPEED 19%

IMPROPER TURNING 11%

DUI 10%

NOTABLE COLLISION TYPES



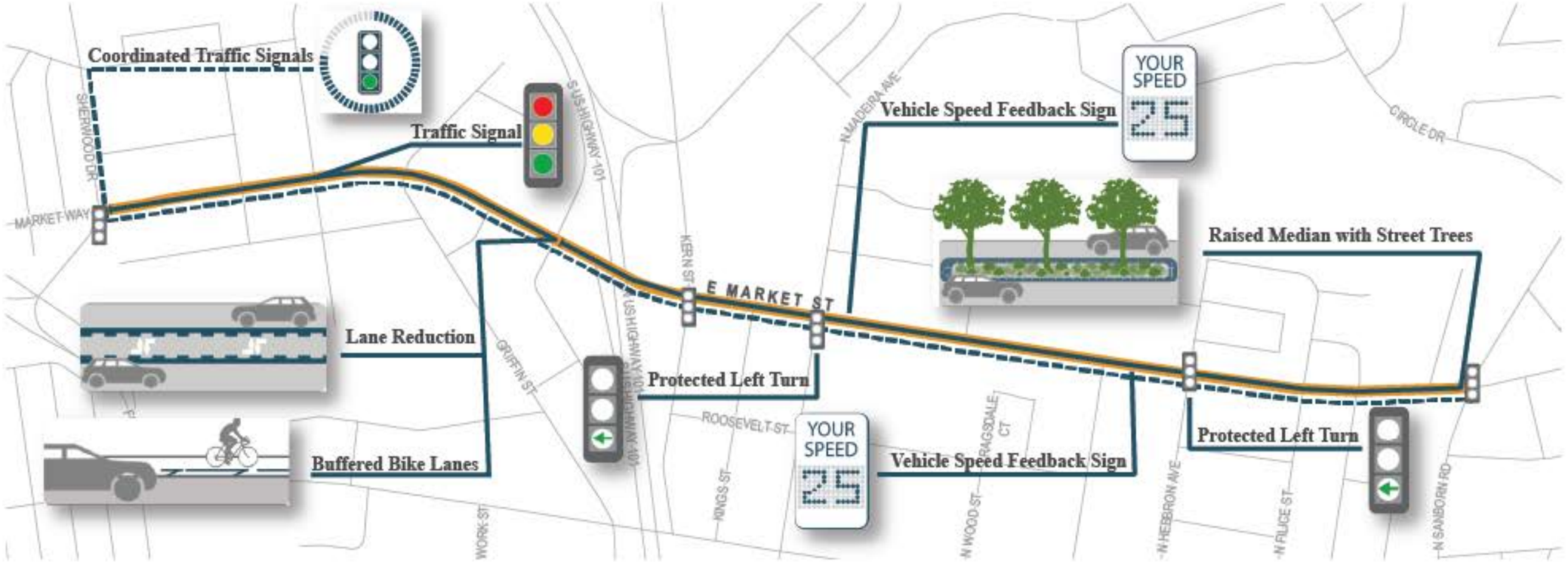
COLLISION CORRIDORS RECOMMENDATIONS

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 limit turning maneuvers at driveways and minor roads to reduce collision potential. Other countermeasures include bicycle lanes, protected left phasing at N Madeira Ave, Hebbron Ave, and coordination of all traffic signals along this corridor. Increased traffic enforcement is recommended.

Traffic Education

Enforcement



COLLISION CORRIDORS

Williams Road, from East Alisal Street to East Boronda Road: 2009-2018

NOTABLE PRIMARY COLLISION FACTORS

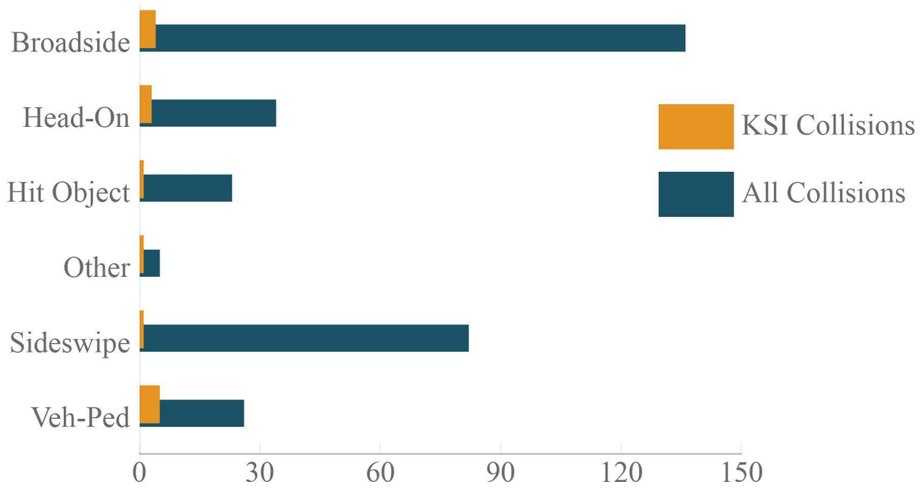
AUTO R/W VIOLATION 27%

UNSAFE SPEED 16%

IMPROPER TURNING 14%

DUI 11%

NOTABLE COLLISION TYPES



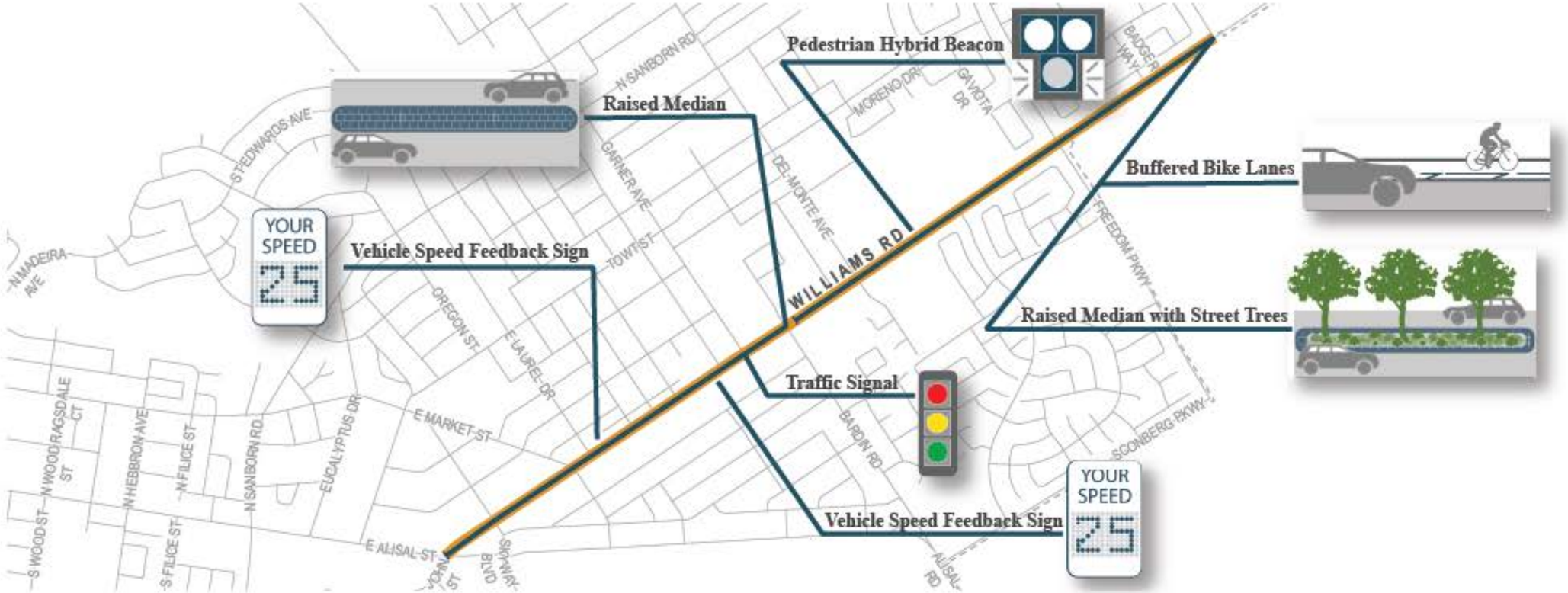
COLLISION CORRIDORS RECOMMENDATIONS

Williams Road, from East Alisal Street to East Boronda Road: 2009-2018

Williams Road between East Alisal Street to Bardin Road recommended countermeasures include a raised median and a new traffic signal at Williams Rd and Garner Ave. Williams Rd between Bardin Rd and Boronda Rd recommended countermeasures include a raised median and street trees, and adding buffered bike lanes. A pedestrian hybrid beacon is recommended to provide driver visibility of crosswalk location.
Increased traffic enforcement is recommended.

Traffic Education

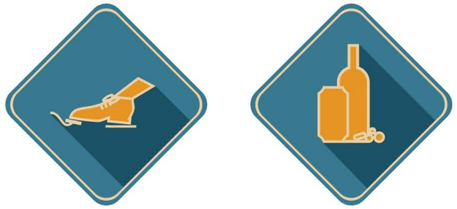
Enforcement



COLLISION CORRIDORS

East Laurel Drive, from Natividad Road to North Sanborn Road: 2009-2018

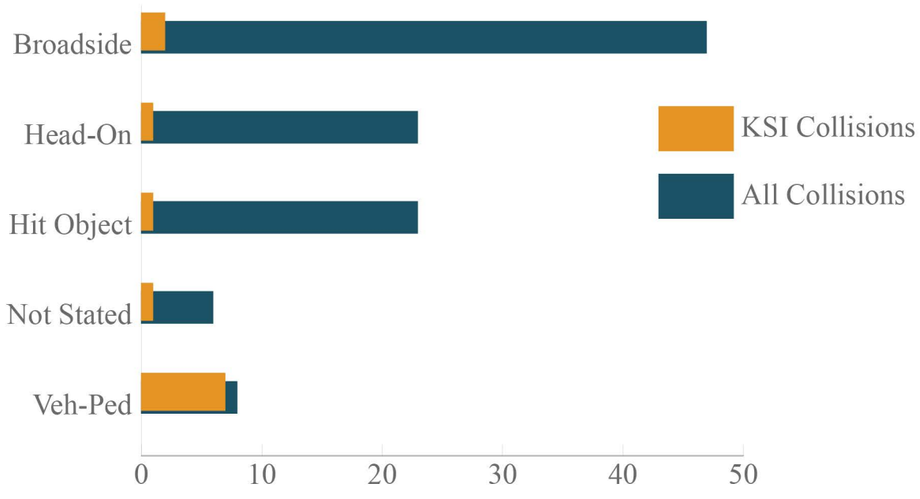
NOTABLE PRIMARY COLLISION FACTORS

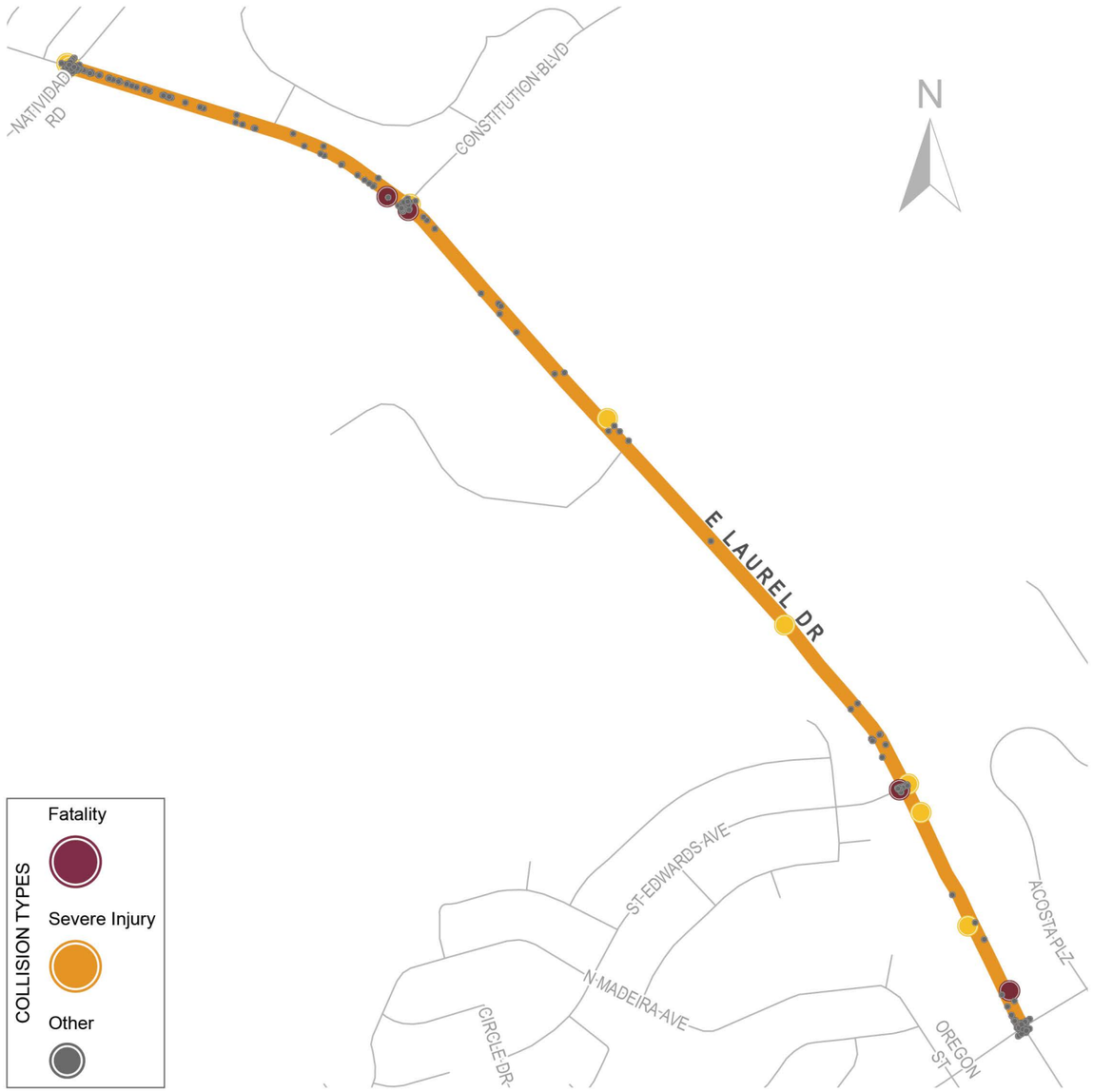


UNSAFE SPEED 40%

DUI 12%

NOTABLE COLLISION TYPES





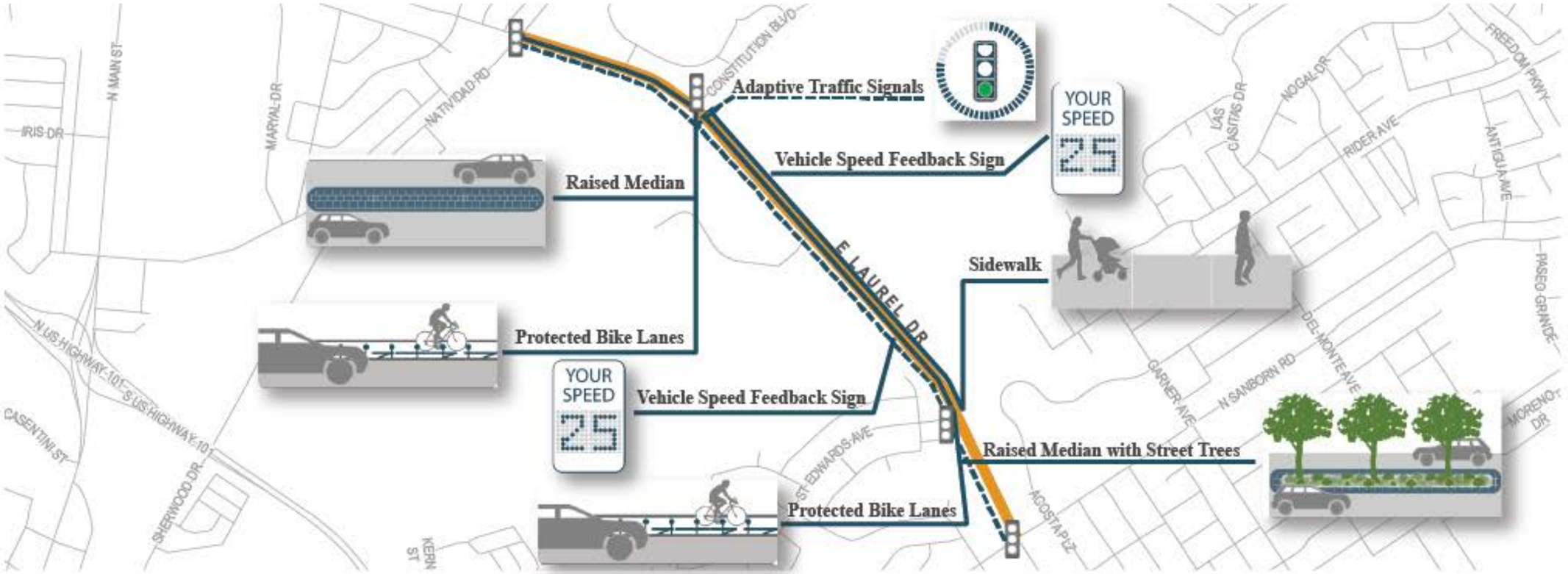
COLLISION CORRIDORS RECOMMENDATIONS

East Laurel Drive, from Natividad Road to North Sanborn Road: 2009-2018

East Laurel Drive between Natividad Road and Constitution Boulevard recommended countermeasures include a raised median with street trees and protected bike lanes. An adaptive traffic signal system is recommended to reduce collision potential. To reduce speed throughout the corridor radar feedback signs are recommended to slow down vehicles, and increased traffic enforcement is recommended

Traffic Education

Enforcement



COLLISION CORRIDORS

East Boronda Road, from US 101 to Natividad Road: 2009-2018

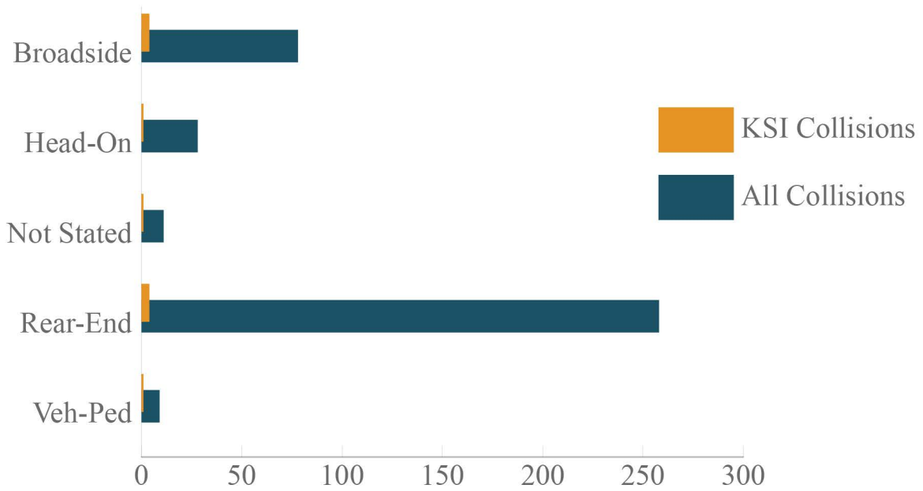
NOTABLE PRIMARY COLLISION FACTORS

UNSAFE SPEED 44%

IMPROPER TURNING 8%

TRAFFIC SIGNALS & SIGNS 8%

NOTABLE COLLISION TYPES

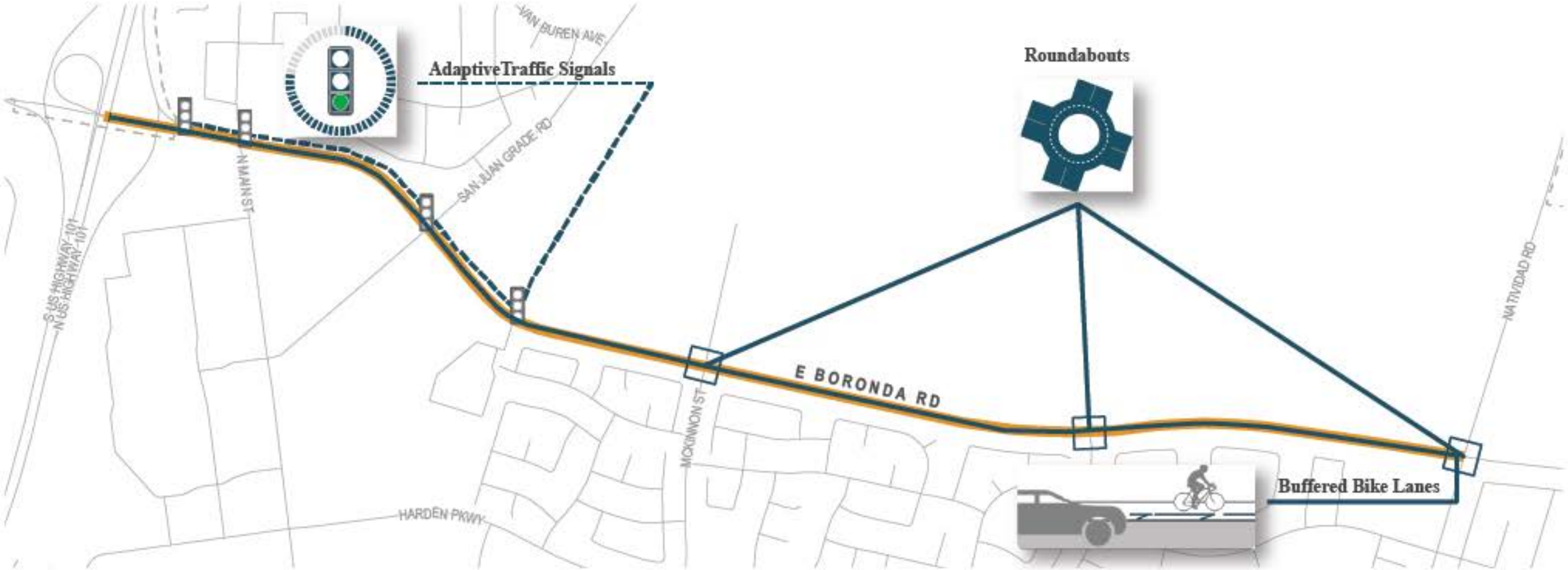


COLLISION CORRIDORS RECOMMENDATIONS

East Boronda Road, from US 101 to Natividad Road: 2009-2018

East Boronda Road between US Highway 101 and Natividad Road recommended countermeasures include roundabouts. The roundabouts are part of an ongoing project that consists of the construction of multiple roundabouts at McKinnon St, El Dorado Dr, and Natividad Rd. The project also includes the installation of buffered bike lanes. An adaptive traffic signal system is recommended to reduce stops and minimize rear-end potential collisions. Increased traffic enforcement is recommended.

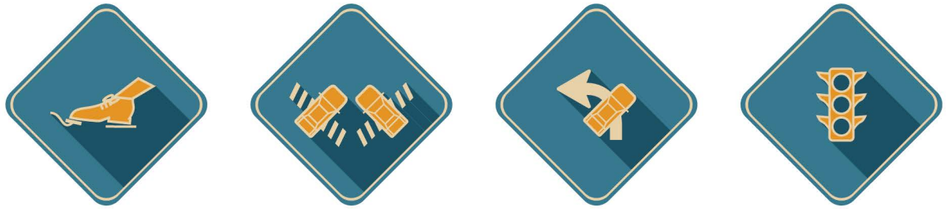
Enforcement



COLLISION CORRIDORS

East Alisal Street, from Front Street to North Sanborn Road: 2009-2018

NOTABLE PRIMARY COLLISION FACTORS



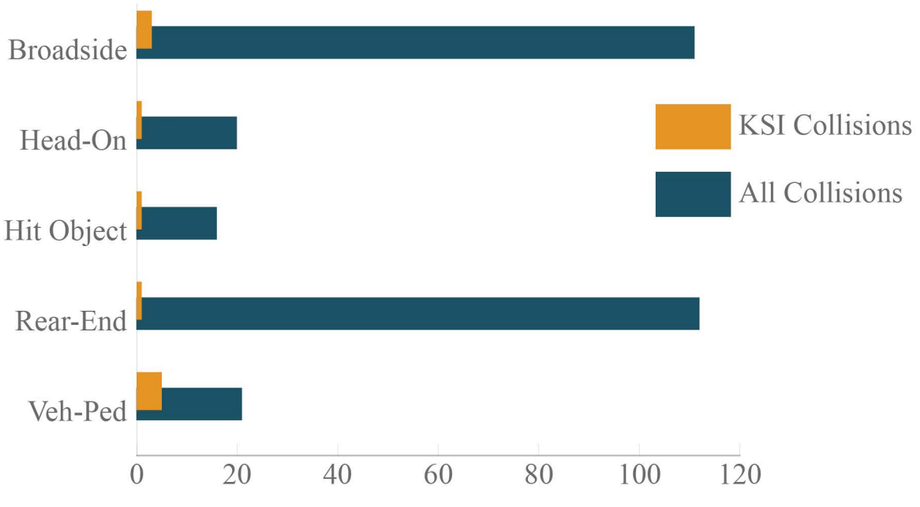
UNSAFE SPEED 24%

AUTO R/W VIOLATION 18%

IMPROPER TURNING 11%

TRAFFIC SIGNAL & SIGNS 13%

NOTABLE COLLISION TYPES

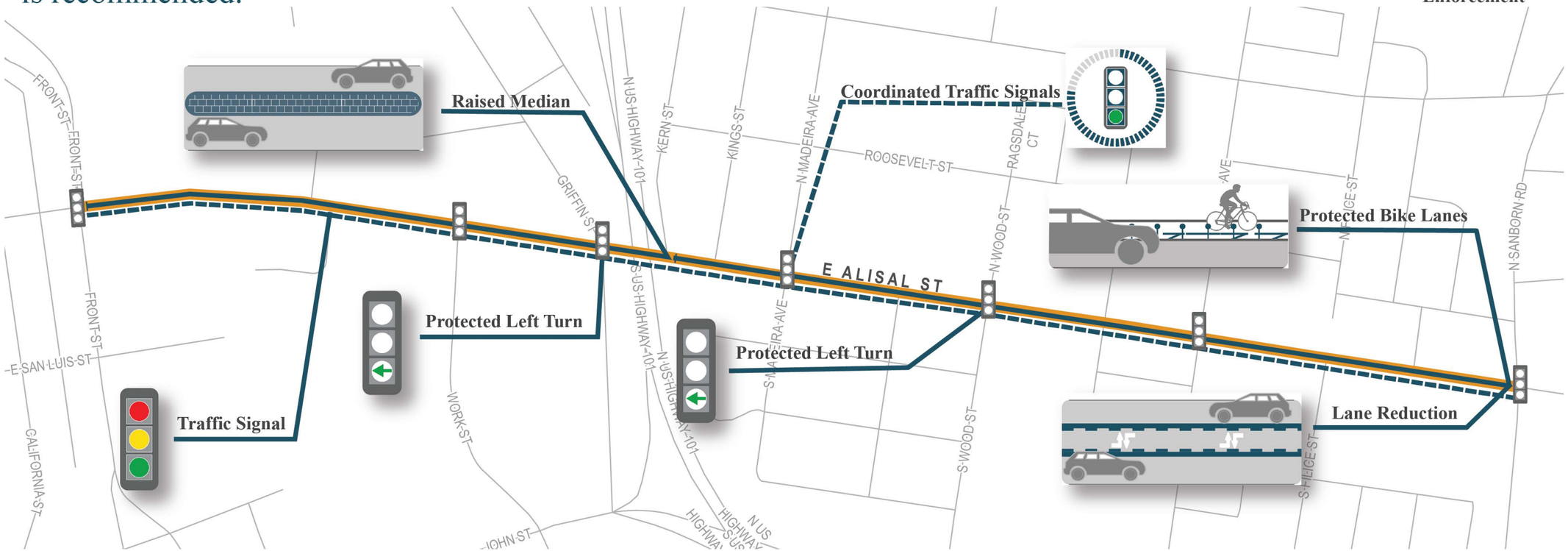


COLLISION CORRIDORS RECOMMENDATIONS

East Alisal Street, from Front Street to North Sanborn Road: 2009-2018

East Alisal Street between Front Street and Kern Street recommended countermeasures include a raised median with street lighting, protected left turns, and protected bike lanes.
East Alisal Street between Kern Street and North Sanborn Road recommended countermeasures include a lane reduction from 5 to 3 lanes and protected bike lanes. The recommended countermeasures for this segment will refine what has been proposed on the Alisal Vibrancy Plan. Included in the Alisal Vibrancy Plan are a designated bus travel lane to serve the transit system, protected bicycle lanes, and pedestrian crossing enhancements. All traffic signals are recommended to be coordinated along this corridor. Increased traffic enforcement is recommended.

Enforcement



COLLISION CORRIDORS

North Main Street, from Market Street to Casentini Street: 2009-2018

NOTABLE PRIMARY COLLISION FACTORS

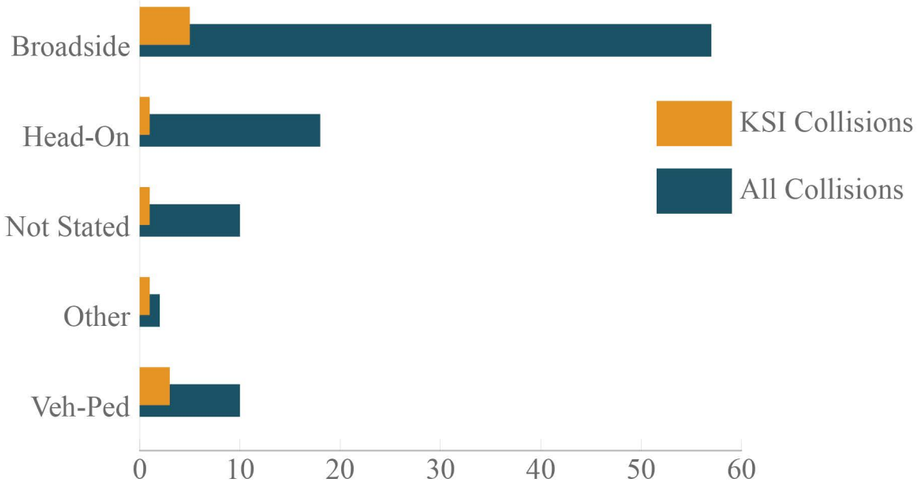
UNSAFE SPEED 31%

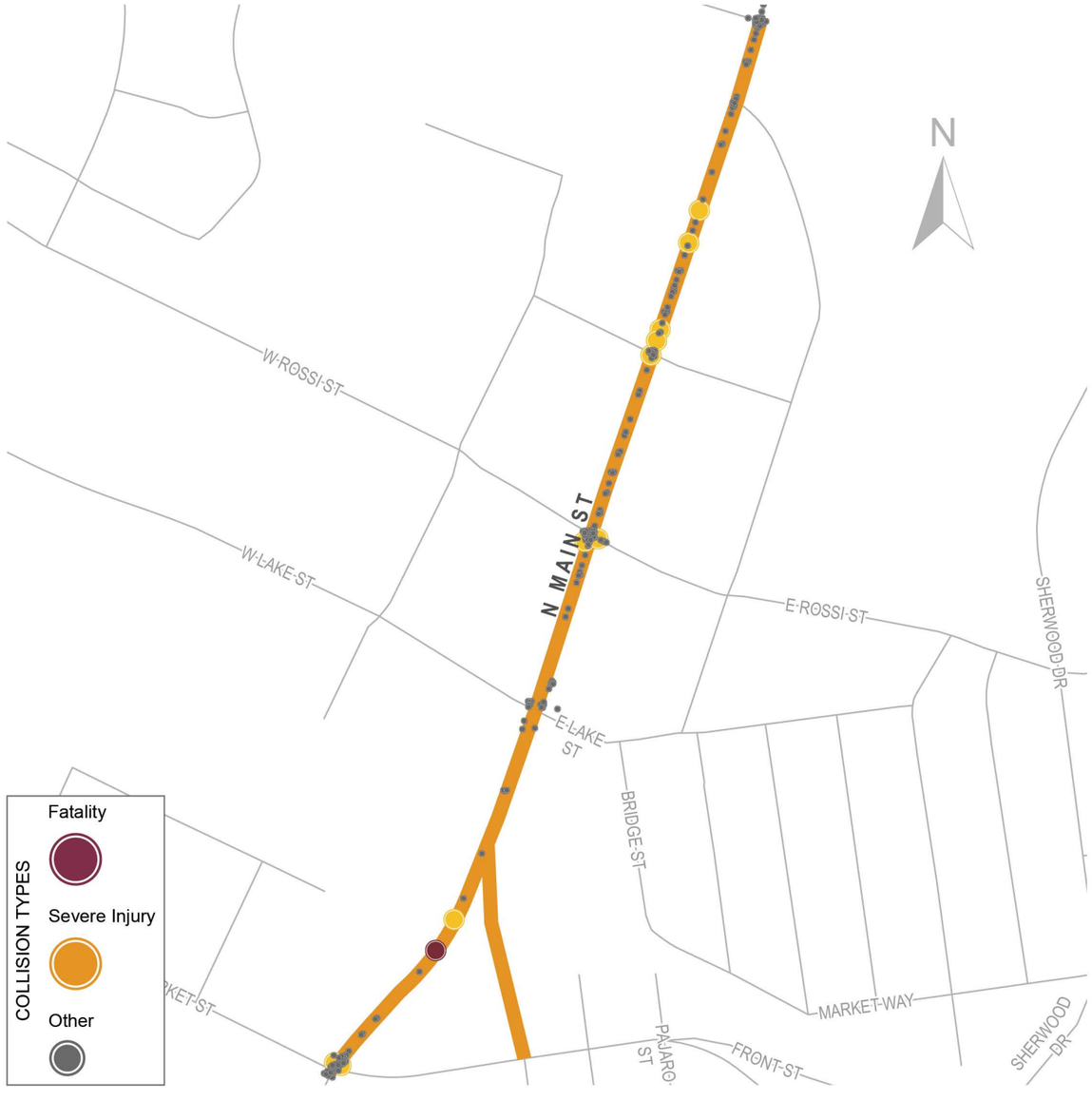
AUTO R/W VIOLATION 9%

TRAFFIC SIGNALS & SIGNS 14%

IMPROPER TURNING 11%

NOTABLE COLLISION TYPES



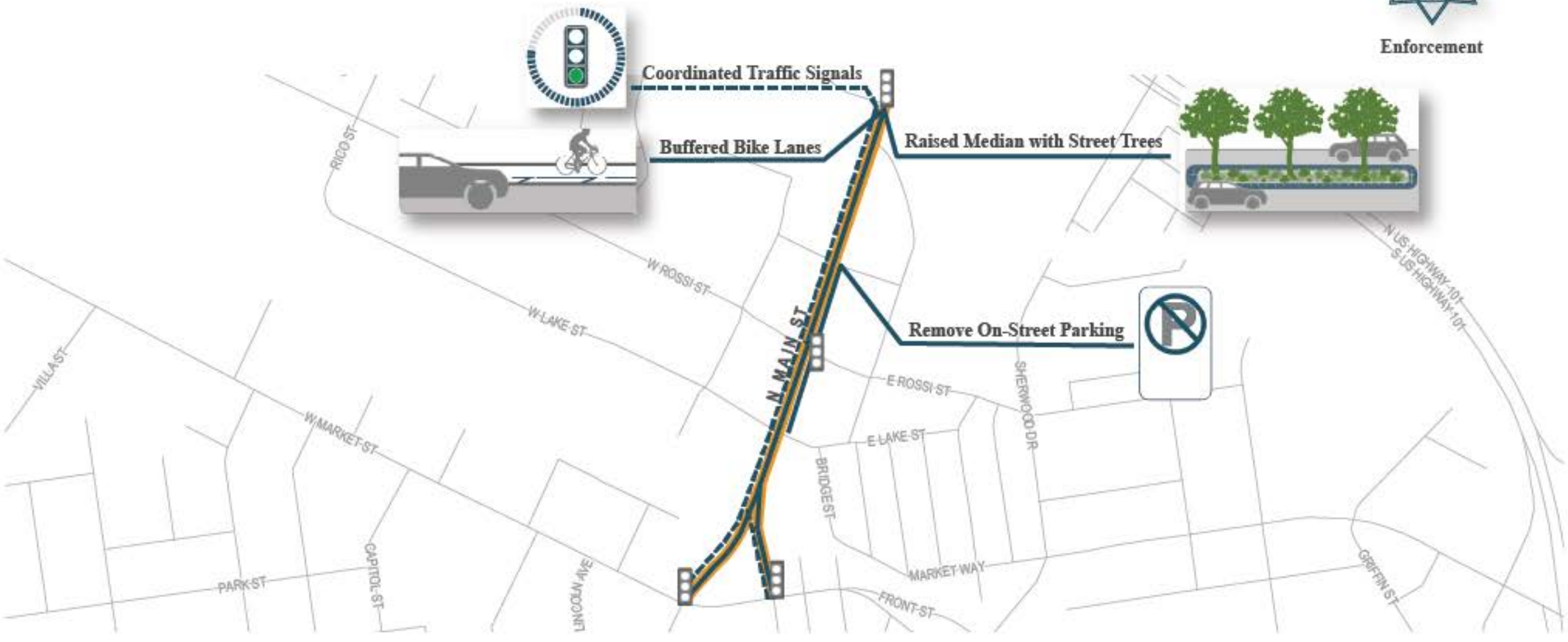


COLLISION CORRIDORS RECOMMENDATIONS

North Main Street, from Market Street to Casentini Street: 2009-2018

North Main Street(SR183) between Market Street and Casentini Street recommended countermeasures include the installation of buffered bike lanes and the removal of on-street parking. Additionally, a raised median and street trees is recommended to limit left turn movement at minor roads and driveways to reduce collision potential. Traffic signals are recommended to be coordinated throughout the entire corridor.

Enforcement



COLLISION CORRIDORS

West Laurel Drive, from North Davis Road to North Main Street: 2009-2018

NOTABLE PRIMARY COLLISION FACTORS

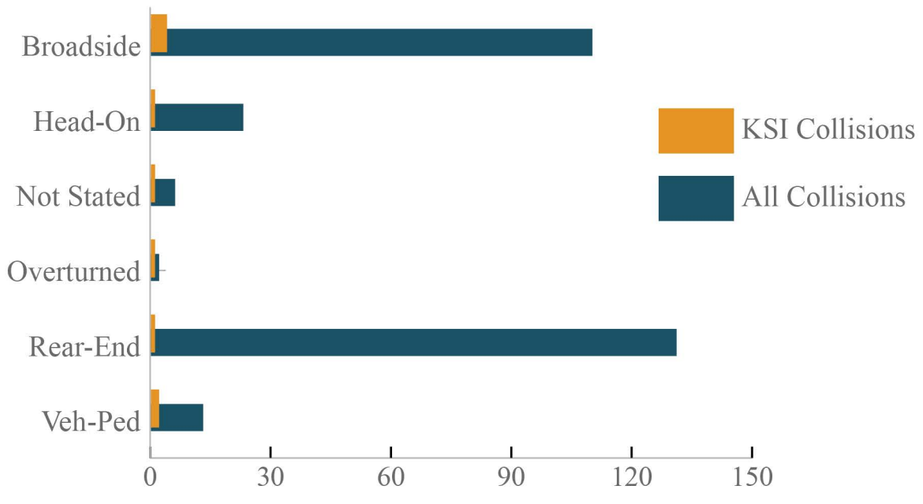
UNSAFE SPEED 25%

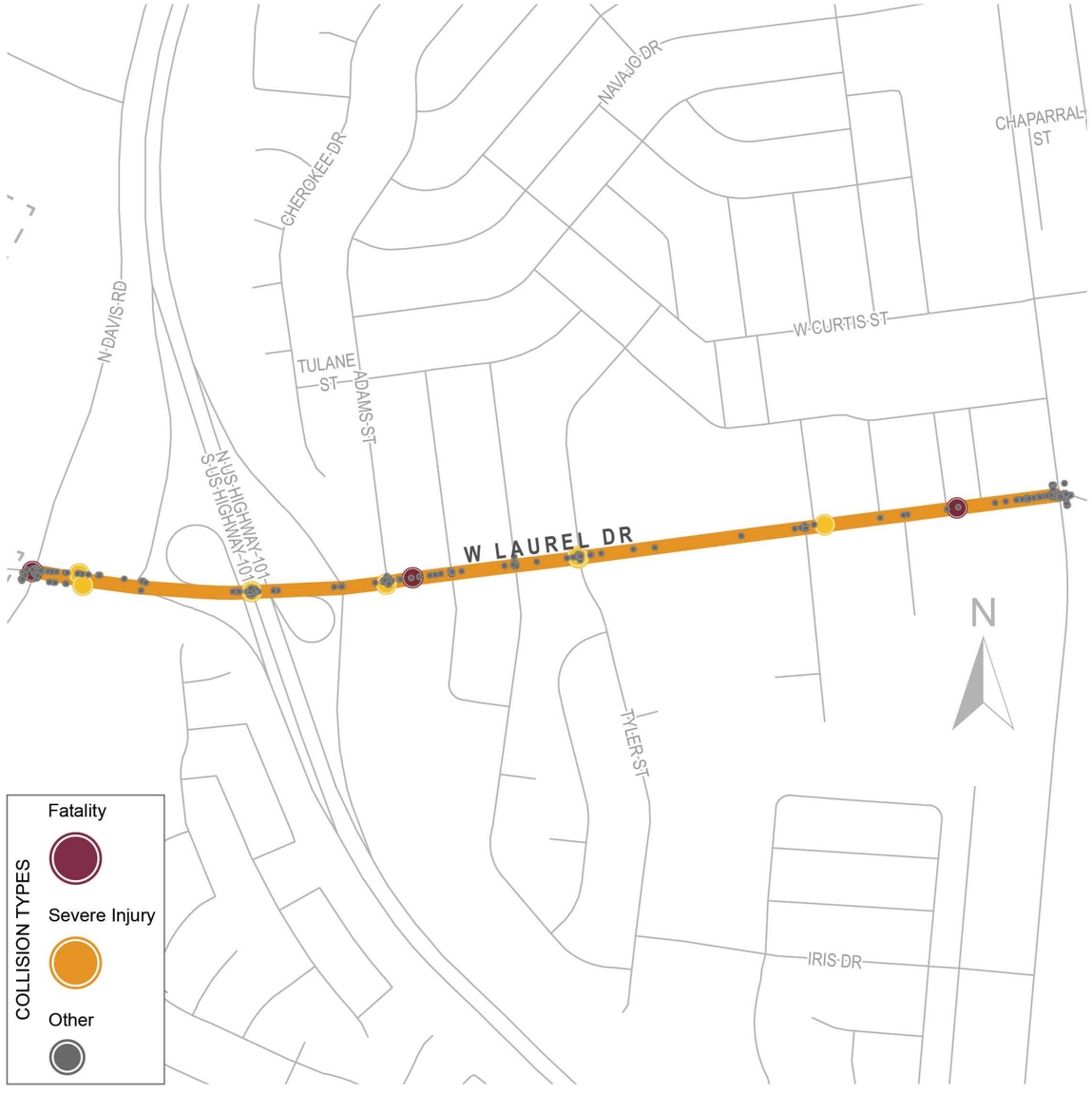
TRAFFIC SIGNALS & SIGNS 19%

AUTO R/W VIOLATION 12%

IMPROPER TURNING 10%

NOTABLE COLLISION TYPES





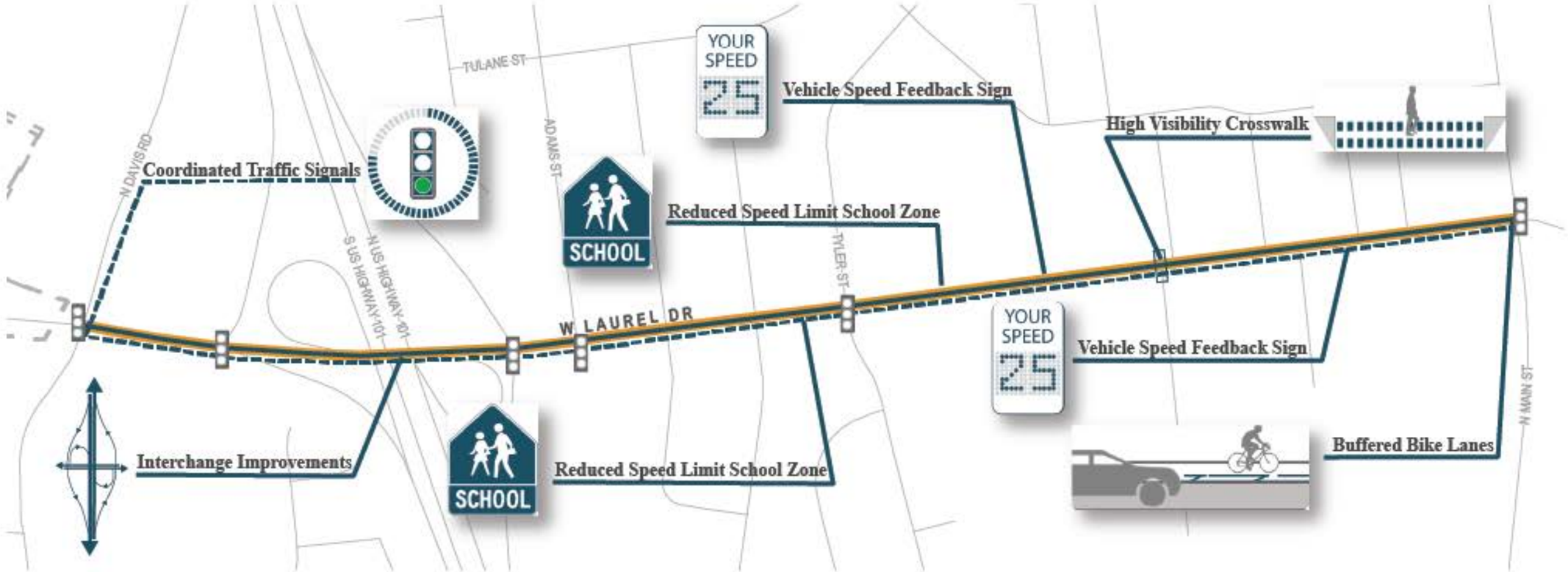
COLLISION CORRIDORS RECOMMENDATIONS

West Laurel Drive, from North Davis Road to North Main Street: 2009-2018

West Laurel Drive between North Davis Road and North Main Street recommended countermeasures include a raised median and street trees to limit left turn at minor roads and driveways, buffered bike lanes, reduced speed limit for school zone, and vehicle speed feedback signs. All traffic signals are recommended to be coordinated. Increased traffic enforcement is recommended.

Raised Median with Street Trees

Enforcement



COLLISION CORRIDORS

North Sanborn Road, from Del Monte Avenue to East Boronda Road: 2009-2018

NOTABLE PRIMARY COLLISION FACTORS

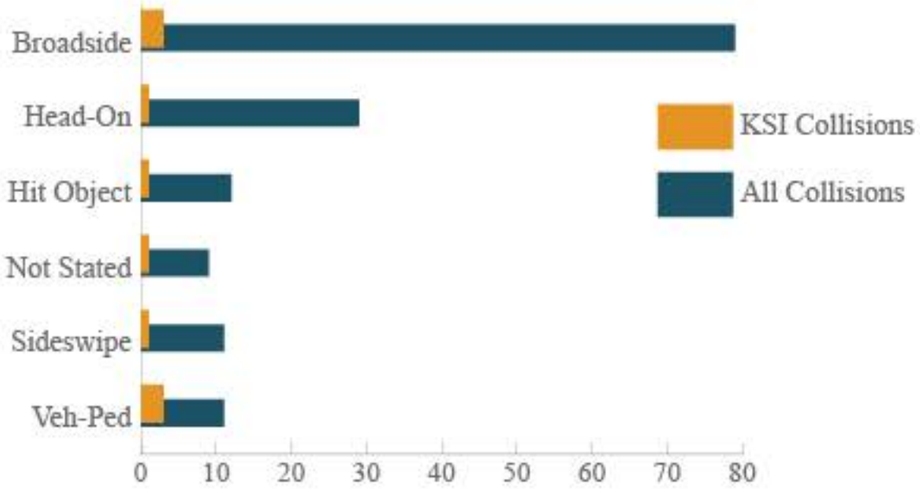
AUTO R/W VIOLATION 46%

TRAFFIC SIGNALS & SIGNS 14%

UNSAFE SPEED 11%

IMPROPER TURNING 8%

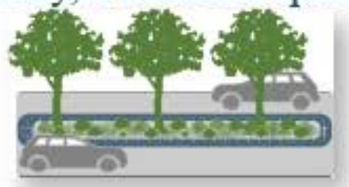
NOTABLE COLLISION TYPES



COLLISION CORRIDORS RECOMMENDATIONS

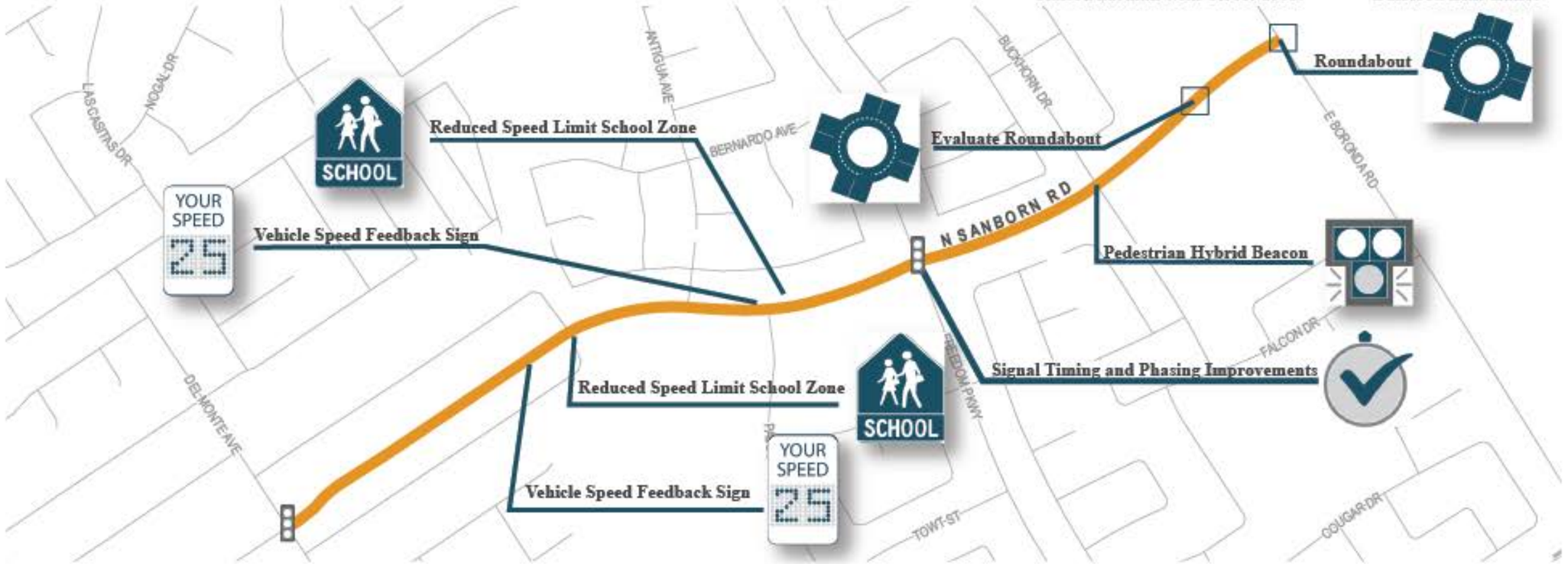
North Sanborn Road, from Del Monte Ave to East Boronda Road: 2009-2018

North Sanborn Road between Del Monte Avenue and East Boronda Road recommended countermeasures include a raised median and street trees. A road diet is recommended to be evaluated which could reduce the travel lanes from 4 to 2 lanes and installation of buffered bike lanes. Recommended is one roundabout at Boronda Rd and the consideration of another roundabout at the shopping center entrance. Additionally, a reduced speed limit school zone, vehicle speed feedback sign, and interconnect of traffic signals for improved signal timing and phasing. Intersection control evaluation is recommended at Freedom Pkwy for any possible improvements.



Raised Median with Street Trees

Buffered Bike Lanes



COLLISION CORRIDORS

East Laurel Drive, from North Main Street to Natividad Road: 2009-2018

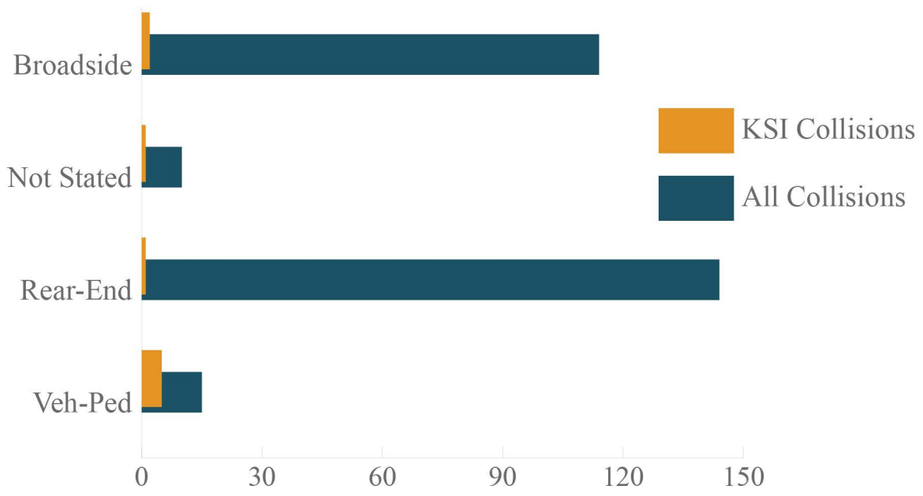
NOTABLE PRIMARY COLLISION FACTORS

IMPROPER TURNING 11%

AUTO R/W VIOLATION 21%

UNSAFE SPEED 25%

NOTABLE COLLISION TYPES



COLLISION CORRIDORS RECOMMENDATIONS

East Laurel Drive, from North Main Street to Natividad Road: 2009-2018

East Laurel Drive between North Main Street and Natividad Road recommended countermeasures include a raised median and street trees to limit left turn on minor roads and driveways. Traffic signals are recommended to be coordinated, protected left turn phase at Maryal Dr, and protected pedestrian phase at Linwood Dr. The removal of on-street parking is recommended towards the east part of the corridor and the installation of a pedestrian activated crosswalk warning beacon at Tapadero St.

Raised Median with Street Trees

Remove On-Street Parking

Enforcement

COLLISION CORRIDORS

Sanborn Road, from US Highway 101 to East Laurel Drive: 2009-2018

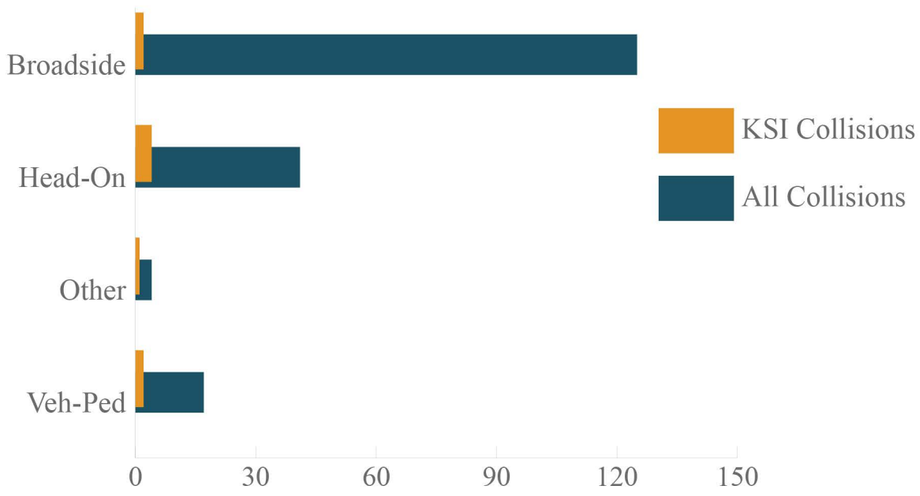
NOTABLE PRIMARY COLLISION FACTORS

UNSAFE SPEED
26%

AUTO R/W VIOLATION
18%

TRAFFIC SIGNALS & SIGNS
12%

NOTABLE COLLISION TYPES



COLLISION CORRIDORS RECOMMENDATIONS

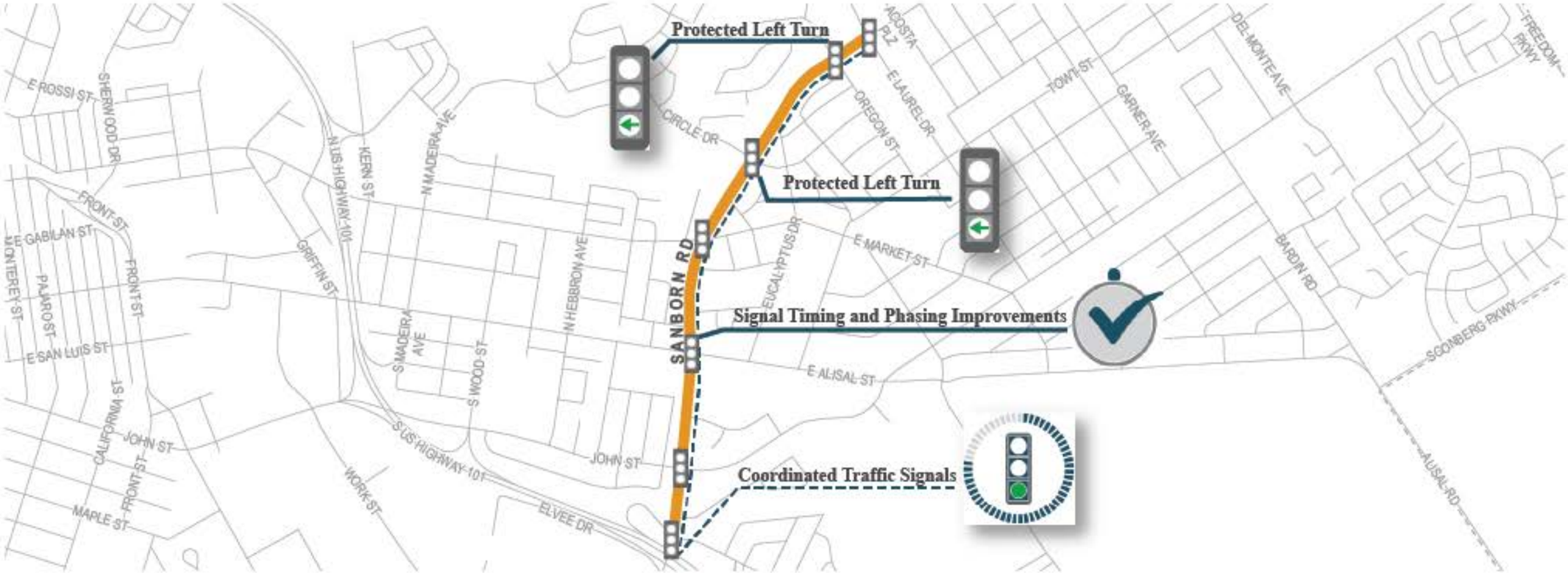
Sanborn Road, from US Highway 101 to East Laurel Drive: 2009-2018

Sanborn Road between Fairview Avenue and East Laurel Drive recommended countermeasures include a raised median with street trees and buffered bike lanes. Traffic signals are recommended to have protected left turn phases at Circle Dr, Oregon St/Madeira Ave, and all traffic signals should be coordinated. The on-street parking is recommended to be removed. Increased traffic enforcement is recommended.

Raised Median with Street Trees

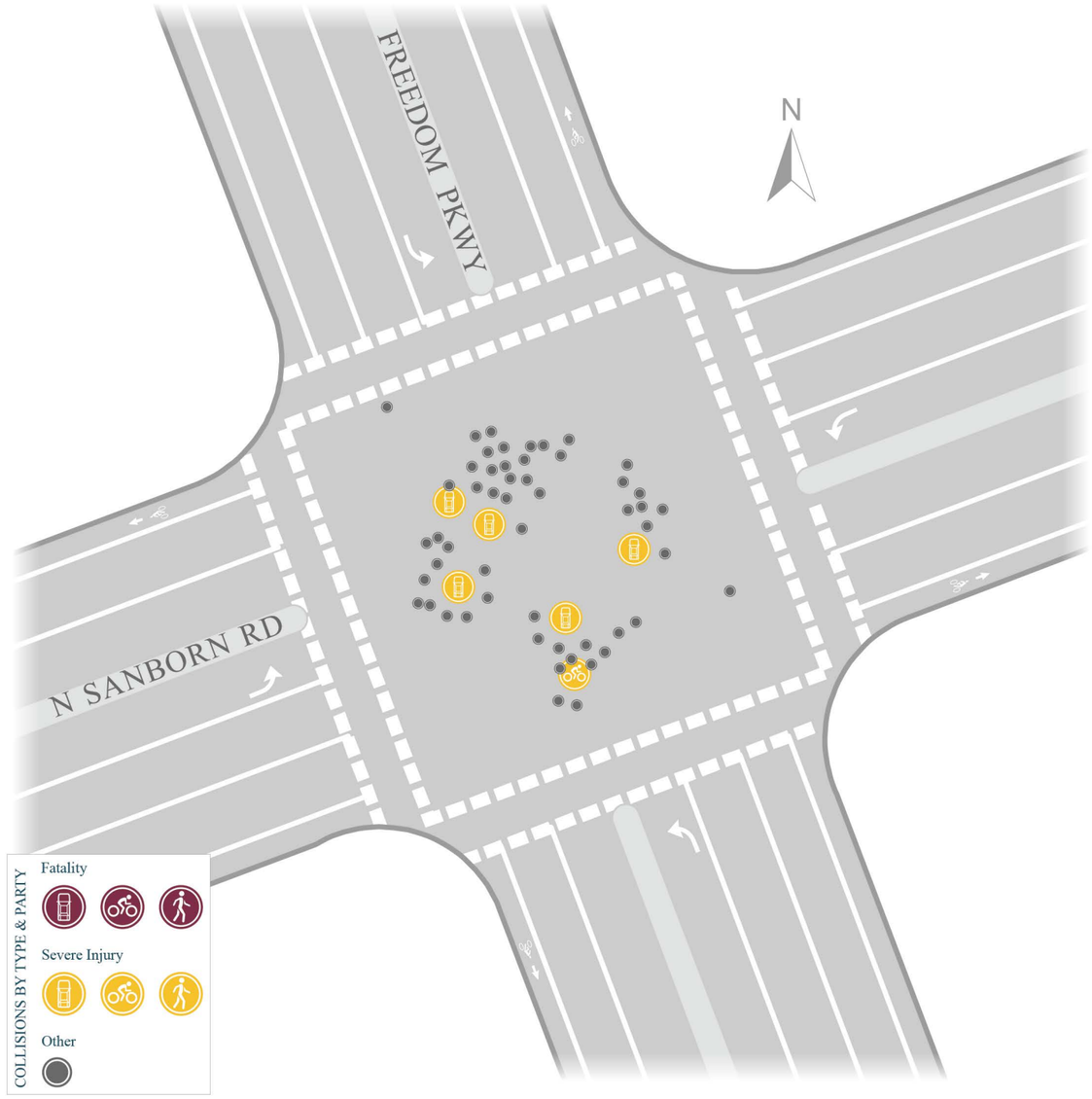
Remove On-Street Parking

Enforcement



INTERSECTION COLLISIONS

North Sanborn Road at Freedom Parkway: 2009-2018



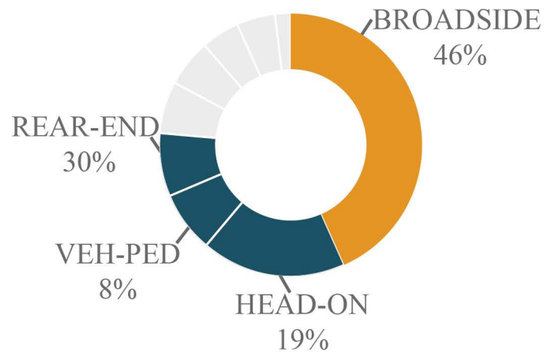
NOTABLE PRIMARY COLLISION FACTORS

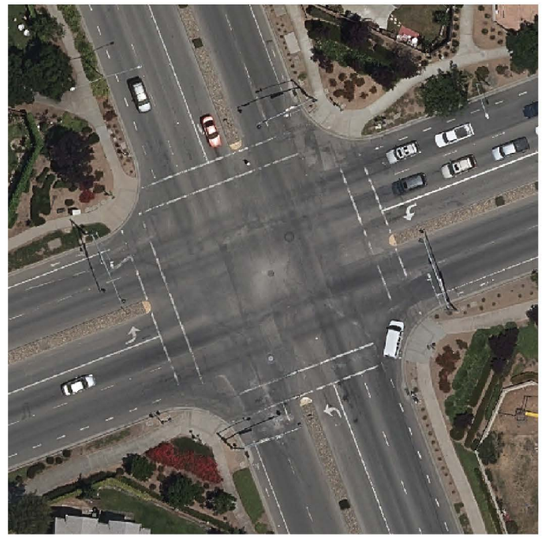
AUTO R/W VIOLATION
44%

TRAFFIC SIGNALS & SIGNS
24%

UNSAFE SPEED
8%

NOTABLE COLLISION TYPES





INTERSECTION COLLISIONS RECOMMENDATIONS

North Sanborn Road at Freedom Parkway: 2009-2018

North Sanborn Road 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

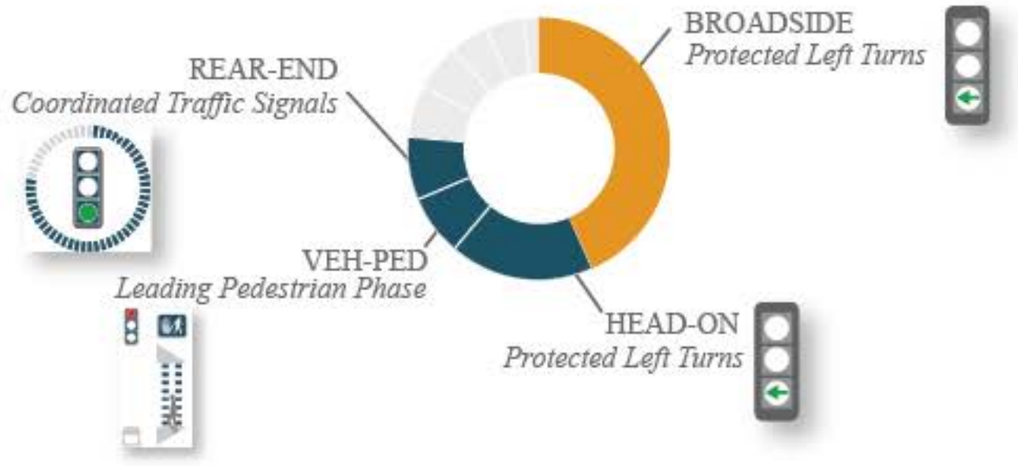
TRAFFIC SIGNALS & SIGNS
Signal Timing and Phasing

CoordinateTraffic Signals

UNSAFE SPEED
Enforcement

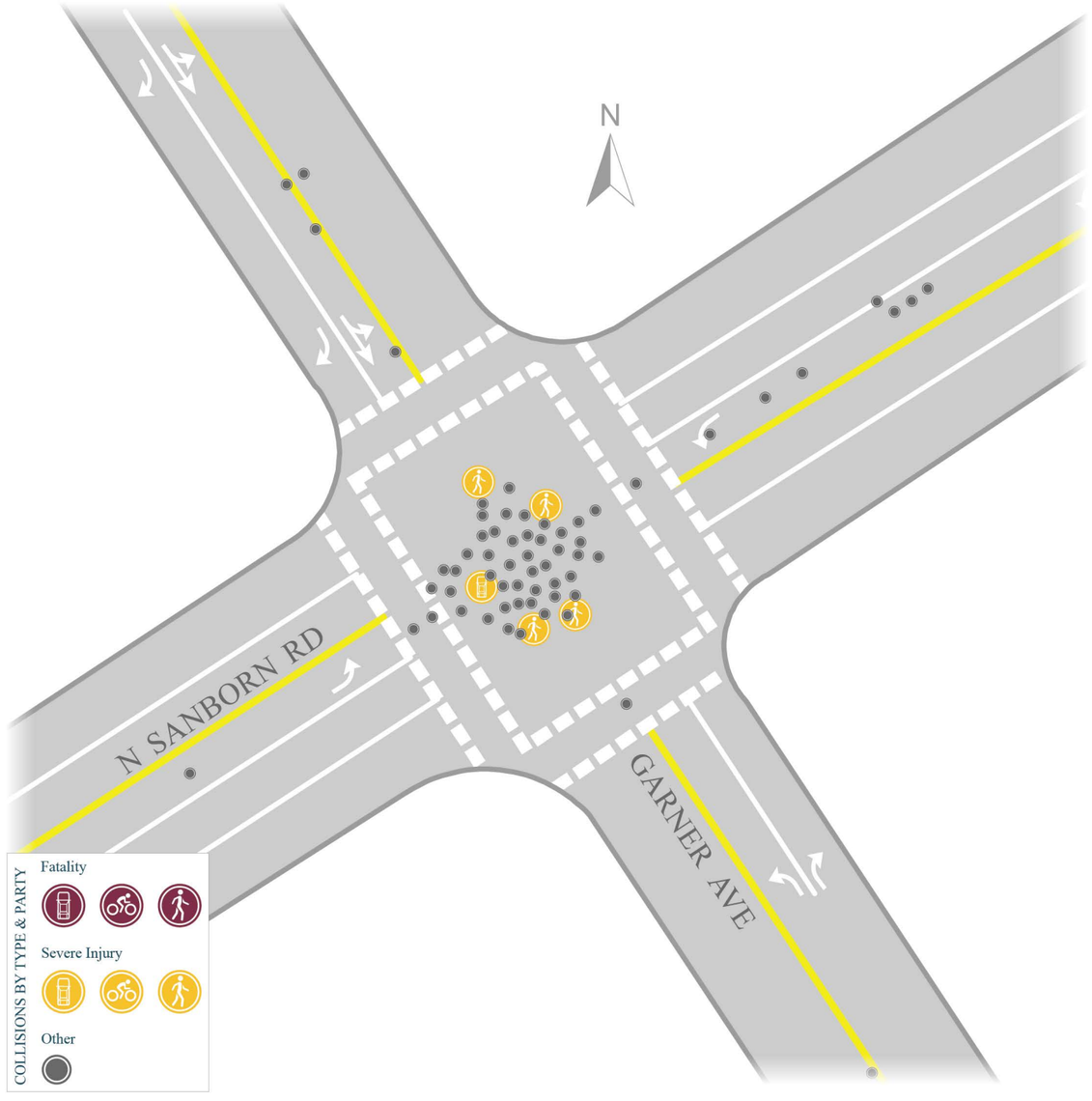
NOTABLE COLLISION TYPES

RECOMMENDATIONS



INTERSECTION COLLISIONS

North Sanborn Road at Garner Avenue: 2009-2018



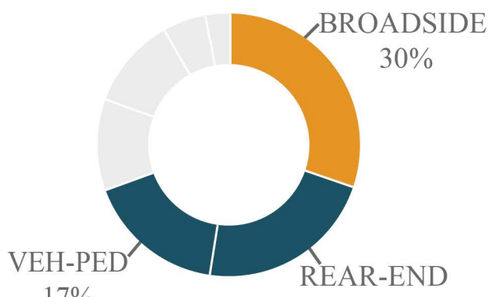
NOTABLE PRIMARY COLLISION FACTORS

TRAFFIC SIGNALS & SIGNS
20%

UNSAFE SPEED
19%

AUTO R/W VIOLATION
16%

NOTABLE COLLISION TYPES



INTERSECTION COLLISIONS RECOMMENDATIONS

North Sanborn Road at Garner Avenue: 2009-2018

North Sanborn Road at Garner Avenue recommended countermeasures include protected left turn phasing, reflective backplates for visibility at night, coordinated traffic signal system, and pedestrian refuge island. Increased traffic enforcement or automated red-light enforcement is recommended.

NOTABLE PRIMARY COLLISION FACTORS

RECOMMENDATIONS

TRAFFIC SIGNALS & SIGNS
Retroreflective Backplate

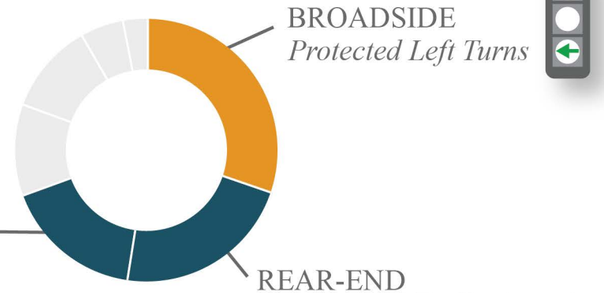
Coordinate Traffic Signals

UNSAFE SPEED
Enforcement

AUTO R/W VIOLATION
Protected Left Turns

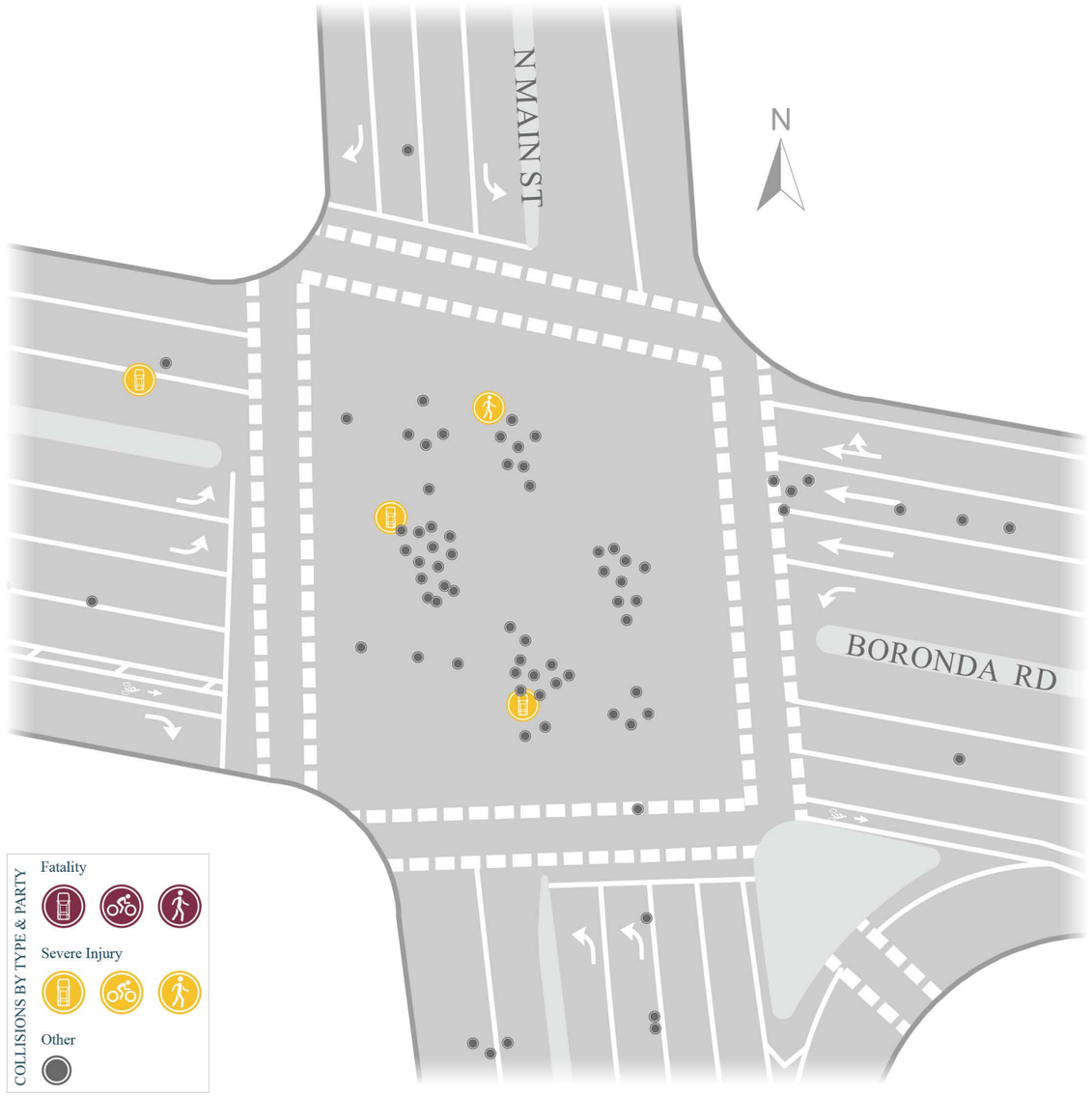
NOTABLE COLLISION TYPES

RECOMMENDATIONS



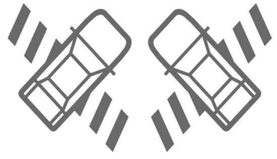
INTERSECTION COLLISIONS

Boronda Road at North Main Street: 2009-2018



NOTABLE PRIMARY COLLISION FACTORS

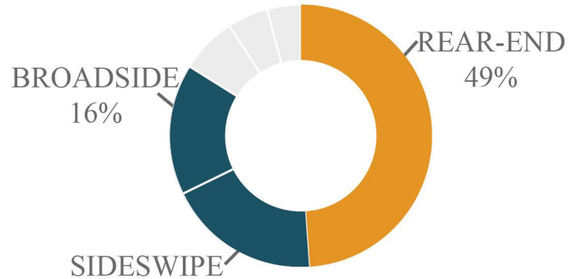
UNSAFE SPEED
37%



AUTO R/W VIOLATION
9%

FOLLOWING TOO CLOSELY
8%

NOTABLE COLLISION TYPES



INTERSECTION COLLISIONS RECOMMENDATIONS

Boronda Road at North Main Street: 2009-2018

Boronda Road at North Main Street recommended countermeasures include guide signs and channelization to improve access onto and off US 101. Signal timing, phasing and coordination with other traffic signals is recommended. Increased traffic enforcement or automated red-light enforcement is also recommended.

NOTABLE PRIMARY COLLISION FACTORS

RECOMMENDATIONS

UNSAFE SPEED
Enforcement

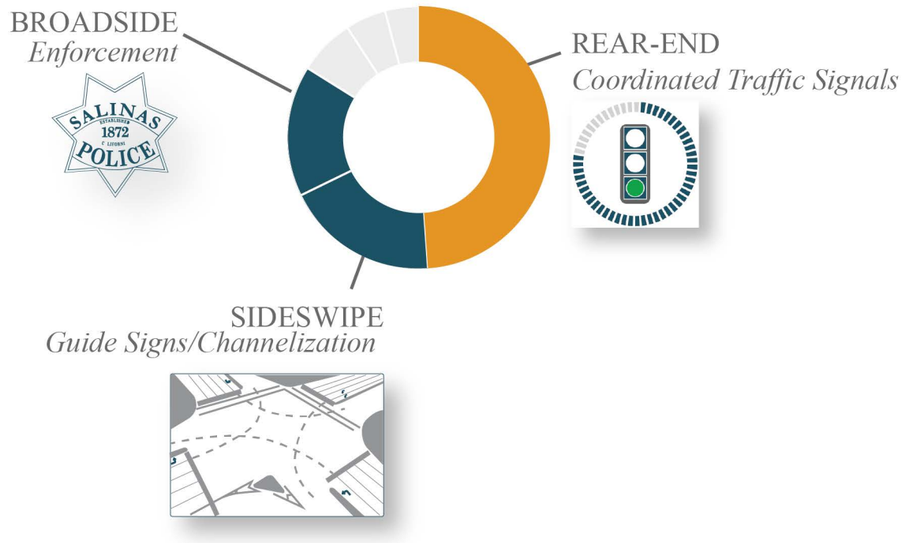
AUTO R/W VIOLATION
Signal Timing and Phasing

Red Light Enforcement

FOLLOWING TOO CLOSELY
Enforcement

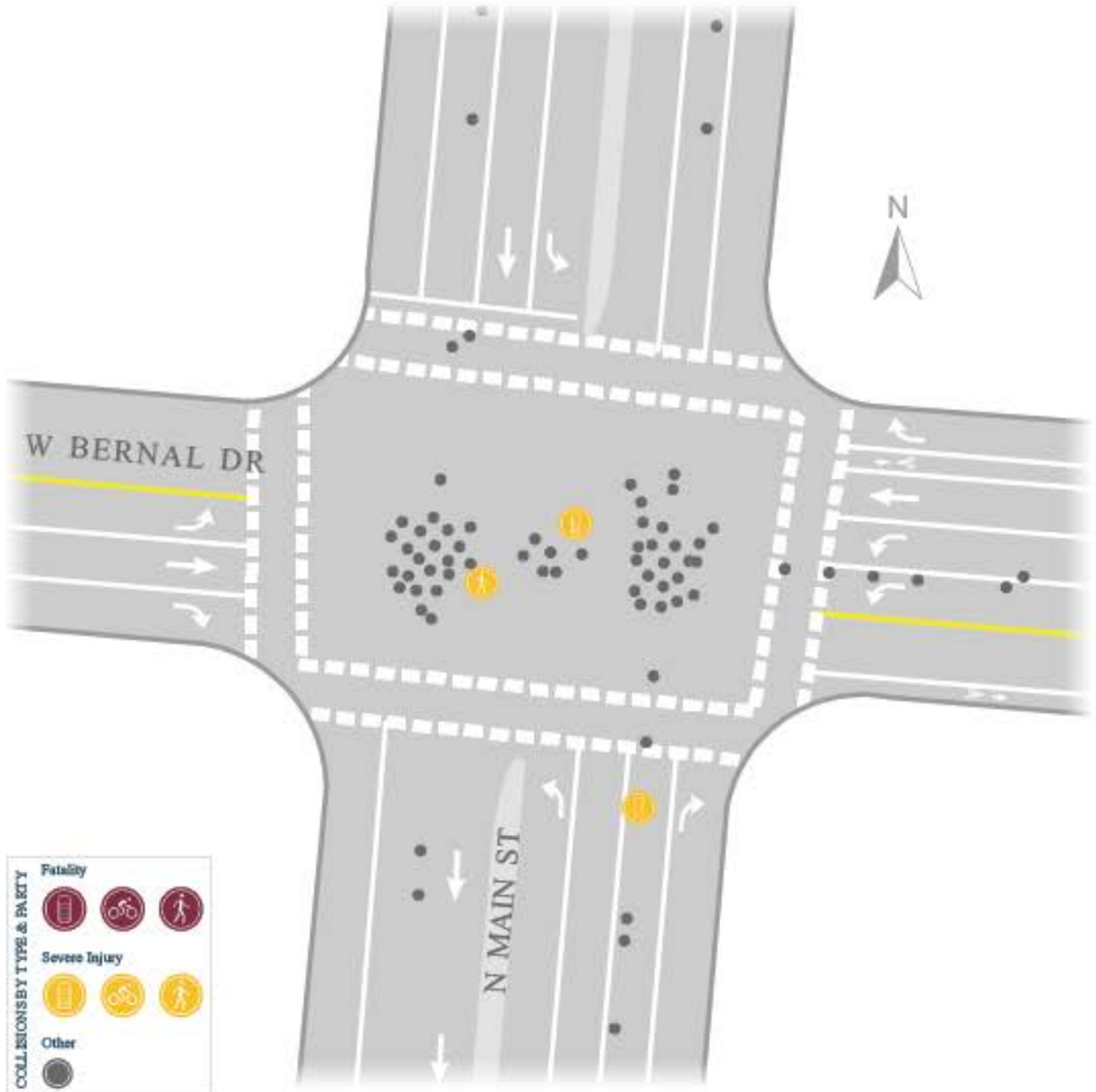
NOTABLE COLLISION TYPES

RECOMMENDATIONS



INTERSECTION COLLISIONS

North Main Street at Bernal Drive: 2009-2018



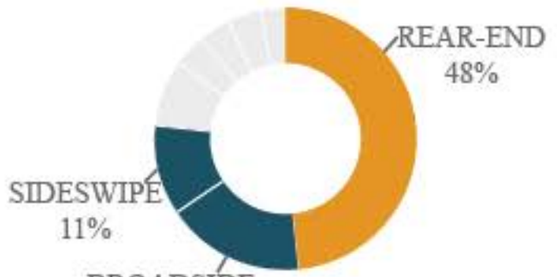
NOTABLE PRIMARY COLLISION FACTORS

UNSAFE SPEED
35%

TRAFFIC SIGNALS & SIGNS
14%

IMPROPER TURNING
11%

NOTABLE COLLISION TYPES



INTERSECTION COLLISIONS RECOMMENDATIONS

North Main Street at Bernal Drive: 2009-2018

North Main Street at Bernal Drive recommended countermeasures include guide signs and channelization to improve access onto and off US101. Signal timing, phasing, and coordination with other traffic signals for a better traffic flow is also recommended. Retroreflective backplate on traffic signal heads for more visibility at night and the installation of advance warning signs to warn motorists of upcoming traffic signal. Recommended are also the increased of traffic enforcement or automated red light enforcement and an intersection control evaluation.

NOTABLE PRIMARY COLLISION FACTORS

RECOMMENDATIONS

UNSAFE SPEED
Enforcement

TRAFFIC SIGNALS & SIGNS
Coordinate Traffic Signals

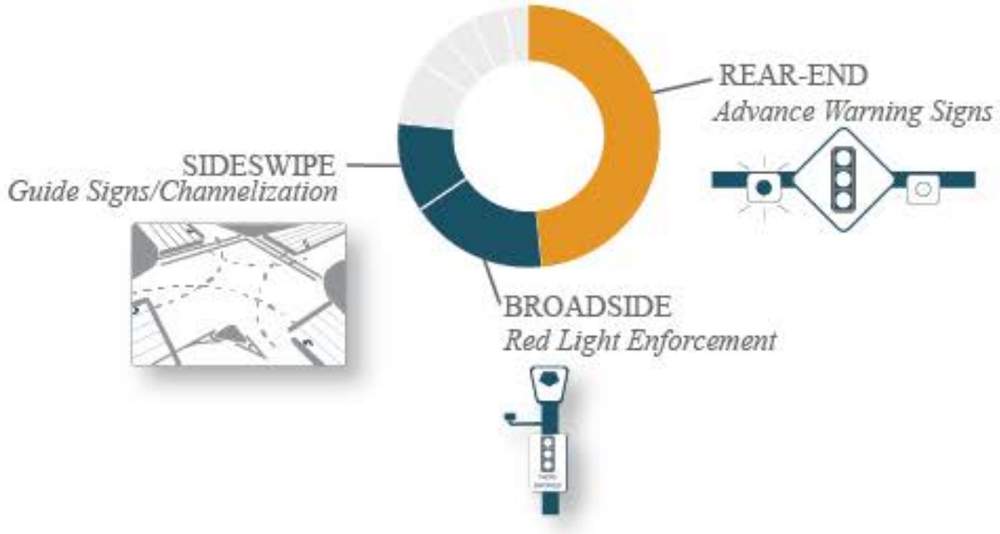
Signal Timing and Phasing

Retroreflective Backplate

IMPROPER TURNING
Guide Signs/Channelization

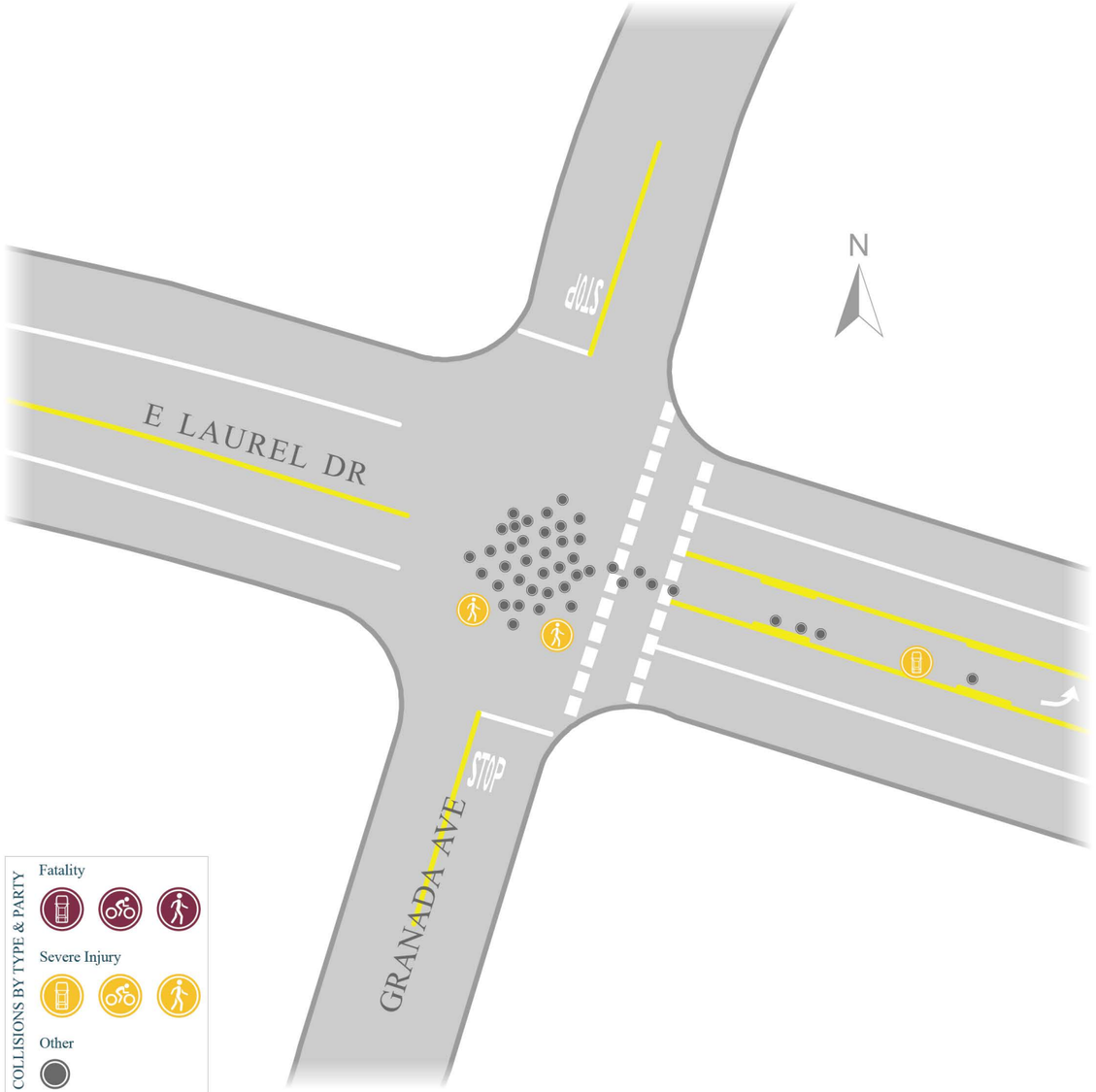
NOTABLE COLLISION TYPES

RECOMMENDATIONS



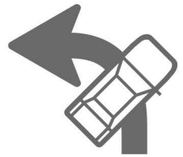
INTERSECTION COLLISIONS

East Laurel Drive at Granada Avenue: 2009-2018

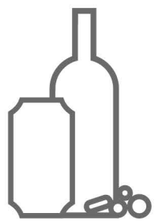


NOTABLE PRIMARY COLLISION FACTORS

AUTO R/W VIOLATION
48%

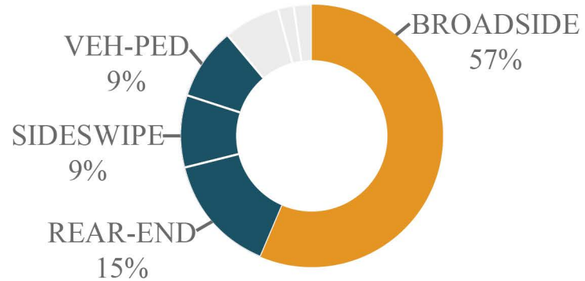


IMPROPER TURNING
11%



DUI
9%

NOTABLE COLLISION TYPES



INTERSECTION COLLISIONS RECOMMENDATIONS

East Laurel Drive at Granada Avenue: 2009-2018

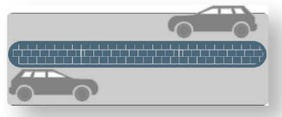
East Laurel Drive at Granada Avenue is recommended for an intersection control evaluation. This intersection is part of a corridor improvement in this action plan which recommends a raised median with channelized left turn pockets at this intersection and reduction of on-street parking. Other considerations include the installation of a pedestrian refuge island alongside with the recommended pedestrian signal interconnected with Natividad Rd and Laurel Dr. Increased traffic enforcement and traffic education is also recommended.

NOTABLE PRIMARY COLLISION FACTORS

RECOMMENDATIONS

AUTO R/W VIOLATION
Reduce Street Parking

IMPROPER TURNING
Raised Median



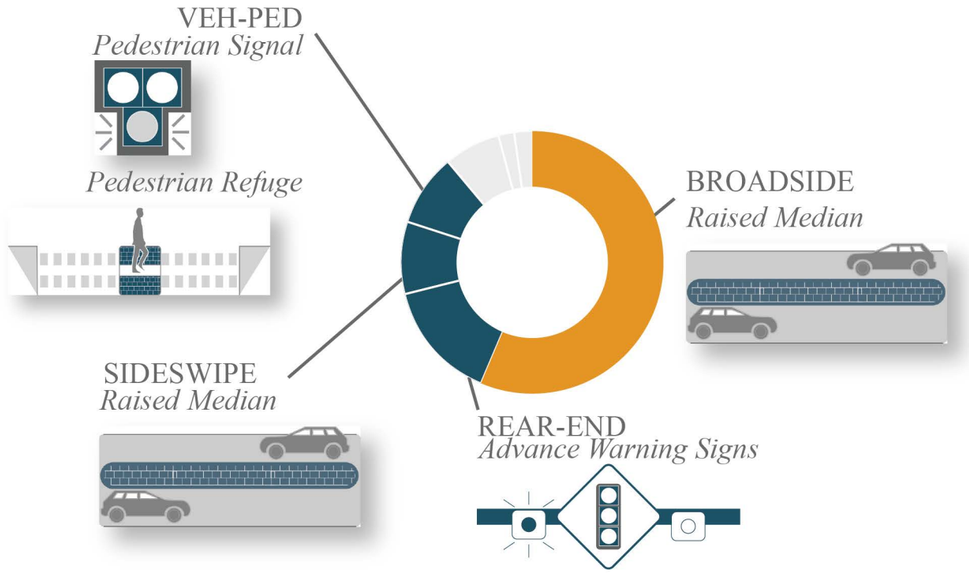
DUI
Traffic Education and Outreach

Enforcement

SALINAS 1872 POLICE

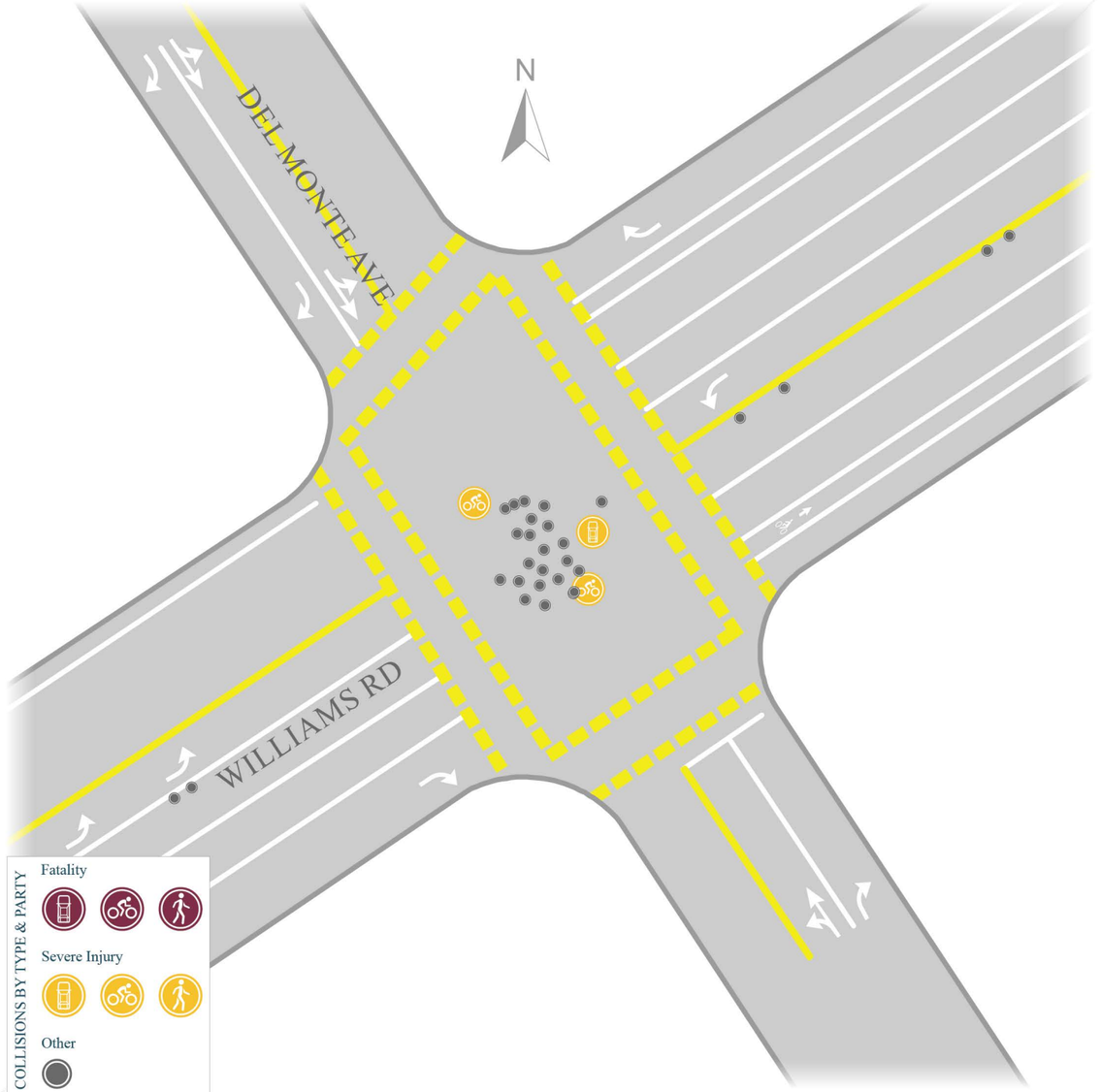
NOTABLE COLLISION TYPES

RECOMMENDATIONS



INTERSECTION COLLISIONS

Williams Road at Del Monte Avenue: 2009-2018



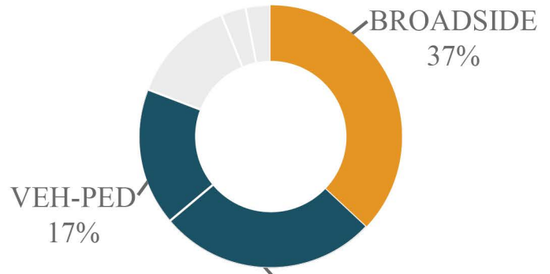
NOTABLE PRIMARY COLLISION FACTORS

TRAFFIC SIGNALS & SIGNS
23%

IMPROPER TURNING
20%

PEDESTRIAN VIOLATION
13%

NOTABLE COLLISION TYPES



INTERSECTION COLLISIONS RECOMMENDATIONS

Williams Road at Del Monte Avenue: 2009-2018

Williams Road at Del Monte Avenue recommended countermeasures include coordination with other traffic signals along Williams Rd and signal timing and phasing improvements for an improved traffic flow. Protected left turn phasing is recommended to provide safety for motorists making left turns and pedestrians. Additional recommended countermeasures are a pedestrian refuge island median and pedestrian signal. This intersection is part of a corridor improvement on this action plan which recommends a raised median on Williams Rd. Increased traffic enforcement or automated red-light enforcement is also recommended.

NOTABLE PRIMARY COLLISION FACTORS

RECOMMENDATIONS

TRAFFIC SIGNALS & SIGNS
Coordinate Traffic Signals

Signal Timing and Phasing

IMPROPER TURNING
Protected Left Turns

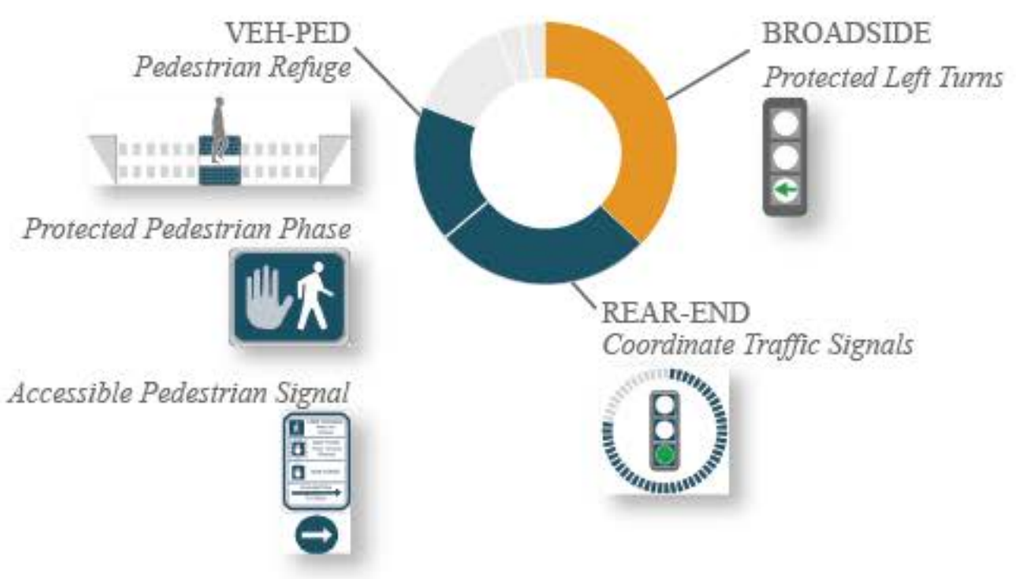
Raised Median

PEDESTRIAN VIOLATION
Traffic Education and Outreach

Enforcement

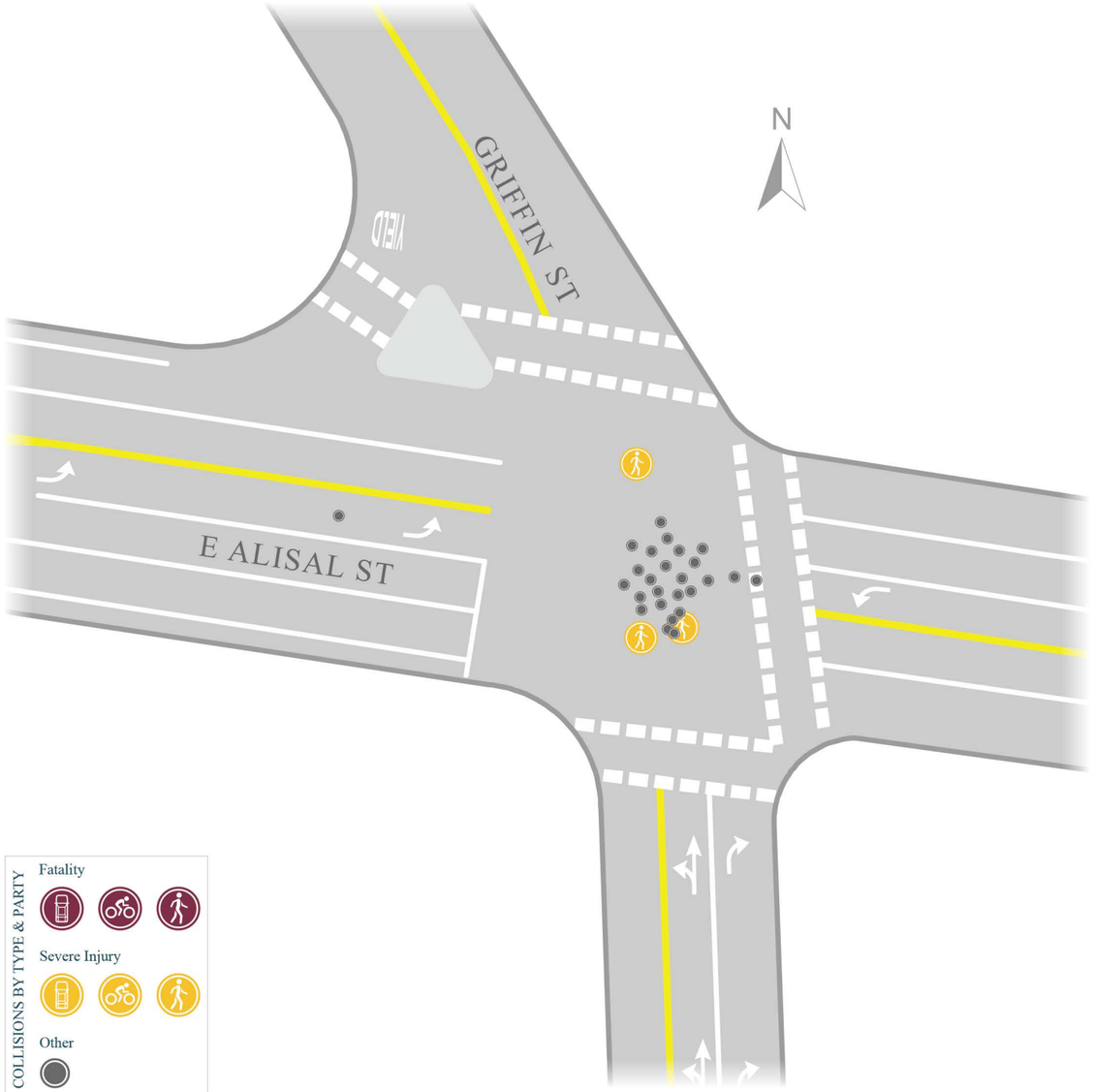
NOTABLE COLLISION TYPES

RECOMMENDATIONS



INTERSECTION COLLISIONS

East Alisal Street at Griffin Street: 2009-2018



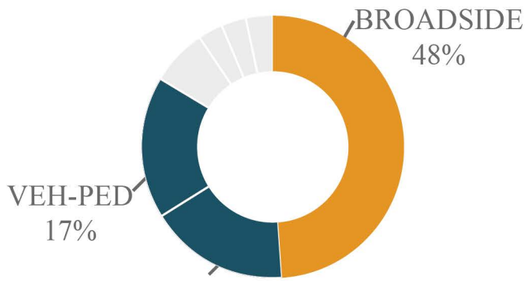
NOTABLE PRIMARY COLLISION FACTORS

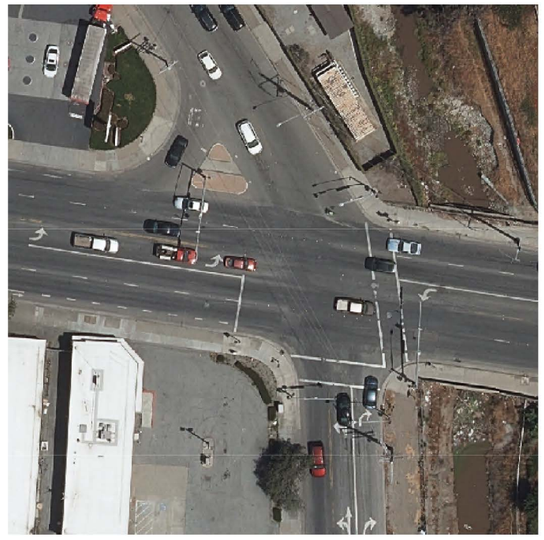
AUTO R/W VIOLATION 28%

TRAFFIC SIGNALS &SIGNS 24%

PEDESTRIAN R/W VIOLATION 17%

NOTABLE COLLISION TYPES





INTERSECTION COLLISIONS RECOMMENDATIONS

East Alisal Street at Griffin Street: 2009-2018

East Alisal Street at Griffin Street recommended countermeasures include protected left turn phasing and coordination for an improved traffic flow. Retroreflective backplate are recommended on traffic signal heads for more visibility at night. It is also recommended to remove the slip lane and add sidewalk where none exist. Furthermore, a pedestrian refuge island and median is recommended to provide a two-stage crossing. The traffic signal is recommended to include accessible pedestrian signals. 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
Retroreflective Backplate

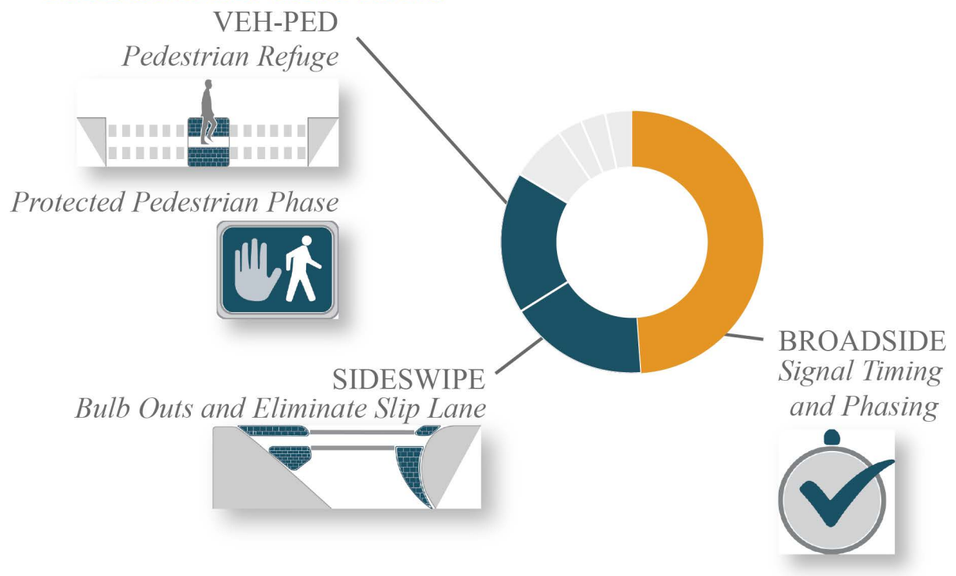
Coordinate Traffic Signals

PEDESTRIAN R/W VIOLATION
Accessible Pedestrian Signal

Sidewalk

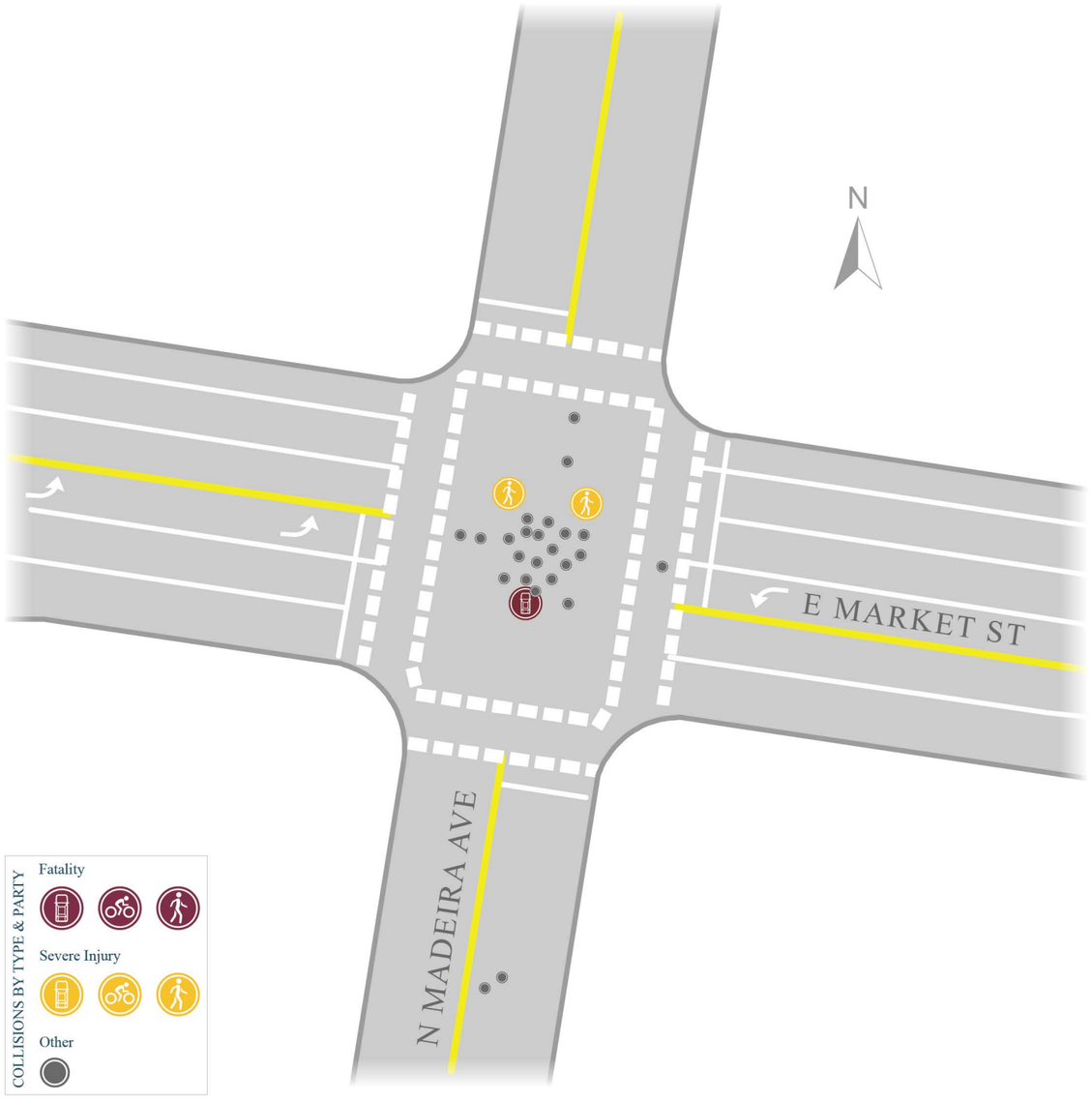
NOTABLE COLLISION TYPES

RECOMMENDATIONS



INTERSECTION COLLISIONS

East Market Street at North Madeira Avenue: 2009-2018



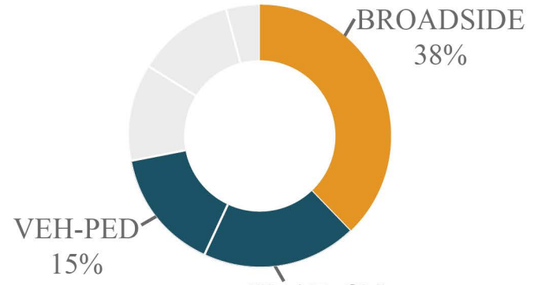
NOTABLE PRIMARY COLLISION FACTORS

AUTO R/W VIOLATION
27%

IMPROPER TURNING
15%

TRAFFIC SIGNALS & SIGNS
15%

NOTABLE COLLISION TYPES



INTERSECTION COLLISIONS RECOMMENDATIONS

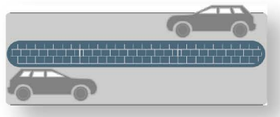
East Market Street at North Madeira Avenue: 2009-2018

East Market Street at North Madeira Avenue recommended countermeasures include a raised median and lane reductions which is part of a corridor recommendation on this action plan. Protected left turn phasing traffic signals timing and signal coordination is also recommended. Increased traffic enforcement and automated red-light enforcement is also recommended.

NOTABLE PRIMARY COLLISION FACTORS

RECOMMENDATIONS

AUTO R/W VIOLATION
Raised Median



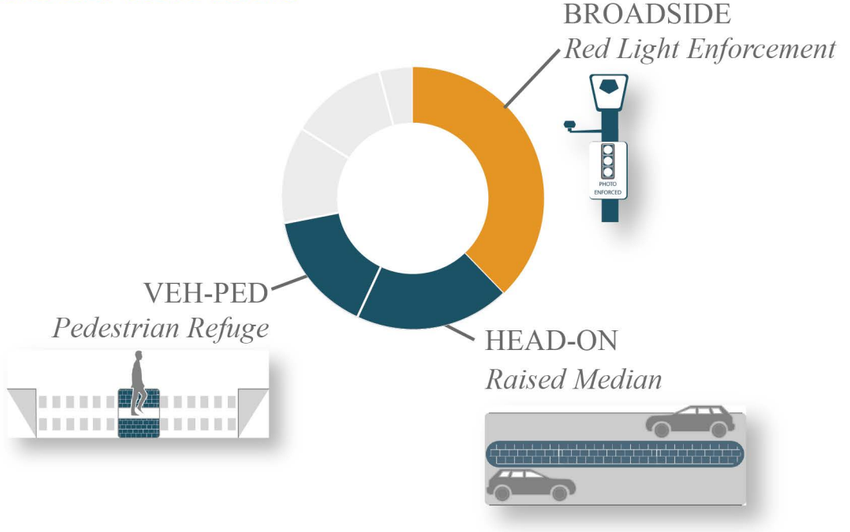
IMPROPER TURNING
Protected Left Turns

TRAFFIC SIGNALS & SIGNS
Coordinate Traffic Signals

Signal Timing and Phasing

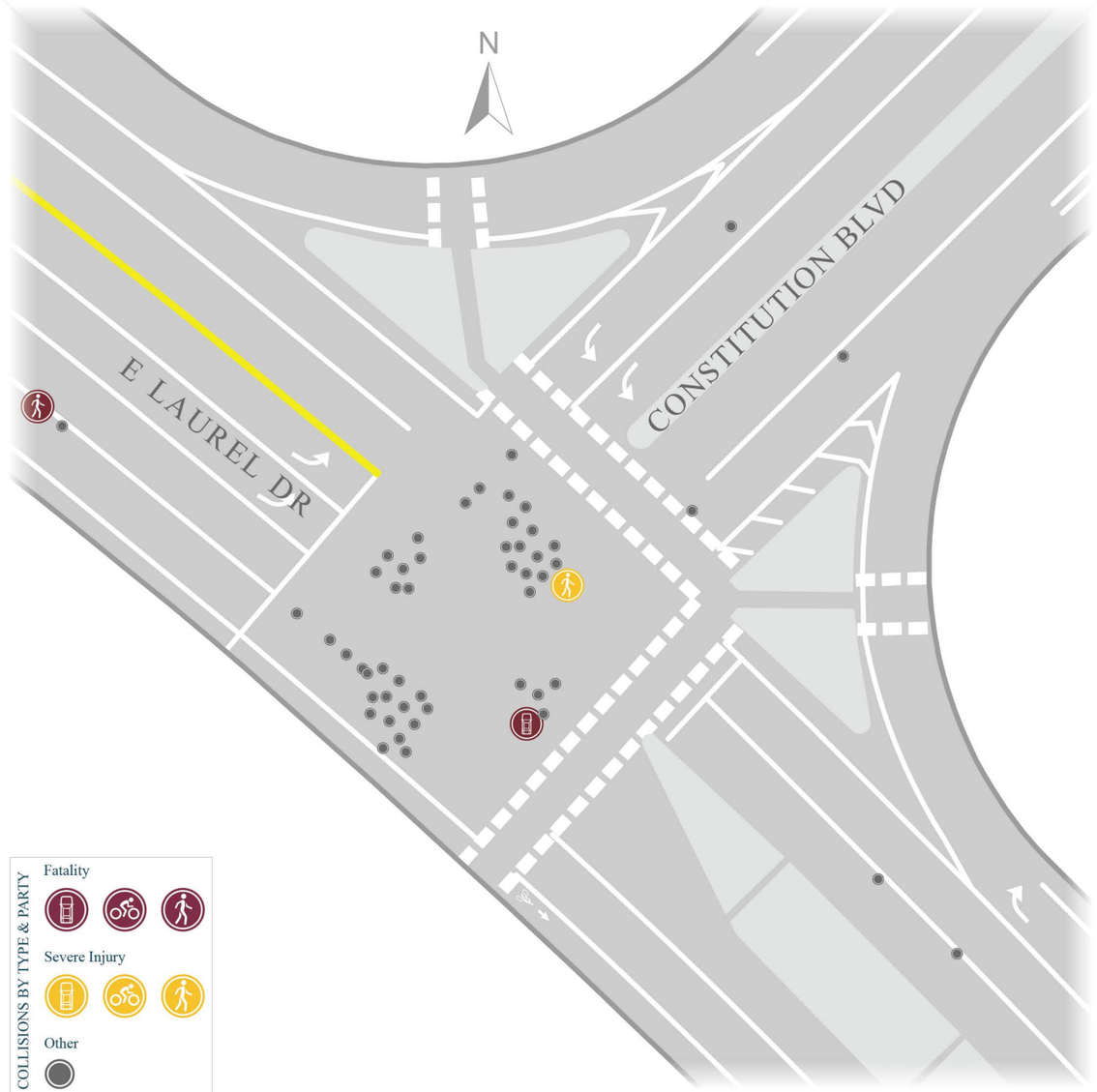
NOTABLE COLLISION TYPES

RECOMMENDATIONS



INTERSECTION COLLISIONS

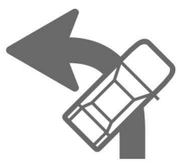
East Laurel Drive at Constitution Boulevard: 2009-2018



NOTABLE PRIMARY COLLISION FACTORS

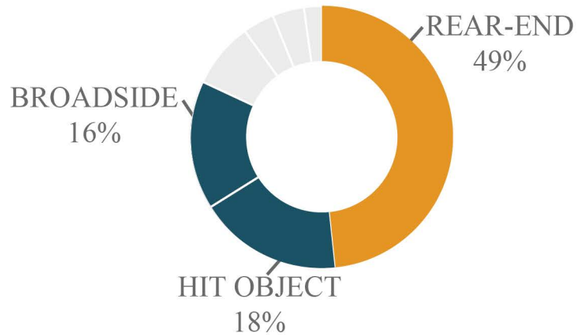
UNSAFE SPEED
45%

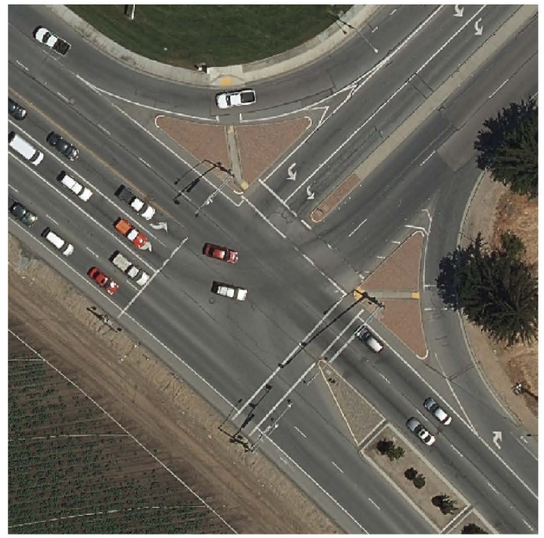
DUI
16%



IMPROPER TURNING
8%

NOTABLE COLLISION TYPES





INTERSECTION COLLISIONS RECOMMENDATIONS

East Laurel Drive at Constitution Boulevard: 2009-2018

East Laurel Drive at Constitution Boulevard recommended countermeasures include advance warning signs, increase intersection lighting, improved signal timing and coordination. Increased traffic enforcement or automated red-light enforcement is also recommended.

NOTABLE PRIMARY COLLISION FACTORS

RECOMMENDATIONS

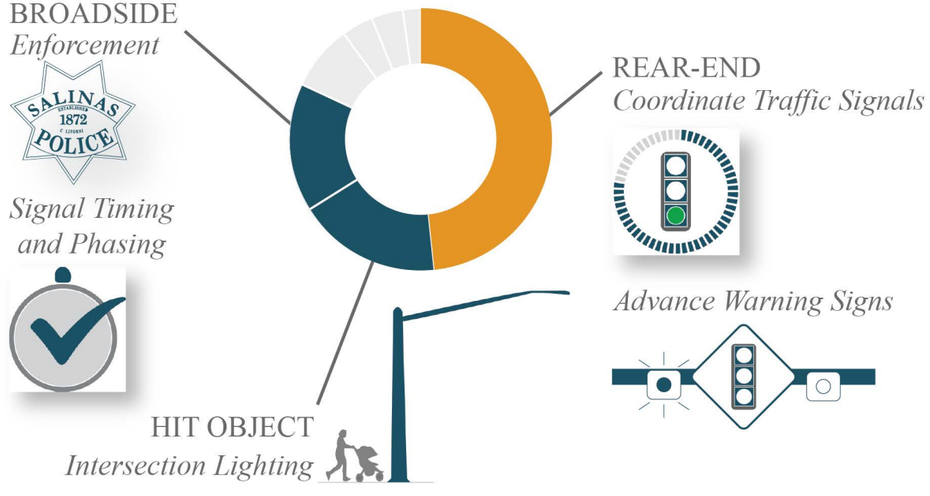
UNSAFE SPEED
Enforcement

DUI
Traffic Education and Outreach

IMPROPER TURNING
Signal Timing and Phasing

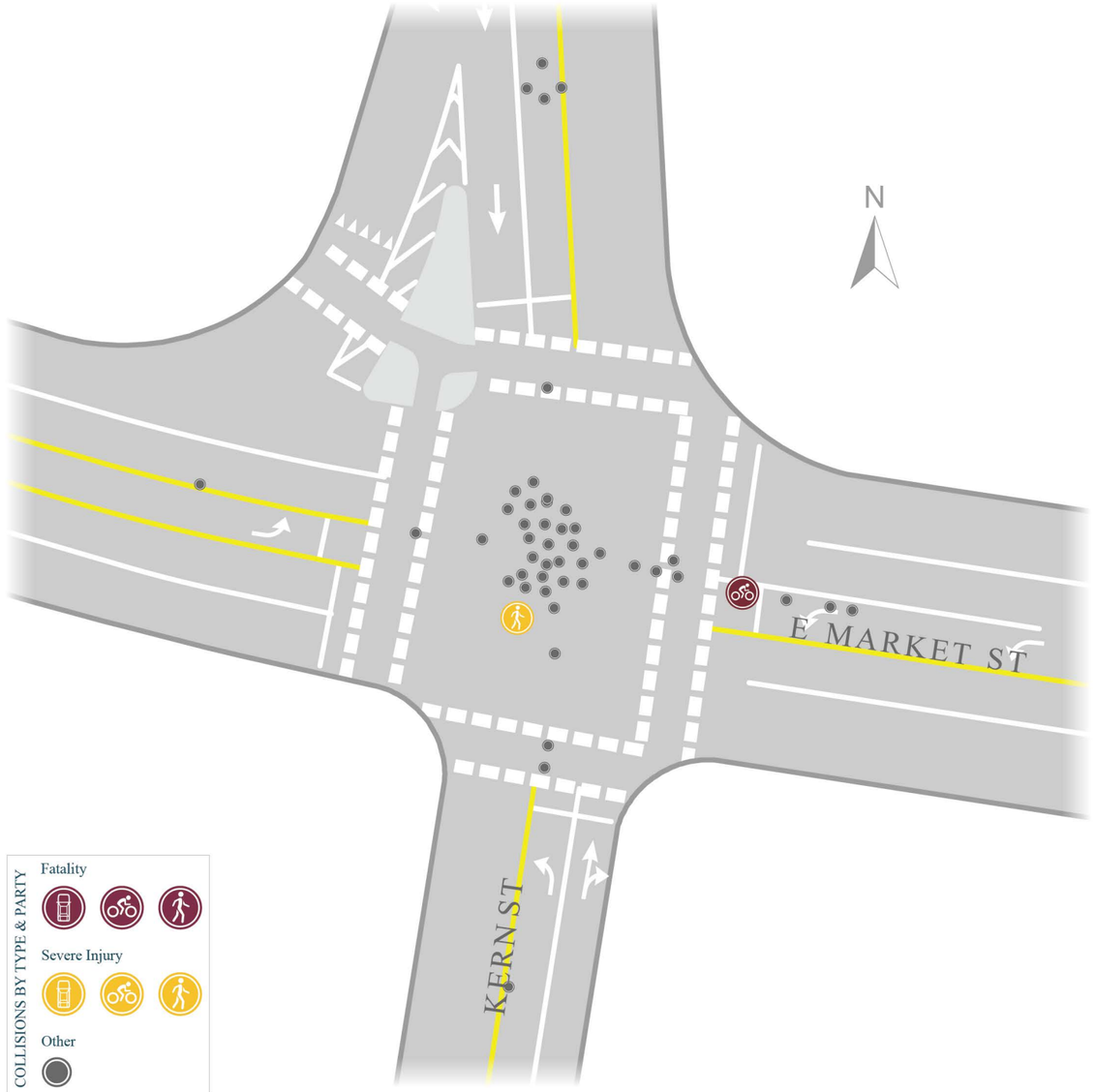
NOTABLE COLLISION TYPES

RECOMMENDATIONS



INTERSECTION COLLISIONS

East Market Street at Kern Street: 2009-2018



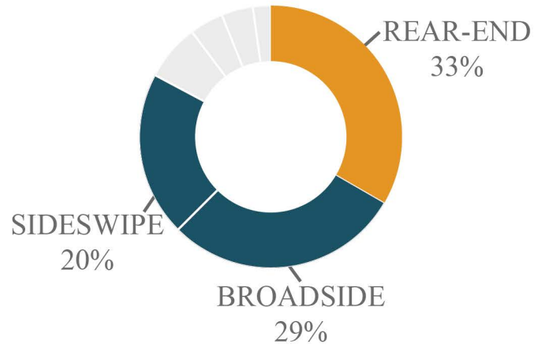
NOTABLE PRIMARY COLLISION FACTORS

UNSAFE SPEED
24%

AUTO R/W VIOLATION
16%

TRAFFIC SIGNALS & SIGNS
16%

NOTABLE COLLISION TYPES



INTERSECTION COLLISIONS RECOMMENDATIONS

East Market Street at Kern Street: 2009-2018

East Market Street at Kern Street recommended countermeasures include a raised median with street trees and a lane reduction that is part of the corridor recommendations in this action plan. No turn on red is recommended on the Kern St slip lane. Additionally, signal timing and phasing improvements and coordination with other traffic signals is recommended. Guide signs and channelization is recommended to improve access onto US 101. Retroreflective backplate on the traffic signal heads are recommended to provide more visibility at night. Increased traffic enforcement or automated red-light enforcement is recommended.

NOTABLE PRIMARY COLLISION FACTORS

RECOMMENDATIONS

UNSAFE SPEED
Enforcement

Raised Median and Street Trees

AUTO R/W VIOLATION
Signal Timing and Phasing

TRAFFIC SIGNALS & SIGNS
Retroreflective Backplate

NOTABLE COLLISION TYPES

RECOMMENDATIONS

PEDESTRIAN INVOLVED COLLISIONS

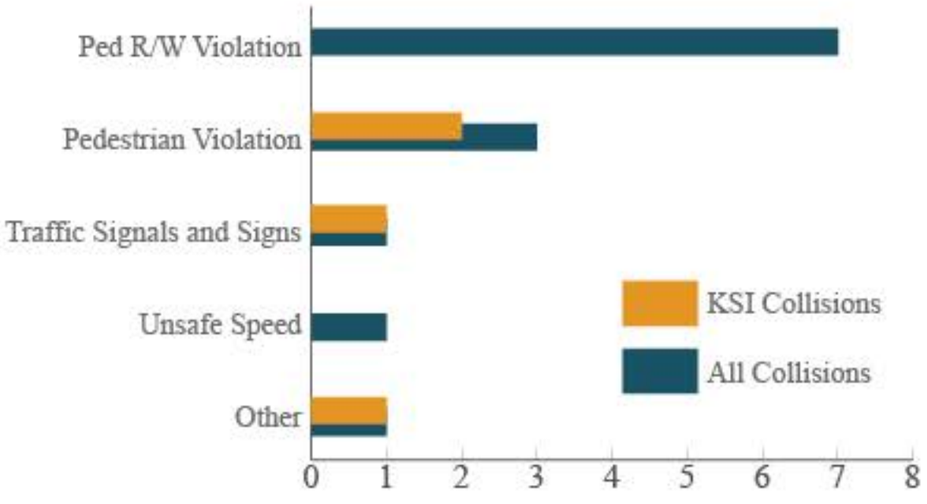
North Sanborn Road at Garner Avenue: 2009- 2018

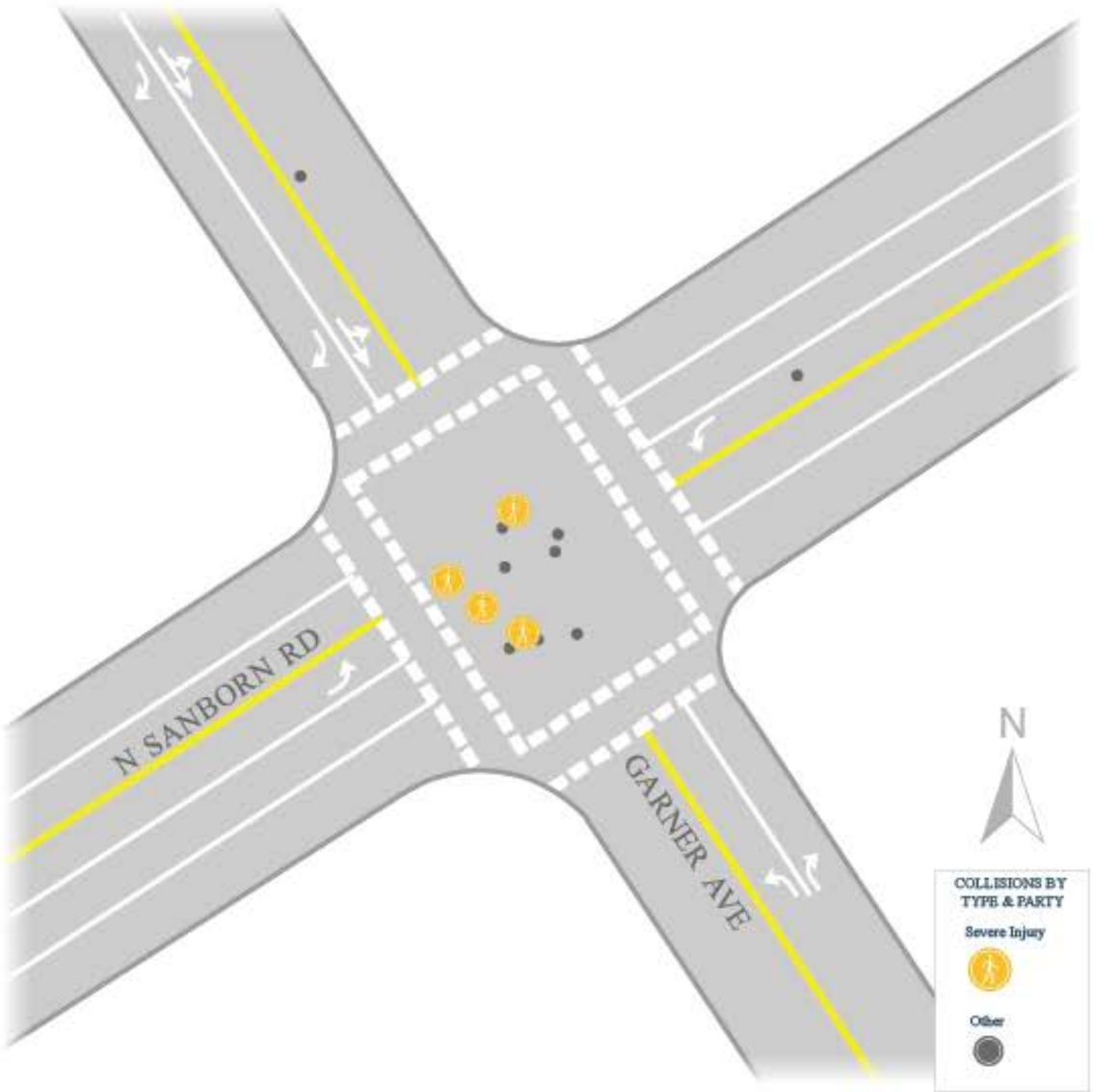
4 Severe Injuries

9 Other

(63 Total Collisions)

PRIMARY COLLISION FACTORS





PEDESTRIAN INVOLVED COLLISIONS RECOMMENDATIONS

North Sanborn Road at Garner Avenue

North Sanborn Road at Garner Avenue recommended countermeasures include accessible pedestrian signal, protected pedestrian phase, reflective backplates for visibility at night, coordination of traffic signals and pedestrian refuge island. Increased traffic enforcement or automated red-light enforcement is recommended.

PRIMARY COLLISION FACTORS

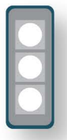
RECOMMENDATIONS

PEDESTRIAN R/W VIOLATION
Accessible Pedestrian Signal

Protected Pedestrian Phase

PEDESTRIAN VIOLATION
Traffic Education and Outreach

TRAFFIC SIGNALS AND SIGNS
Retroreflective Backplate



Signal Timing and Phasing

UNSAFE SPEED
Enforcement

OTHER

RECOMMENDATIONS

Leading Pedestrian Phase

Evaluate Pedestrian Refuge

Protected Left Turns

Coordinate Traffic Signals

PEDESTRIAN INVOLVED COLLISIONS

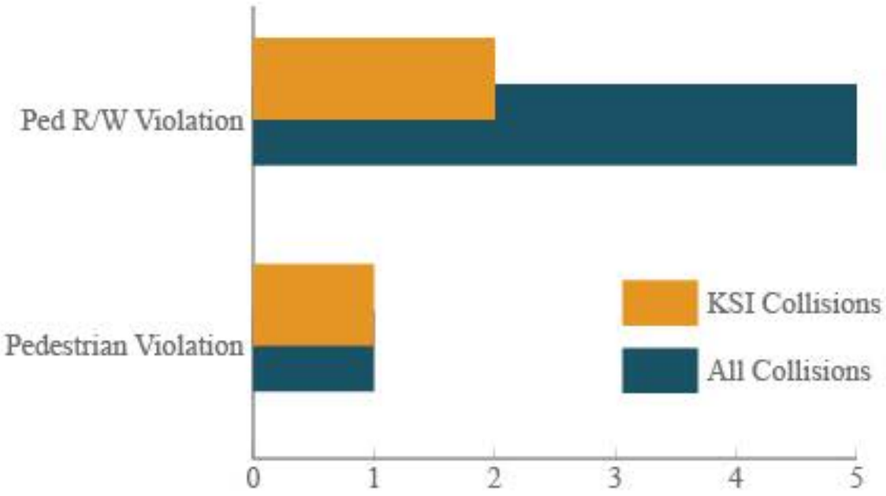
East Alisal Street at Griffin Street: 2009- 2018

3 Severe Injuries

3 Other

(29 Total Collisions)

PRIMARY COLLISION FACTORS



PEDESTRIAN INVOLVED COLLISIONS RECOMMENDATIONS

East Alisal Street at Griffin Street

East Alisal Street at Griffin Street recommended countermeasures include protected left turn phasing and coordination for an improved traffic flow. Retroreflective backplate are recommended on traffic signal heads for more visibility at night. It is also recommended to remove the slip lane and add sidewalk where none exist. Furthermore, a pedestrian refuge island and median is recommended to provide a two-stage crossing. The traffic signal is recommended to include accessible pedestrian signals. Increased traffic enforcement or automated red-light enforcement is recommended.

PRIMARY COLLISION FACTORS

RECOMMENDATIONS

PEDESTRIAN R/W VIOLATION

Accessible Pedestrian Signal

Sidewalk

PEDESTRIAN VIOLATION

Traffic Education and Outreach

High Visibility Crosswalk

OTHER

RECOMMENDATIONS

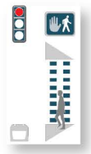
Pedestrian Refuge

Retroreflective Backplate

Eliminate Slip Lane

Signal Timing and Phasing

Leading Pedestrian Phase



Pedestrian Activated Crosswalk Warning Beacon

PEDESTRIAN INVOLVED COLLISIONS

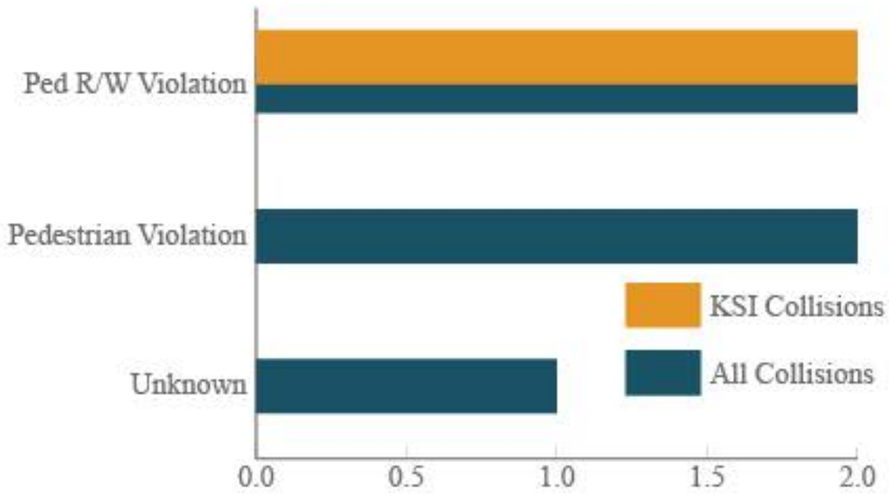
North Main Street at Lamar Street: 2009- 2018

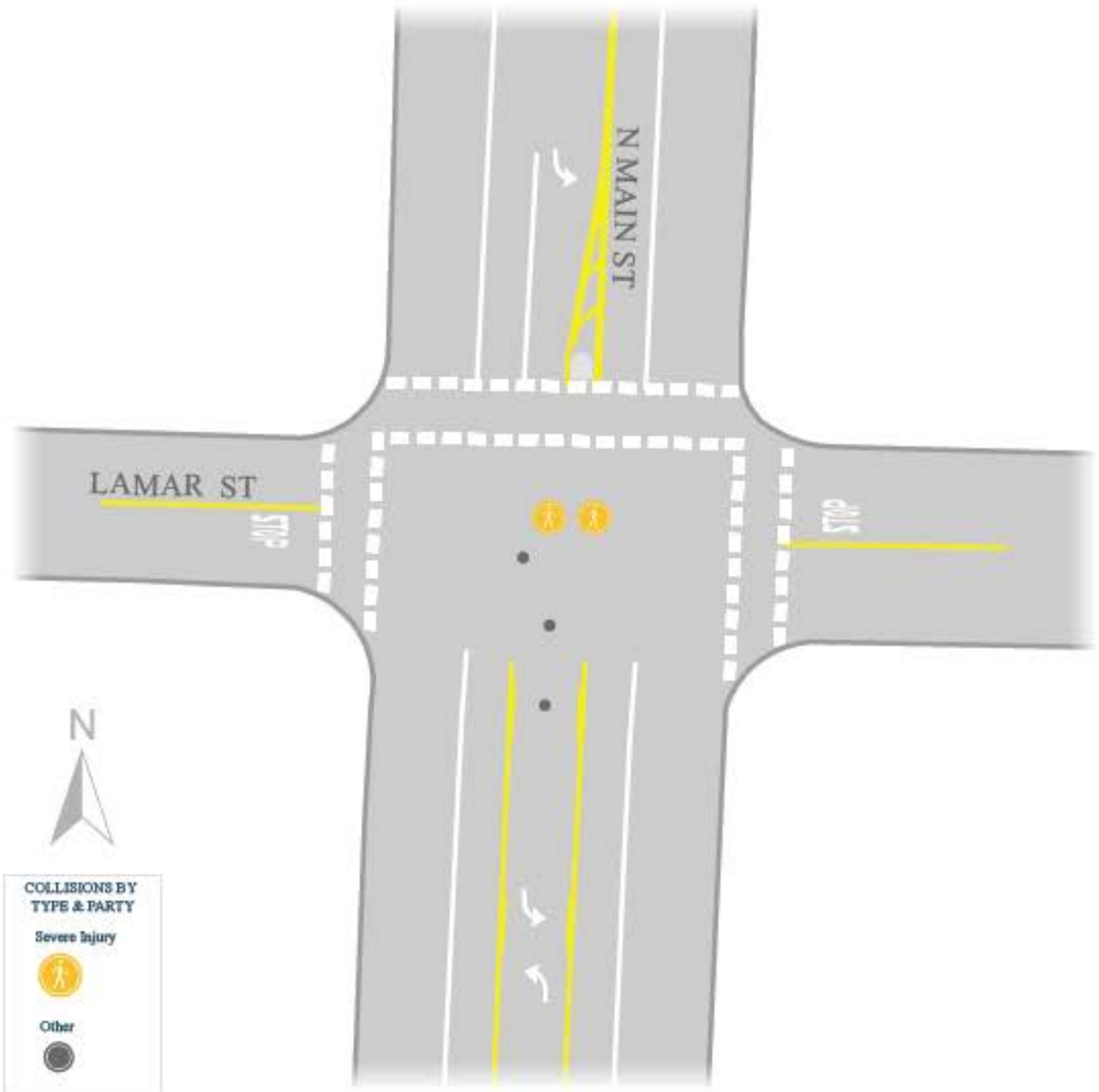
2 Severe Injuries

3 Other

(23 Total Collisions)

PRIMARY COLLISION FACTORS





PEDESTRIAN INVOLVED COLLISIONS RECOMMENDATIONS

North Main Street at Lamar Street

North Main Street at Lamar Street recommended countermeasures include pedestrian refuge island and median to provide a two-stage crossing. It is recommended to evaluate a pedestrian hybrid beacon or traffic signal at the intersection to stop traffic. A new signal or hybrid beacon would require coordination. Traffic education and outreach as well as increased traffic enforcement is recommended.

PRIMARY COLLISION FACTORS

RECOMMENDATIONS

PEDESTRIAN R/W VIOLATION
Pedestrian Refuge

PEDESTRIAN VIOLATION
Traffic Education and Outreach

High Visibility Crosswalk

UNKNOWN
Enforcement

OTHER

RECOMMENDATIONS

Traffic Signal

Pedestrian Hybrid Beacon

BICYCLE INVOLVED COLLISIONS

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

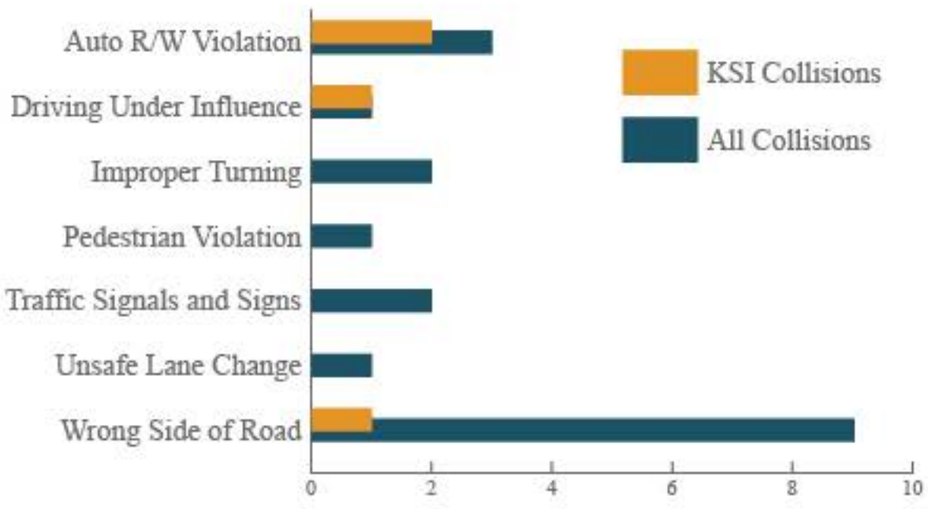
1 Fatal

3 Severe Injuries

15 Other

(443 Total Collisions)

PRIMARY COLLISION FACTORS



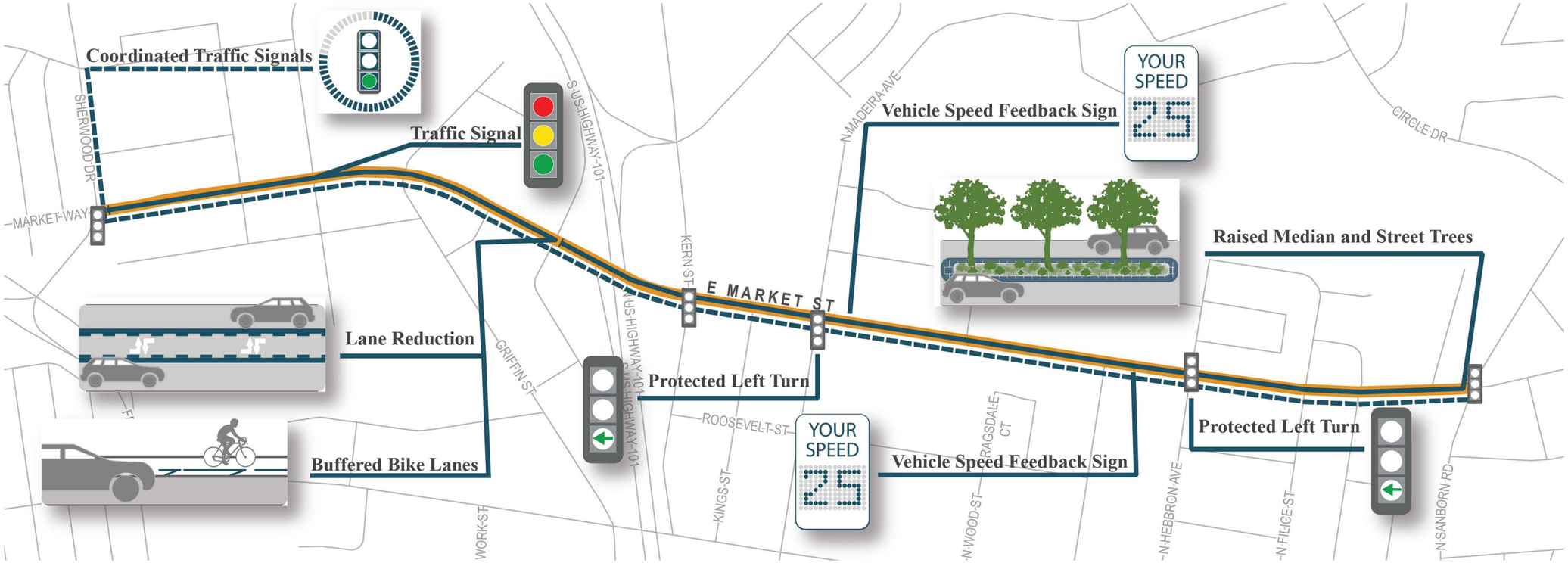
BICYCLE INVOLVED COLLISIONS RECOMMENDATIONS

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 limit turning maneuvers at driveways and minor roads to reduce collision potential. Other countermeasures include bicycle lanes, protected left phasing at N Madeira, Hebbron Ave, and coordination of all traffic signals along this corridor. Increased traffic enforcement is recommended.

Traffic Education

Enforcement



BICYCLE INVOLVED COLLISIONS

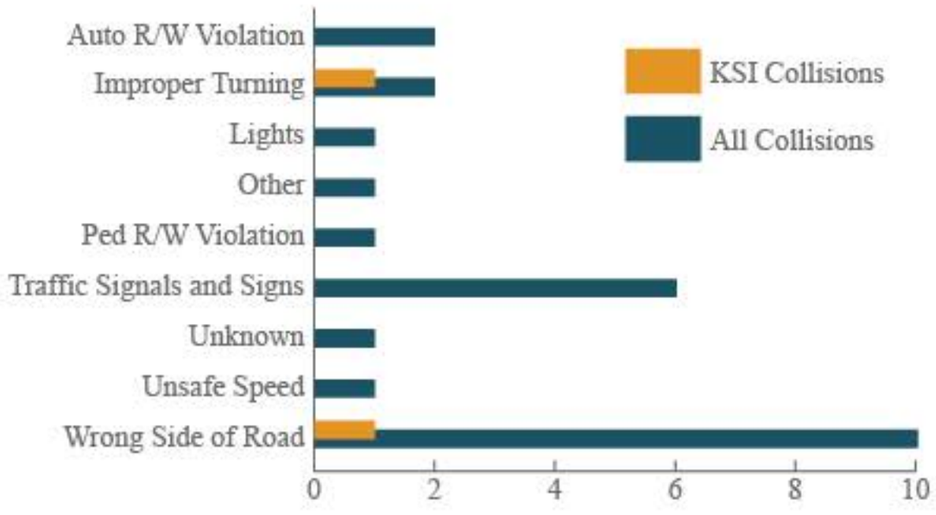
West Laurel Drive, from North Davis Road to North Main Street: 2009- 2018

2 Severe Injuries

23 Other

(357 Total Collisions)

PRIMARY COLLISION FACTORS



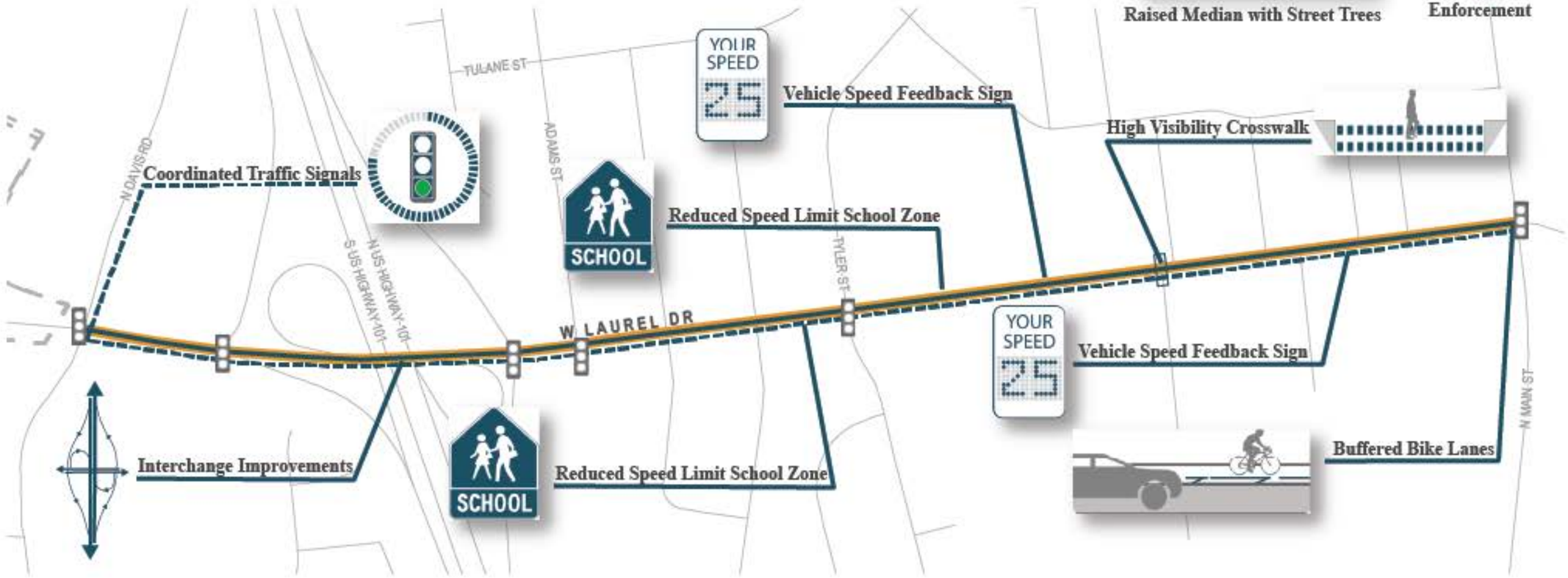
BICYCLE INVOLVED COLLISIONS RECOMMENDATIONS

West Laurel Drive, from North Davis Road to North Main Street

West Laurel Drive between North Davis Road and North Main Street recommended countermeasures include a raised median and street trees to limit left turn at minor roads and driveways, buffered bike lanes, reduced speed limit for school zone, and vehicle speed feedback signs. All traffic signals are recommended to be coordinated. Increased traffic enforcement is recommended.

Raised Median with Street Trees

Enforcement



BICYCLE INVOLVED COLLISIONS

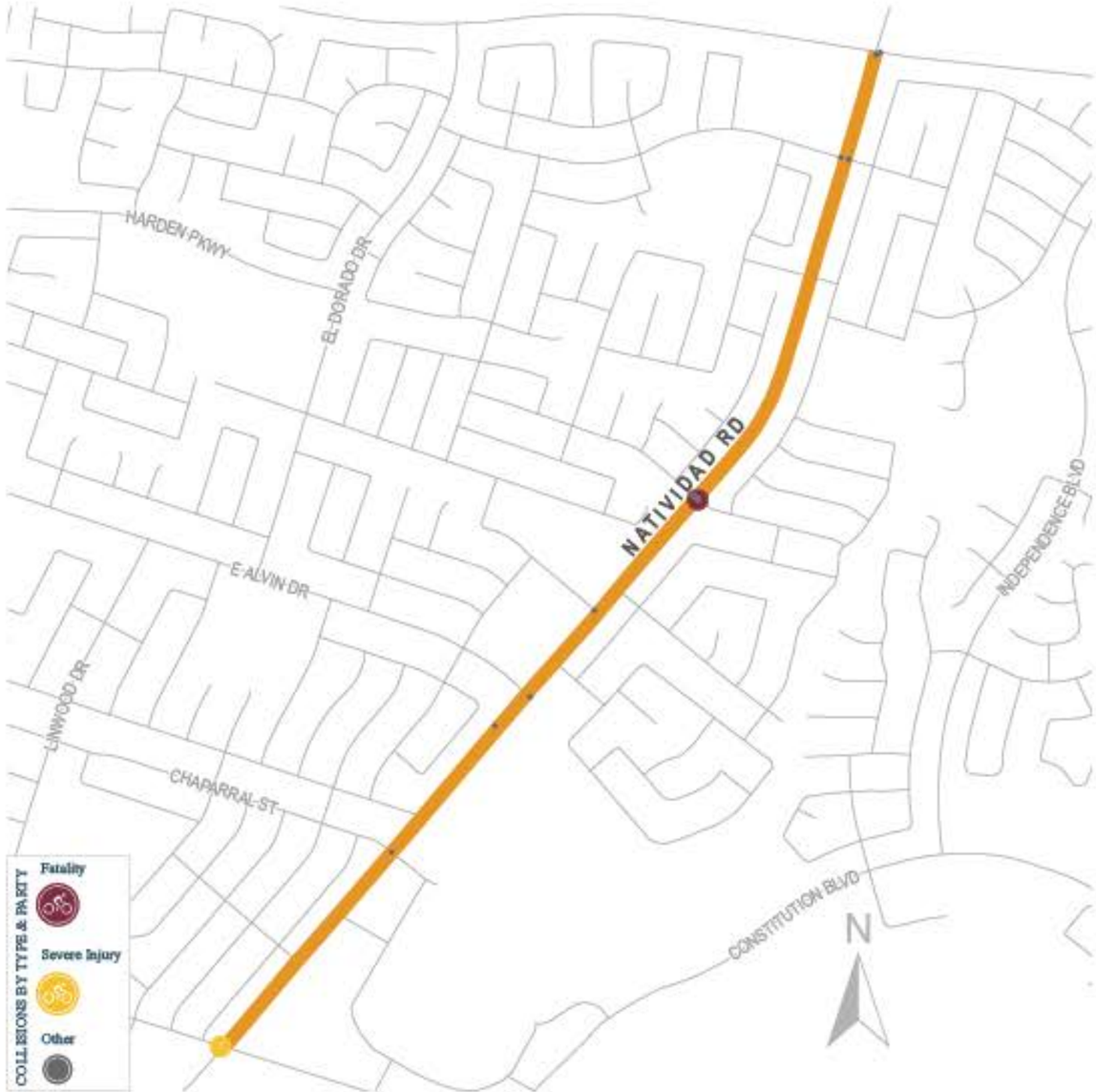
Natividad Road, from Boronda Road to East Laurel Drive: 2009- 2018

1 Fatal

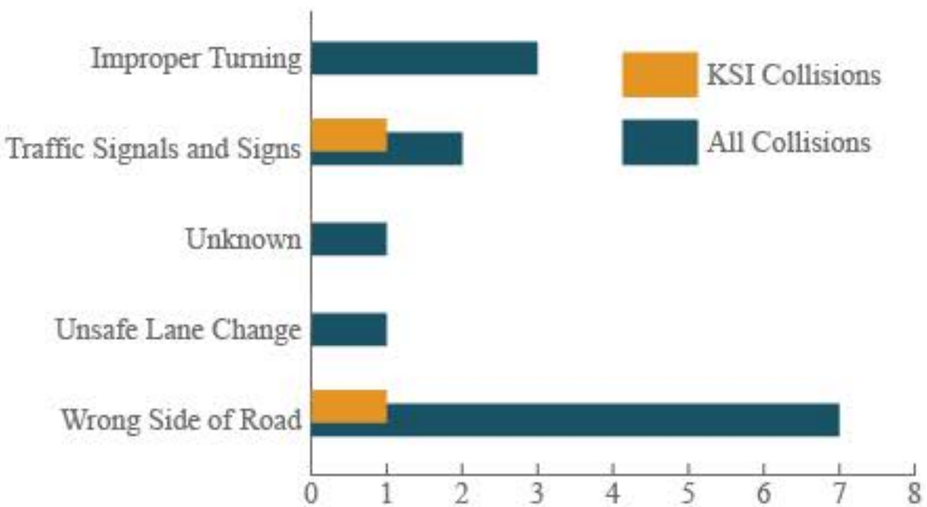
1 Severe Injury

12 Other

(307 Total Collisions)



PRIMARY COLLISION FACTORS



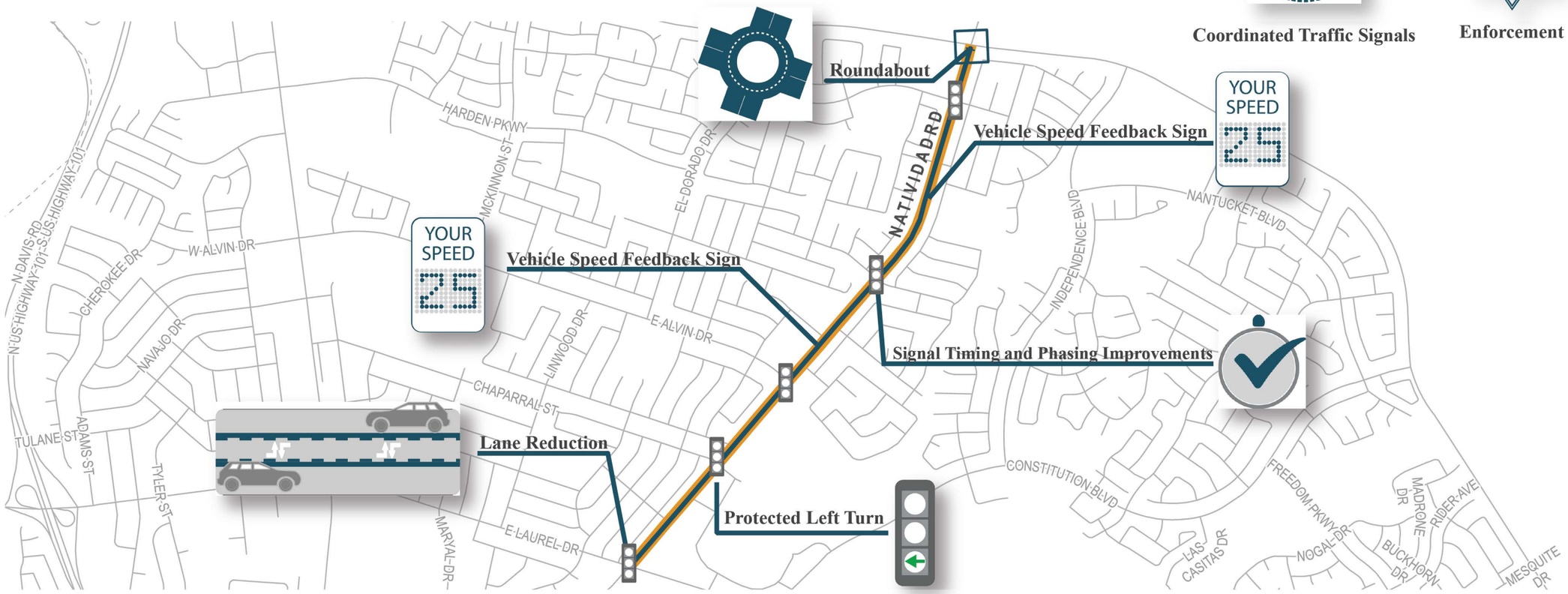
BICYCLE INVOLVED COLLISIONS RECOMMENDATIONS

Natividad Road, from Boronda Road to East Laurel Drive

Natividad Road between East Laurel Drive and Boronda Road recommended countermeasures include consideration of a 6 to 4 lane reduction with protected bike lanes to provide connection to existing bike facilities. It is recommended to reduce the number of median crossing and limit access on minor roads. Signals are recommended to include bicycle detection and improved timing, coordination of traffic signals, and protected left turn phasing.
The corridor is recommended to include vehicle speed feedback sign to warn motorists of high speeds. A roundabout is a planned improvement at Natividad Rd.

Coordinated Traffic Signals

Enforcement



ALCOHOL INVOLVED COLLISIONS

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

	Fatal	Severe Injuries
	1	3
	1	11
	1	4

Other
422

(443 Total Collisions)

PRIMARY COLLISION FACTORS

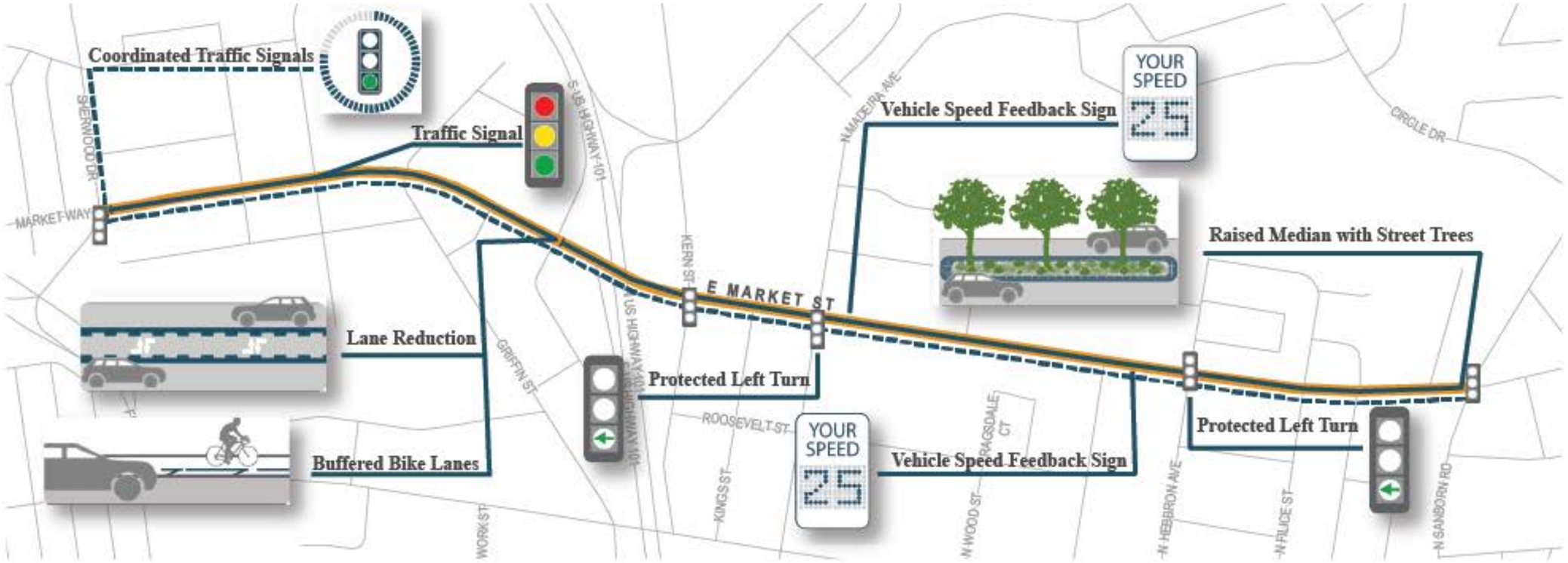
ALCOHOL INVOLVED COLLISIONS RECOMMENDATIONS

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 limit turning maneuvers at driveways and minor roads to reduce collision potential. Other countermeasures include bicycle lanes, protected left phasing at N Madeira, Hebbron Ave, and coordination of all traffic signals along this corridor.
Increased traffic enforcement is recommended.

Traffic Education

Enforcement



ALCOHOL INVOLVED COLLISIONS

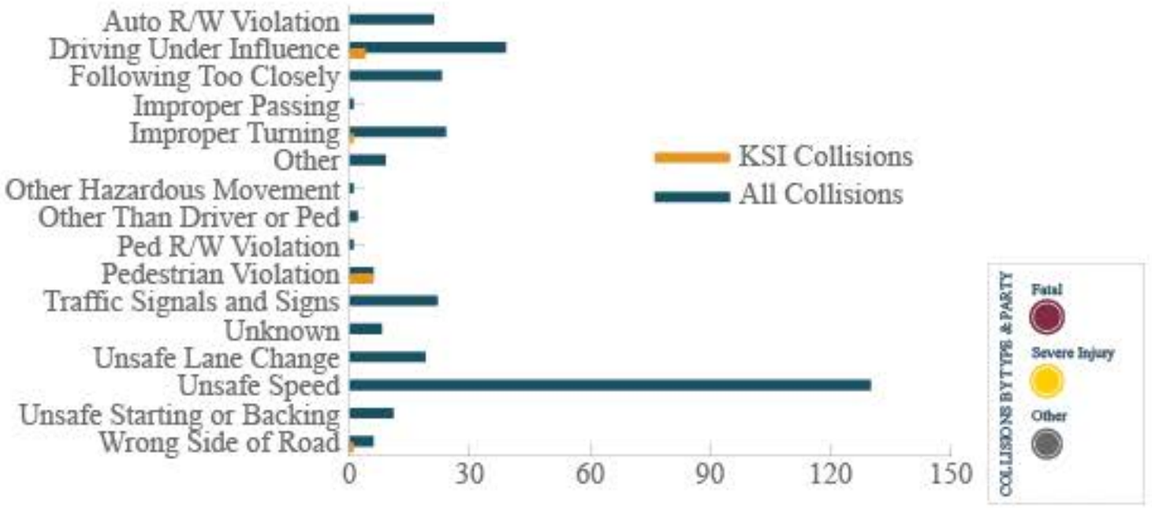
East Laurel Drive, from Natividad Road to North Sanborn Road: 2009-2018

	Fatal	Severe Injuries
Bicyclist	0	1
Pedestrian	2	5
Motorcyclist	2	2

Other
311

(323 Total Collisions)

PRIMARY COLLISION FACTORS



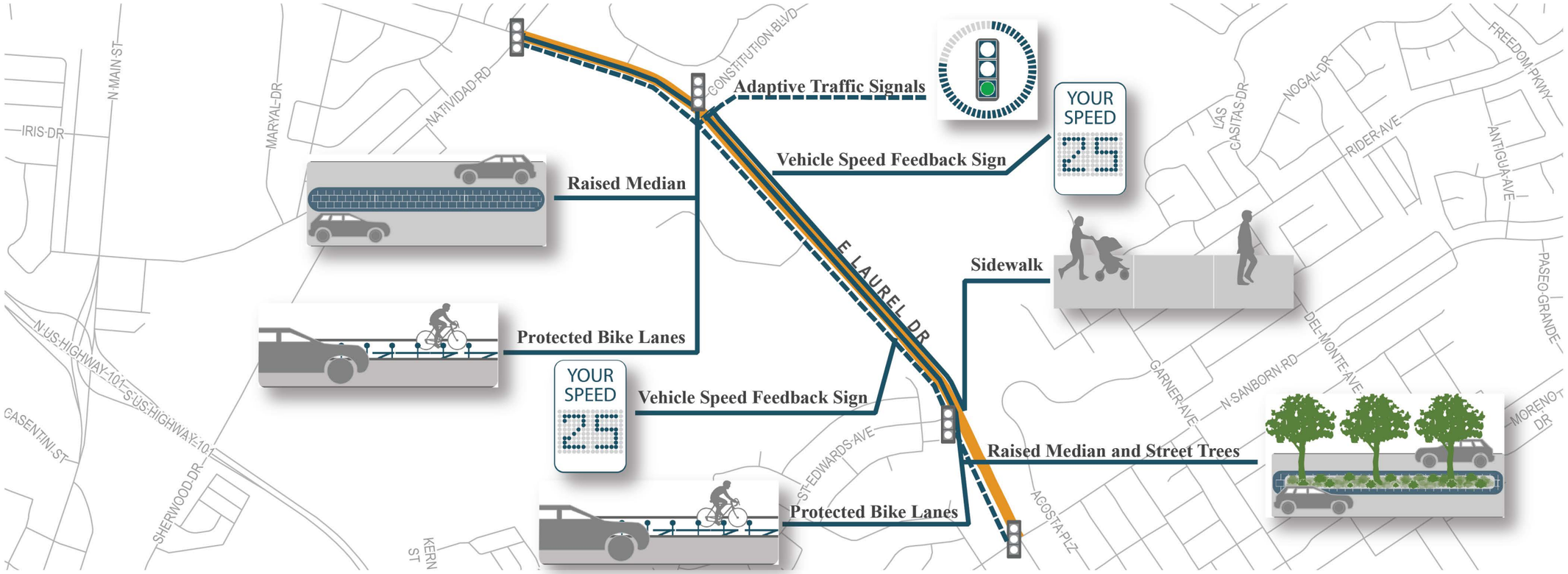
ALCOHOL INVOLVED COLLISIONS RECOMMENDATIONS

East Laurel Drive, from Natividad Road to North Sanborn Road: 2009-2018

East Laurel Drive between Natividad Road and Constitution Boulevard recommended countermeasures include a raised median with street trees and protected bike lanes. An adaptive traffic signal system is recommended to reduce collision potential. To reduce speed throughout the corridor radar feedback signs are recommended to slow down vehicles, and increased traffic enforcement is recommended

Traffic Education

Enforcement



ALCOHOL INVOLVED COLLISIONS

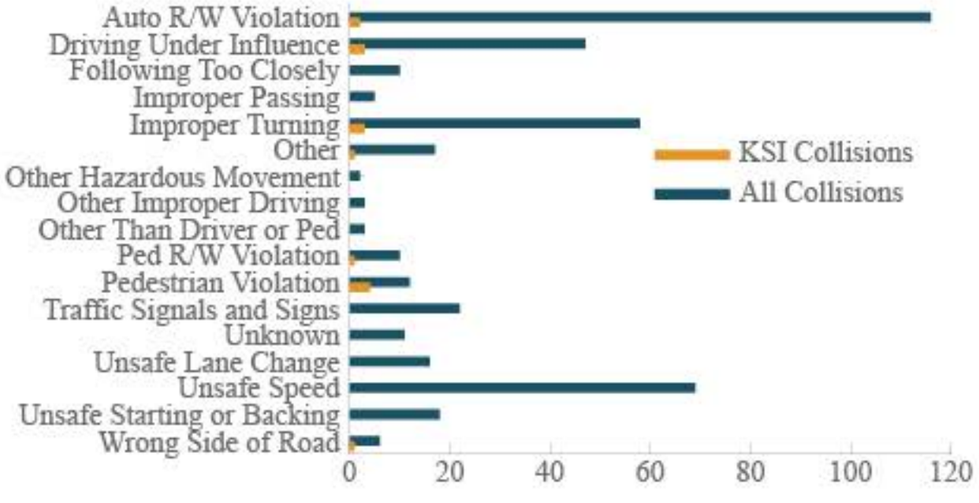
Williams Road, from East Alisal Street to East Boronda Road: 2009-2018

Fatal		Severe Injuries
0		2
1		4
0		8

Other
410

(425 Total Collisions)

PRIMARY COLLISION FACTORS



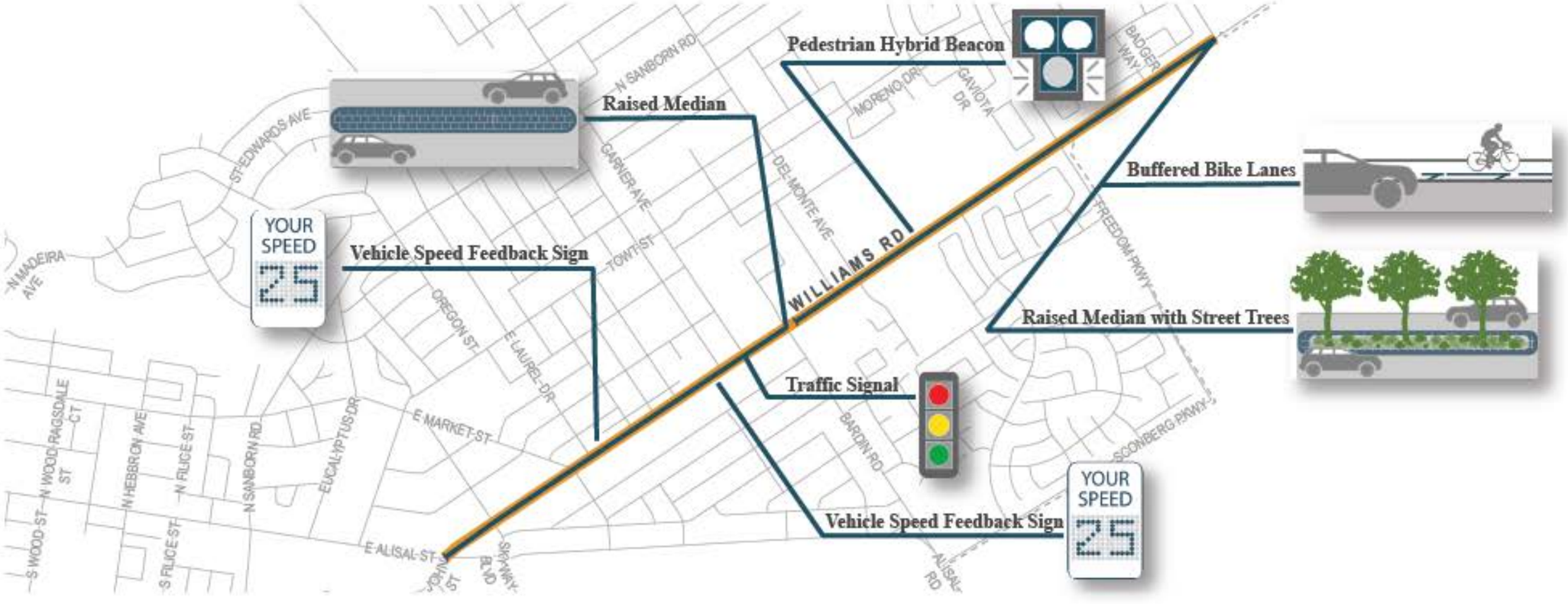
ALCOHOL INVOLVED COLLISIONS RECOMMENDATIONS

Williams Road, from East Alisal Street to East Boronda Road: 2009-2018

Williams Road between East Alisal Street to Bardin Road recommended countermeasures include a raised median and a new traffic signal at Williams Rd and Garner Ave. Williams Road between Bardin Road and Boronda Road recommended countermeasures include a raised median and street trees, and adding buffered bike lanes. A pedestrian hybrid beacon is recommended to provide driver visibility of crosswalk location.
Increased traffic enforcement is recommended.

Traffic Education

Enforcement



NEAR SCHOOLS COLLISIONS

Martin Luther King Jr. Elementary School

Severe Injuries

4

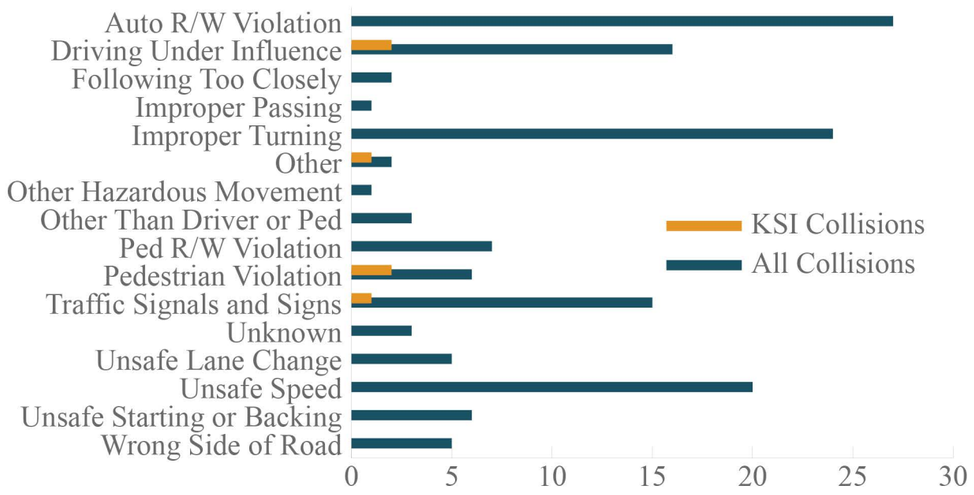
2

Other

137

(143 Total Collisions)

PRIMARY COLLISION FACTORS



NEAR SCHOOLS COLLISIONS RECOMMENDATIONS

Martin Luther King Jr. Elementary School

Recommended countermeasures near Martin Luther King Jr. Elementary School include traffic education and traffic safety outreach. Recommended infrastructure improvements include improved signal phasing, coordination and leading pedestrian interval. A pedestrian refuge island and median to provide a two-stage crossing. Curb extensions are recommended where feasible. Bike lanes and bike facilities are recommended on N Sanborn Rd. Increased traffic enforcement is recommended.

PRIMARY COLLISION FACTORS

RECOMMENDATIONS

DUI

Traffic Education and Outreach

Enforcement

PEDESTRIAN VIOLATION

Traffic Education and Outreach

TRAFFIC SIGNALS AND SIGNS

Retroreflective Backplate

Signal Timing and Phasing

OTHER

RECOMMENDATIONS

Leading Pedestrian Phase

Pedestrian Refuge

High Visibility Crosswalk

Pedestrian Hybrid Beacon

Protected Left Turns

Coordinate Traffic Signals

Bulb Outs and Curb Extensions

NEAR SCHOOLS COLLISIONS

Sacred Heart School

Severe Injuries

4

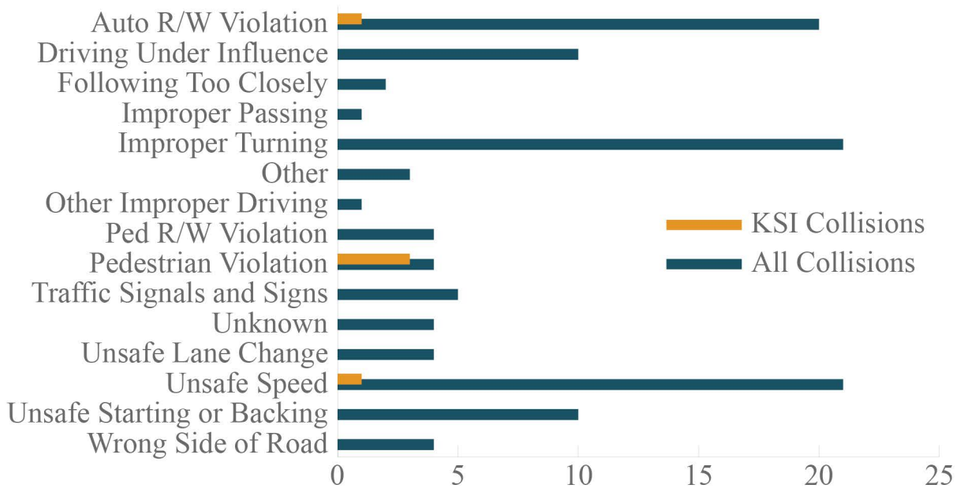
1

Other

109

(114 Total Collisions)

PRIMARY COLLISION FACTORS



NEAR SCHOOLS COLLISIONS RECOMMENDATIONS

Sacred Heart School

Recommended countermeasures near Sacred Heart School include traffic education and traffic safety outreach. It is also recommended to eliminate on-street parking and to install buffered bike lanes on W Market St. Additionally, it is recommended to restrict left turn access on W Market St with a raised median. The raised median should include a pedestrian refuge island to provide a two-stage crossing. Increased traffic enforcement is recommended.

PRIMARY COLLISION FACTORS

RECOMMENDATIONS

PEDESTRIAN VIOLATION
Traffic Education and Outreach

UNSAFE SPEED
Enforcement

AUTO R/W VIOLATION
Reduce On-Street Parking

Raised Median

OTHER

RECOMMENDATIONS

Pedestrian Refuge

Pedestrian Hybrid Beacon

High Visibility Crosswalk

Bulb Outs and Curb Extensions

Buffered Bike Lanes

Vehicle Speed Feedback Sign

Reduced Speed School Zone

NEAR SCHOOLS COLLISIONS

Alisal High School

Severe Injuries

1

1

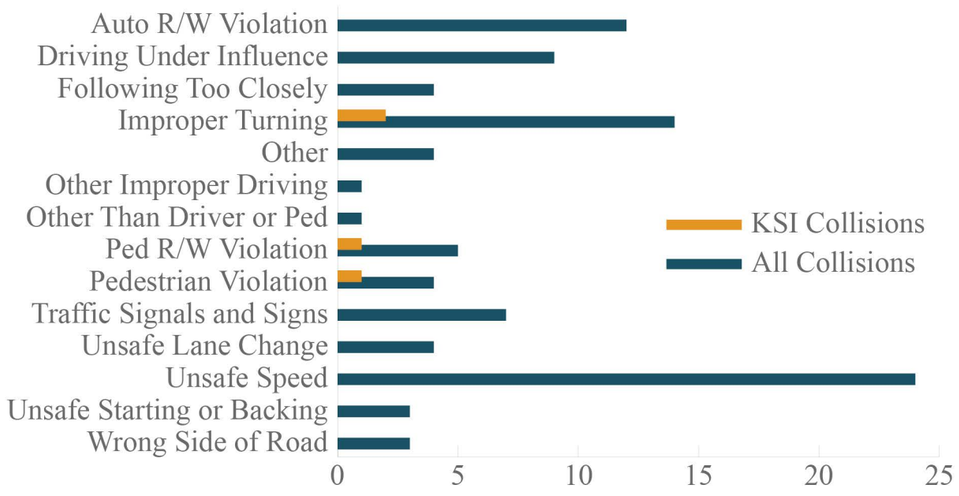
2

Other

91

(95 Total Collisions)

PRIMARY COLLISION FACTORS



NEAR SCHOOLS COLLISIONS RECOMMENDATIONS

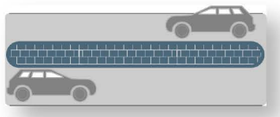
Alisal High School

Recommended countermeasures near Alisal High School include traffic education and traffic safety outreach. It is recommended to evaluate a lane reduction on Williams Road, street trees, and vehicle speed feedback signs are recommended to reduce speeds. Protected bike lanes are recommended on Williams Road. Increased traffic enforcement is recommended.

PRIMARY COLLISION FACTORS

RECOMMENDATIONS

IMPROPER TURNING
Raised Median



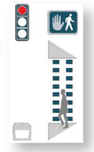
PEDESTRIAN R/W VIOLATION
Accessible Pedestrian Signal

PEDESTRIAN VIOLATION
Traffic Education and Outreach

OTHER

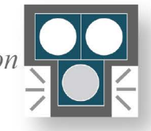
RECOMMENDATIONS

Leading Pedestrian Phase



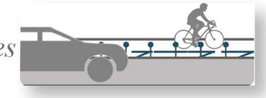
Pedestrian Refuge

Pedestrian Hybrid Beacon

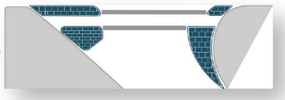


High Visibility Crosswalk

Protected Bike Lanes



Bulb Outs and Curb Extensions



Enforcement

Vehicle Speed Feedback Sign

SALINAS