



CITY OF SALINAS

TRAFFIC & TRANSPORTATION COMMISSION STAFF REPORT

DATE: JULY 9, 2020

DEPARTMENT: PUBLIC WORKS, TRAFFIC AND TRANSPORTATION DIVISION

FROM: ANDREW EASTERLING, TRAFFIC ENGINEER

TITLE: VISION ZERO ACTION PLAN UPDATE

RECOMMENDED MOTION:

There is no recommended motion. Staff is presenting an update on the Vision Zero Action Plan.

RECOMMENDATION:

It is recommended that the Traffic and Transportation Commission receive a report on the Salinas Vision Zero Action Plan Update and provide comments.

BACKGROUND:

At its January 9, 2020, the Traffic and Transportation Commission received a presentation on Vision Zero and recommended Council approve a Resolution adopting a Vision Zero Policy and develop a Vision Zero Action Plan. At its February 11, 2020 meeting City Council passed a Resolution (No 21791) adopting a Vision Zero Policy and develop a Vision Zero Action Plan.

“Vision Zero” is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. It is a movement that began in Europe and spread to American Cities, rooted in the philosophy that no loss of life due to road crashes is acceptable or inevitable and therefore sets the goal of reducing fatalities and severe injuries to zero. Nearby cities such as Monterey, Watsonville and San Jose have all adopted a Vision Zero Policy. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. Vision Zero acknowledges that many factors contribute to safe mobility not just roadway design, but also speeds, behaviors, technology, and policies, and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

The City already actively implements safety projects, programs and efforts consistent with Vision Zero. Additionally, planning efforts such as the Alisal Vibrancy Plan, Chinatown Revitalization Plan, and Downtown Vibrancy Pan have revealed there is a strong desire by our residents for a safer transportation system.

Now that the City has committed to the Vision Zero Policy, the next step is to create an Action Plan, which clearly lays out steps, timelines, and priorities. A Vision Zero Action Plan must be rooted in the understanding that traffic deaths are preventable. The Vision Zero Action Plan will use a systems-based approach using data to identify emphasis area, priorities and actionable strategies with the goal of eliminating severe injury and fatal crashes. The Vision Zero Action Plan will soon be required to be eligible for federal grant programs, which provide funding for safety improvement projects.

City staff has compiled 10 years of collision data, and analyzed data using geographic information systems (GIS) technology to help illustrate spatial patterns and trends. This data-driven analysis can reveal collision trends and patterns in collision type, driver factors, roadway features, vehicle factors or environmental conditions. Trends in the data may reveal emphasis areas where a higher frequency of collisions can be evaluated to most effectively achieve the goal of zero fatalities and serious injuries.

GIS technology was used to identify the High Injury Network (HIN), corridors with the highest concentration of fatal and serious injury collisions. Traffic data for the HIN was collected from the Transportation Injury Mapping System (TIMS), Statewide Integrated Traffic Records System (SWITRS) and local police records between the years 2009- 2018. The HIN focuses on corridors where the highest number of traffic fatalities and severe injuries occurred. In this, we have found that the Salinas HIN consists of 24% of the city's roadway streets network.

Refining the HIN further, GIS data revealed emphasis areas for road corridors and at intersections with the greatest number of killed or severely injured (KSI) collision records. Infographic maps illustrate collision trends, notable collisions types and notable collision factors using the available collision data from 2009-2018. The high collision intersections include:

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

The highest collision corridors include:

1. East Market Street, from Sherwood Drive to North Sanborn Road
2. Williams Road, from East Alisal Street to East Boronda Road
3. East Laurel Drive, from Natividad Road to North Sanborn Road

4. Boronda Road, from US 101 to Natividad Road
5. East Alisal Street, from Front Street to North Sanborn Road
6. North Main Street, from Market Street to Casentini Street
7. West Laurel Drive, from North Davis Road to North Main street
8. North Sanborn Road, from Del Monte Ave to East Boronda Road
9. East Laurel Drive, from North Main Street to Natividad Road,
10. Sanborn Road, from US Highway 101 to East Laurel Drive

For this update to the Traffic and Transportation Commission, City staff is presenting on two emphasis areas for the Vision Zero Action Plan: Corridors and intersections. Maps with collision data information are provided in the attachments to this report and available on the City's website at <https://www.cityofsalinas.org/our-city-services/public-works/current-projects/vision-zero>. The Traffic and Transportation Commission is requested to review the maps and provide comments and/or discuss countermeasures. Staff plans to bring additional updates to the Traffic and Transportation Commission, for other emphasis areas focusing on pedestrians collisions, bicycle collisions, collisions near schools, and those that result from driving under the influence of substances. The discussions around these updates will lead to recommendations in the Action Plan that aim to bring eliminate collisions that result in severe injuries and deaths in the High Injury Network (HIN).

CEQA CONSIDERATION:

Not a project.

STRATEGIC PLAN INITIATIVE:

This action supports the Council's initiative of Public Safety.

FISCAL AND SUSTAINABILITY IMPACT:

The total estimated cost to develop the Vision Zero Action Plan is \$80,000. The maximum funding contribution from the state program grant is \$72,000 with a local match of \$8,000. Funding for the local match is provided by Measure X.

ATTACHMENTS:

Attachment 1: Salinas High Injury Network Map
Attachment 2: High Collision Corridors
Attachment 3: High Collision Intersections