



# San José Vision Zero Task Force

October 24, 2024



**VISION  
ZERO**  
SAN JOSÉ

# 10/24/2024 Agenda

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

# 1. Call to Order and Chair Report



# Call to Order and Chair Report

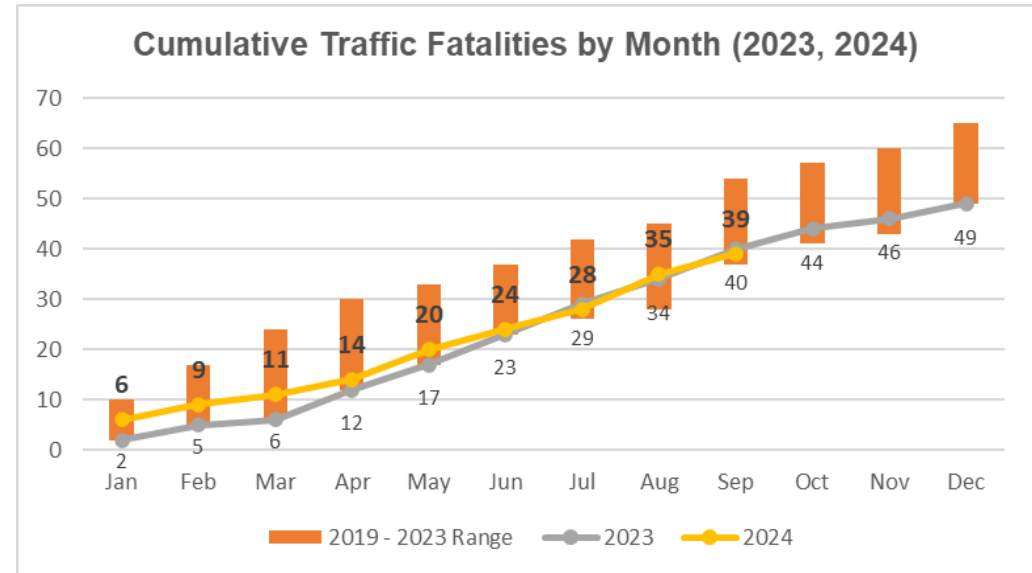
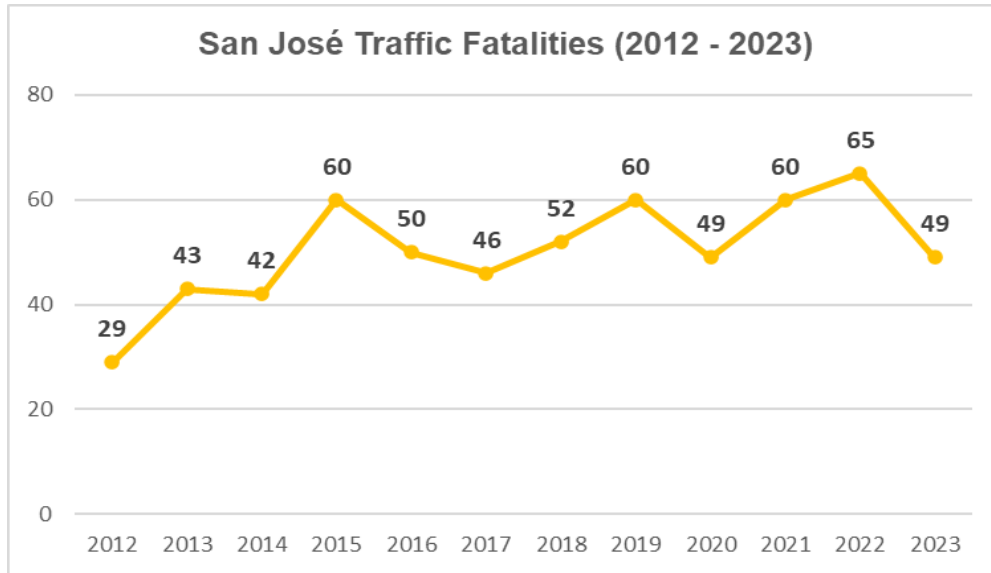
- Names of people who have lost their lives to traffic fatalities since the last Task Force meeting
- Roll Call (Departments/Agencies Present)
- Minutes posted for the Vision Zero Task Force of June 27, 2024

## **2. Reports and Updates**

### **A. Traffic Collision Trends**

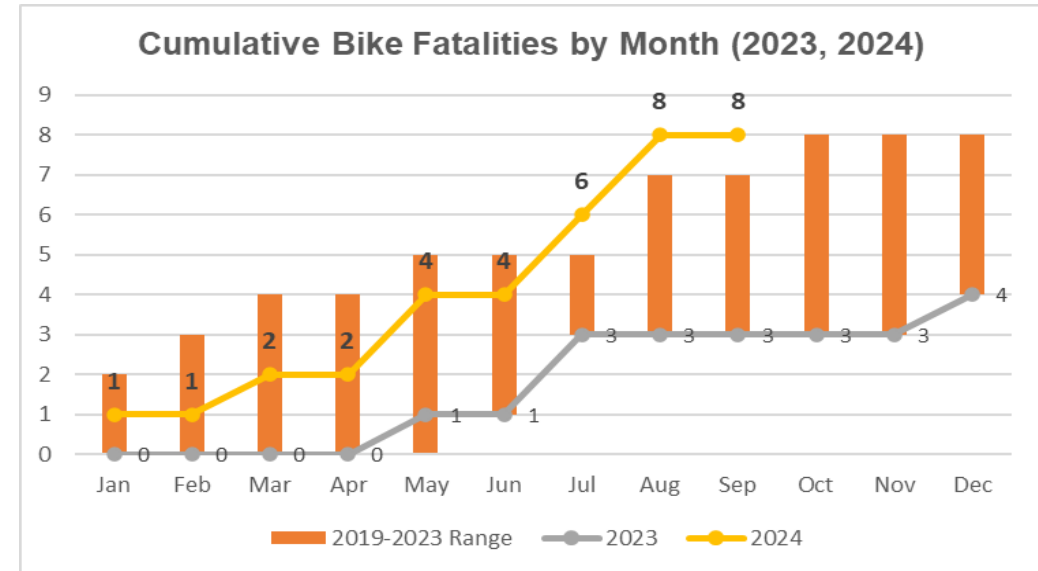
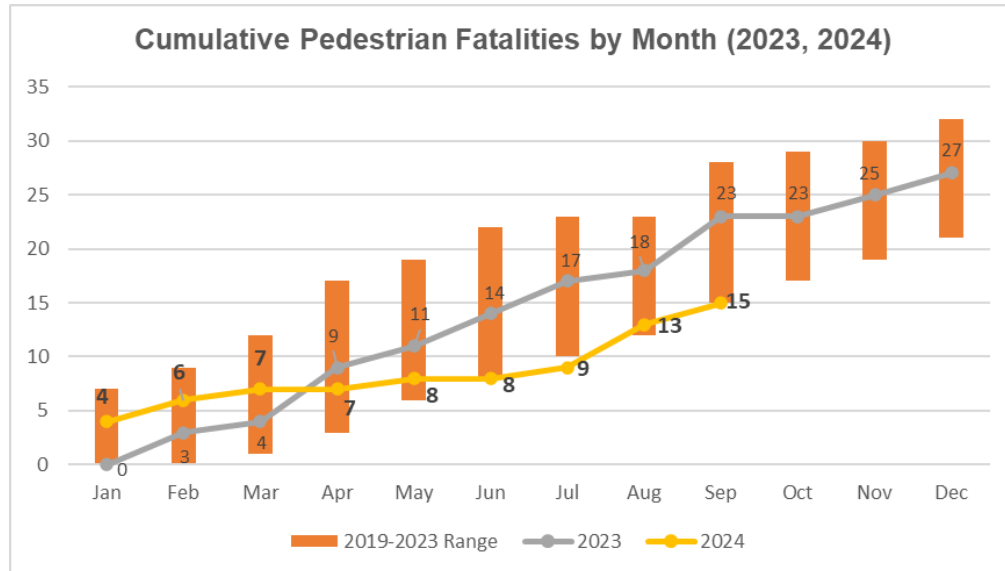


# Traffic Fatalities



- In 2023, San Jose traffic fatalities reduced 25% to 49 from the 2022 peak of 65
- So far in 2024, cumulative traffic fatalities by month are trending very close to 2023

# Pedestrian and Bike Traffic Fatalities



- Pedestrian fatalities are usually the highest among all street user types
- In 2024, so far, cumulative pedestrian traffic fatalities are significantly down from 2023
- In 2024, so far, cumulative bike fatalities are higher than usual, but still much lower than peds

# 2024 Traffic Fatalities (Jan 01 – Sept 30)

15 (38%)    8 (21%)    11 (28%)    5 (13%)



## 39 fatalities (39 crashes)

- 32 (82%) - on major roadways with posted speed limits of 35 mph or higher
- 19 (49%) - on Priority Safety Corridors
  - 2 on White Rd, Story Rd, McKee Rd, Camden Av
- 15 (38%) - pedestrians
  - 1 person experiencing homelessness
- 15 (38%) - in dark hours
- 6 (15%) - speeding as a known contributing factor

Mode	2024	2023	2022
Pedestrian Fatalities	15	23	26
Auto Fatalities	11	10	13
Bike Fatalities	8	3	6
Motorcycle Fatalities	5	4	7
<b>Total Fatalities as of 09/30</b>	<b>39</b>	<b>40</b>	<b>52</b>



# **3. Presentations and Discussion**

## **A. 2025 Vision Zero Action Plan**



# Vision Zero Action Plan Priority Areas

1. Prioritize equity, Vulnerable Road Users
2. Center Data Analytics, Report Metrics
3. Strategize Traffic Enforcement
4. Engineer for Safety
5. Engage the Community, Message Safety

# 2025-2029 Vision Zero Action Plan

## KEY AREA

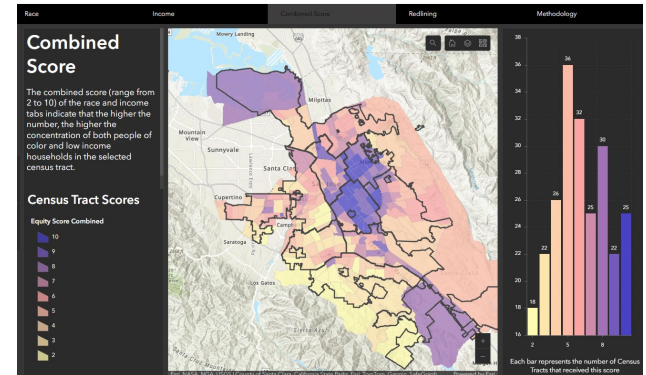
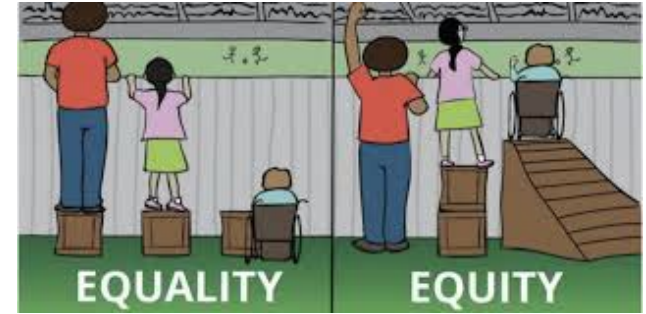
### 1. PRIORITIZE EQUITY, VULNERABLE ROAD USERS

## 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 José" pedestrian safety study recommendations
- Improve roadway accessibility
- Provide interpreters at community meetings for engagement when needed



- Between 2019-2023, 132 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

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

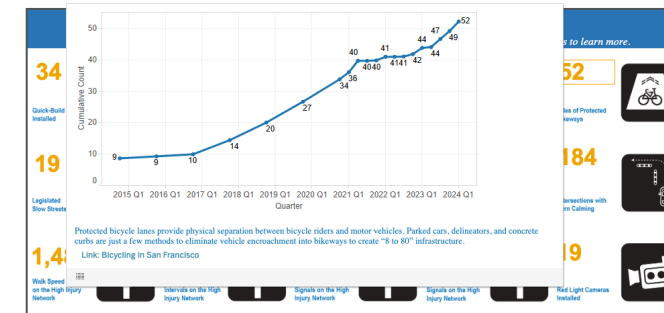
### Vision Zero Safe Streets Progress

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### Vision Zero Safe Streets Progress

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# 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 (1-year pilot)
- Conduct before/after study of camera programs' 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 pedestrians' and cyclists' conflicts

## Deliverables

#### Street Safety Improvements

- 1200 traffic safety requests/studies per year
- 200 paving project miles (30' eq) per year
- 15 bikeway project miles per year
- All traffic fatalities reviewed
- 35 pedestrian safety and traffic calming projects per year
- 4 Vision Zero Quick build projects per year
- 150+ signal safety projects

#### K-12 School Safety Improvements

- 35 access/circulation studies and improvements per year
- 100 high-visibility school crosswalks per year

#### Monitor Street Safety Bills

- Lower speed limit (2021 AB 43): business activity district analyses, 130 roadway segments (about 125.5 miles) extension to 14 years, 530 roadway segments (about 500 miles) being resurveyed for speed limit
- Daylight crosswalks (2023 AB 413)

# 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 region
- 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 for pedestrians and bicyclists

## Deliverables

- Changeable Message Signs with safety messages pending funding
- Engage community for speed camera and red-light running camera deployments
- 10,000 adults per year receiving traffic safety education
- 25,000 children ages 5-17 (K-12) per year receiving traffic safety education
- 5 Educational videos online explaining projects that have already been built
- Partner with BPAC on a pedestrian and bicyclist safety campaign



# 2025 Vision Zero Action Plan

## Public Feedback

- Public comment period: 07/08/24-8/31/24
- 35 comments received in online form
- 15-page document co-signed by 16 Silicon Valley Bike Coalition advocates
- Letters/e-mails from advocates on Task Force, BPAC, Vision Zero Network



# 2025 Vision Zero Action Plan

## Public Feedback Highlights

### Engineering

- Systemic, focus on 35+ mph roadways
- Pedestrian refuge islands
- Daylighting
- Remove slip lanes
- Add quick build curb extensions
- Use safety as a factor for repaving schedule
- Lighting
- Improve accessibility
- Reduce speeding
- No right turn on red
- Deliver quick build faster
- Lower posted speed limit

### Focus

- Older adults
- People experiencing homelessness
- Near transit
- Near trails
- Spend more on engineering
- Proactive about reducing injuries before they happen

### Engagement

- Realign Task Force (don't end the task force)
- More leadership
- Educate drivers about redesigns

# Prioritization Guidance

Where to prioritize resources for the 2025 Vision Zero Action Plan:

- **DATA SHARING:** Incorporate trauma injuries (EMS), Light rail injuries (VTA)
- **INNOVATIVE:** Pilot new types of safety projects, Close Slip lanes, No right turn on red
- **MESSAGING:** Pedestrian Safety, Speeding, Distraction
- **MORE:** Traffic Calming, Pedestrian Projects, Walk Audits
- **PROACTIVE:** Develop systemic map of PSC-like road network
- **QUICKER:** Build quick build projects faster and in high-injury locations
- **REVIEW:** Serious Injuries (~220/year). We already review all traffic fatalities (~50/year)
- **TRANSPARENCY:** More project progress reporting on web/dashboard
- **VULNERABLE ROAD USERS:** Walk Safe San Jose pedestrian safety plan, Top 5 KSI locations for unhoused people and older adults

Note: Federal safety funding requires “Strategy and Project Selections”

# **Task Force Member Discussion**



# 2025 Vision Zero Action Plan Timeline

10/24/24: Vision Zero Task Force

10/29/24: City Council: Speed Safety System Pilot Program Use Policy and Impact Report

11/4/24: Transportation and Environment Committee: Public Feedback

12/12/24 (tentative): Vision Zero Task Force

February 2025: City Council: Recommend Adoption of Final 2025 Vision Zero Action Plan\*

(\***Must be passed by Council by April 2025** to be compliant before the next federal funding round opens)

# Open Public Forum







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