



San José Vision Zero Task Force

June 27, 2024



**VISION
ZERO**
SAN JOSÉ

06/27/2024 Agenda

1. Call to Order and Chair Report (1:30-1:45)
2. Reports and Updates (1:45-2:00)
3. Presentations and Discussion (2:00-3:15)
4. Open Public Forum (3:15-3:30)

1. Call to Order and Chairperson Report



Call to Order and Chairperson Report

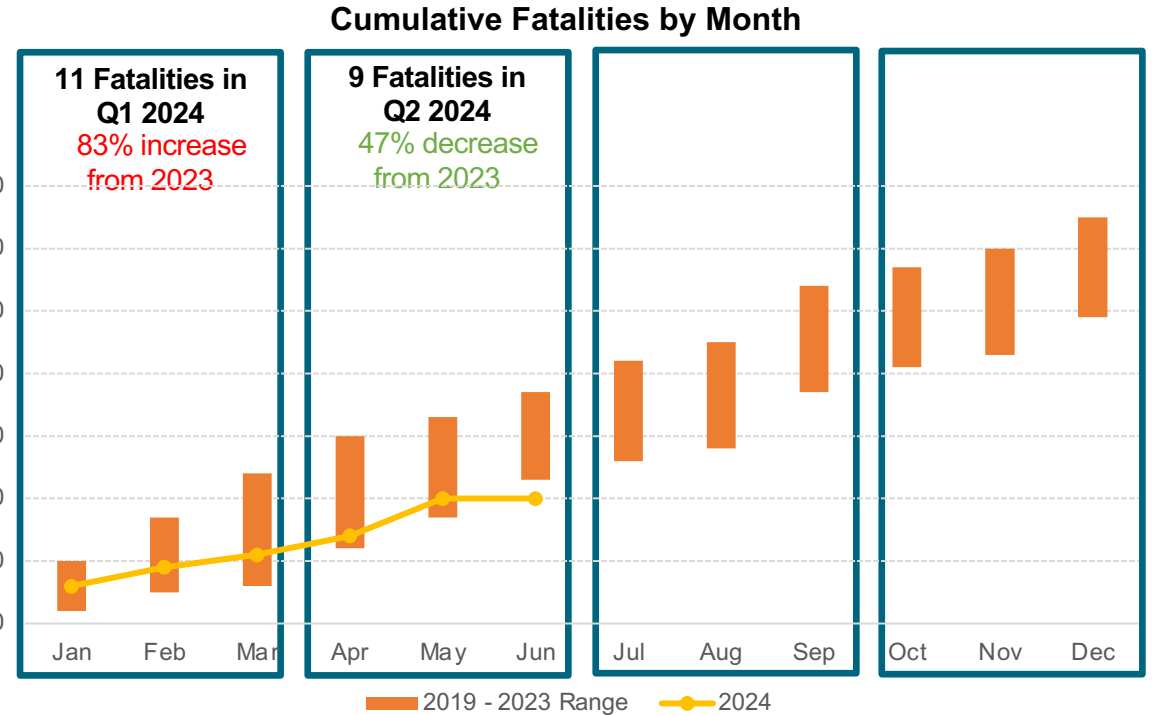
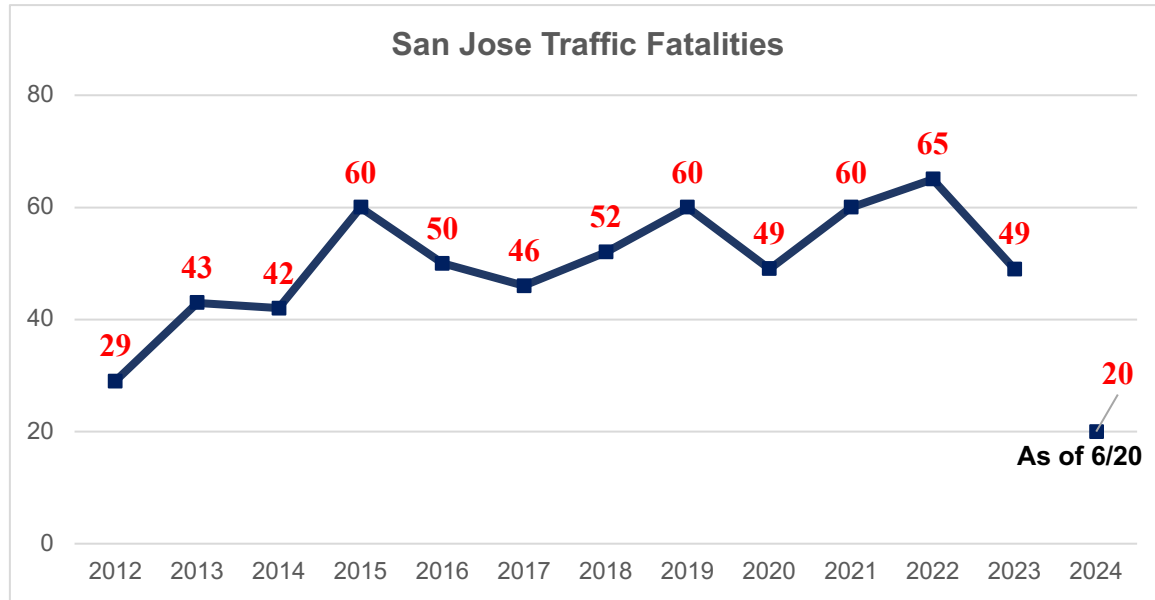
- Names of people who have lost their lives to traffic fatalities since the last Task Force meeting
- Roll Call (Departments/Agencies Present)
- Minutes posted for the Vision Zero Task Force of February 29, 2024

2. Reports and Updates

A. Traffic Collision Trends



2024 Traffic Fatalities



As of 6/27 last year (2023), we got **23** fatalities.

2024 Traffic Fatalities (January 01 – June 20)

20 fatalities (20 crashes)

- 17 (85%) - on major roadways with posted speed limits of 35 mph or higher
- 10 (50%) - in dark hours
- 11 (55%) - on Priority Safety Corridors
 - 2 (10%) - on White Rd
 - 2 (10%) - on Story Rd
- 8 (40%) - people walking
 - 1 (5% of total/12.5% of peds) unhoused
- 4 (20%) - speeding as a contributing factor

8 (40%)



4 (20%)



7 (35%)



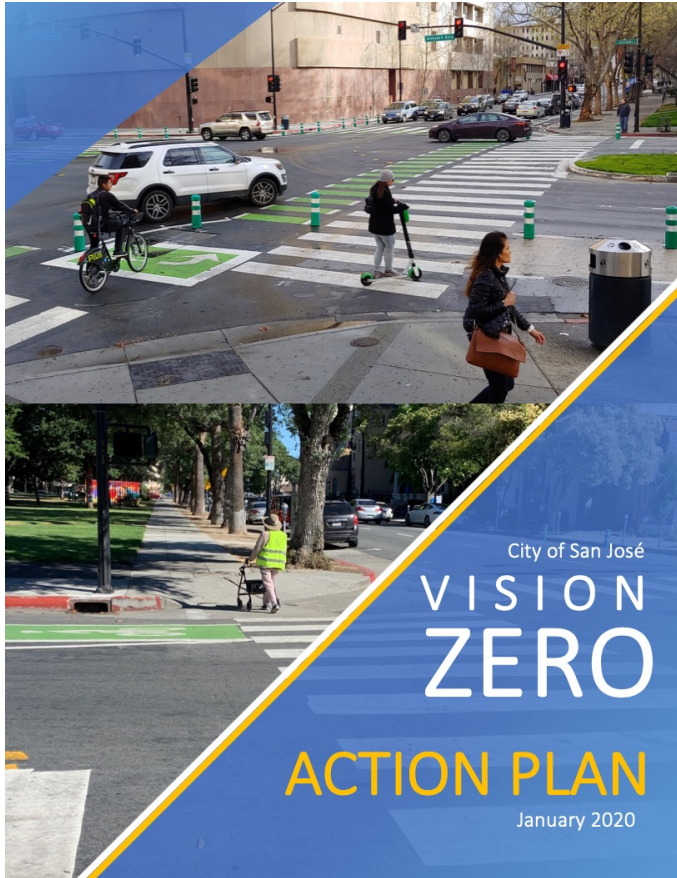
1 (5%)



2. Reports and Updates

B. 2020 Vision Zero Action Plan Updates

2020 Vision Zero Action Plan Updates



1. Build Robust Data Analytics Tools
2. Form a Vision Zero Task Force
3. Strategize Traffic Enforcement
4. Increase Community Outreach and Engagement
5. Implement Quick Build Data-Driven Safety Improvements
6. Prioritize Resources on High-KSI Corridors and District

Completed and Planned Street Safety Projects

Street Safety Project Type	Completed FY2023-2024	Planned FY2024-2025
Priority Safety Corridors: Quick Build	2	6
Corridor Safety: Capital	4	9
Pedestrian Enhancements (Intersection)	15	20
Radar Speed Display (Signs)	12	16
Quick Build (Intersection)	4	5
Traffic Calming (Corridor)	10	21
Sideshow Reduction (Intersection)	2	2
Signal Modification (Intersection)	21	23
Signal Head Visibility (Corridor)	13	4
Accessible Ped. Signal (Intersection)	65	83
Signal Retiming (Intersections)	44	TBD
Bike Lane: Protected (Class IV)	7	18
Bike Lane: Sharrow (Class III)	7	TBD
Bike Lane: Standard (Class II)	22	11
Total	228	218

Walk Safe San Jose: Pedestrian Safety Plan

- Funded by 2021 Caltrans Sustainable Transportation Planning grant
- In February 2024, DOT and our consultants held pop-up demonstrations to show the community what future redesigns could look like, with support and collaboration with VTA.
- Help understand project benefits/impacts.
- 5 more pop-up demonstrations are being planned for August-September, using funding from the California Office of Traffic Safety



Walk Safe San José: Pedestrian Safety Plan

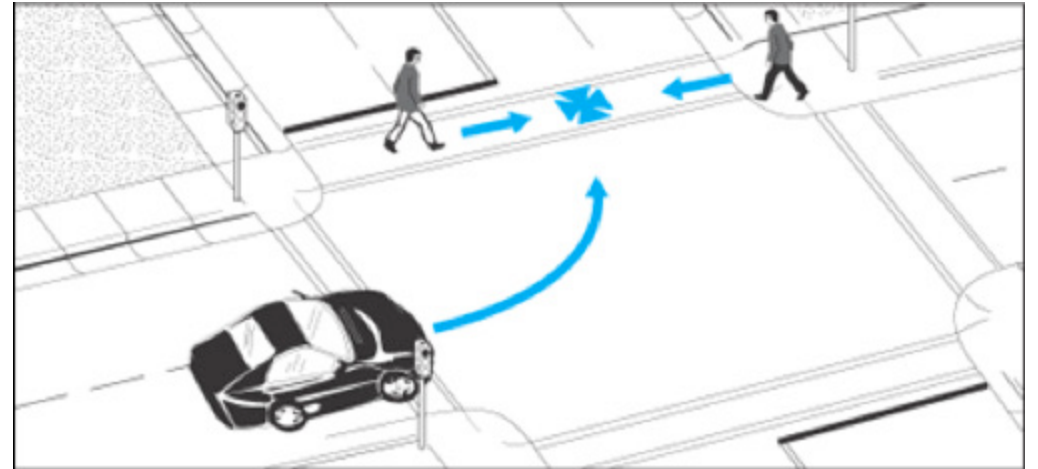
- Two years of community engagement in districts 3, 5, 6, and 7.
- City-wide pedestrian safety strategies, encompassing (1) transit, (2) signal, and (3) urban spaces, including interviews with peer cities
- Quick-build plans for the 8 focus areas, derived from inclusive and extensive analyses and engagement events
- Successful partnerships with VTA, Equity Steering Committee
- Plan to implement the defined recommendations under 2025-2029 Vision Zero Action Plan Update.



Priority Safety Corridor Quick Build Projects

Leading Pedestrian Intervals (LPI)

- As of the end of 2023, 100% (848) of City of San José operated traffic signals that have a crosswalk with a pedestrian-vehicle turn conflict have a LPI of 4 seconds or more installed.
- LPIs have been found to reduce pedestrian-vehicle crashes by 58.7%



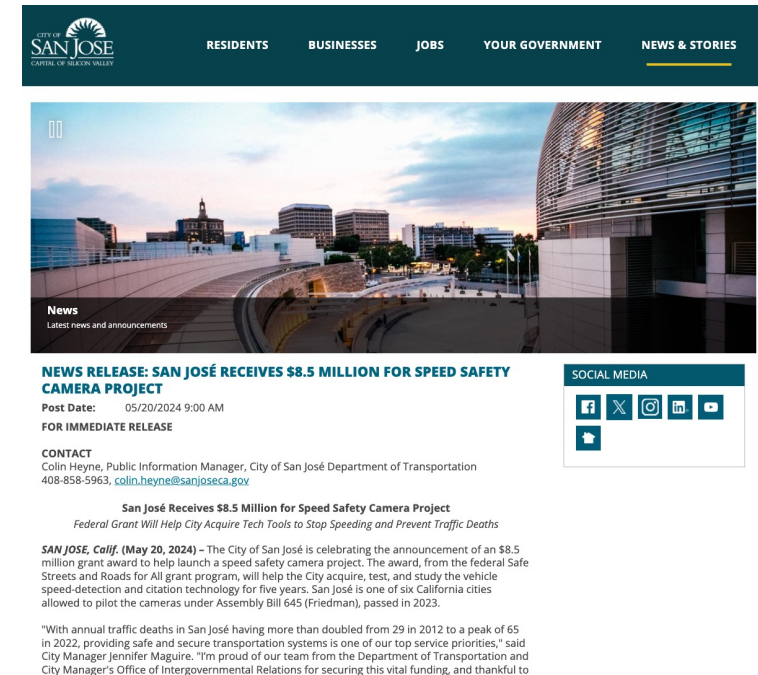
Source: pedbikesafe.org

May 2024: SS4A: \$10.6M for Speed Cameras

Safe Streets for All Planning and Demonstration

\$10.6M: [\\$8.5M federal](#), \$2.1M local match

- \$8.9M – 33 Cameras, for 56 months
- \$315K – data collection, evaluation
- \$750K – public outreach and engagement
- \$400K – Traffic Calming Measure locations recs
- \$250K – Racial Equity/Socioeconomic Assessment, Impacts, Reporting



The screenshot shows the City of San Jose website's news release page. The header includes the City of San Jose logo and navigation links for Residents, Businesses, Jobs, Your Government, and News & Stories. The main content area features a large image of a city street at dusk. Below the image is a 'News' section with the headline 'NEWS RELEASE: SAN JOSÉ RECEIVES \$8.5 MILLION FOR SPEED SAFETY CAMERA PROJECT'. The post date is 05/20/2024 9:00 AM. A 'CONTACT' section lists Colin Heyne, Public Information Manager, with his phone number and email. A sub-headline reads 'San José Receives \$8.5 Million for Speed Safety Camera Project' followed by 'Federal Grant Will Help City Acquire Tech Tools to Stop Speeding and Prevent Traffic Deaths'. The main body text describes the \$8.5 million grant from the federal Safe Streets and Roads for All program, which will help the city acquire, test, and study vehicle speed-detection and citation technology for five years. A quote from City Manager Jennifer Maguire is included. A 'SOCIAL MEDIA' section with icons for Facebook, X, Instagram, LinkedIn, and YouTube is also visible.

3. Presentations and Discussion

A. 2025 Vision Zero Action Plan Draft Presentation

2025-2029 Vision Zero Action Plan Update (Draft)

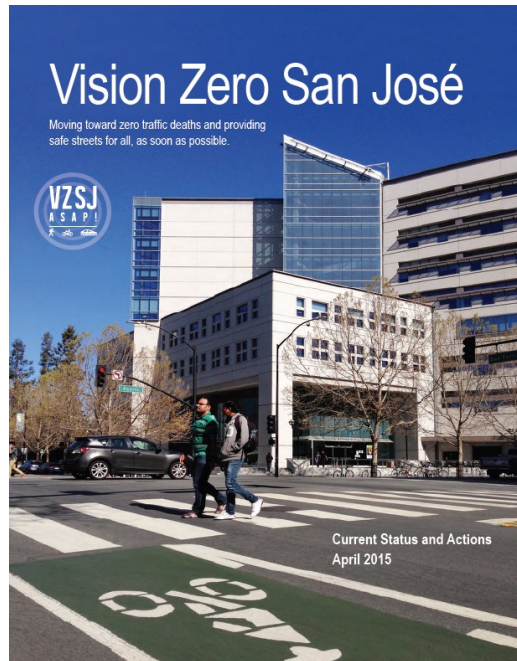
June 2024

**VISION
ZERO**
SAN JOSÉ

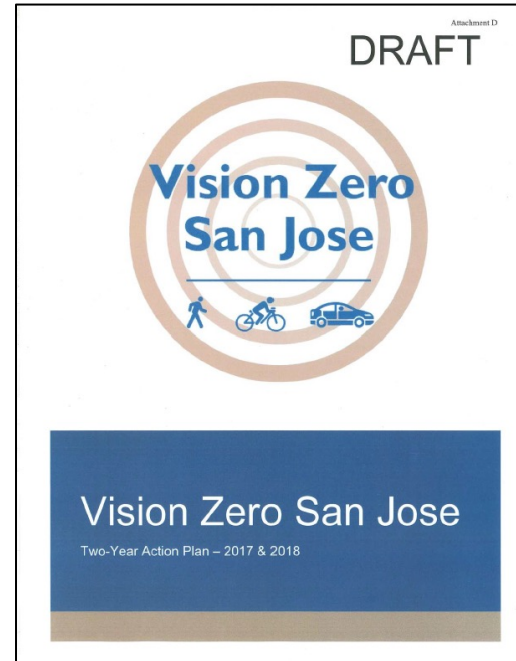
Framework



Vision Zero Action Plans



2015-2016 (2 year)

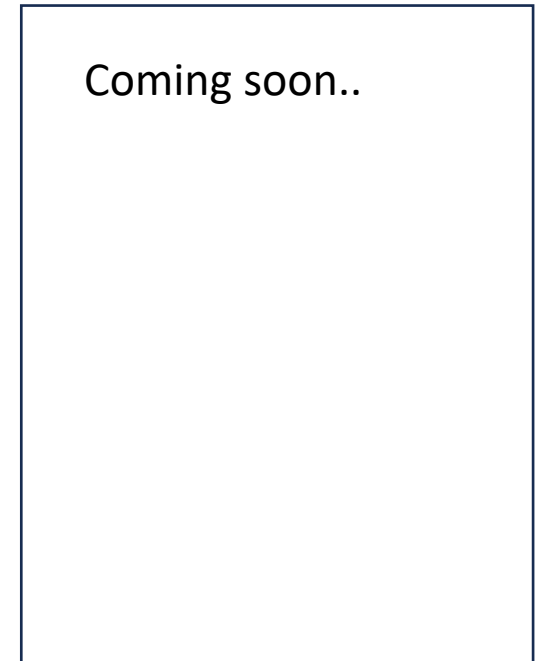


2017-2019 (3 year)



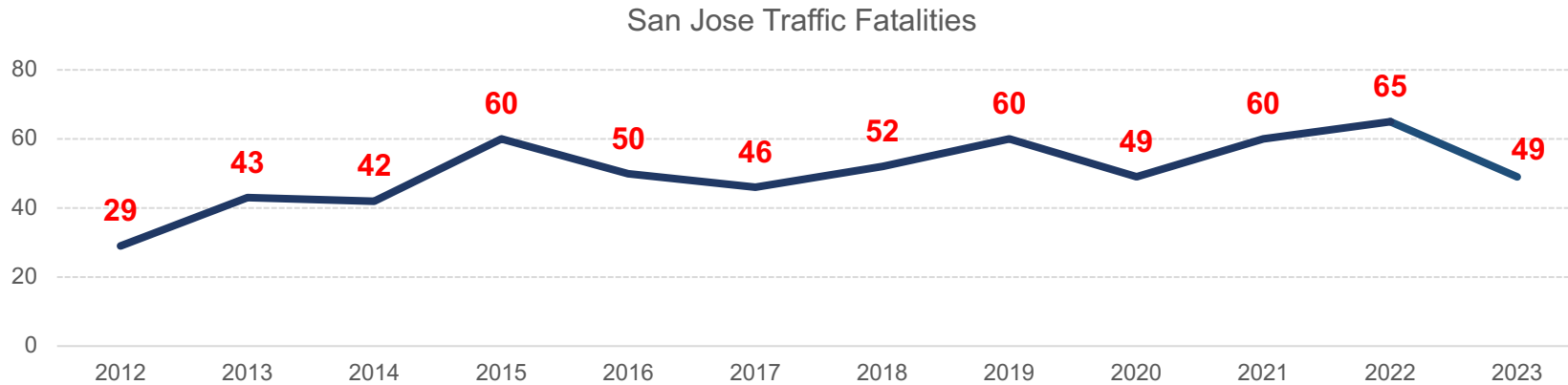
2020-2024 (5 year)

\$13M of \$25M funded

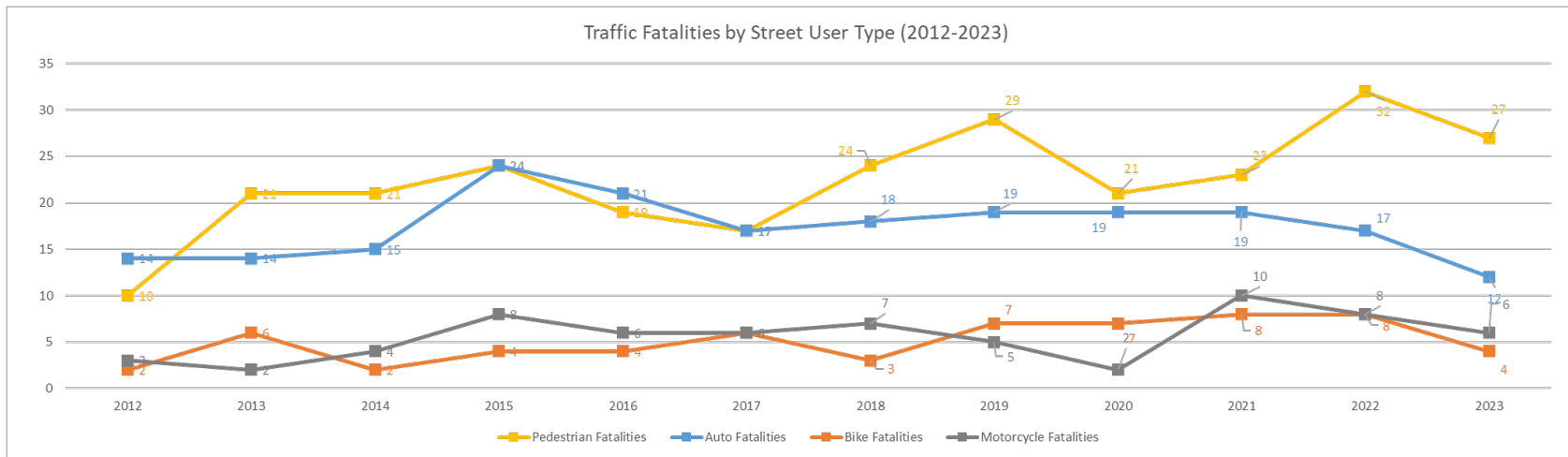


2025-2029 (5 year)

San José Traffic Fatality Trend



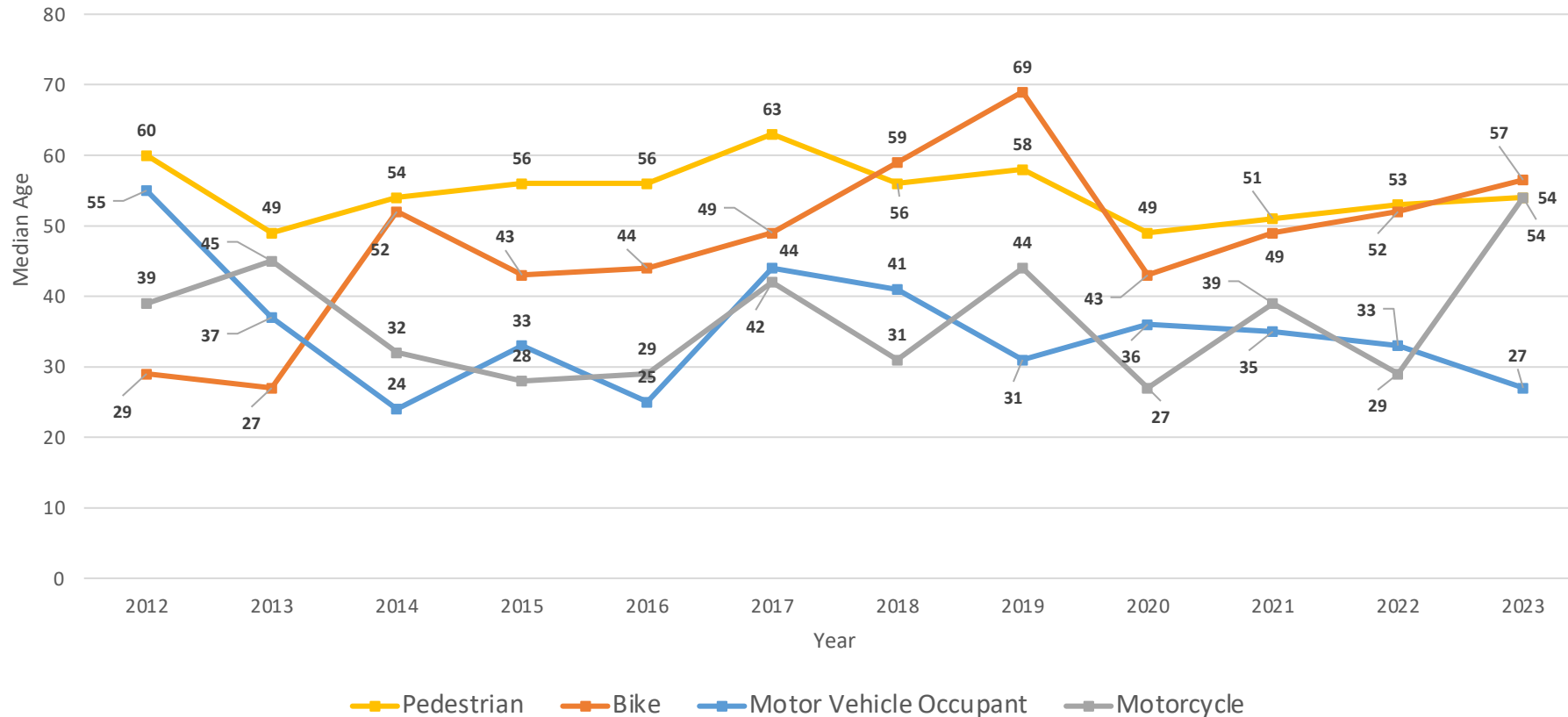
- Traffic fatalities doubled from 29 in 2012 to 60 in 2015, in the years right before San José adopted Vision Zero



- Pedestrians have been the most vulnerable road user nearly every year since 2013

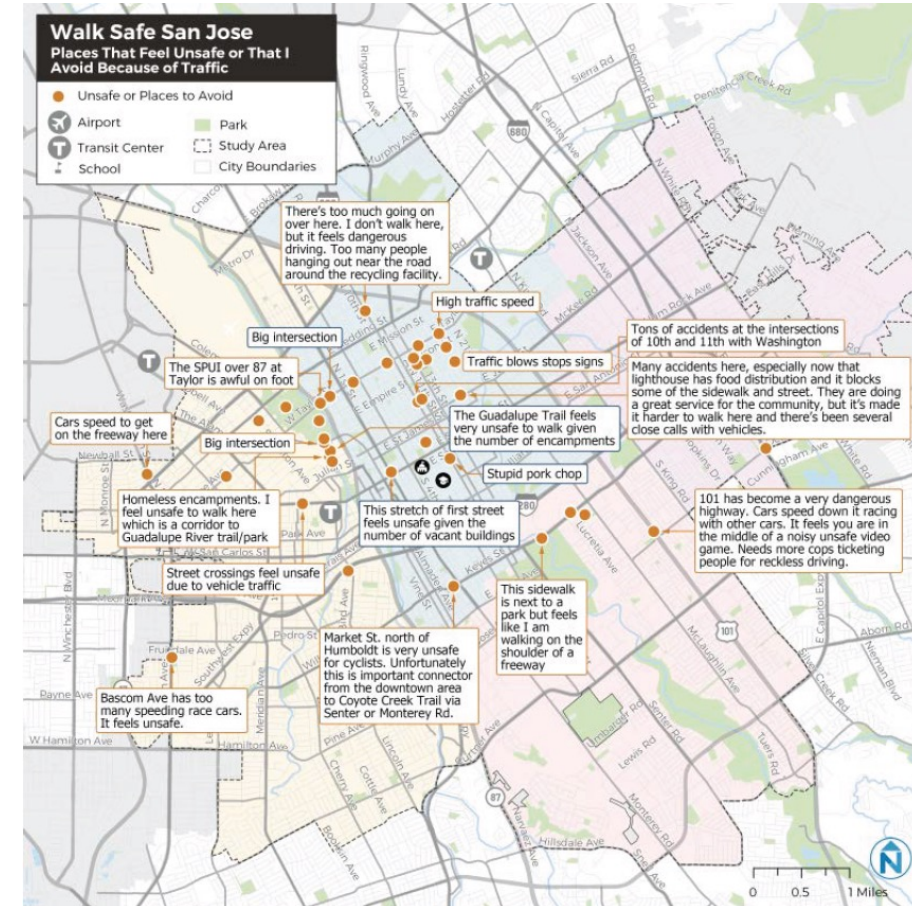
Traffic Fatalities: Median Age by Mode

Median age of by street user type (2012 – 2023)



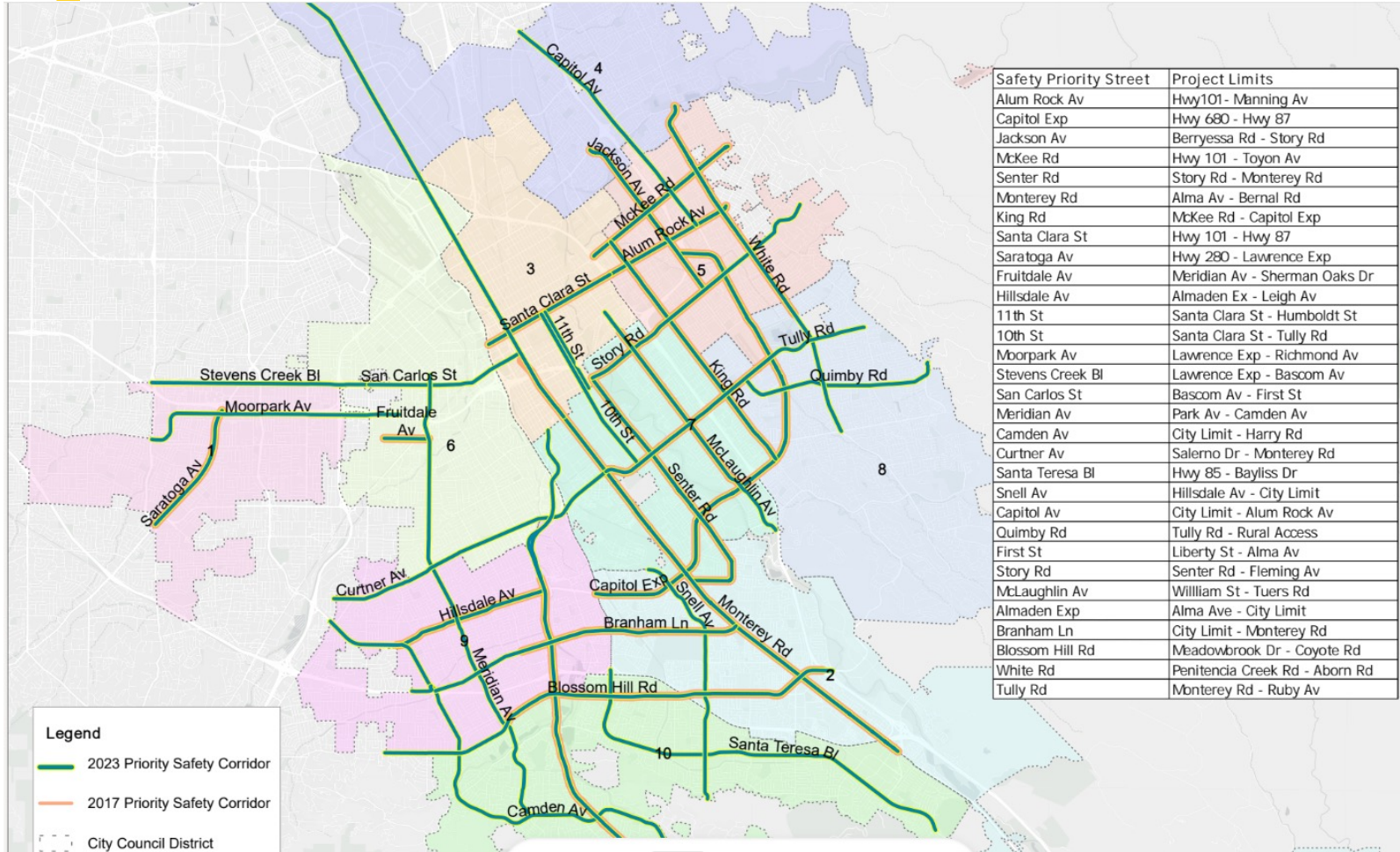
Traffic Fatalities and Severe Injuries (2019-2022) by City Council District

Council District	Crashes	Fatality	Severe Injury	Fatal + Severe Injury
1	1,461	11	60	71
2	1,976	34	111	145
3	4,875	35	165	200
4	1,625	21	78	99
5	3,213	37	127	164
6	2,965	25	123	148
7	3,449	51	173	224
8	1,821	21	109	130
9	1,661	19	75	94
10	1,178	29	62	91



More maps and information can be found in the Walk Safe San Jose Pedestrian Safety Plan

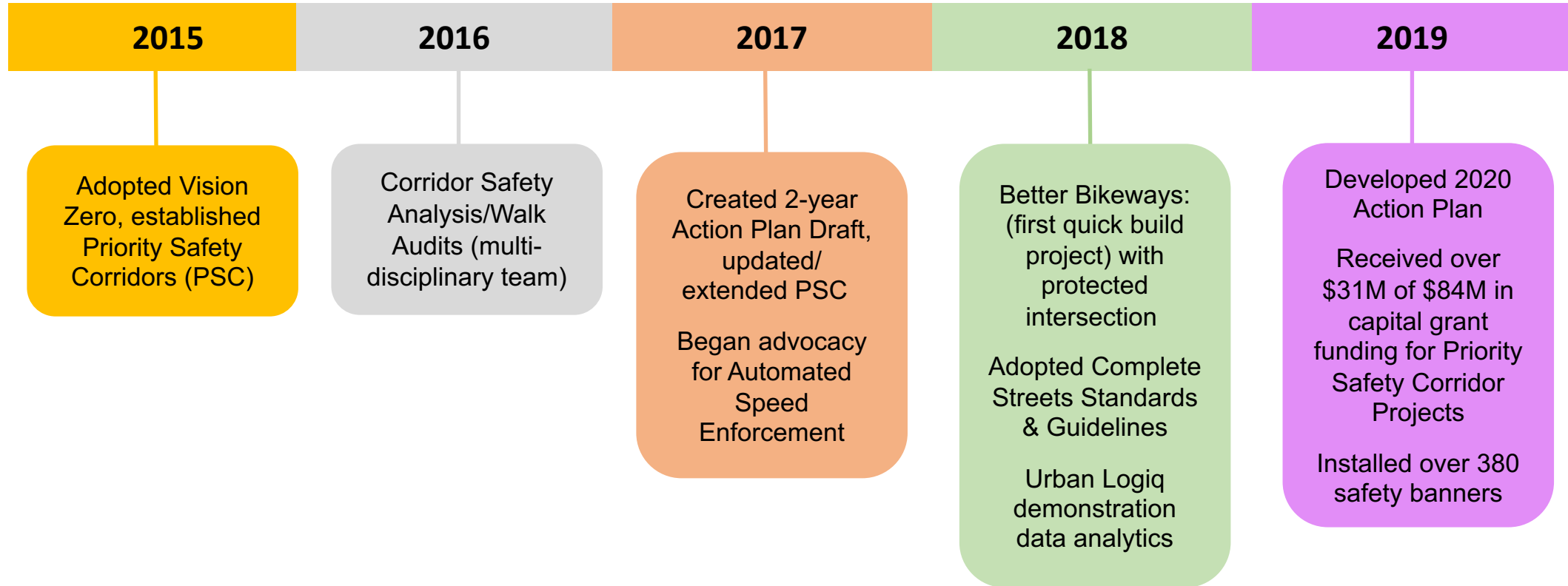
2023 Priority Safety Corridor map



Safety Priority Street	Project Limits
Alum Rock Av	Hwy101- Manning Av
Capitol Exp	Hwy 680 - Hwy 87
Jackson Av	Berryessa Rd - Story Rd
McKee Rd	Hwy 101 - Toyon Av
Senter Rd	Story Rd - Monterey Rd
Monterey Rd	Alma Av - Bernal Rd
King Rd	McKee Rd - Capitol Exp
Santa Clara St	Hwy 101 - Hwy 87
Saratoga Av	Hwy 280 - Lawrence Exp
Fruitdale Av	Meridian Av - Sherman Oaks Dr
Hillsdale Av	Almaden Ex - Leigh Av
11th St	Santa Clara St - Humboldt St
10th St	Santa Clara St - Tully Rd
Moorpark Av	Lawrence Exp - Richmond Av
Stevens Creek Bl	Lawrence Exp - Bascom Av
San Carlos St	Bascom Av - First St
Meridian Av	Park Av - Camden Av
Camden Av	City Limit - Harry Rd
Curtner Av	Salerno Dr - Monterey Rd
Santa Teresa Bl	Hwy 85 - Bayliss Dr
Snell Av	Hillsdale Av - City Limit
Capitol Av	City Limit - Alum Rock Av
Quimby Rd	Tully Rd - Rural Access
First St	Liberty St - Alma Av
Story Rd	Senter Rd - Fleming Av
McLaughlin Av	William St - Tuers Rd
Almaden Exp	Alma Ave - City Limit
Branham Ln	City Limit - Monterey Rd
Blossom Hill Rd	Meadowbrook Dr - Coyote Rd
White Rd	Penitencia Creek Rd - Aborn Rd
Tully Rd	Monterey Rd - Ruby Av

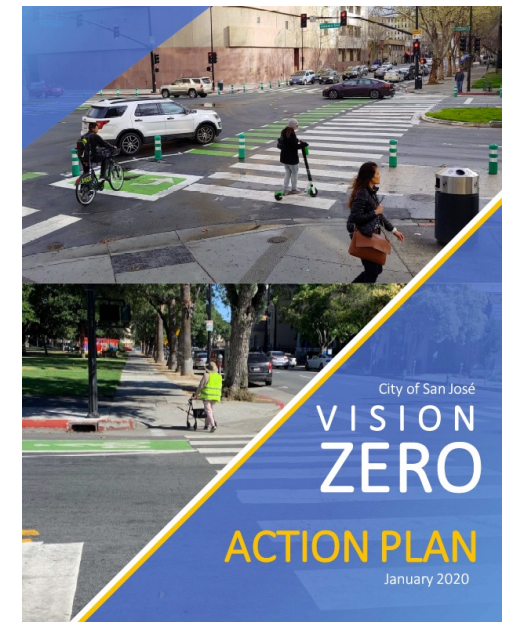
- Updated in May 2023
- New methodology weighs fatal and severe injuries at three times the weight of minor and moderate injuries
- 30 streets: 6% of roadways, includes 46% of fatal and severe injuries from 5 years of data (2017-2021)
- Totals 150 street centerline miles, double the mileage of the 2017 Priority Safety Corridor map

2015-2019 Highlighted Accomplishments

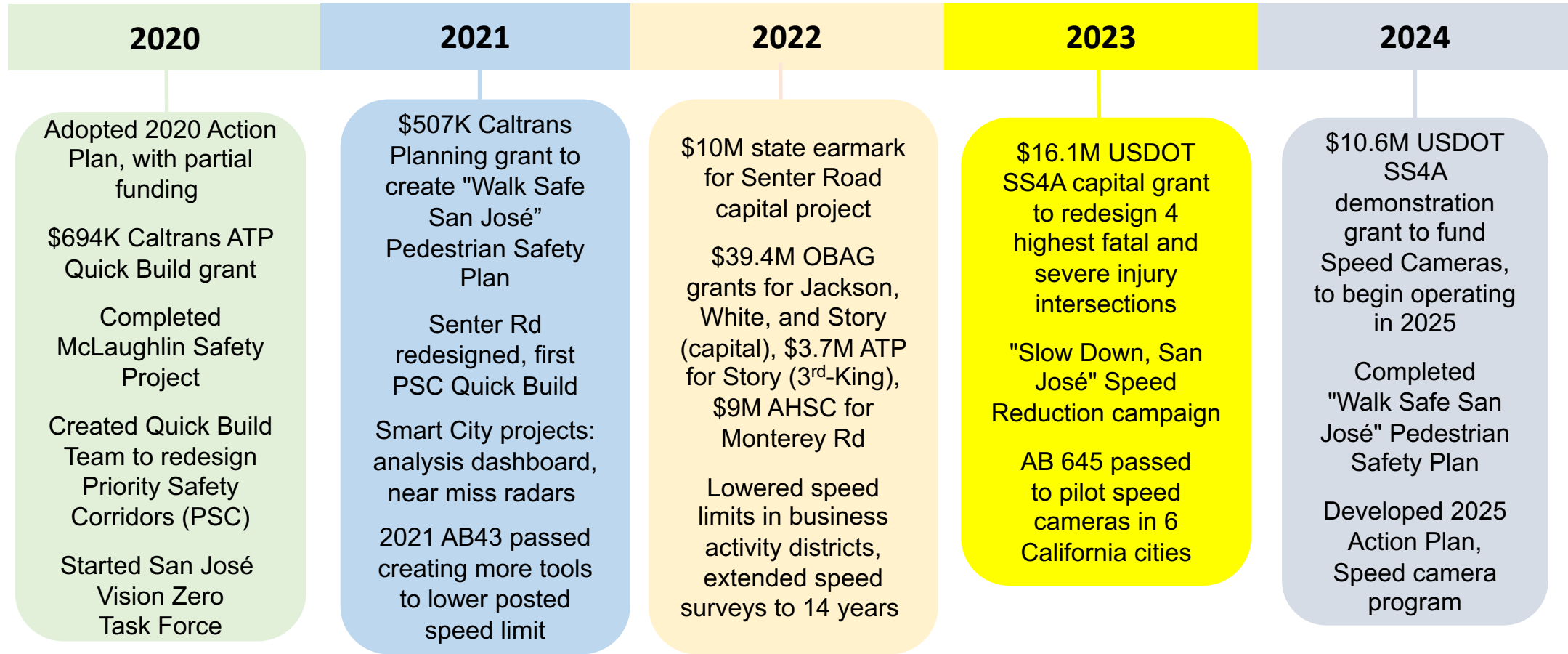


2020-2024 Framework: 6 Priority Action Areas

- 1 BUILD ROBUST DATA ANALYTICS TOOLS
- 2 FORM A VISION ZERO TASK FORCE
- 3 INCREASE TRAFFIC ENFORCEMENT AND PRIORITIZE KSI-REDUCTION STRATEGIES
- 4 INCREASE COMMUNITY OUTREACH AND ENGAGEMENT TO BUILD A CULTURE OF SAFETY
- 5 IMPLEMENT QUICK BUILD DATA-DRIVEN SAFETY IMPROVEMENTS
- 6 EQUITY: FOCUS RESOURCES ON HIGH-KSI CORRIDORS AND DISTRICTS



2020-2024 Highlighted Accomplishments



2020-2024 Accomplishments

Key Area

1

BUILD ROBUST DATA ANALYTICS TOOLS

Objectives

- Link data from internal and external sources
- Analyze injuries to inform investment priorities
- Evaluate Before vs. After street project redesigns
- Create an internal data analytics platform to allow DOT staff to analyze and query updated crash and injury data

Deliverables

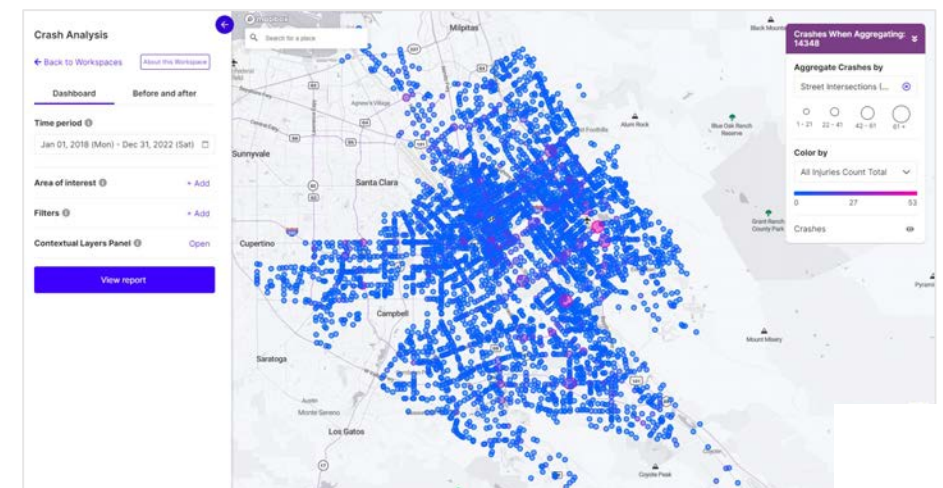
- ❑ Expanded Vision Zero Data team from 1 to 4 staff
- ❑ Analyzed and reported out traffic fatality trends
- ❑ Built internal data analytics dashboard with Urban Logiq
- ❑ Lowered speed limits (2021 AB 43)
- ❑ Updated Priority Safety Corridor map, doubling size to 150 miles.



Priority Safety Corridor Update



Reduced speed limits under 2021 AB 43 in business activity districts



Urban Logiq: Internal data analytics dashboard

2020-2024 Accomplishments

Key Area

2

FORM A VISION ZERO TASK FORCE

Objectives

- Build strong working relationships around traffic safety
- Leverage opportunities through other agencies' initiatives and programs
- Create forum to report out names of traffic fatality victims and crash data trends
- Share and link crash data and public health data between city and county
- Provide quarterly reporting of crash injury data and Vision Zero initiatives
- Coordinate education campaigns with enforcement activities

Deliverables

- Created San José Vision Zero Task Force and conducted 14 Task Force meetings
- Provided quarterly reporting of crash trends, PD citations, and Vision Zero project status and major safety messaging campaigns
- Received support letters for grant applications
- Collaborated with housing/PRNS: unhoused encampment engagement
- Co-applied grants with SCC Roads and Airports and received \$12.5 million USDOT Safe Streets for All grant
- Partnered with VTA Measure B Ped/Bike safety campaign
- Co-applied grants with Cal Walks and received \$507,000 Sustainable Transportation Planning grant to develop Walk Safe San Jose Plan
- Transit workshops with VTA to develop Walk Safe San Jose plan
- Coordinated with PD to get e-citation data: e-citation data is 95% available



"Slow Down, San José"



San José Vision Zero Task Force: Online during the pandemic

2020-2024 Accomplishments

Key Area

3 INCREASE TRAFFIC ENFORCEMENT AND PRIORITIZE KSI-REDUCTION STRATEGIES

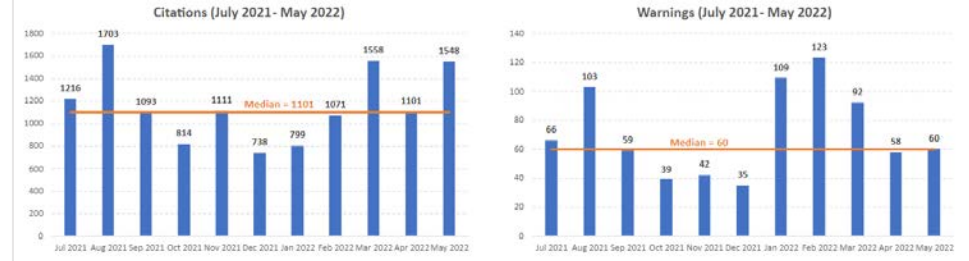
Objectives

- Pursue legislation to enable Automated Speed Enforcement
- Increase staff in Traffic Enforcement Unit
- Focus enforcement on the top 5 known violations
- Strategize enforcement with limited PD officer resources

Deliverables

- ❑ Worked with other California cities to pass 2021 AB 43 (speed reduction) and 2023 AB 645 (speed cameras)
- ❑ Received \$10.6M (\$8.5 million federal) USDOT Safe Streets for All grant to fund 5-year Speed Camera pilot (2023 AB 645)
- ❑ Increased 6 Traffic Enforcement Unit officers to 15 officers.
- ❑ Coordinated with PD on enforcement following the Changeable Message Board safety messaging campaign

B. Action Plan Update (3) Strategize Traffic Enforcement



Worked with SJPD on to message speed reduction and enforcement

2020-2024 Accomplishments

Key Area

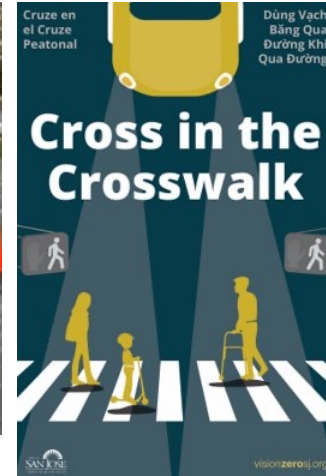
4 INCREASE COMMUNITY OUTREACH AND ENGAGEMENT TO BUILD A CULTURE OF SAFETY

Objectives

- Create and Implement a Safety Messaging Strategy
- Reach the City's Vulnerable Communities
- Start a South Bay chapter of Families for Safe Streets
- Walk N' Roll Program focused on school aged children
- Educate the community on traffic safety

Deliverables

- ❑ Created new San José Vision Zero logo and brand
- ❑ Launched "Slow Down, San José" Speeding reduction messaging campaign
- ❑ Awarded Office of Traffic Safety-funded walk audits in 15 neighborhood locations
- ❑ Deployed 458 of message board display signs to remind drivers to slow down
- ❑ Provided safety education to over 20,000 people per year to K-12, older adults, and people experiencing homelessness
- ❑ Piloted Viva Escuela San Jose school and program



2020-2024 Accomplishments

Key Area

5

IMPLEMENT QUICK BUILD DATA-DRIVEN SAFETY IMPROVEMENTS

Objectives

- Implement quick-build and capital safety improvements with a focus on Priority Safety Corridors
- Quick-build: Use inexpensive materials to build safety projects quickly
- Implement safety projects
- Review Traffic Fatalities
- Reduce vehicle speed

Deliverables

- ❑ Quick Build team created; redesigned 9 Priority Safety Corridors
- ❑ Established bi-weekly Traffic Fatality Review meeting
- ❑ Implemented Leading Pedestrian Intervals to provide pedestrians begin crossing ahead of drivers at 848 traffic signals
- ❑ More than 900 safety projects completed including quick-build improvements, capital projects, pedestrian enhancement projects, radar speed signs, traffic calming projects, sideshows, signal modifications and enhancements, bike lanes, etc.

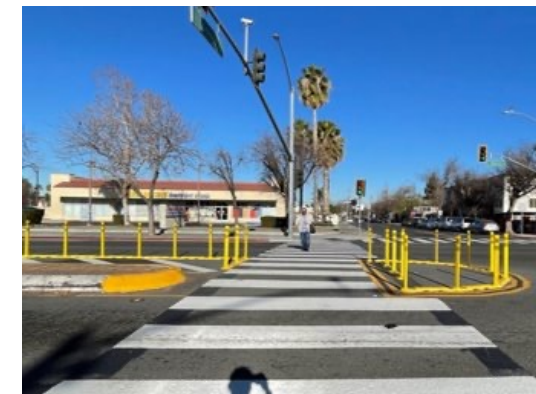
Senter Road Safety Improvements Project Northbound (Lewis Road to Umbarger Road)



Senter Rd (Tully Rd – Monterey Rd)



Hillsdale Ave
(Almaden Expy – Ross Ave)



Story Rd
(Knox Ave – White Rd)

2020-2024 Accomplishments

Key Area

6

EQUITY: FOCUS RESOURCES ON HIGH-KSI CORRIDORS AND DISTRICTS

Objectives

- Follow the data: Prioritize high-KSI corridors and districts.
- Highest KSI Districts (2014-2018): 3, 5, 6, 7

Deliverables

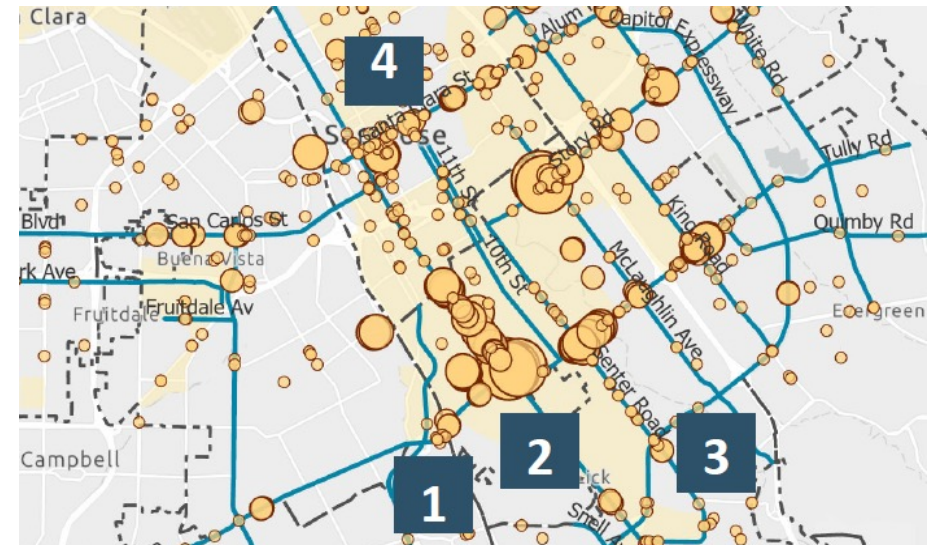
- ❑ Established Equity Steering Committee with Walk Safe San Jose project in making San José a safer place to walk and roll.
- ❑ Developed Walk Safe San José pedestrian safety plan, focused on high fatal and severe injury districts (districts 3, 5, 6 and 7)
- ❑ First Quick Build Priority Safety Corridor: Senter Road
- ❑ \$112 million in safety grants and earmarks awarded, including:
 - ❑ \$16.1 million (\$12.5 million federal) USDOT Safe Streets for All infrastructure grant to redesign 4 highest fatal and severe injury intersections
 - ❑ \$10.6 million (\$8.5 million federal) USDOT Safe Streets for All demonstration grant to fund speed safety system pilot
 - ❑ \$10 million State Earmark, \$4 million BusAid for Senter Rd
- ❑ 5-year data story map featured on City's Open Data Portal showcase about Traffic fatalities involving people experiencing homelessness, selected for Federal Highway Administration (FHWA) case study



Senter Rd
(Tully Rd – Monterey Rd)



McLaughlin Ave
(Owsley Ave – Loupe Ave)



Won \$12.5M USDOT Safe Streets for All funding to redesign 4 intersections

Timeline to create 2025 Action Plan

2/29/24: VZ Task Force – Sunset Task Force, Create next Action Plan

05/06/24: City Council: Transportation and Environment Committee

Spring 2024: VZ Action Plan engagement/coordination (Internal, Task Force Depts/Agencies, City Council offices)

6/27/24: VZ Task Force - Review 2025 Action Plan Draft

7/8/24-8/31/24: Draft Public comment period

October 2024: Briefing with City Council offices

10/24/24: VZ Task Force (last meeting) - Present Final 2025 VZ Action Plan

11/4/24: City Council: Transportation and Environment Committee

12/10/24: City Council: Full Council

Vision Zero Engagement

- Transportation and Environment Committee (T&E) : proposed twice a year
- Bicycle and Pedestrian Advisory Committee (BPAC): proposed twice a year

Feedback

**... To reduce fatal and
severe injuries**

2025-2029 Framework: Priority Action Areas

1. PRIORITIZE EQUITY, VULNERABLE ROAD USERS

2. CENTER DATA ANALYTICS, REPORT METRICS

3. STRATEGIZE ENFORCEMENT

4. ENGINEER FOR SAFETY

5. ENGAGE THE COMMUNITY, MESSAGE SAFETY

2025-2029 Vision Zero Action Plan

KEY AREA

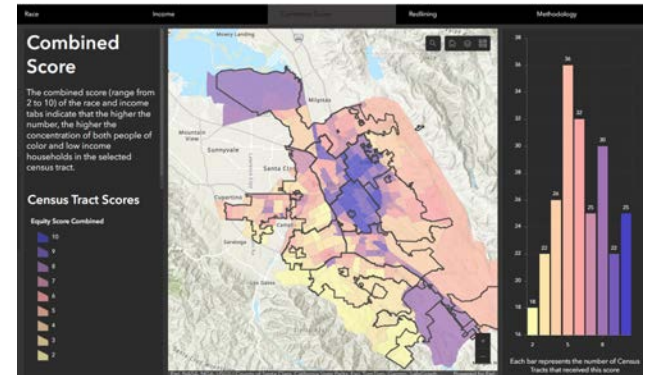
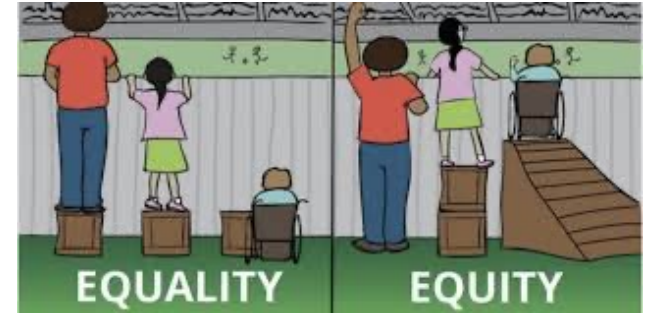
1. PRIORITIZE EQUITY, VULNERABLE ROAD USERS

Objectives

- Prioritize resources to areas with high fatal and severe injuries for project planning and delivery, and grant applications, especially in areas with the highest equity score
- Improve safety at locations where vulnerable users are experiencing fatal and severe injury crashes
- Provide accessibility Improvements (e.g., Audible Pedestrian Signals, ADA transition plan, ADA ramps, trail access)
- Reduce pedestrian fatalities & injury crashes.
- Enhance mobility for all road users, especially Vulnerable Roadway Users

Deliverables

- Pilot street safety near hotspot locations involving vulnerable road users
- Implement "Walk Safe San Jose" pedestrian safety study recommendations
- Improve roadway accessibility
- Provide interpreters at community meetings for engagement when needed



- Between 2019-2023, 138 pedestrians were killed: **38 - 55%** of our fatalities per year.
- People experiencing homelessness makes up 18% (52/283) of the total fatalities.

2025-2029 Vision Zero Action Plan

KEY AREA

2. CENTER DATA ANALYTICS, REPORT METRICS

Objectives

- Increase accountability
- Understand project effectiveness
- Expand data to better understand where fatal and severe injuries are occurring
- Data sharing: Trauma injury data from hospitals
- Data sharing: Light rail crashes and injuries
- Improve and update public facing data dashboards
- Implement evidence-based strategies and policies

Deliverables

- # of before/after project evaluations
- Create metrics for tracking progress of Action Plan
- Frequency of reporting key metrics: TBD
- Data sharing agreement with county agencies (EMS, VTA)
- Utilize trauma injury data in data analysis
- New public facing crash data dashboards

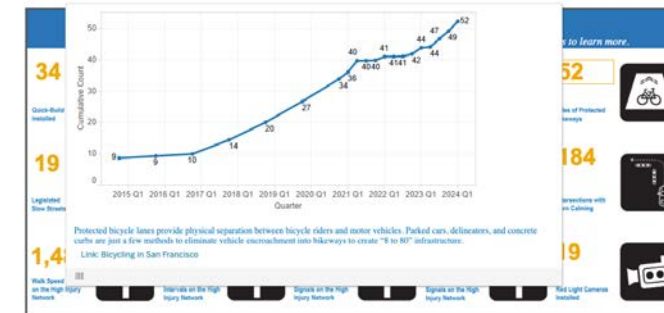
Vision Zero Safe Streets Progress

Share this: [Facebook](#) [Twitter](#) [LinkedIn](#)



Vision Zero Safe Streets Progress

Share this: [Facebook](#) [Twitter](#) [LinkedIn](#)



2025-2029 Vision Zero Action Plan

KEY AREA

3. STRATEGIZE TRAFFIC ENFORCEMENT

Objectives

- Inform traffic enforcement using Top 3 known violations that lead to fatal and severe injury crashes
- Implement speed cameras (2023 AB645)
- Implement red light cameras
- Strategize enforcement using data driven enforcement efforts
- Utilize technology to enhance enforcement capabilities



Deliverables

- Report on top 3 traffic citations (SJPD)
- Implement 33 speed cameras (5-year pilot)
- Implement red light running cameras at 4 intersections (6-month pilot)
- Conduct before/after study of camera program effectiveness

2025-2029 Vision Zero Action Plan

KEY AREA

4. ENGINEER FOR SAFETY

Objectives

- Vision Zero Quick Build Program
- Pedestrian Safety Enhancement Program
- Capital Improvement Projects
- Align and build controlled crosswalks near bus stop pairs on Priority Safety Corridors
- Improve safety around K-12 schools
- Traffic Fatality Review
- Collaborate with SCC Roads and Airports improve safety at Top 3 City-County severe injury locations
- Implement data-driven quick-build and capital safety improvements
- Benchmark and adopt best practices and innovative engineering solutions from other cities and countries
- Optimize signal timing to reduce wait times for pedestrians and cyclists and reducing conflicts

Deliverables

Slow Down Vehicles

- Lower speed limit (2021 AB 43): # of analyses, # installed
- # traffic studies completed, # implemented
- X paving projects, Y paving project miles per year
- X bike projects per year, Y bike project miles per year
- X safety requests project per year
- X traffic fatalities reviewed; Y changes made
- X ped safety enhancement per year
- X Vision Zero Quick build projects per year, Y mileage
- X signal studies per year

Pedestrian safety improvements

- X signal projects (LPI, signal timing, etc.) per year
- X Daylighted intersections (2023 AB 413)
- X safety projects delivered through development per year
- X safety capital projects from grant funding per year

Near Schools

- X speed reduction near K-12 schools
- X pedestrian safety near K-12 schools

2025-2029 Vision Zero Action Plan

KEY AREA

5. ENGAGE THE COMMUNITY, MESSAGE SAFETY

Objectives

- Increase public awareness of traffic safety issues
- Speed Camera and Red Light Running Camera engagement: city and re
- Promote street safety awareness month campaigns, and awareness of darker months
 - April: Distracted Driving
 - October: Pedestrian Safety
 - November-March: Look Out When It's Dark Out
- Traffic Safety Education: school aged children, older adults, people experiencing homelessness
- Conduct safety engagement work at schools, community events, and through Walk N' Roll
- Coordinate with organizations serving vulnerable road users when injury uptrends are observed
- Explain the purpose and benefits of safety projects ("How do I use this?") after they are built
- Continue "Slow Down, San José" speeding reduction campaign
- Encourage safer driving and mindful behavior as pedestrians and bicyclists

Deliverables

- Changeable Message Signs with safety messages pending funding
- Engage community for speed camera and red light running camera deployments
- # of adults receiving traffic safety education
- # of children ages 5-17 receiving traffic safety education
- # Educational videos online explaining projects that have already been built



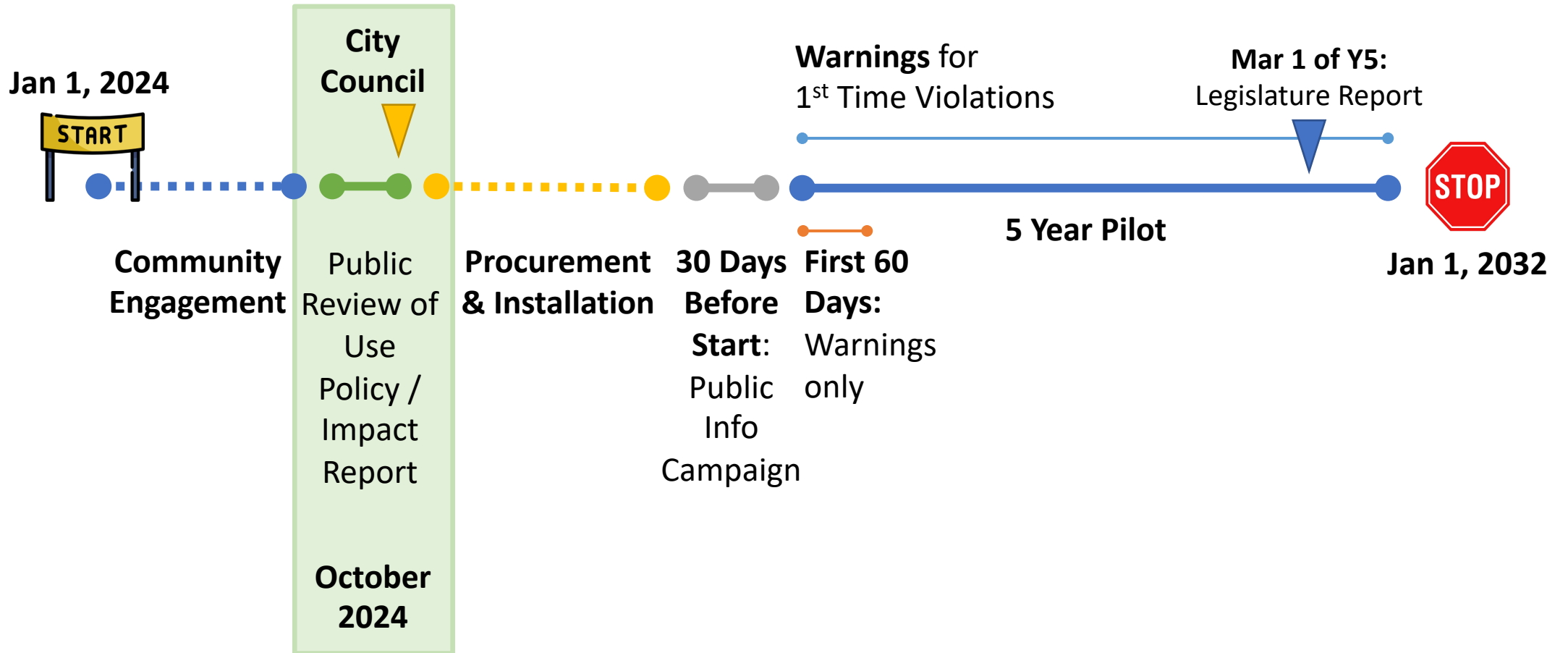


2025-2029 Vision Zero Action Plan Update Thank you

3. Presentations and Discussion

B. AB 645 Speed Camera Update

Timeline and Scope



Task Force Member Discussion



4. Open Public Forum



Vision Zero Task Force Next Meeting

October 24, 2024, 1:30 – 3:30 pm

*Task Force questions, or to join
San José Vision Zero email list:*

*Contact Anna Le
at anna.le@sanjoseca.gov*

Thank You!





GAME SHOP
Trade Video Games & Movies

FIX A TOP.COM
Repair - Buy - Sell - Laptop - Parts

BOTANIC WORLD
PLANTLUSH

FIX A TOP.COM
Phone - Soft Lenses & Parts

GAME SHOP
DOWNSTAIRS

FIX A TOP

ATM

CLUBANA

N FURNITURE

Third St

Third St

THE COMIC SHOP