



# Memorandum

**TO:** HONORABLE MAYOR  
AND CITY COUNCIL

**FROM:** John Ristow

**SUBJECT:** ANNUAL TRANSPORTATION  
SYSTEM SAFETY REPORT AND  
VISION ZERO UPDATE

**DATE:** June 30, 2020

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Approved

/s/ Jim Ortbal

Date

6/30/2020

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## INFORMATION

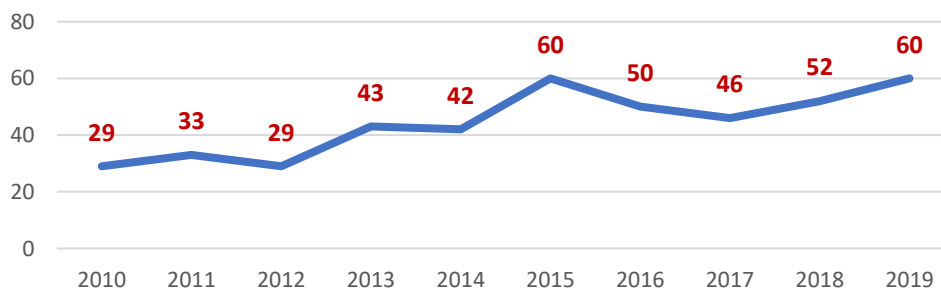
The annual transportation system safety report is typically provided to the Transportation and Environment Committee (T&E) in May. In March 2020, due to the coronavirus pandemic, the remaining T&E meetings in FY 2019-2020 were cancelled. This report is being provided as an information memorandum and provides crash data insight for 2019, a focus on 2015-2019 trends, early fatality data for 2020, and staff's progress on Vision Zero initiatives and priority action plans.

## BACKGROUND

While San José's injury crash rate has declined in the last 30 years, traffic fatalities have more than doubled over the last 10 years, from 29 per year in 2010 and 2012, to 60 in 2015 and 2019. In the last five years, 268 people have died in traffic in San José, with the highest number of pedestrian fatalities (29) occurring in 2019.

On February 11, 2020, City Council adopted the 2020 Vision Zero Action Plan, and committed an initial investment of \$6.8 million to provide for more rigorous and systematic data analytics, delivery of more and substantial corridor based safety projects to reduce traffic fatalities and severe injuries, and engagement and education of the community to move towards a safety first culture.

**Figure 1 – San José Traffic Fatalities: Last 10 Years (2010-2019)**



**ANALYSIS**

Vision Zero is primarily a data driven initiative whereby understanding the fatal and severe injury (KSI) data, San José can focus pilot programs that work specifically in the areas where data clusters or demographics are overrepresented. Significant effort was made to understand how San José’s traffic fatalities doubled from 2012-2015, and peaked again in 2019, and is using that analysis to identify and fund multi-year strategies to reduce fatalities.

**A. San José Traffic Fatalities: 2019 Data Analysis**

This section utilizes 2019 traffic fatality data, focusing on details of pedestrian fatalities as they represent nearly half of the total fatalities for the year. Vision Zero data analysis typically focuses on fatal and severe injuries, known as KSI (killed or severely injured). In the city’s data there are three to four times as many severe injuries than fatalities, and about 16-20 times as many injuries as severe injuries, as shown in Table 1 below. While we can assume nearly all KSI are reported, all injuries are likely not. Also missing from this dataset are near-miss collisions. Staff is currently engaged in technology pilot projects using video analytics to expand and enhance data insights.

**Table 1: Traffic Fatalities and Injuries (2015-2019)**

	2015	2016	2017	2018	2019	5 Year Total
<b>Fatalities</b>	60	50	46	52	60	<b>268</b>
<b>Severe Injuries</b>	146	192	169	195	212	<b>914</b>
<b>All Injuries</b>	3,093	3,599	2,970	3,204	3,415	<b>16,281</b>

The 29 people killed while walking in 2019 is the highest number of pedestrians (29) killed in traffic crashes in any year. Figure 2 provides greater insight and details on these traffic deaths.

**Figure 2 – 2019 Pedestrian Fatalities**

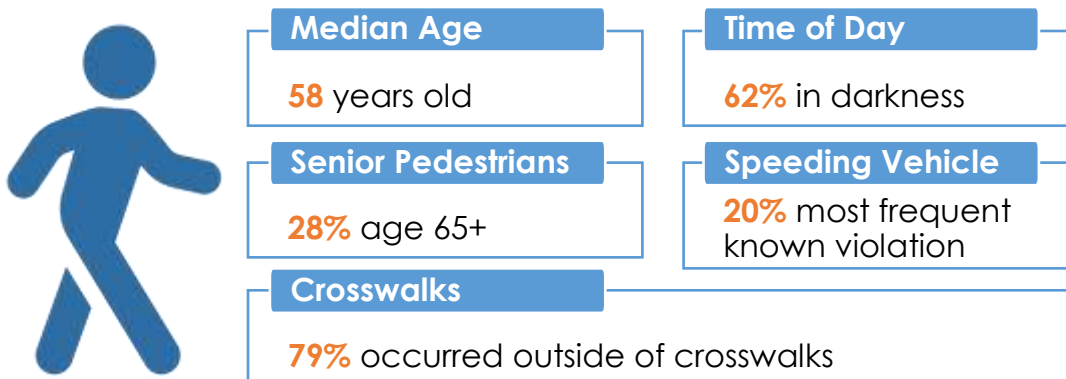
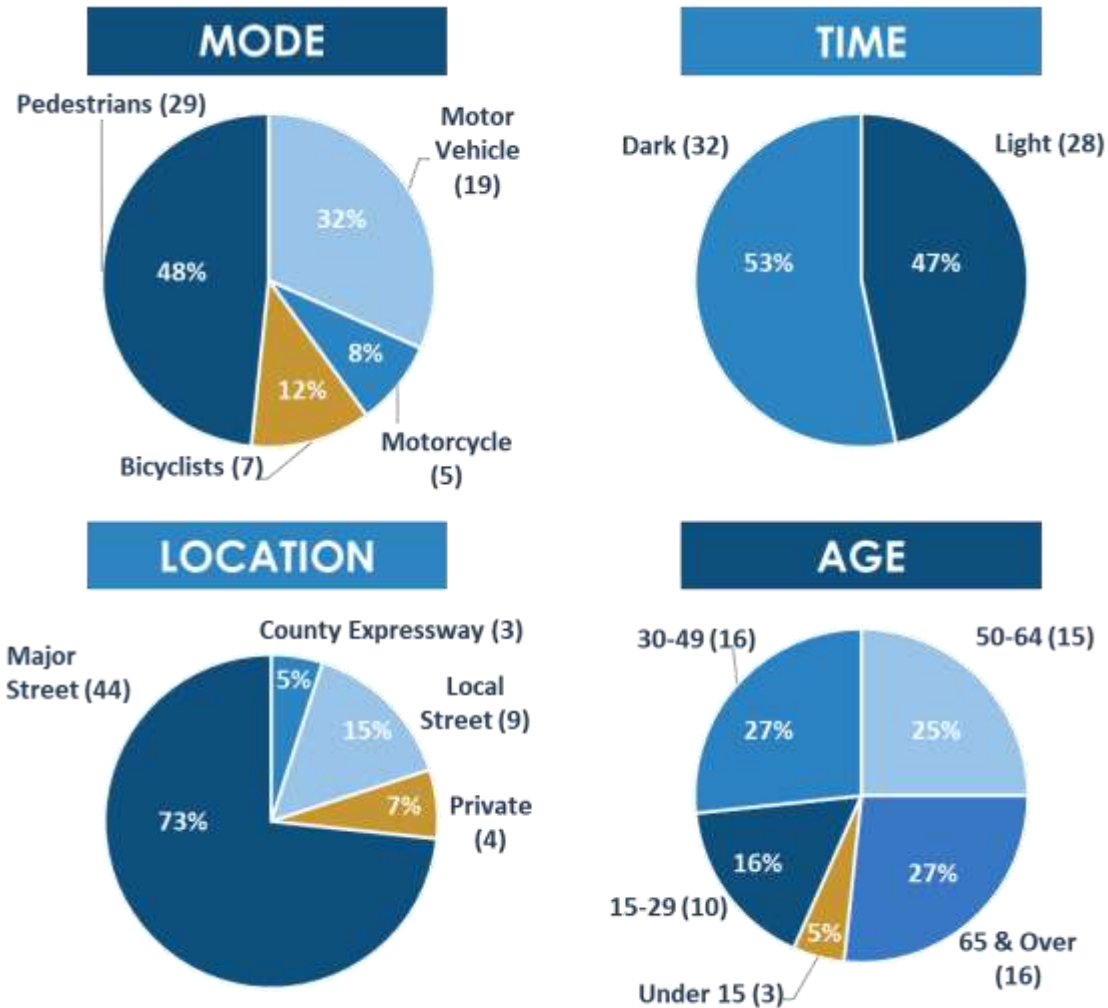


Figure 3 provides crash information by mode of travel, time of day, location and age of the person who died.

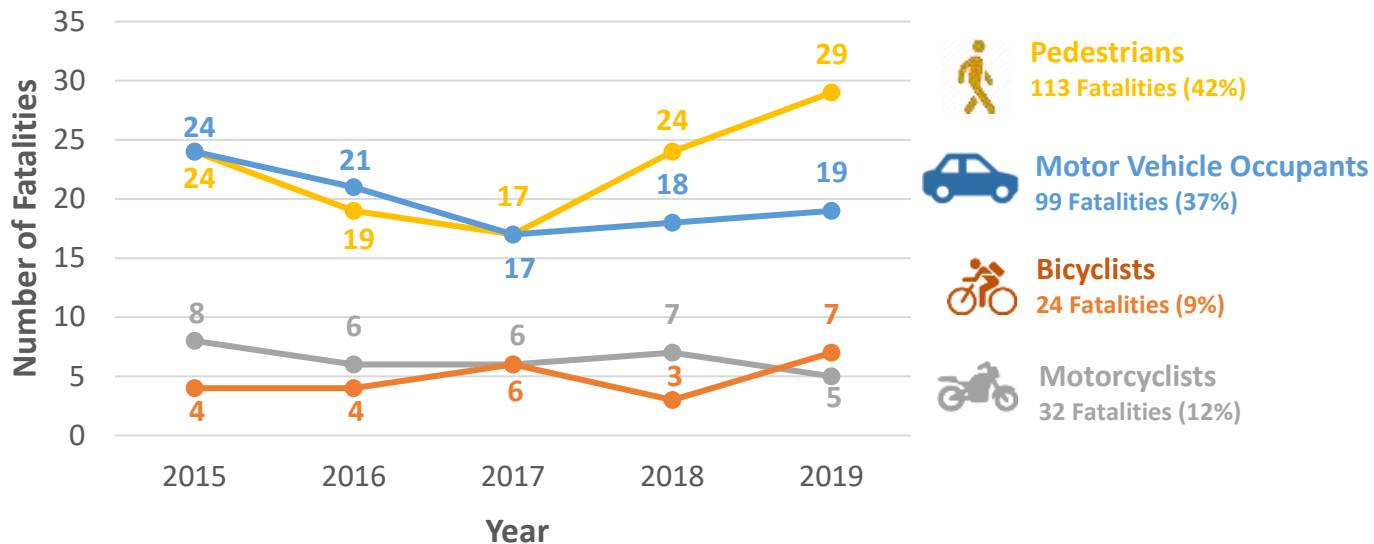
**Figure 3 – 2019 Traffic Fatalities by Mode, Time, Location, and Age**



**B. Traffic Fatalities: Five Year Trends**

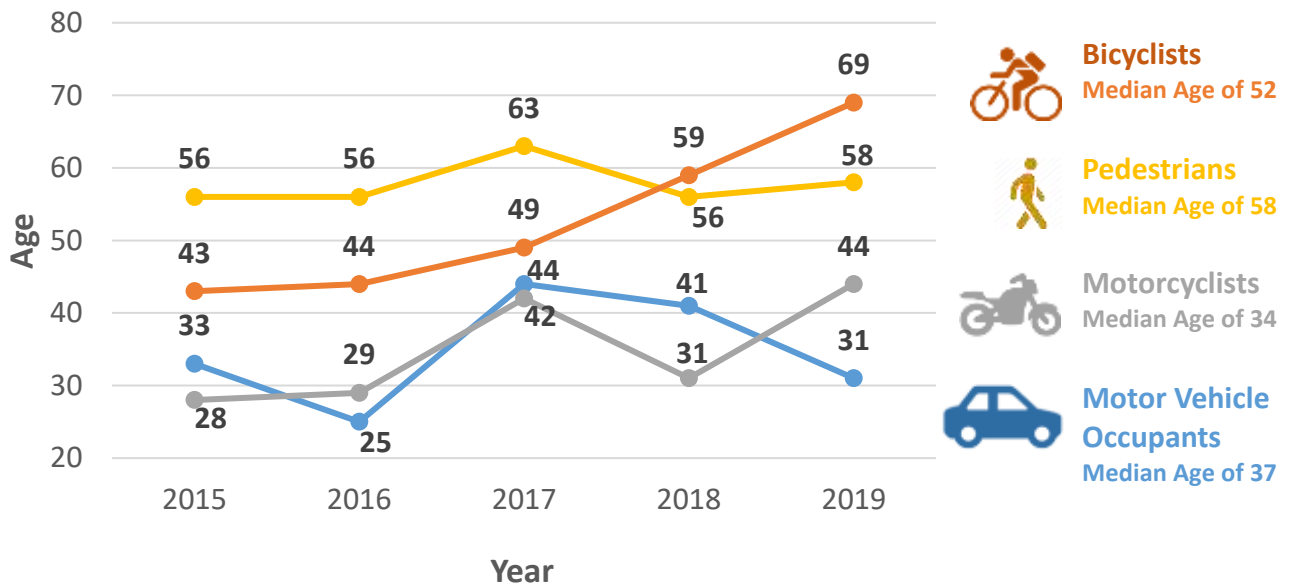
Data driven insights about the growing and overrepresented traffic fatality types in San José are a core tenet of Vision Zero and this initiative’s workplan. In this section, the new 2019 data is put into context of five-year data trends. The following graphs situate the data, raise new questions that will need to be studied in the coming year, and provide key geography data for focusing crash reduction strategies and mitigations.

Figure 4 – Traffic Fatalities by Mode (2015-2019)



People killed while walking in San José comprise 42% (113 of 268) of traffic fatalities in the last five years, and 48% (29 of 60) in 2019, while representing less than 2% of the City’s mode share. People killed while walking are the largest group of traffic fatalities and growing. This mirrors the national trend, in which pedestrian traffic fatalities have been sharply increasing since 2009. Possible factors in the national data include economic growth, lower fuel prices, growing popularity of light trucks and SUVs, speeding, and distraction from smartphone use.<sup>1</sup>

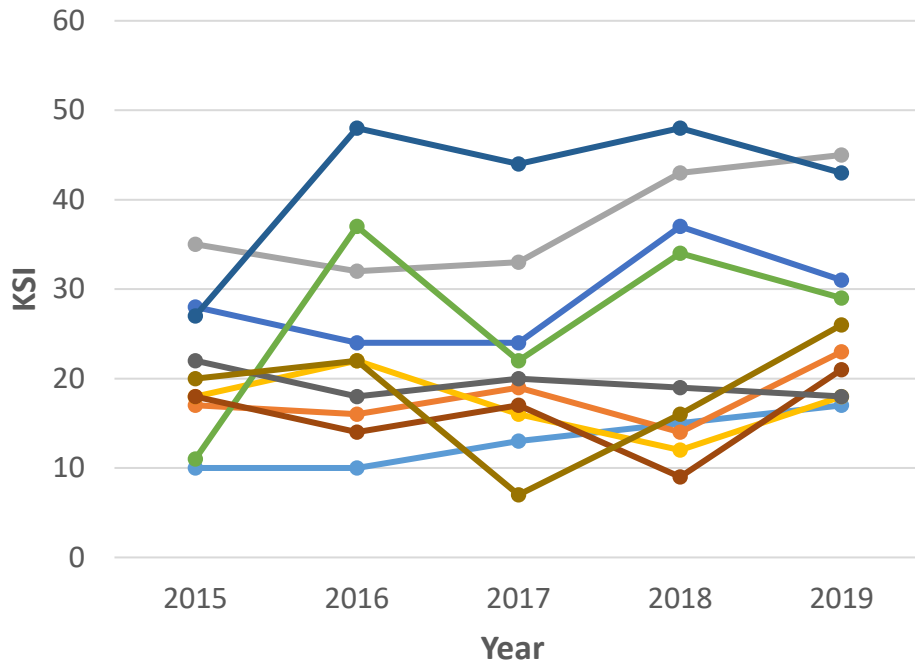
Figure 5 – Traffic Fatalities by Median Age (2015-2019)



<sup>1</sup> Governors Highway Safety Association: Pedestrian Traffic Fatalities by State: 2019 Preliminary Data. <https://www.ghsa.org/resources/Pedestrians20>

The median age of the 113 people who have died while walking in San José in the last five years was 58 years. During this period, the median age of the 24 cyclists who died in traffic increased from 43 to 69 years. This data suggests the importance of outreach to older adults.

**Figure 6 – Fatal and Severe injuries (KSI): By Council District (2015-2019)**



	2015	2016	2017	2018	2019	Total
District 1	10	10	13	15	17	65
District 2	17	16	19	14	23	89
District 3	35	32	33	43	45	188
District 4	18	22	16	12	18	86
District 5	28	24	24	37	31	144
District 6	11	37	22	34	29	133
District 7	27	48	44	48	43	210
District 8	18	14	17	9	21	79
District 9	22	18	20	19	18	97
District 10	20	22	7	16	26	91

Figure 6 shows KSI by council district in the last five years: Districts 3 and 7 are consistently highest. District 5 is third.

Priority Safety Corridors (PSCs) are based on on-going KSI data review. Seventeen major streets have been designated as PSCs, shown in blue overlap with San José’s Communities of Concern, shown in yellow, in Figure 7.<sup>2</sup> A zoomable map of the corridors designated as PSCs can be found on the San José Vision Zero website.<sup>3</sup>

**Figure 7 – Priority Safety Corridors**



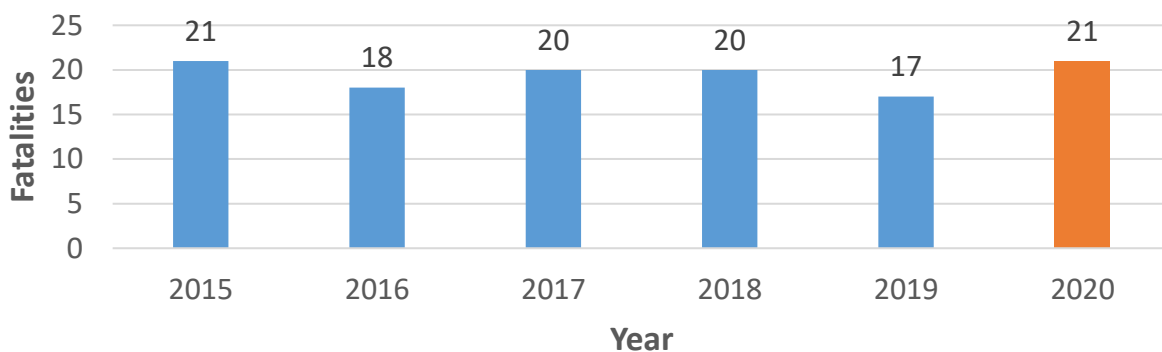
The PSCs represent 3% of San José’s 2,400-miles of roadway. In 2019, 28% of traffic fatalities and 39% of severe injuries occurred on these corridors.

San José’s Vision Zero initiative focuses on these streets which experience a higher incidence of fatalities and severe injuries due to traffic collisions.

### **C. San José Traffic Fatalities: January to May 2020**

The Coronavirus pandemic has created a very unusual year, with very unusual traffic conditions. With a Shelter in Place (SIP) order enacted beginning March 17, 2020, traffic volumes dropped, as did overall crashes, but traffic fatalities did not. As shown in Figure 8, by the end of May 2020, there were 21 traffic fatalities, more traffic fatalities so far this year than any of the past five years during this period.

**Figure 8 – Traffic Fatalities: Monthly Aggregate: Jan-May (2015-2020)**



The Vision Zero Program responded to observed higher travel speeds during SIP with signal timing adjustment and communication outreach, described later in this report. Two very unusual traffic fatalities have occurred so far this year: in both cases, a cyclist hit another cyclist on a trail during daylight but under the shadow of an underpass while traveling at high speed. This type of

<sup>2</sup> The Metropolitan Transportation Commission’s Equity Analysis in its Bay Area 2040 Plan (2016) defines communities of concern as “intended to represent a diverse cross-section of populations and communities that could be considered disadvantaged or vulnerable in terms of both current conditions and potential impacts of future growth.” <https://www.planbayarea.org/2040-plan/plan-details/equity-analysis>

<sup>3</sup> Priority Safety Corridor map detail: San José Vision Zero - [visionzerosj.org](http://visionzerosj.org)

fatality is extremely unusual, but both occurred in similar locations along the Guadalupe River Trail. The Department of Transportation (DOT) has begun talks with the Parks, Recreation, and Neighborhood Services Department (PRNS), which designs and maintains the trails, on how best to respond. Both fatalities occurred in the context of much increased bike sales during the pandemic.<sup>4</sup> Greater use of the trails for recreation may warrant quick installation of safety messaging.

#### **D. Vision Zero Initiatives and Priority Action Plan – Progress Made**

In May 2015, San José became the fourth city in the nation to formally adopt a Vision Zero transportation safety initiative. Vision Zero cities set the goals to lower and ultimately eliminate traffic fatalities. Vision Zero projects transform high injury streets—usually those with high pedestrian exposure—into more pedestrian friendly places. Vision Zero is a key strategy for achieving San José’s General Plan 2040 goals of greatly increasing sustainable mode share, and similarly in the Downtown Transportation Plan, Better Bike Plan, Urban Villages, and Climate Smart San José.

In February 2020, City Council approved a renewed Vision Zero Action Plan which outlined six high priority actions to be implemented over four to six years:

1. Build Robust Data Analytics Tools
2. Form a Vision Zero Task Force
3. Traffic Enforcement and KSI-Reduction Strategies
4. Increase Community Outreach and Engagement to Build a Culture of Safety
5. Implement Quick Build Data-Driven Safety Improvements
6. Prioritize Resources on high KSI Corridors and Districts

This section of the report provides an update of staff’s actions and progress made on these actions.

#### **1. Build Robust Data Analytics Tools**

Investing in data analytics is Vision Zero’s top priority. While DOT has been able to identify over-represented types of fatalities and severe injuries relative to the City’s population and transportation mode split, a more robust analytic tool is necessary to incorporate other data sources and assets, such as socio-economic or census data, and public health agency or public safety data. Work is underway to procure a software analytic tool with machine learning capability to produce data insights not easily attained by manual analysis. Other efforts related to data analysis and insight include:

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<sup>4</sup> Bicycles have enjoyed a boom during the pandemic. Will it last as car traffic resumes? *Los Angeles Times*, 6/25/20. <https://www.latimes.com/california/story/2020-06-25/bicycle-business-is-exploding-during-covid-19-will-it-last>

- Engaged San José State University’s Master of Urban Planning program’s Advanced GIS students to validate geography of traffic collisions and if priority safety corridor designations are still accurate, and where they could be expanded.
- Hired a computer science intern through Notre Dame University’s Silicon Valley Semester program to map mid-block crashes, providing a much more granular understanding of collision locations, and the ability to evaluate street segments, not just intersections. The next step is to rank street segments based on the severity of injuries.
- Participated in the City’s Startup in Residence (STiR) program to engage a consultant capable of creating a smart data analytic platform and visualization tool.
- Engaged in pilot with Verizon Smart Communities to develop near-miss collision insights using video data analytics. Three intersections are included in this emerging technology pilot to provide a reliable near-miss dataset not available today to inform intersection safety work.
- Made crash and injury data available to the public on [visionzerosj.org](http://visionzerosj.org)
- Served on Santa Clara County’s Department of Public Health Traffic Safe Communities Network (TSCN) Steering Committee to promote traffic data sharing and trend review, and to coordinate countywide educational programs. San José Vision Zero became co-chair of the committee in June 2020.

## 2. Form a Vision Zero Task Force

In 2017, a Vision Zero Advisory Committee was formed and convened representatives from California Walks, the Silicon Valley Bicycle Coalition, SPUR, Transform, the Santa Clara Department of Public Health, and the Police Department. In 2020, the Vision Zero Task Force was created, following the best practice model of leading Vision Zero cities, to facilitate a holistic solution and coordinate across agency silos. Due to the COVID-19 pandemic, the Task Force meetings were postponed; the first meeting is now scheduled for September 2020.

Councilmember Peralez was appointed as Chair and Councilmember Foley as the Vice-Chair. Data and Strategic Communication Working Groups are being formed at this time to identify all available relevant datasets across all entities and map them, and to explore how communications or outreach programs within the County can be leveraged and used across the county.

The San José Vision Zero Task Force membership list is provided in Attachment A.

## 3. Traffic Enforcement and KSI-Reduction Strategies

Speeding is the top known violation contributing to fatal and severe injuries. Speeding occurs at nearly twice the rate of any other violation factor in San José’s crash data in the last five years. High speed in fatal and severe injuries can come from both high *legal* posted speeds (94% of Priority Safety Corridors have legal posted speed limits over 30 mph) and from *illegal* speeding.

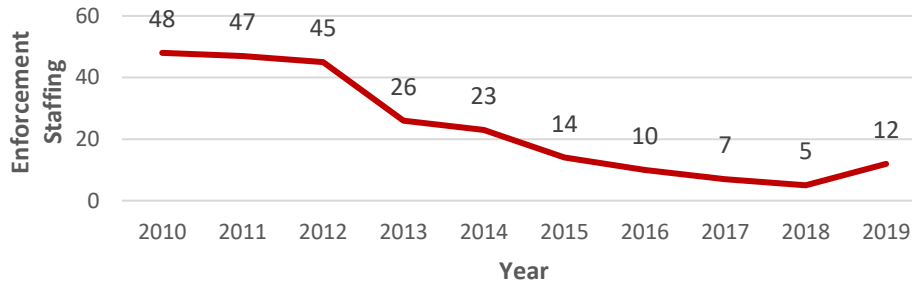
**Figure 9. Top 5 Known collision factors leading to fatality (2015-2019)**

1. Speeding, 20%
2. Pedestrian Yield Car, 12%
3. Driving Drunk w/Injury, 9%
4. Run Red Light, 8%
5. Jaywalking, 6%
5. Leave Crash Scene, 6%



The Police Department’s Traffic Enforcement Unit (TEU) has a much smaller staff than most similarly sized US cities, and has lost staff in recent years (Figure 10). For example, San José had one of the smallest number of officers per capita among large US cities: 9.0 per 10k population in 2016; Oakland had 17.6 and San Francisco had 26.4 per 10k people.<sup>5</sup>

**Figure 10. Traffic Enforcement Staffing at San José Police Department**



To optimize the impact of the limited TEU resources, the unit focuses on a data driven approach by deploying officers to the highest crash locations in the City; including intersections and road segments on the Priority Safety Corridors. In response to reports of speeding concerns submitted by residents, the Police Department also deploys speed radar trailers in residential neighborhoods to improve speed compliance.

California municipalities have limited ability to lower the speed limit, due to the state’s 85th percentile law, without fully redesigning major corridors (which is very expensive and beyond most city’s budgets). In 2019, San José participated in a yearlong state level Zero Traffic Fatalities task force to review the way municipalities set speed limits, resulting in a California State Transportation Agency report. Its recommendations were introduced as AB 2121 in February 2020, but is currently delayed due to the Coronavirus pandemic. Included in the report is giving municipalities more flexibility to set speed limits in locations with vulnerable populations, and to reexamine the possibility of automated speed enforcement (ASE), which was first proposed to be piloted in San Francisco and San José in 2017. San José’s Police Department has been supportive of ASE, but California Highway Patrol’s union opposes ASE.

**Figure 11. ASE Programs in the U.S.**



Automated Speed Enforcement (ASE) programs have been widely explored or deployed to deter speeding and improve safety for all road users. Across the nation (Figure 11), 389 communities

<sup>5</sup> *Governing*, 2016 data: <https://www.governing.com/gov-data/safety-justice/police-officers-per-capita-rates-employment-for-city-departments.html>

have red light camera programs and 139 communities have a speed camera program, as of March 2019.<sup>6</sup>

Outside California, Vision Zero cities have made safety progress with speed camera programs. In New York City, following a successful three-year pilot where speed cameras were installed outside 140 schools from 2014 to 2017, speeding decreased 63%, and fatalities and severe injuries dropped 21%. In March 2019, New York City resolved to increase the program to 750 schools, and longer hours of operation.

In addition to traditional enforcement, DOT has done data driven outreach during times of the year that tend to have more fatalities. During the winter months of Pacific Standard Time in 2019-2020, when evening commute occurs in darkness, DOT deployed changeable message boards that encourage slower speeds. Data shows more traffic fatalities occur in the winter months and dark hours.



#### **4. Increase Community Outreach and Engagement to Build a Culture of Safety**

Public education and engagement are recognized by the Federal Highway Administration as strategies for improving traffic safety through changing behavior. Leading Vision Zero cities invest in public education as a way to increase roadway safety and to build a culture of safety. As part of the Vision Zero Action Plans, City Council asked DOT to retain a consultant to develop a city-wide outreach and engagement strategy that includes focused campaigns and positive reinforcements. Staff's effort to procure consultant services has slowed due to staff redeployment to Emergency Operations Center (EOC) COVID-19 response. However, benchmark work for an RFP was completed in November 2019 by a Coro NorCal research fellow, funded by a California Office of Traffic Safety (OTS) grant, to learn about the communications strategies and any lessons learned from other Vision Zero cities.

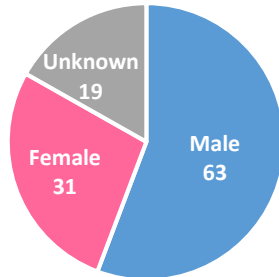
The projects below were initiated or completed to build awareness of Vision Zero safety goals.

- Analyzed data to inform appropriate topics and target audiences for outreach efforts in San José. Data from the last five years show that people killed while walking are the biggest group of fatalities and growing since 2017, their median age is 58, and the drivers who drove the vehicles that hit them were twice as likely to be male (Figure 12). Among male drivers involved in fatal crashes killing pedestrians, 86% were 21 to 60 years old (Figure 13). The numbers in each figure reflect the number of fatalities.

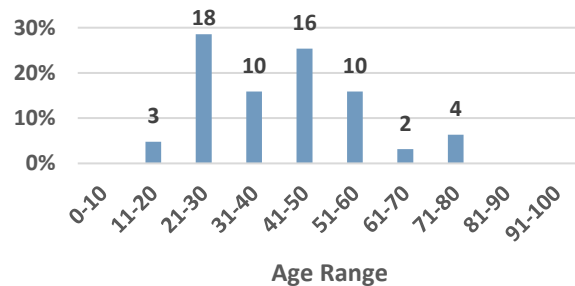
<sup>6</sup> Insurance Institute for Highway Safety: Highway Loss Data Institute.

[https://www.iihs.org/iihs/topics/laws/automated\\_enforcement?topicName=Red%20light%20running#map](https://www.iihs.org/iihs/topics/laws/automated_enforcement?topicName=Red%20light%20running#map)

**Figure 12: Involved driver in pedestrian fatalities by gender (2015-2019)**



**Figure 13: Age of male drivers involved in pedestrian fatalities (2015-2019)**



- “Give Seniors a Brake” banner campaign. San José’s population most vulnerable to severe and fatal traffic injuries are older adults who walk and bike. With funding from a 2018-2019 OTS grant, DOT adopted a well-regarded “Drive Slow”/“Give Seniors a Brake” banner campaign from San Francisco on to streetlight poles along Vision Zero Priority Corridors, as well as on posters at VTA light rail stations, bus stops, inside bus and light rail vehicles, and on bus tails in San José. This was the first time in the Bay Area that multiple large cities have used the same Vision Zero safety messaging campaign as a way to make them more visible and memorable with increased exposures as people travel across Bay Area cities.



- Road safety outreach with older adults. With funding from a 2019-2020 OTS grant, DOT hired California Walks as a consultant to deliver 15 pedestrian safety presentations and 15 walk audits of locations identified by older adults. Originally planned to be presented at Senior Nutrition Program locations, these outreach sessions are now delivered on Zoom due to social distancing requirements and the grant’s requirements that all sessions be delivered by September. They are in the process of being advertised via the PRNS Virtual Recreation Center, on flyers with meals distributed through the Senior Nutrition Program, Council District and Neighborhood Association newsletters, flyers at senior housing sites, and in the County’s Age Friendly Silicon Valley newsletter. These sessions offer the opportunity to introduce Vision Zero to the older adult audience and solicit their input on where safety improvements are needed.

- **Pedestrians experiencing homelessness.** Following an uptick in pedestrian fatalities involving people experiencing homelessness since 2014 as defined and documented by the Santa Clara County Medical Examiner-Coroner,<sup>7</sup> DOT sought input on the creation of an outreach campaign for that audience from San José’s Destination: Home Lived Experience Advisory Board (comprised of people who have current or past experience of homelessness), other Vision Zero cities, and strategic communications consultancies. In June 2020, OTS announced its intent to award San José \$110,000 in grant monies for the 2020-2021 grant cycle, which may make San José the first city in the nation to develop this kind of road safety outreach campaign.
- **Vision Zero responses to COVID-19.** During the initial months of the pandemic period, Sheltering in Place reduced traffic volumes and crashes, but did not reduce traffic fatalities. California cities experienced much greater traffic speeds than usual. Speed is the top known contributing factor to fatal and severe injuries in recent data years. As of June 2020, DOT has responded to the Coronavirus pandemic in three ways:
  - Disabled signal coordination to reduce speeds given lower congestion (March)
  - Automated the pedestrian phase at 100 downtown signals so pedestrians do not have to touch a common surface to cross the street (April)
  - Speed Safety campaign: Slow Down, Save Lives; 20 mph is Plenty (May) – developed in-house with the City’s EOC Communications Team. Deployed on bus tails, and online ads (primarily targeted to men ages 22-44) and yard signs, both in three languages.



- **Building Equity into Vision Zero.** – Data shows a higher number of fatal and severe injuries (KSI) occur in Communities of Concern. Vision Zero investments are being made in districts with more KSI. Campaigns consider the different amounts of resonance that Vision Zero has with people of different backgrounds and collaterals are created in multiple languages. DOT increased the number of its staff participating in the Government Alliance on Race and Equity (GARE), including the manager of Walk ‘n’ Roll, which is part of the Vision Zero/Operations/Traffic Safety unit.

<sup>7</sup> Homeless Deaths in Santa Clara County, CA: A Retrospective Study 2011-2016: Slide 13: Causes of Death: Vehicle Accidents. <https://www.sanjoseinside.com/wp-content/uploads/2017/08/Homeless-Death-Presentation.pdf>

- Updating Walk ‘n’ Roll San José – Under its recent shift to Measure B Education & Encouragement funding, and new leadership, the Walk ‘n’ Roll program is underway to expand its Safe Routes to School menu of services, and the program’s reach to more schools. The first new program is a “Train the Trainer” program where DOT will solicit and sponsor San José schoolteachers to take a professional development course in which they learn how to teach school children about how to be a safer walker and biker in their classrooms. Founded in 2012, the Walk ‘n’ Roll program has grown to work with 55 elementary and middle schools to encourage walking and biking. The program has increased the number of children who walk or bike to school by an average of 29%. Many of these schools have monthly or weekly walk to school events, with a total of about 10,000 students participating. The Walk ‘n’ Roll team ensures that children are aware of the social, health, and environmental impacts and benefits of their travel choices, which helps foster a generation that puts a priority on sustainable and safe transportation mode choices.
- Traffic Safety Education – In FY 2019-2020, fewer people received traffic safety education due to social distancing and school closures. In typical years, traffic safety education is done at school assemblies, special events, and bike rodeos. As more data analysis has shown that older adults and people experiencing homelessness are involved in traffic fatalities, DOT has expanded programs that serve these audiences. In addition, the Police Department’s Traffic Enforcement Unit also participates in school safety programs at schools, including *Every 15 Minutes* where high school students learn about the serious impacts of driving under the influence.



## **5. Implement Quick Build Data-Driven Safety Improvements**

The 17 Priority Safety Corridors (PSCs) comprise about 73 miles of roadway, about 3% of San José’s streets. The 15 PSCs within the City’s jurisdiction are the top engineering focus of the 2020 Vision Zero Action Plan. To the extent possible, DOT is aligning the delivery of the Traffic Capital Program to safety projects on these corridors, especially on projects that will improve pedestrian and bicyclist safety and mobility. As part of the development review process, DOT staff from multi-disciplines are ensuring that safety, operational and design improvements are being implemented on affected corridors.

- Quick Build projects on City Vision Zero corridors – The 2020 Vision Zero Action Plan identifies the implementation of quick build projects on the 15 PSCs under San José jurisdiction over a four to six year period. Two other corridors, Capitol and Almaden Expressways, are under Santa Clara County jurisdiction. The first year of quick-build projects under development now are Senter Rd, Fruitdale Ave, and Story Ave/Jackson Ave. Additionally, funds for quick-build measures on Branham Ln were approved during the FY2020-2021 budget process.



- Citywide Collision Review – In 2018, DOT conducted a citywide evaluation of intersections with a high number of overall crashes, as well as intersections with a high frequency of traffic fatalities and severe injuries. Several multidisciplinary teams of engineers and operations staff with a wide range of expertise participated in the process. The team conducted extensive traffic collision data analysis for 54 identified intersections to find trends, patterns, and discern predominant collision factors. Using the results of the analysis, the team performed field safety assessments for these intersections and identified safety mitigation measures. Low cost improvements, such as refreshing and upgrading pavement striping and faded road signs; upgrading, relocating or adding signal heads; tree trimming; and installing Accessible Pedestrian Signals were completed in 2019. Funding for moderate to high cost improvements will need to be secured through grants and capital improvement programs.
- Pursuit of Grants – The long-term strategy for Vision Zero quick-build projects is to demonstrate how the new street design works, study crash reduction effectiveness, and then apply for grants to build the project through capital construction. To date, DOT has been awarded over \$29 million in grant funds, between 2007 and 2020, for safety projects on Priority Safety Corridors. An additional \$53 million was awarded between 2012 and 2020 for safety projects and programs city-wide for a total of over \$82 million in grant funds to implement safety projects. Attachment B shows grant funded safety projects for Priority Safety Corridors and for other areas of the City.
- Complete Streets – In 2018, Council adopted the Complete Streets Design Standards and Guidelines that incorporate progressive standards to serve as a comprehensive set of street designs for how San José builds and retrofits streets. Complete Streets principles provide guidelines for the design and implementation of streets that are safe for all modes of travel, in support of Vision Zero strategies and the City’s Envision 2040 General Plan mobility goals.
- Pavement Program – DOT has been leveraging the Annual Pavement Maintenance Program to implement street redesigns to improve safety and comfort for all roadway users, with nearly 80 miles of roadways improved in 2019. Typical safety measures include reducing vehicle lane widths to reduce speeds, and installing bike lanes and enhanced crosswalks.

## **6. Prioritize Resources on high KSI Corridors**

Vision Zero's Quick Build program funds safety improvement programs on the high-KSI Priority Safety Corridors. We focus our grant applications on these corridors as well. Attachment B lists the grants and funds received thus far. Attachment C lists various safety projects completed or scheduled for FY2019-2020. These projects have been funded through a combination of the Traffic Capital Improvement Program, grants, and private funds.

### **COORDINATION**

This report has been coordinated with the Police Department and the City Attorney's Office.

/s/

JOHN RISTOW

Director of Transportation

For questions please contact Lily Lim-Tsao, Deputy Director for Transportation Safety, Operations and Parking, at 408-975-3269.

#### Attachments

A: Vision Zero Task Force: Membership list, 2020 scheduled meeting calendar

B: Grant Funded Safety Projects

C: Transportation System Safety Projects: Completed/Scheduled FY2019-2020

## SAN JOSE VISION ZERO TASK FORCE

### Membership List

<b>Chair</b>	Raul Peralez	Council Member – District 3
<b>Vice Chair</b>	Pam Foley	Council Member – District 9
<b><u>City of San José</u></b>		
<b>Transportation</b>	Lily Lim-Tsao	Deputy Director
<b>Police</b>	David Tindall	Deputy Chief
<b>Fire</b>	Reggie Williams	Assistant Chief
<b>Public Works</b>	Ryan Do	Division Manager
<b>Parks, Recreation, &amp; Neighborhood Services</b>	Neil Rufino	Assistant Director
<b>Economic Development</b>	Sal Alvarez	Executive Analyst
<b>Planning</b>	Michael Brillot	Deputy Director
<b>Housing</b>	Ragan Henninger	Deputy Director
<b><u>County of Santa Clara</u></b>		
<b>VTA</b>	Angelique Gaeta	Chief, System Safety & Security
<b>Roads and Airports</b>	Harry Freitas	Director
<b>Public Health</b>	Rhonda McClinton-Brown	Branch Director, Healthy Communities
<b>Medical Examiner-Coroner</b>	Michelle Jordan	Director
<b>Schools</b>	Mary Ann Dewan	County Superintendent
<b><u>Advocates</u></b>		
<b>California Walks/Walk San José</b>	Nikita Sinha	Walk San José Program Manager
<b>Silicon Valley Bicycle Coalition</b>	John Cordes	Santa Clara County Advocate
<b>AARP</b>	Fred Buzo	Associate State Director

### 2020 Scheduled Meetings

Friday September 25, 2020: 9am - 11am  
Zoom Meeting ID: 928 2210 2767  
Password: 826065

Friday December 10, 2020: 10am – noon  
Zoom Meeting ID: 931 2083 5475  
Password: 452487

Meetings are open to the public to attend  
Agendas will be available in advance on [visionzerosj.org](http://visionzerosj.org)



**GRANT FUNDED SAFETY PROJECTS: VISION ZERO PRIORITY SAFETY CORRIDORS**

CORRIDOR	FUNDING	SUMMARY IMPROVEMENTS
<b>Hillsdale Avenue*</b> (Camden Av – Chard Drive)	<b>TFCA</b> Grant: \$230,000 Local: \$1,147,000	Install new bike lanes, reconfigure travel lanes, and construct median islands using quick build materials.
<b>Jackson Avenue</b> (McKee Rd – Alum Rock Av)	<b>OBAG</b> Grant: \$1,500,000 Local: \$701,000	Enhance bike lanes with green paint in conflict zones, enhance pedestrian facilities, two new traffic signals and modifications to existing signals.
<b>Jackson Avenue &amp; King Road</b>	<b>OTS</b> Grant: \$100,000	Install banners with traffic safety messages along both corridors, provide outreach and traffic safety education.
<b>McKee Road</b> (US101 – Toyon Av)	<b>OBAG</b> Grant: \$8,622,594 Local: \$2,357,406	Two-way cycletrack, new bike lanes, enhanced crosswalks, radar speed signs, raised median island and fencing, and general safety and visibility improvements along corridor.
<b>McLaughlin Avenue</b> (SR 280 – Capitol Ex)	<b>HSIP</b> Grant: \$2,513,970 Local: \$804,030	Enhanced crosswalks with flashing beacons and bulb-outs, and median islands.
<b>Monterey Road</b> (Alma St – Bernal Rd)	<b>PICH &amp; TDA3</b> \$140,000 (PICH), \$300,000 (TDA3)	Install new and upgrade existing ADA curb ramps. Enhance signing and pavement markings to improve visibility.
<b>Monterey Road Guardrail Upgrade</b> (Skyway Dr – Palm Av)	<b>HSIP</b> Grant: \$1,002,800	Upgrade guardrails that are damaged and not up to current standards along Monterey Road, a Vision Zero Priority Safety corridor.
<b>Monterey Road Signal Retiming*</b> (Alma St – Ford Rd)	<b>TFCA</b> Grant: \$192,000	Retime 24 traffic signals along the corridor.
<b>Monterey Road &amp; Senter Road</b>	<b>OTS</b> Grant: \$150,000	Install banners with traffic safety messages along both corridors, provide outreach and traffic safety education.
<b>Santa Clara Street</b> (Santa Clara St at Coyote Creek)	<b>HBP</b> Grant: \$740,000 Local: \$595,000	Replace bridge over Coyote Creek to meet existing standards.
<b>Senter Road</b> (Tully Rd – Monterey Rd)	<b>STP</b> Grant: \$425,000 Local: \$55,063	Multi-modal Safety Study and 10% Design Plans.

CORRIDOR	FUNDING	SUMMARY IMPROVEMENTS
<b>Senter Road</b> (Story Rd/Keyes St – Singleton Rd)	<b>HSIP</b> Grant: \$3,638,340 Local: \$1,124,260	Buffered bike lanes, raised median island, and general safety and visibility improvements along the corridor.
<b>2500 Senter Road</b> (Vicinity Areas)	<b>AHSC</b> Grant: \$119,984 Local: \$15,000	Provide street trees in order to improve the pedestrian environment.
<b>Tully Road</b> (Monterey Rd– Capital Ex)	<b>OBAG</b> Grant: \$8,599,000 Local: \$2,351,000	Enhanced crosswalks and bike lanes, raised median island and fencing, and intersection and traffic signal improvements.
<b>White Road</b> (Penitencia Creek Rd – Rose Av)	<b>HSIP</b> Grant: \$1,223,460 Local: \$135,940	Buffered bike lanes, enhanced crosswalks, flashing beacons, additional streetlights, and general safety and visibility improvements along the corridor.

### OTHER GRANT FUNDED SAFETY PROJECTS

CORRIDOR	FUNDING	SUMMARY IMPROVEMENTS
<b>Almaden/Vine Safety Improvements</b> (Hwy 280 – W Alma Av)	<b>OBAG</b> Grant: \$1,500,000 Local: \$315,000	Enhanced crosswalks with flashing beacons and bulb-outs, radar speed display signs, sidewalk repair, and bike lane enhancements.
<b>Bassett Street Improvements</b> (AHSC development area)	<b>AHSC</b> Grant: \$1,715,767 Local: \$375,375	Curb ramp and streetlight upgrades, widen sidewalk, and wayfinding signage.
<b>Citywide Safety Education</b>	<b>TDA</b> Grant: \$200,000	Produce safety education materials including trifold in English, Chinese, Spanish, and Vietnamese. Purchase safety devices as giveaways including safety vests, bike lights, flashlights, and reflective stickers.
<b>Mount Pleasant School Area</b>	<b>VERBS</b> Grant: \$1,000,000 Local: \$260,000	Sidewalk gap closure on Mt. Pleasant Rd, enhanced crosswalk with flashing beacon, bike racks, ADA ramps, pavement marking and signage improvements.
<b>Ocala Avenue Multimodal Streetscape Improvement</b> (Capitol Ex – Daytona Dr)	<b>HSIP</b> Grant: \$1,064,922 Local: \$1,735,078	Sidewalk gap closure, new streetlight, traffic signal and flashing beacons with bulb-outs. Enhance existing bike lanes with buffer and green paint.
<b>Park Avenue Bike Lane Improvements</b> (Hedding St – Market St)	<b>HSIP</b> Grant: \$704,000 Local: \$81,000	Enhance bike lanes with green paint and bike boxes in conflict zones.

CORRIDOR	FUNDING	SUMMARY IMPROVEMENTS
<b>Park Avenue Multimodal Streetscape Improvement</b> (Hedding St – Montgomery)	<b>CDT</b> Grant: \$1,456,000 Local: \$1,459,000	Remove pork chop island and modify traffic signal, install flashing beacons, new bike lanes, and repave street.
<b>Safe Pathways to Diridon Station Improvements</b>	<b>SR2T</b> Grant: \$675,000 Local: \$325,000	Improve pedestrian and bicycle access from midtown to Diridon Station by upgrading streetlights, curb ramps, and adding sharrows.
<b>San Fernando Better Bikeways</b> (Almaden Bl – 11 <sup>th</sup> St)	<b>ATP-Statewide</b> Grant: \$9,992,000 Local: \$1,927,000	Class IV protected bike lanes, protected intersections with pedestrian refuges, bike signals, real-time bicycle counters, transit boarding islands, and street-worthy planters.
<b>St. John Bike and Pedestrian Improvement</b> (San Pedro St – First St)	<b>OBAG</b> Grant: \$1,185,000 Local: \$1,459,000	New sidewalk and bulb-outs, upgrade curb ramps, new streetlights, remove pork chop island and modify traffic signal, landscaping, and general safety improvements.
<b>St. John Multimodal Streetscape Improvement</b> (Montgomery St – San Pedro St)	<b>CDT</b> Grant: \$1,497,145 Local: \$1,125,000	Raised pedestrian crossing table and bulb-outs, widen existing sidewalk, install new pedestrian scale lighting and streetlights, flashing beacons, upgrade curb ramps, and general safety improvements.
<b>The Alameda Phase II</b> (Hwy 880 – Fremont St)	<b>OBAG - VRF</b> Grant: \$3,500,000 Local: \$2,579,000	Enhanced crosswalks with flashing beacons and bulb-outs, traffic signal modifications, median islands, curb ramps upgrades, sidewalk repairs, and other safety enhancements.
<b>Willow-Keyes Complete Streets Improvements*</b> (Hwy 87 – 3 <sup>rd</sup> St)	<b>ATP-Regional</b> Grant: \$12,926,000 Local: \$3,111,000 Measure B: \$7,047,284	Class IV protected bike lane, sidewalk, curb-extension, enhanced crosswalks, pedestrian-scale lighting, transit boarding improvements; reconfigure complex intersections.
<b>West San Carlos Urban Village</b>	<b>OBAG</b> Grant: \$7,932,000	Enhanced crosswalks with flashing beacons, curb ramps, median islands, modified traffic signals, street trees, and bike racks.
<b>San Jose Transit Signal Priority*</b>	<b>TFCA</b> Grant: \$600,000	Implement transit signal priority to VTA Routes 66 and 68 to include 122 traffic signals.
<b>Citywide Safety Education/Seniors</b>	<b>OTS</b> Grant: \$100,000	FY2018-2019: Senior pedestrian awareness campaign adopted from San Francisco; Fund research fellow to research VZ city safety RFPs
<b>Citywide Safety Education/Seniors</b>	<b>OTS</b> Grant: \$100,000	FY2019-2020: In-person safety outreach to older adults and pedestrian safety audits
<b>Citywide Safety Education/Homeless*</b>	<b>OTS</b> Grant: \$110,000	FY2020-2021: Create strategic communications campaign for an audience of pedestrians experiencing homelessness

\*Grants awarded in 2020

Funding Sources by Grant Programs

AHSC: Affordable Housing and Sustainable Communities  
ATP: Active Transportation Program  
CDT: Community Design and Transportation  
OBAG: One Bay Area Grant  
OTS: Office of Traffic Safety  
PICH: Partnership to Improve Community Health  
HSIP: Highway Safety Improvement Program  
SR2T: Safe Routes to Transit  
TDA3: Transportation Development Act Article 3  
TDA: Transportation Development Act  
TFCA: Transportation Fund for Clean Air  
VERBS: Vehicle Emissions Reductions Based at Schools  
VRF: Vehicle Registration Fee

## TRANSPORTATION SYSTEM SAFETY PROJECTS Completed/Scheduled FY2019-2020

### Pedestrian Enhancement Projects

Includes: Flashing beacons, chokers/median islands, ADA ramps, and lighting

1. 10<sup>th</sup> / Martha (D3)
2. 11<sup>th</sup> / Martha (D3)
3. Almaden / Edwards (D3)
4. Almaden / Humboldt (D3)
5. Almaden / Union (D3)
6. Market / William (D3)
7. Metro / Technology (D3)
8. Vine / Edwards (D3)
9. Vine / Humboldt (D3)
10. Bascom / Olive (D6)
11. 5<sup>th</sup> / San Fernando (D3)
12. 2<sup>nd</sup> / Martha (D3)
13. Story / Lancelot (D5)
14. Senter / San Ramon (D2, D7)



*Metro Dr and Technology Dr*

### Bike Projects

#### Protected Bikeway (Class IV)

1. Bird Ave: West Virginia – Fuller (D6)
2. Park Ave: Laurel Grove – Montgomery (D3, D6)
3. 4<sup>th</sup> St: San Salvador – Santa Clara (D6)
4. Autumn St: Santa Clara – John/Montgomery (D3)



*Mabury Rd: near Berryessa/North San José BART Station*

#### Sharrow (Class III)

1. Cypress: Moorpark – Williams (D1)
2. Flint: Marten – Norwood (D8)
3. Koch: Almaden – Plummer (D9)
4. Phelps: Williams – City Limits (D1)
5. Rigoletto: Quimby – King (D8)
6. Saint John: Montgomery – Autumn (D3)
7. Adrian: Story to Ocala (D5)



*Cypress Av*

Bike Lanes (Class II)

1. 10<sup>th</sup> St: Keyes – Hwy 280 (D10)
2. 11<sup>th</sup> St: Keyes – Hwy 280 (D10)
3. Bascom: Camden – Barton (D9)
4. Beswick: Cottle – Blossom Hill (D2)
5. Bird: Willow – Malone (D6)
6. DeAnza: Hwy 85 – Bollinger (east side) (D1)
7. Branham: Snell – Battle Dance (D2, D10)
8. Coleman: Almaden – Santa Teresa (D10)
9. Empire: 1<sup>st</sup> - 22<sup>nd</sup> (D3)
10. Hellyer: Dove – Silicon Valley (D2)
11. Leigh: Moorpark – Fruitdale (D6)
12. Little Orchard: Curtner – San Jose (D7)
13. Lucretia: Story – Tully (D7)
14. Lundy: Trade Zone – Hostetter (D4)
15. Meridian: Curtner – Willow (D6)
16. Nieman: Yerba Buena – Capitol (D8)
17. Ocala Ave: White – Ridgmont (D5, D8)
18. San Tomas Aquino: Saratoga – Hamilton (D1)
19. Snell: Branham – Hwy 87 (D7, D9, D10)
20. SW Expressway: Fruitdale – Bascom (D1)
21. White: McKee – Maybury (D5)
22. Williams: Saratoga – Moorpark (D1)
23. Winchester: Payne – Williams (D1)

**Radar Speed Display Signs**

1. 11<sup>th</sup> / Mission (D3)
2. Alma / Pajona (D3)
3. Silver Creek Valley / Country Club (D8)
4. Camden / Bose (D10)
5. Camden/ Camelia (D10)
6. Palisade (D2)
7. Johnson / McKellar (D1)
8. Johnson / Aamapola (D1)

**Traffic Calming Projects**

Includes: Flashing beacons, chokers/median islands, road humps, roadway narrowing, signs.

1. Kyle (D4)
2. Bollinger / Avondale (D1)
3. Lean / Calero (D2)
4. Taylor/ 6<sup>th</sup> (D3)
5. 5<sup>th</sup>: Taylor – Jackson (D3)
6. 19<sup>th</sup>/21<sup>st</sup> – Julian and Taylor (D3)
7. Allenwood Dr: Masonwood St – Remington (D8)
8. Altamara: Aborn – Rue Mirassou (D8)
9. Rough & Ready (D5)
10. Roeder (D2)
11. Tradewinds (D2)
12. Herlong (D2)
13. 21<sup>st</sup>/Jackson (D3)
14. 21<sup>st</sup>/Empire (D3)
15. Coe (D6)



*Taylor St and 6<sup>th</sup> St: near Fuji Towers senior housing*

## **Traffic Signal Projects**

Includes: New and modified traffic signals, upgraded signal heads and/or audible messaging, signal retiming and upgrade of overhead flashing beacons.

### Signal Modifications/Installations

1. Bernal / Santa Teresa (D2)
2. Baywood / Stevens Creek (D6)
3. Foxworthy / Hillsdale (D6, D9)
4. Almaden / Park (D3)
5. Williams / Winchester (D1)
6. Coleman / Aviation (D3)
7. Balbach / Market (D3)
8. Tully / Firestation 26 (D7)
9. San Carlos / Sunol (D6)

### Signal Retiming

1. Park: Hedding – Race (D6)
2. Snell: Gold Run – Giuffrida (D2, D10)
3. McLaughlin: Carnelian – Summerside (D7)
4. Winchester: Hedding St / Pruneridge Ave - Moorpark (D1, D6)
5. Junipero Serra Fwy / Poorpark Ave (D1)
6. Stevens Creek: Santana Row – Nimitz Fwy (D6)

### Accessible Pedestrian Signal Installations

1. Aborn / White (D8)
2. Berryessa / Capitol (D4)
3. Brokaw / First (D3, D4)
4. NB87 / Curtner (D6, D7)
5. Hamilton / Meridian (D6)
6. McGinness / Story (D5)
7. Meridian / San Carlos (D6)
8. Phelan / 7th (D7)
9. Quimby / Tully (D8)
10. Reed / 7th (D7)
11. Fourth / Jackson (D3)
12. El Cajon / Senter (D7)
13. Cunningham / White (D8)
14. Senter / Umbarager (D7)
15. Branham / Monterey (D2, D10)
16. Kammerer / King (D5)
17. Jackson / Story (D5)
18. Curtner / Leigh (D9)
19. Capitol / Pearl (D9)
20. Bernal / Monterey (D9)