



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

According to the Transportation Injury Mapping System (TIMS) as well as our County-maintained collision database, there was one reported collision (November 2012) involving a bicyclist along the proposed project route. The proposed project would provide bicycle lanes, which would separate bicyclists from motorized traffic. Thus, the proposed project would have a high potential for reducing the number of injuries and fatalities to non-motorized users.

The Community of Olivehurst had 12 collisions involving pedestrians and 13 collisions involving bicyclists in the period between 2009 and 2014. Once there is a network of bicycle lanes and sidewalks connecting the various neighborhoods within Olivehurst, it is reasonable to expect that the pedestrians and bicyclists would begin using these safer routes, thereby reducing the frequency of collisions involving non-motorized users.

- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.

The project has the potential to reduce vehicular speeds by visually narrowing the travel lane by reducing the striped lane widths. Installing sidewalks will discourage speeding because motorists see sidewalks as a boundary to the road, making the lane seem visually narrower. When bike lanes and sidewalks exist, motorists feel less confident at high speeds and are less likely to exceed the speed limit. New pedestrian



lighting will also make non-motorized traffic more visible at night and during inclement weather.

- **Improves sight distance and visibility between motorized and non-motorized users.**

Project would include additional pedestrian lighting in poorly-lit areas which would increase the visibility of pedestrians and bicyclists.

- **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.**

Installing sidewalks will provide separation between vehicles and pedestrians. The current lack of sidewalks or bike lanes forces non-motorized traffic into the vehicle lane. The project will provide sidewalks and bicycle lanes; both features will separate motorized and non-motorized users.

- **Improves compliance with local traffic laws for both motorized and non-motorized users.**

Complete streets make motorists perceive the road as an enclosed space where it is not safe to exceed the speed limit. Due to flat terrain and gravel shoulders, the existing lanes feel wider which encourages speeding. Bicycle lanes will additionally remove the potential for motorized traffic to not allow sufficient space when passing bicycles.

- **Addresses inadequate traffic control devices.**

The proposed project would include new rapid flashing beacons at Ella Elementary School, which will provide additional protection for students crossing Seventh Avenue.

- **Eliminates or reduces behaviors that lead to collisions involving non-motorized users.**

The addition of sidewalks and bike lanes encourages drivers to slow down, which would reduce collisions. Furthermore, bicycle lanes and sidewalks provide physical separation between motorized and non-motorized users, and provide safe, even, well-drained surfaces for non-motorized users.