

What is Vision Zero?

It is a traffic safety philosophy that rejects the idea that traffic crashes are simply "accidents", but are instead preventable incidents that can be systematically addressed. It uses data to identify where crashes are happening, why they are happening, and what tools (or "countermeasures") can help prevent them.

The City identified the "High Injury Network", which are the streets with the highest rates of crashes involving fatalities or serious injuries for pedestrians, bicyclists, and motorists. These streets are prioritized for safety improvements.

Folsom Boulevard is on the High Injury Network with some of the highest rates of injury and fatality crashes.



What Leads to Crashes with Serious Injuries and Fatalities??

Unsafe speed is the leading cause of crashes. 2/3 of fatal crashes occur on streets with speeds over 40 mph.



The Vision Zero program identified conditions that contribute to crashes. The following conditions are present along Folsom Boulevard.









Broadside Crashes – Bicycles











Pedestrian Crossing Outside of an Intersection or **Crosswalk**

Unsafe Speed on Non-Local Street

Unsafe Speed on 30+ MPH streets -**Bicycles Involved**

Driver Making Left or Right Turn -**Bicycle/Pedestrian**

Involved



60+ Year Old **Pedestrians**

Pedestrian Crashes Near Transit Stops

Countermeasures

These safety measures have been shown to reduce crashes involving serious injuries or fatalities, and are proposed on Folsom Boulevard to improve safety for all users.



ROAD DIET

Road diets generally reassign space in the roadway from vehicle travel lanes

to create room for bike facilities, wider sidewalks, or center turn lanes. Road diets optimize street space to benefit all users by improving the safety and



Signs such as "Yield Here to Pedestrians" or "Stop Here for Pedestrians" that can be placed at

the roadway surface level in advance of the crosswalk, on posts, or overhead.



vehicle or pedestrian movements.

Protected left turns provide an exclusive phase for leftturning vehicles to enter an intersection separate from any conflicting



REDUCED SPEED SCHOOL ZONE



limit reductions to 15 or 20 mph near schools in environments that meet certain conditions. All other streets are subject to speed-limit setting



PEDESTRIAN REFUGE ISLAND

Pedestrian refuge islands provide a protected area

for pedestrians at the center of the roadway. They reduce the exposure time for pedestrians crossing the intersection and simplify crossings

comfort of pedestrians and bicyclists, and reducing vehicle speeds and the potential for rear end crashes.



NARROW LANES

A reduction in lane width, to 11 feet, produces a traffic calming effect by

encouraging drivers to travel at slower speeds, lowering the risk of crashing with bicyclists, pedestrians, and other drivers.



INTERSECTION **TIGHTENING**

Uses temporary materials like paint, plastic bollards,

and reflective markers to visually and physically narrow the street at intersections, which can create a shorter crossing for pedestrians and slows vehicles approaching the intersection and turning.



horizontally separated from vehicle traffic and/ or parked cars with a striped buffer.

BIKE CONFLICT ZONE



,00 within a bike lane to increase visibility of bicyclists and to reinforce bike priority. The green pavement is used as a spot treatment in conflict areas such as driveways.









Pedestrian-activated flashing beacons

highlighting crosswalks and pedestrian crossing signs. Flashing beacons provide a high-visibility, bright strobe-like flashing frequency.



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NEW TRAFFIC SIGNAL

Green pavement within a bike lane to increase TT visibility of bicyclists and to reinforce bike priority. The green pavement is used as a spot treatment in conflict areas such as driveways.

COUNTDOWN PEDESTRIAN **SIGNAL HEADS**

Displays countdown* of seconds remaining on the pedestrian signal. Countdown indications improve safety for all road users, and are required for all newly installed traffic signals where pedestrian signals are installed.

EXTEND PEDESTRIAN CROSSING TIME

Increases time for pedestrian walk phases, and can better accommodate vulnerable populations such as children and the elderly.

based on existing travel speeds, and therefore can only be reduced if vehicles start traveling more slowly.



BULBOUT

Raised devices, usually constructed from concrete, landscaping, or paint and plastic materials, that narrow the roadway to reduce speeds of turning vehicles, improve sight lines, and shorten pedestrian crossing distances.



HIGH VISIBILITY CROSSWALK

A crosswalk designed to be more visible to approaching drivers, striped with ladder markings using high-visibility material such as thermoplastic tape instead of paint.



PARKING **PROHIBITION NEAR INTERSECTIONS**

By restricting parking at curbs in front of intersection crosswalks, sight lines are cleared between pedestrian crossings and oncoming drivers, reducing the risk of crashing (also called "daylighting.")

by allowing pedestrians to focus on one direction of traffic at a time.



Place bus stops and pedestrian crossings in close proximity to allow transit riders to cross the street safely.





separated from vehicular traffic. Raised medians can also help control

access to and from side streets and driveways, reducing conflict points.