



San José Vision Zero

Meeting #7

visionzerosj.org

SAN JOSÉ

Vision Zero Task Force
April 6, 2022

04/06/22 Agenda

1. Call to Order and Chair Report (9:30-9:45)
2. Reports and Updates (9:45-10:15)
3. Task Force Member Discussion, VZ Status Report Memo (10:15-10:30)
4. Presentations and Task Force Member Discussion (10:30-11:15)
5. Open Forum (11:15-11:30)

Vision Zero Task Force

1. Call to Order and Chairperson Report

Welcome – CM Raul Peralez

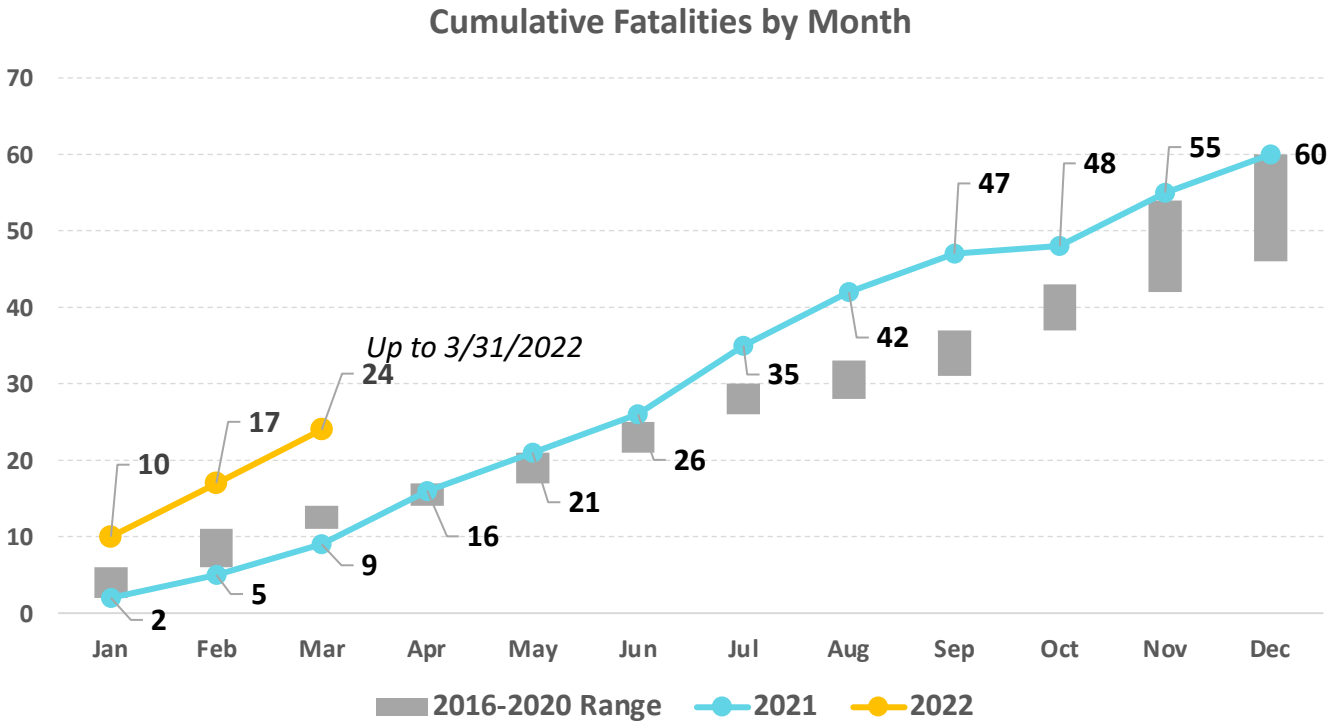
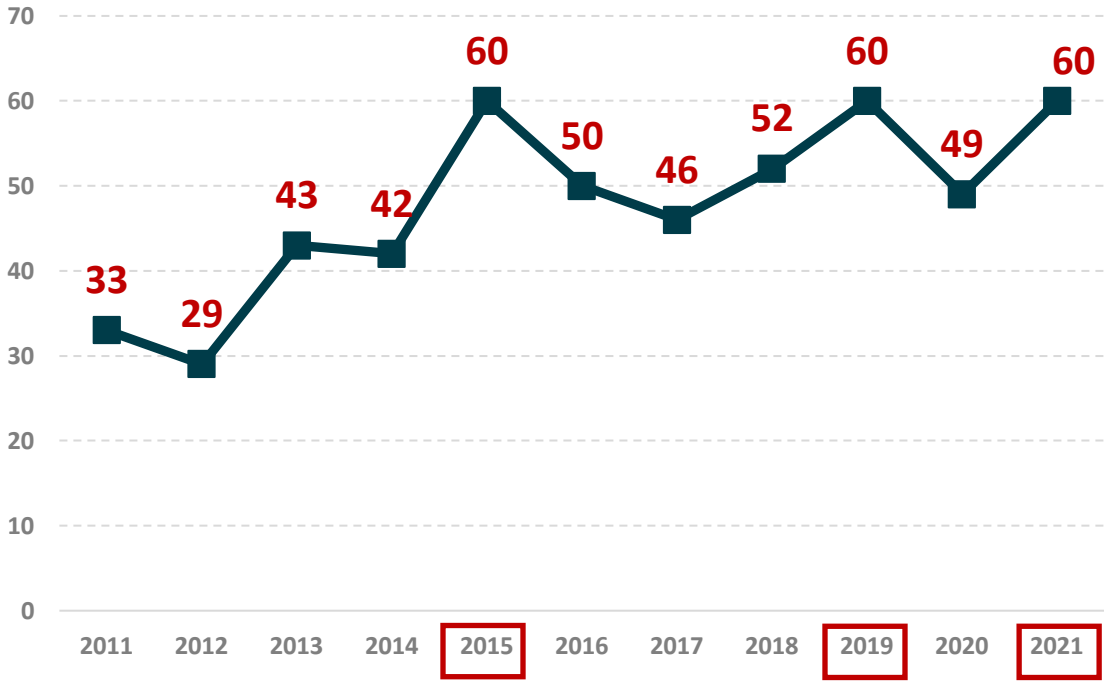
Names of people who have died in San José traffic fatalities since the last Task Force meeting

Roll Call (Departments/Agencies Present)

Minutes posted for the Vision Zero Task Force of December 10, 2021

Vision Zero Task Force

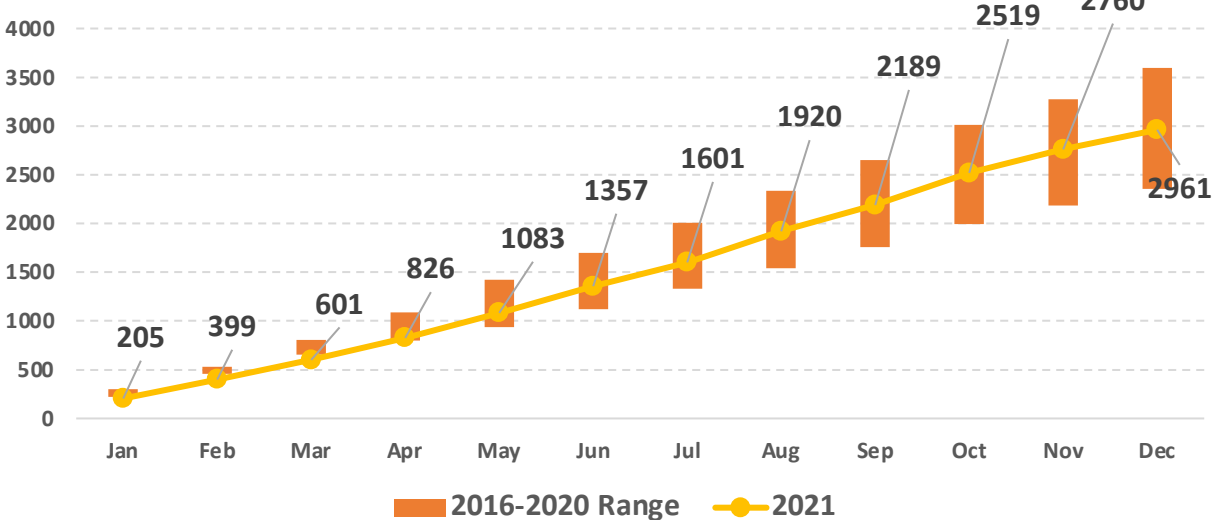
2. Reports and Updates: A. Key Metric



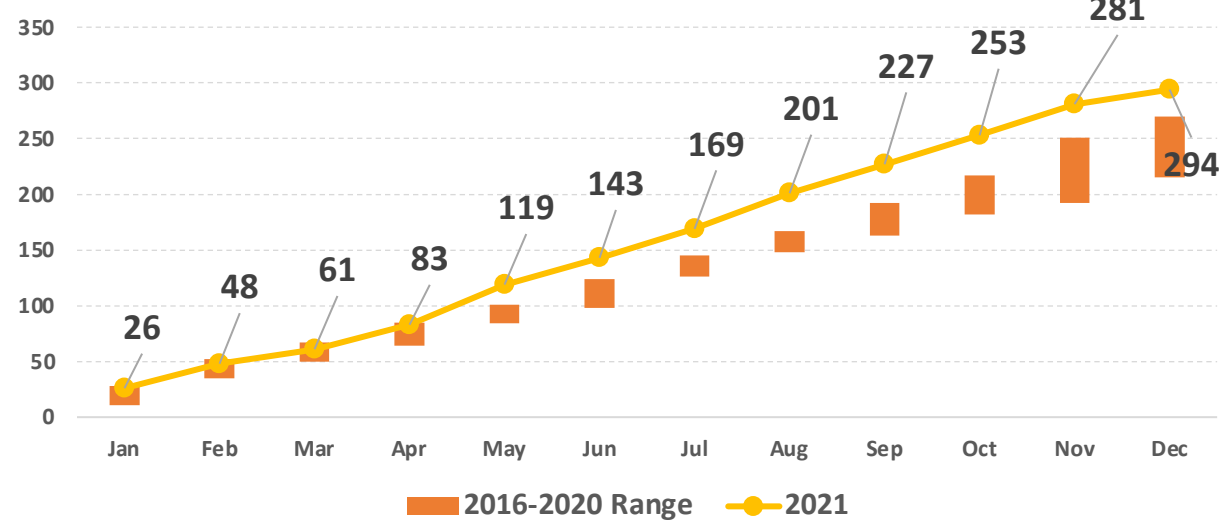


2021 Injury Crashes by Month

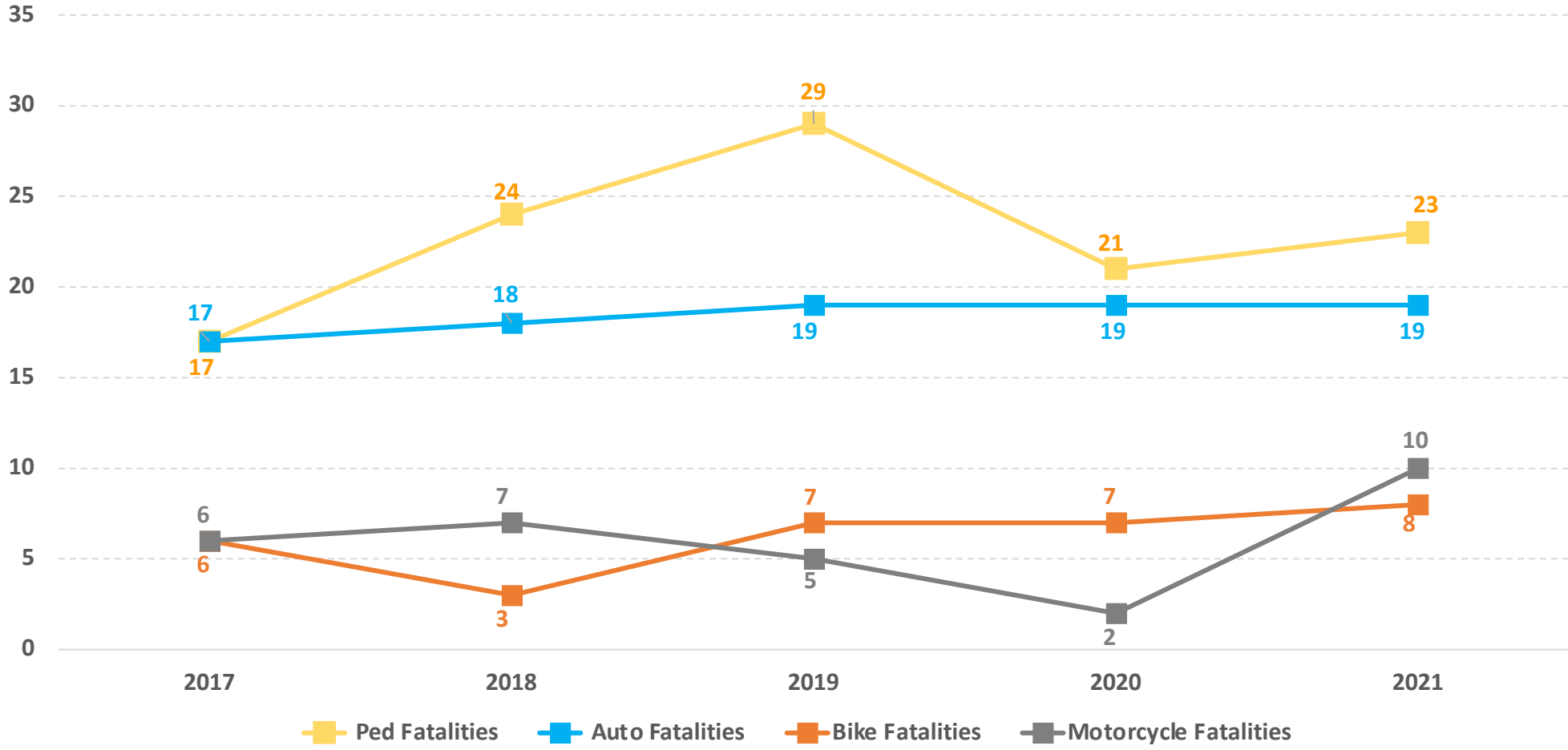
Cumulative Injuries by Month



Cumulative KSI by Month

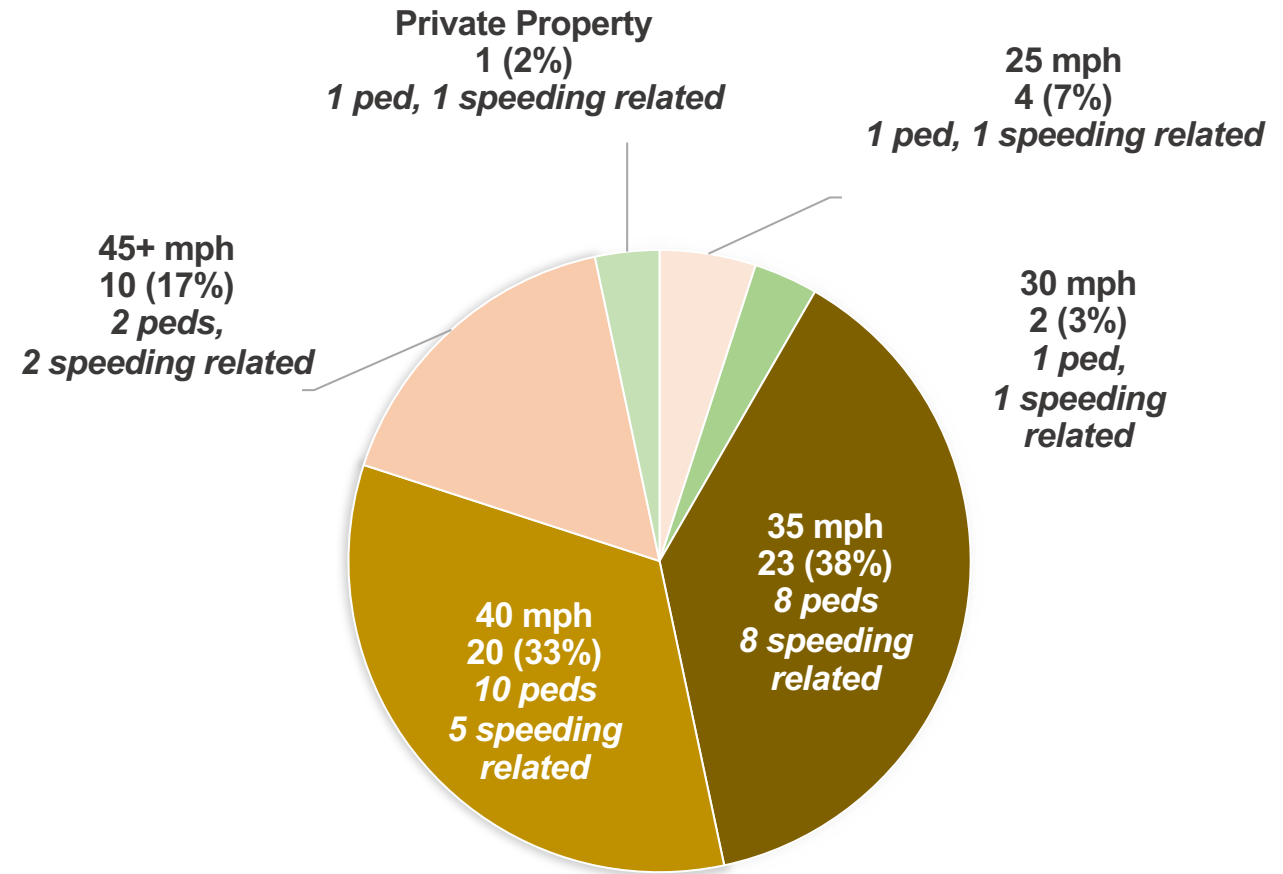


Traffic Fatalities 2017-2021 by Street User Type

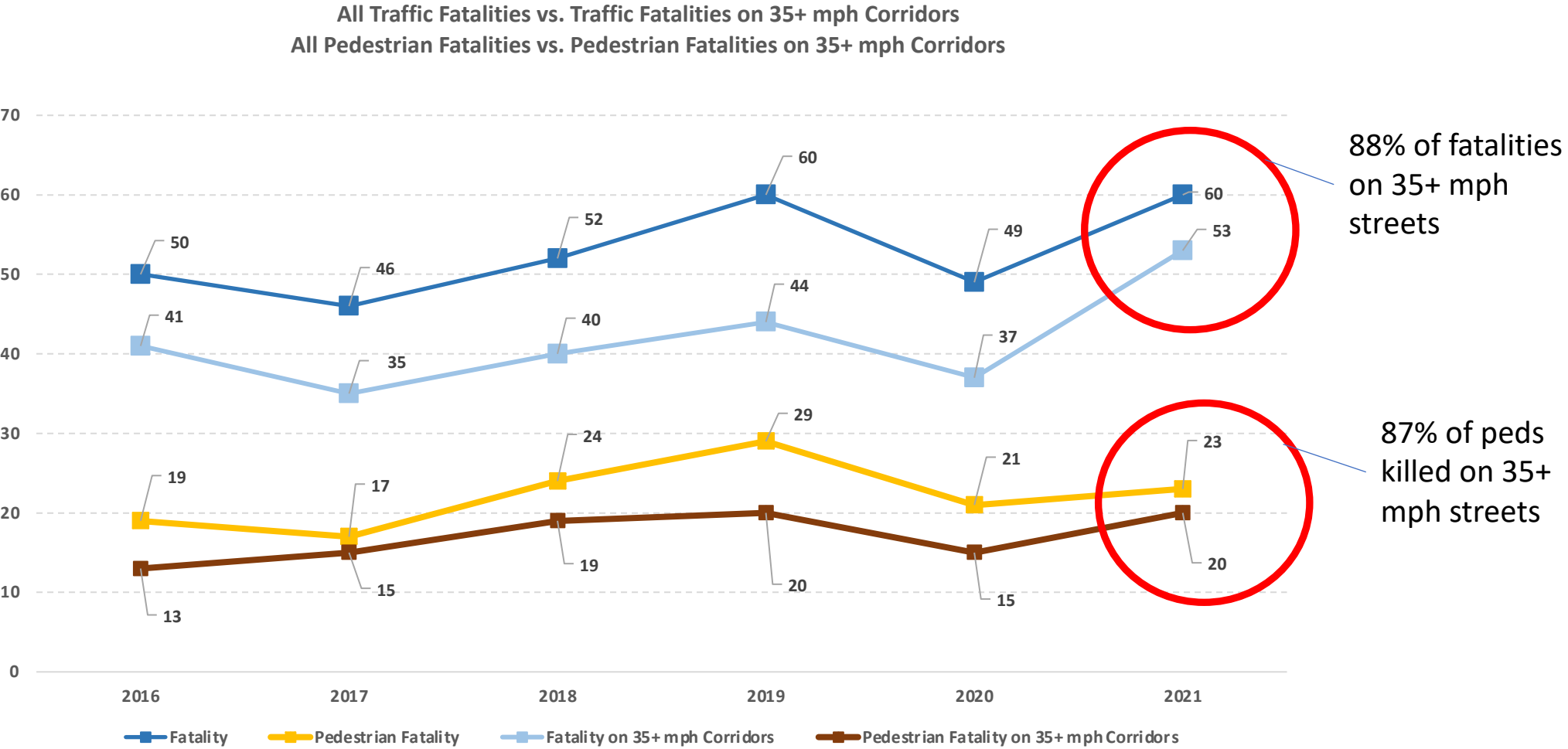


2021 Traffic Fatalities: Speeding Fatality by Posted Speed Limit

- 53 of 60 fatalities (88%) - on roadways with a posted speed limit of 35+ mph
- 18 of 60 fatalities (30%) - due to speeding
- Speeding is San José's top known factor leading to KSIs



2016-2021 Traffic Fatalities On 35+ mph Posted Speed Corridors



2021 Traffic Fatalities Trends

60 fatalities (58 crashes)

- 29 (48%) - on Priority Safety Corridors
- 7 (12%) - on Monterey Road
- 18 (30%) - Unhoused
- 42 (70%) - in dark hours
- 10 (17%) - motorcycle
- 23 (38%) - people walking → 16 (70%) outside of crosswalks
- 44 (73%) - male driver
- 18 (30%) - with speeding as a factor

2021

23 19 8 10 

60 fatalities (58 crashes)

2022 to
3/31/202212 6 4 2 

24 fatalities (23 crashes)



Traffic Fatalities (12/01/2021 – 12/31/2021)



Case #	Crash Date	Mode/Deceased	Age	Victim's Gender	Driver's Gender	Collision Factor	Closest Intersection	VZ Corridor	District
54	12/06/2021	Pedestrian	51	Female	Male	Possible: Pedestrian outside crosswalk	Tully Rd, W of Quimby Rd	Y	8
55	12/04/2021	Pedestrian	37	Male	Male	Possible: Pedestrian outside crosswalk	Tully Rd and Huran Dr	Y	8
56	12/16/2021	Driver	35	Female	Female	Speeding	Senter Rd and Wool Creek Dr	Y	7
57	12/17/2021	Motorcycle	28	Male	Male	Speeding	Capitol Exp, 230' E of Capitol Plaza Dwy	N	9
58	12/20/2021	Pedestrian	64	Male	Male	Possible: Pedestrian outside crosswalk	McKee Rd and Hwy 680	Y	5



2022 Traffic Fatalities

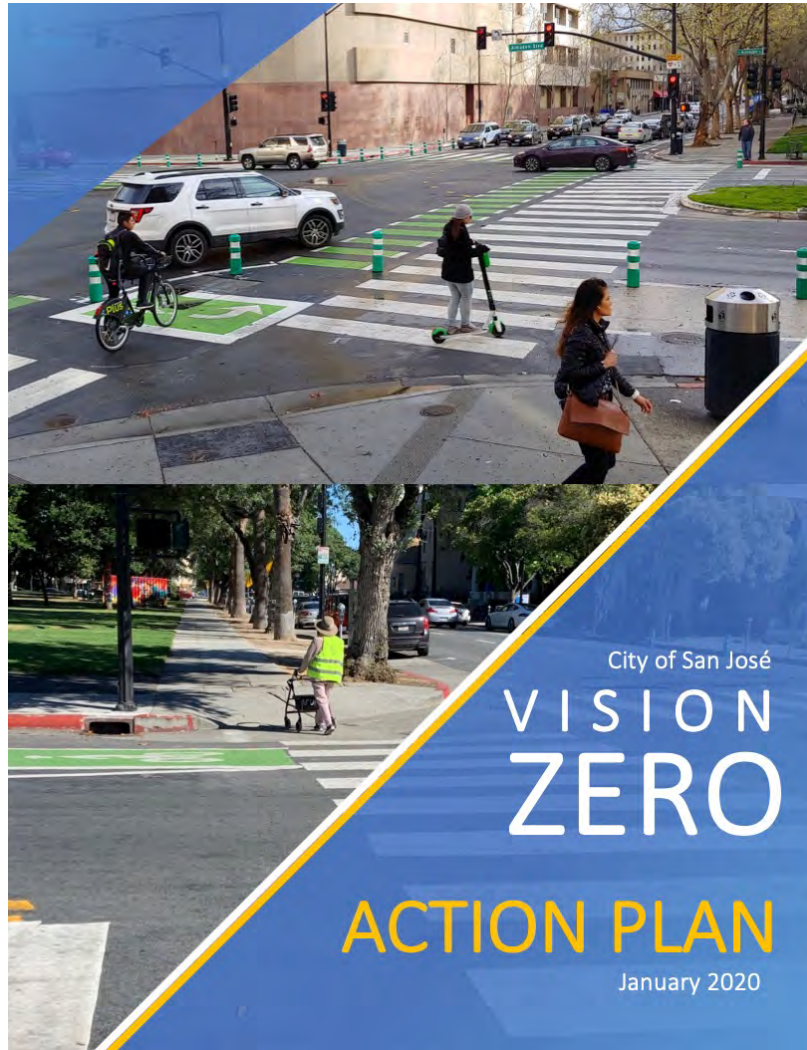
Up to 3/31/2022



Case #	Crash Date	Mode/Deceased	Age	Victim's Gender	Driver's Gender	Collision Factor	Closest Intersection	VZ Corridor	District
1	01/2/2022	Pedestrian	45	Male	Unknown	Pedestrian outside crosswalk	White Rd, S of East Hills Dr	Y	5
2	01/5/2022	Bicyclist	60	Male	Unknown	Factor Unknown	Queens Ln & Old Bayshore Hwy	N	3
3	01/11/2022	Pedestrian	53	Male	Female	Pedestrian outside crosswalk	Curtner Ave, W of Canoas Garden	N	6
4	01/12/2022	Driver	67	Male	Male	Speeding	White Rd and Almond Dr	N	8
5	01/07/2022	Pedestrian	38	Male	Unknown	Pedestrian outside crosswalk	Senter Road and Capitol Expressway	Y	7
6	01/18/2022	Pedestrians	38, 49	Male, Male	Male	Pedestrian outside crosswalk	Almaden Expressway, 100' S of Foxworthy Av	Y	9
7	01/20/2022	Bicyclist	20	Male	Male	Red light running	Santa Teresa Bl and Blossom Av	N	10
8	01/22/2022	Pedestrian	69	Male	Male	Pedestrian outside crosswalk/Speeding	N Jackson Av and Mather Dr	Y	5
9	01/23/2022	Pedestrian	31	Male	Unknown	Possible: Speeding/ red light running	The Alameda and Newhall St	N	6
10	02/02/2022	Pedestrian	63	Female	Male	Possible: Vision obscured/ pedestrian on roadway	IFO 4998 Fontanelle Ct	N	2
11	02/05/2022	Driver	27	Female	Male	Red light running	Berryessa Rd and Piedmont Rd	N	4
12	02/10/2022	Bicyclist	58	Male	Male	Possible: red light running	Almaden Expressway and Foxworthy Av	Y	9
13	02/12/2022	Passenger	38	Male	Female	DUI	White Rd and Castleton Dr	N	8
14	02/15/2022	Motorcycle	49	Female	Female	Possible: speeding/ unsafe turning movement	San Tomas Exp and Payne Av	N	1
15	02/19/2022	Driver	25	Male	Male	Speeding	Almaden Expressway, S of Coleman Av	Y	10
16	02/09/2022	Pedestrian	59	Female	Male	Pedestrian outside crosswalk	Senter Rd, S of Needles Dr	Y	7
17	03/02/2022	Pedestrian	68	Male	Unknown	Possible: speeding	White Rd and Sylvan Dr	Y	8
18	03/01/2022	Driver	33	Male	Male	Factor Unknown	White Rd and Cunningham Av	N	8
19	03/05/2022	Pedestrian	76	Female	Female	Possible: pedestrian outside the crosswalk	McLaughlin Av and Idlewood Dr	Y	7
20	03/16/2022	Driver	59	Female	Female	Factor Unknown	Santa Clara St and 11 th St	Y	3
21	03/02/2022	Pedestrian	72	Female	Male	Possible: not yielding to pedestrian in crosswalk	Alum Rock Av and Hwy 680	Y	5
22	03/21/2022	Motorcycle	25	Male	Male	Factor Unknown	Story Rd and Capitol Exp	Y	5
23	03/26/2022	E-Scooter	72	Male	Unk	Factor Unknown	Lucretia Av and Taji Dr	N	7

Vision Zero Task Force

2. Reports and Updates: B. Action Plan Update



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 districts

Vision Zero Task Force

(4) Increase Community Outreach and Engagement

- **Safety Messaging consultant update**

Currently:

- Wrapping up the research phase
- Quantitative baseline opinion research
- Most common crash types

Upcoming:

- Campaign Issue and Strategy Workshop
- Developing Communications Plan

- **Fatalities typically spike during Daylight Savings Time (November – March)**

- 88 Changeable Message Signs (CMS) were installed on Priority Safety Corridors and recent fatality locations from 11/15/2021 to 03/12/2022 with coordinated enforcement from SJPd

- **Traffic fatality coverage in local press: increasing awareness**

- Early 2022 has begun with traffic fatality uptick that started in mid-2021

- **Mayor Liccardo speaking on Vision Zero**

- Press Conference on Senter Road on March 17, 2022
- Testified at the California Assembly Transportation Committee on March 28, 2022 in favor of AB2336 – San José is one of six California cities that would be allowed to pilot speed cameras on high injury roads



Vision Zero Task Force

(4) Increase Community Outreach and Engagement

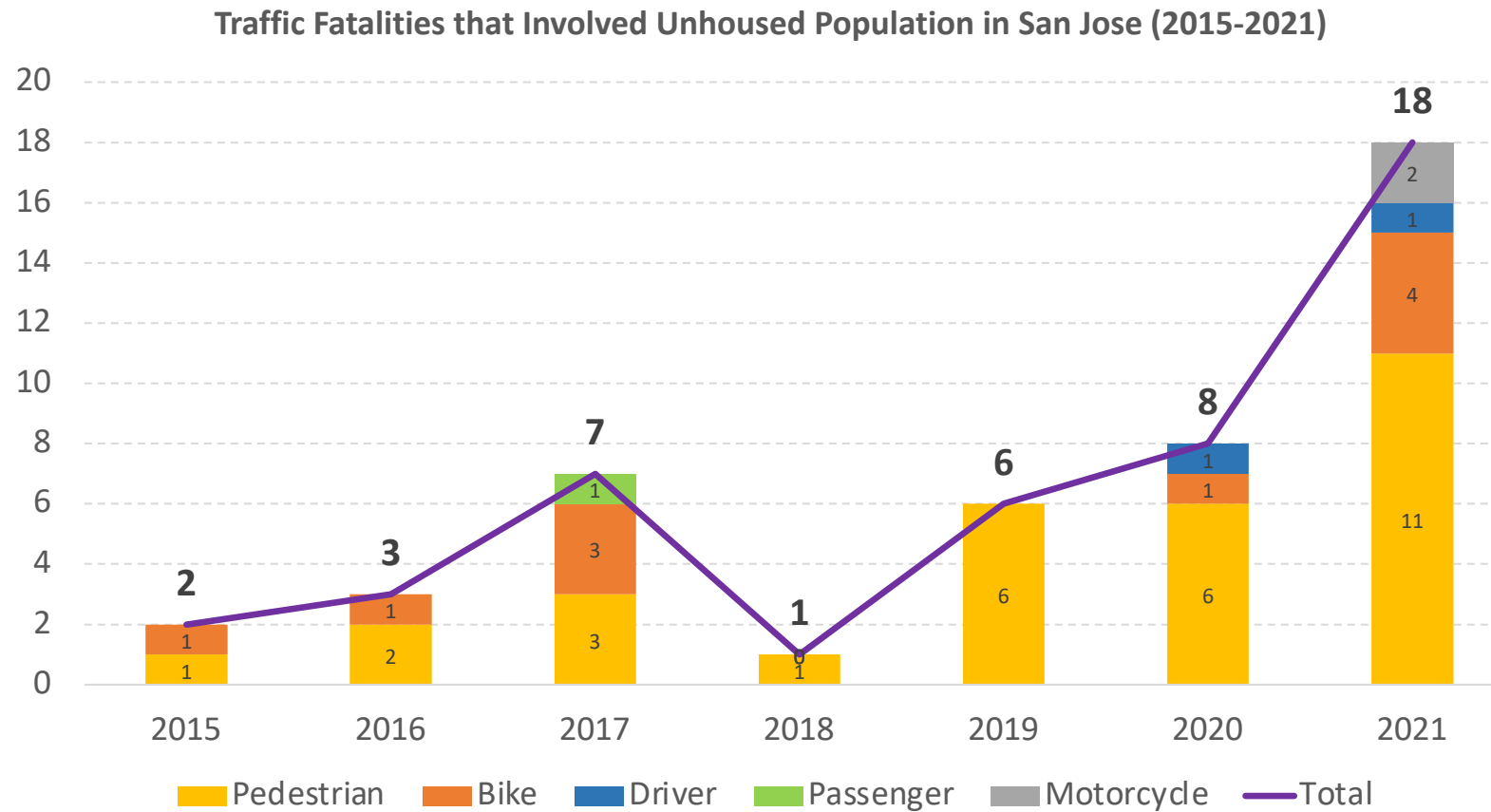
Feb 9, 2022: Bike Rodeo at Trace Elementary School
166 students participated



Vision Zero Task Force

(4) Increase Community Outreach and Engagement

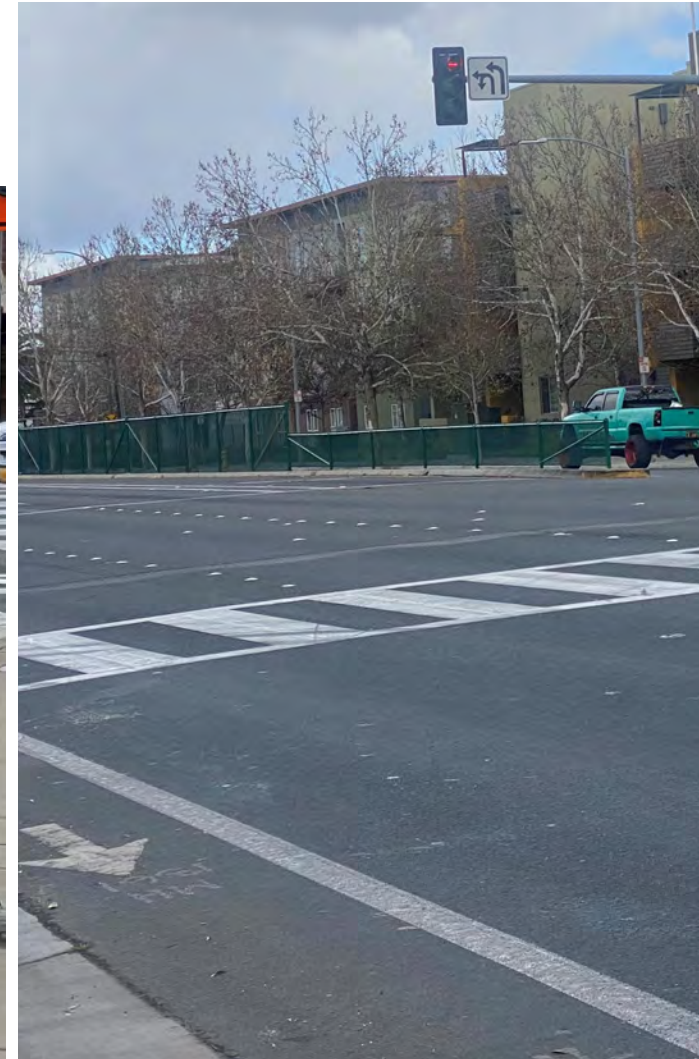
Traffic fatalities involving unhoused people tripled from 2019 to 2021



Vision Zero Task Force

(5) Quick Build Data-Driven Safety Improvements

Monterey Road & Curtner Avenue



Vision Zero Task Force

(6) Prioritize Resources on High-KSI Corridors and Districts

County Expressways: Coordination with SC Co. Dept of Roads & Airports

- Prepared high injury intersections on County expressways within the City of San Jose
- Discussed potential improvements on Almaden Expwy following recent fatalities
- Working with SJPd to improve notification to County when fatalities occur on Expressways

“Walk Safe San José” Pedestrian Safety Plan RFP

- Cal Walks: Inclusive outreach to determine focus areas
- Quick Build street redesigns in highest KSI districts (3, 5, 6, 7)
- Multi-stakeholder safety/placemaking strategies working groups
- RFP submittal window was 2/14/22 to 3/21/22; Currently evaluating applications

Engineering and Traffic Survey RFQ

- To determine posted speed limits
- Will assist determining more streets eligible for lowered speed limits under AB43
- RFQ submittal window was 3/4/22 to 4/1/22, Currently evaluating applications

Vision Zero Task Force

(6) Prioritize Resources on High-KSI Corridors and Districts

Assembly Bill 43 – Speed Limit Setting for Safer Streets

More flexibility to lower speed limits

- High injury (severe and fatal) roadways
- Locations generating high volumes of pedestrians/bicyclists
- Business Activity Districts

Caltrans to develop criteria for high injury roadways, high pedestrian/bicyclist generators

- Provisions become available June 30, 2024, or when Judicial Council develops on-line tool for adjudicating infractions (if earlier)

Extend Engineering & Traffic Surveys to 14 years

Eligible Streets for 20 mph

Evergreen Village Square

Downtown:

- Santa Clara St. (Almaden Ave. – 5th St.)
- Almaden Ave (St. John St. – Santa Clara St.)
- Post St. (Market St. – 1st St.)
- Calle Willow: Willow St. (Palm St. – Almaden Ave.)

Japantown: Jackson St.

Vision Zero Task Force

3. Task Force Member Discussion

Questions?

COUNCILMEMBER



Vision Zero T&E 3/4/22 Memorandum



Vision Zero Task Force Meeting - April 6, 2022

OUTREACH & EDUCATION

Development of a comprehensive outreach & education program is currently under way.



ENFORCEMENT

Direct TEU to provide annual updates to PSFSS and T&E

Apply AB43 to the full extent possible to maintain slower speeds



INFRASTRUCTURE & PLANNING

Increase staffing to evaluate and make changes quicker, if warranted, to all Vision Zero projects.

Converting temporary to permanent infrastructure.

Post Incident Protocol

Exploring future changes to General Plan Streets

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Next Steps

- Accepted by T&E Committee, to be forwarded to City Council. Vision Zero Task Force input welcomed.
- Budget items were forwarded for city administration's consideration through a Manager's Budget Addendum (MBA) during council approval of the Mayor's March Budget Message.

Thank You

Vision Zero Task Force

4. Presentation

County Roads and Airports: Active Transportation Plan

- Ellen Talbo

VTA Pedestrian Access Plan, Transit Environment Plan, Bus Stop Balancing

- Lauren Ledbetter
- Adam Burger
- Nikki Diaz

Vision Zero Task Force

4. Presentation

Questions?



Santa Clara County Active Transportation Plan

Vision Zero Task Force

April 6, 2022



Santa Clara County
**PUBLIC
HEALTH**

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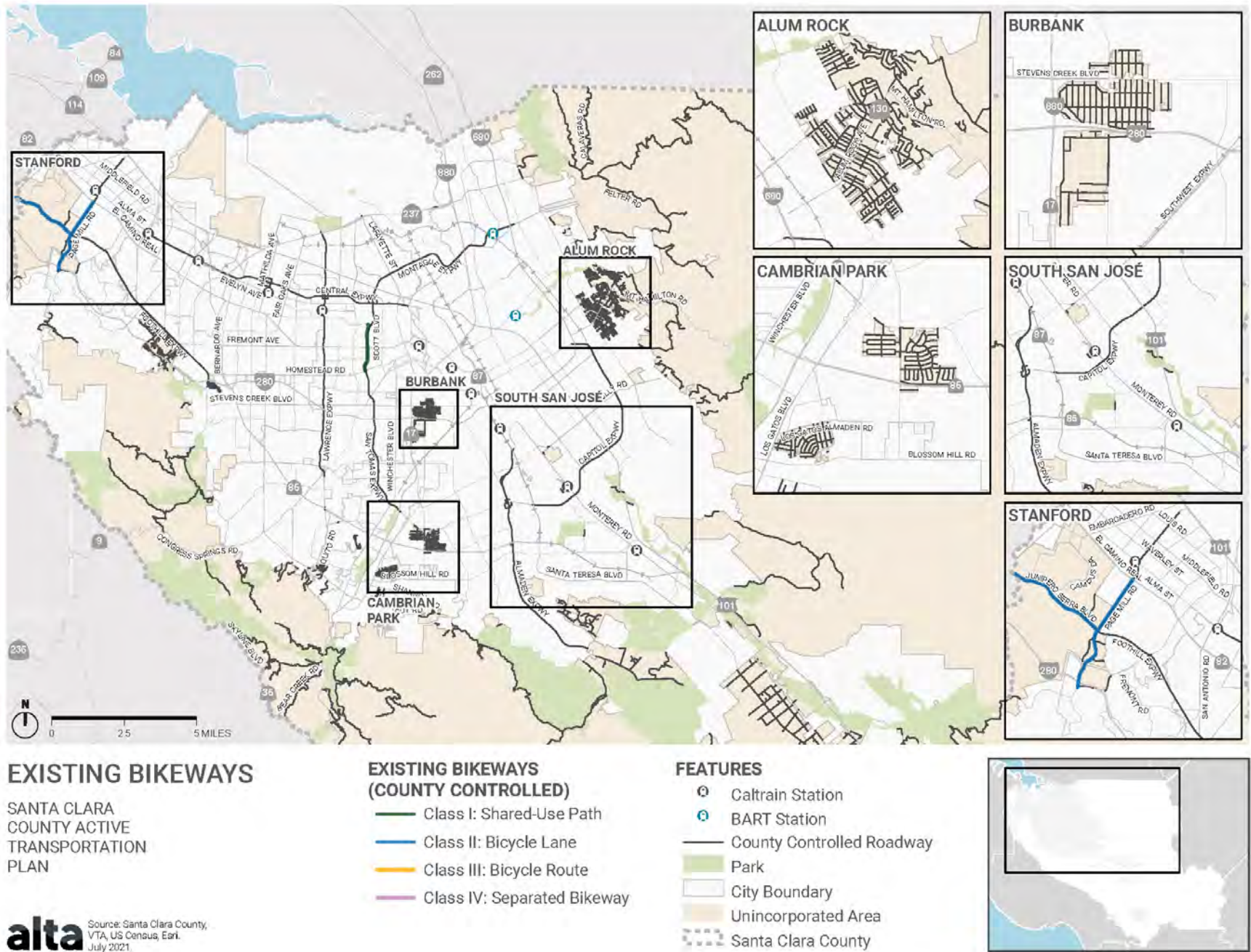
Project Introduction

- Focusing on **county expressways** and roadways in **unincorporated areas** of the county
- Tasks
 - Existing Conditions
 - Safety Analysis
 - Background review
 - Socio-economic analysis
 - Public Engagement
 - Network analysis
 - Origin Destination Analysis
 - Level of Traffic Stress (bike and ped)
 - Gap analysis
 - Project Definition
 - Design Guidelines



Existing Bicycle Facilities (Urban)*

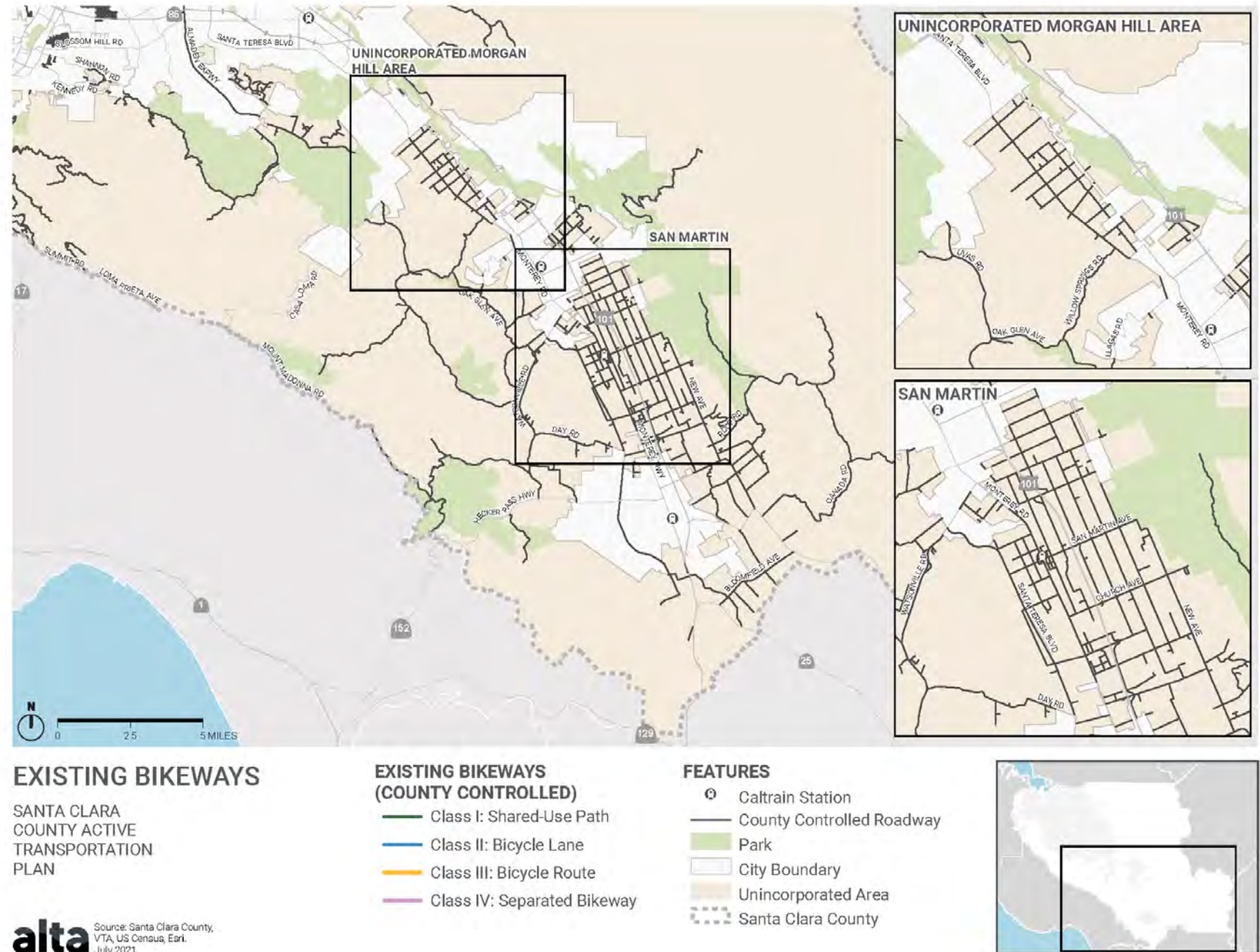
- Class I – Shared-Use Path
 - San Tomas Expressway Trail (1.7 mi)
- Class II – Bike Lane
 - Junipero Sierra Blvd (2.4 mi)
 - Page Mill Road (2.8 mi)



*Data Source: Santa Clara Airports and Roads

Existing Bicycle Facilities (Rural)*

- No bike facilities exist on rural County-owned roads
- Popular roads among cyclists include Uvas Road, McKean Road, Monterey, Hill Rd, Santa Teresa

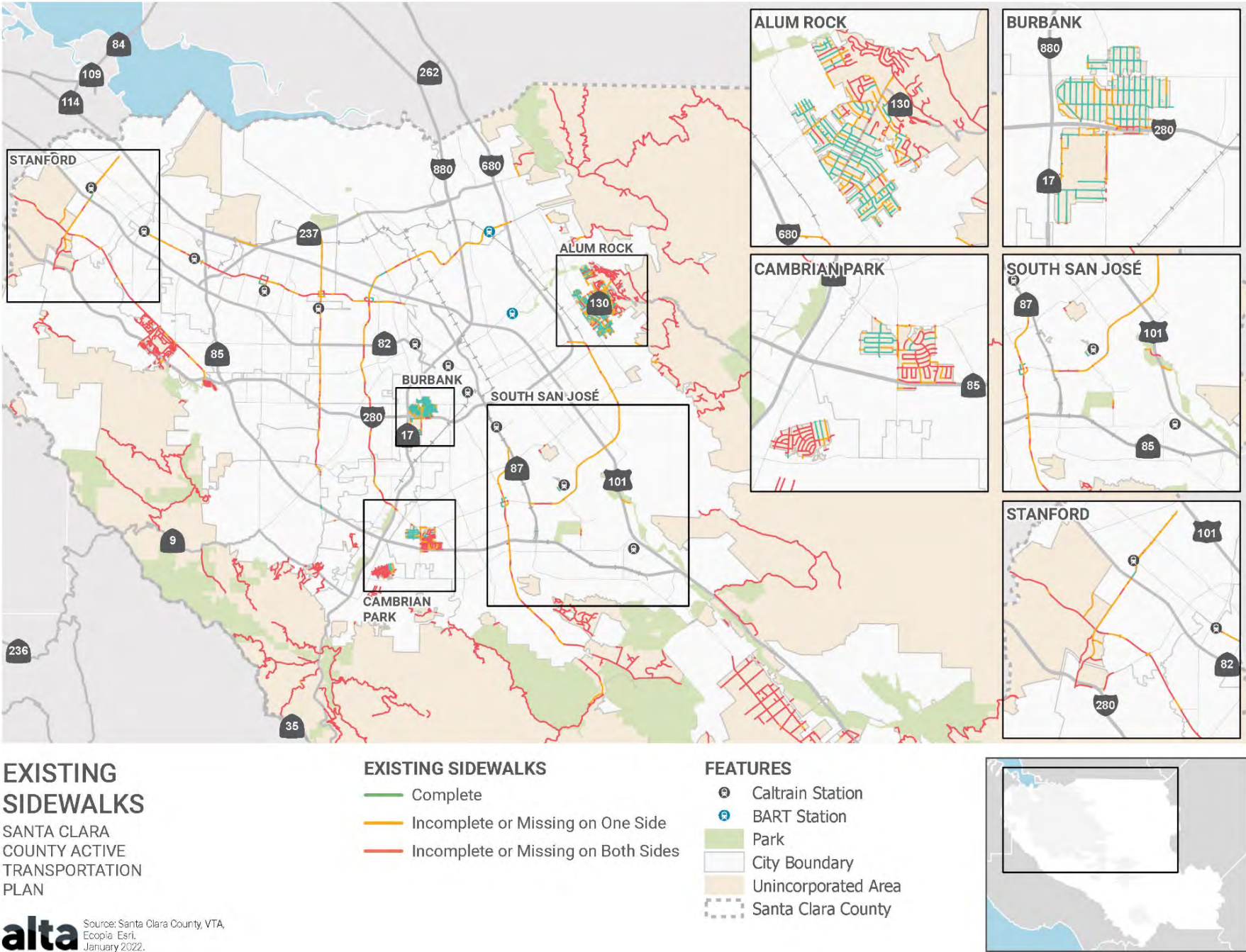


*Data Source: Santa Clara Airports and Roads

Sidewalks (Urban)

Status	A	O	XP	Total
Complete 2 sides	0.5	28.2	1.0	29.7
Incomplete 1 side	2.4	20.9	36.6	59.9
Incomplete/ Missing 2 Sides	3.6	246.1	24.1	273.9
Grand Total	6.5	295.2	61.0	363.3

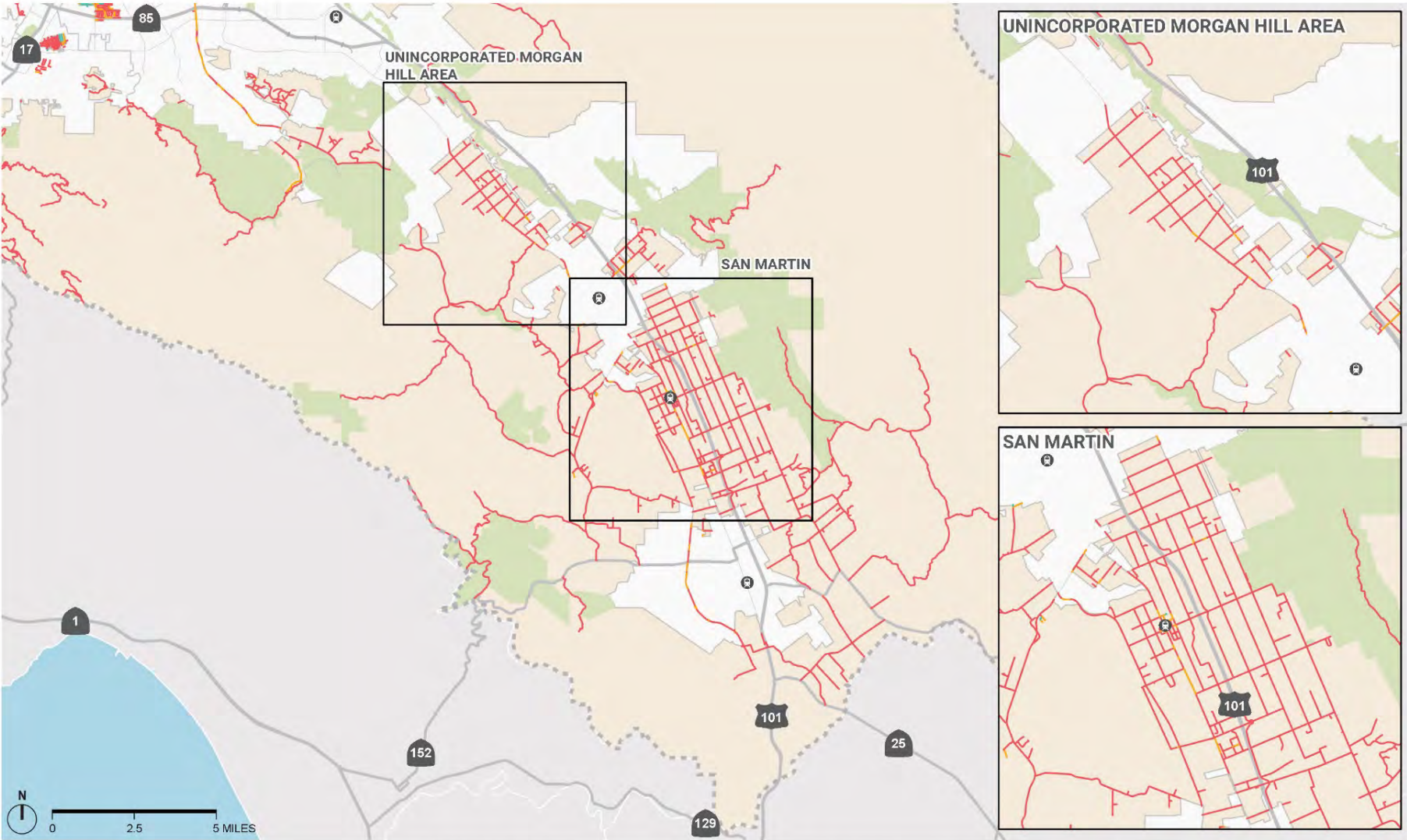
A = Arterial
O = Other Roadways
XP = Expressways



Sidewalks (Rural)

Status	A	O	XP	Total
2 sides	0.0	0.3	0.0	0.3
1 Side/ Incomplete	1.7	4.6	0.0	6.4
Incomplete/ Missing 2 Sides	18.8	243.8	0.7	263.3
Grand Total	20.5	248.7	0.7	270.0

A = Arterial
O = Other Roadways
XP = Expressways



EXISTING SIDEWALKS

SANTA CLARA
COUNTY ACTIVE
TRANSPORTATION
PLAN

alta

Source: Santa Clara County VTA,
Ecopia, OSM,
January 2022.

EXISTING SIDEWALKS

- Complete
- Incomplete or Missing on One Side
- Incomplete or Missing on Both Sides

FEATURES

- Caltrain Station
- BART Station
- Park
- City Boundary
- Unincorporated Area
- Santa Clara County



Existing Conditions Safety Analysis



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Introduction

Pedestrian & Bicycle Collisions (2015-2020)*

Network screening analysis used to identify:

- Collision hot spots at intersections and along roadway segments
- Locations of fatal and severe injury collisions
- Pedestrian- and bicycle-involved collision locations

Collision hot spots were categorized into:

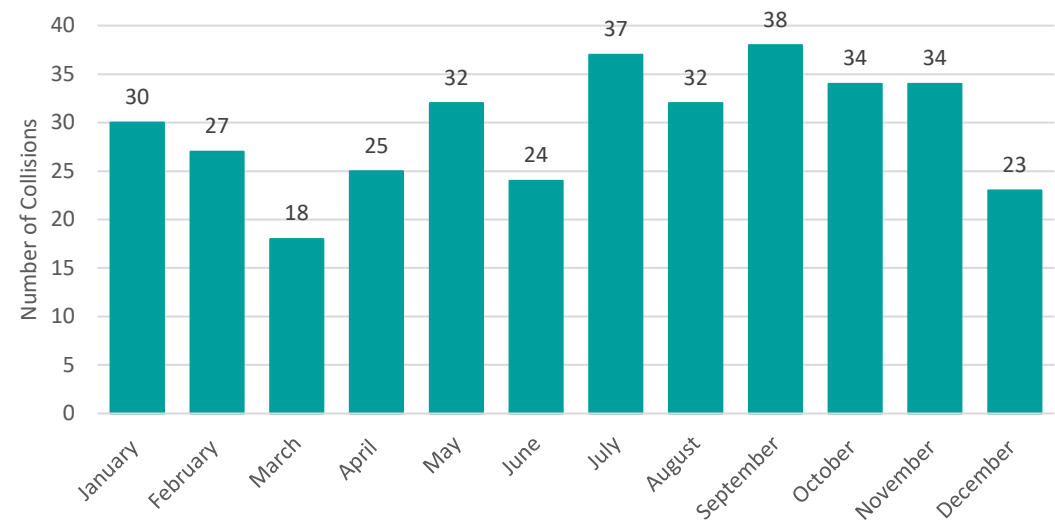
- Intersection collisions
- Roadway segments collisions

** Source: Crossroads (Jan 2015 – Dec 2020)*

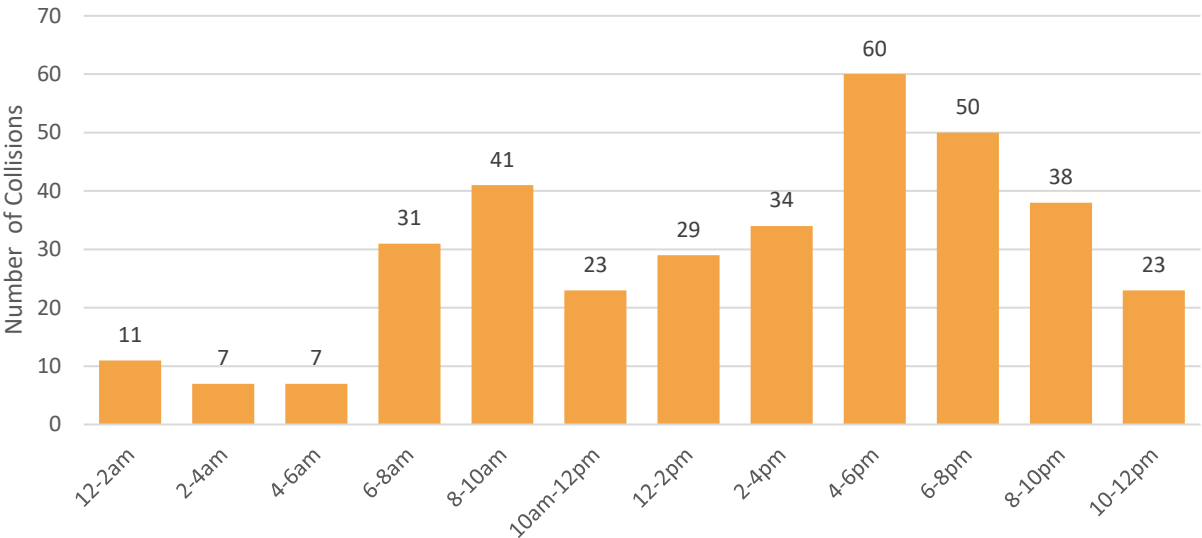
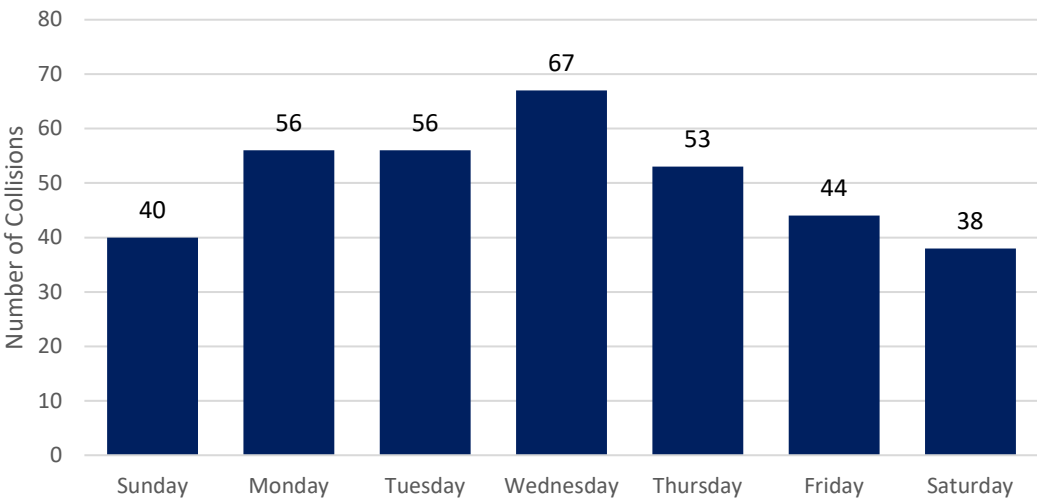
Pedestrian & Bicycle Collisions (2015-2020)



Collisions by Month



Collisions by Day

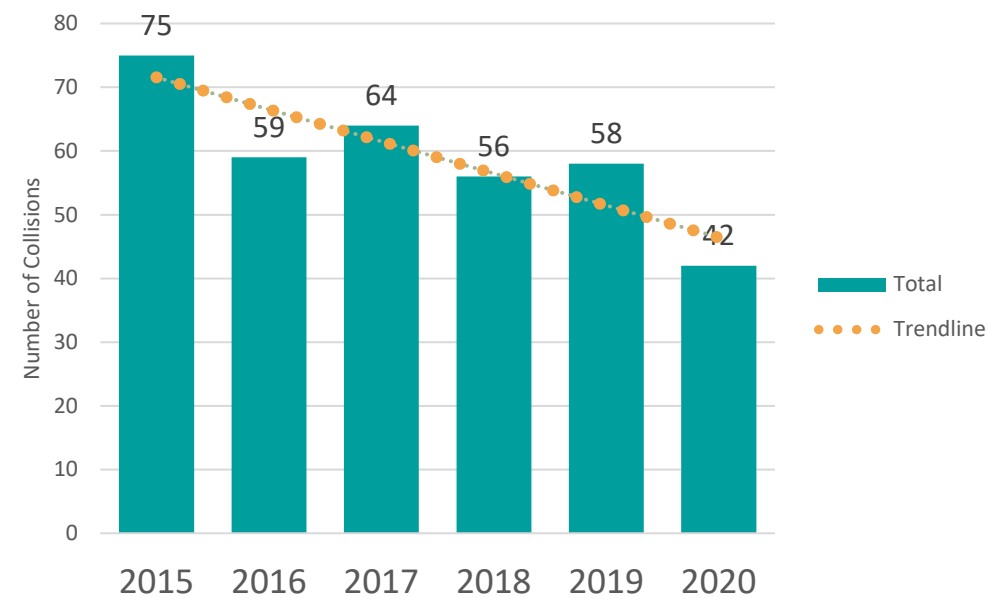


Collisions by Time of Day

Pedestrian & Bicycle Collisions (2015-2020)



Collisions by Year



Source: Crossroads (Jan 2015 to Dec 2020)

Fatal Collisions

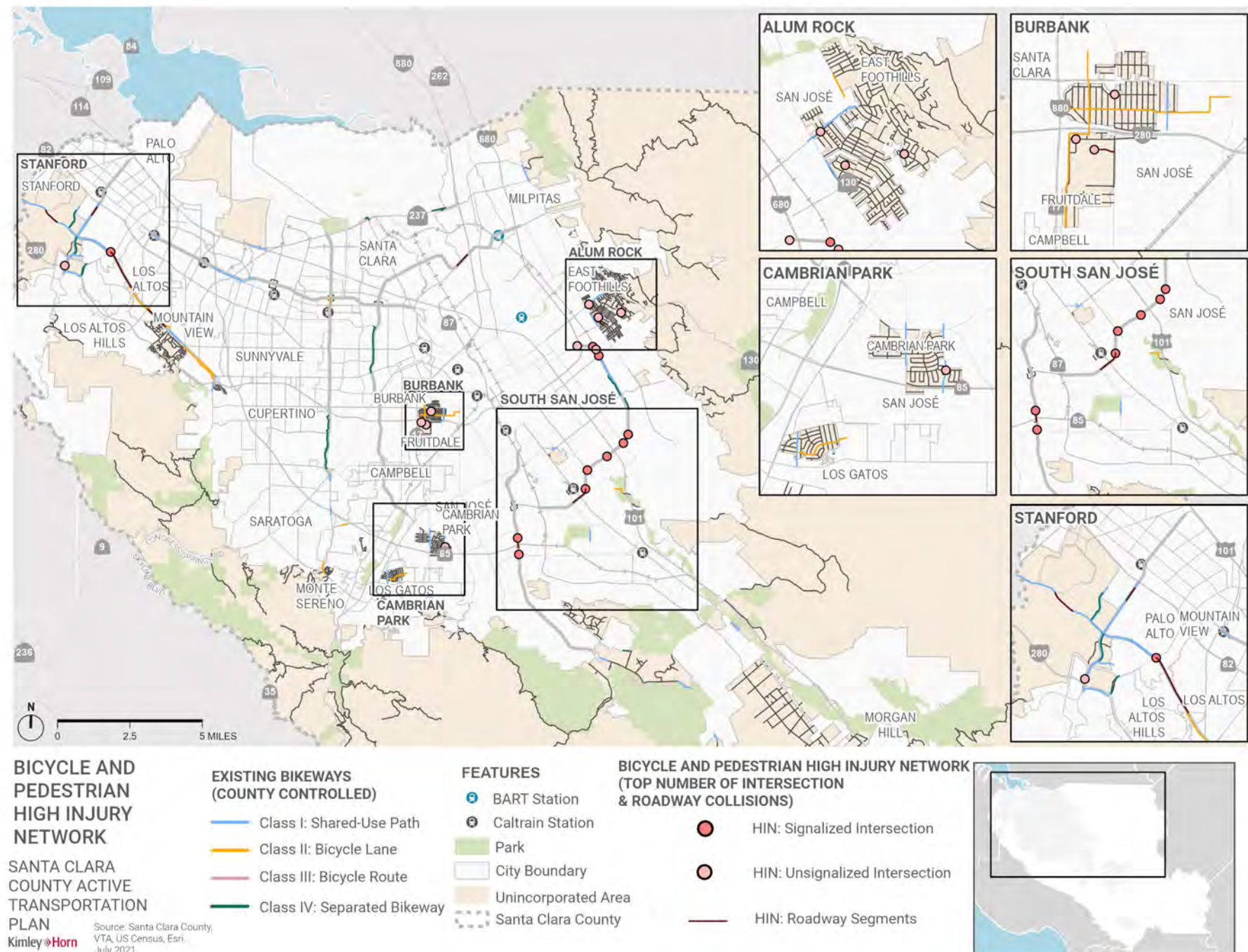
Stated Cause	Fatal Collisions			Percent of Total
	Pedestrian	Bicyclist	Total	
Pedestrian Violation	9	0	9	36%
Traffic Signals and Signs	2	0	2	8%
Improper Passing	1	1	2	8%
Unsafe Starting or Backing	1	1	2	8%
Impeding Traffic	1	0	1	4%
Improper Turning	1	0	1	4%
Other	1	0	1	4%
Other Hazardous Movement	1	0	1	4%
Unknown	1	0	1	4%
Driving Under the Influence	0	1	1	4%
Other Improper Driving	0	1	1	4%
Unsafe Speed	0	1	1	4%
Wrong Side of Road	0	1	1	4%
Automobile Right of Way	0	1	1	4%
Total	18	7	25	100%

High Injury Network (HIN) (Urban)

Corridors experiencing the most pedestrian and bicycle collisions:

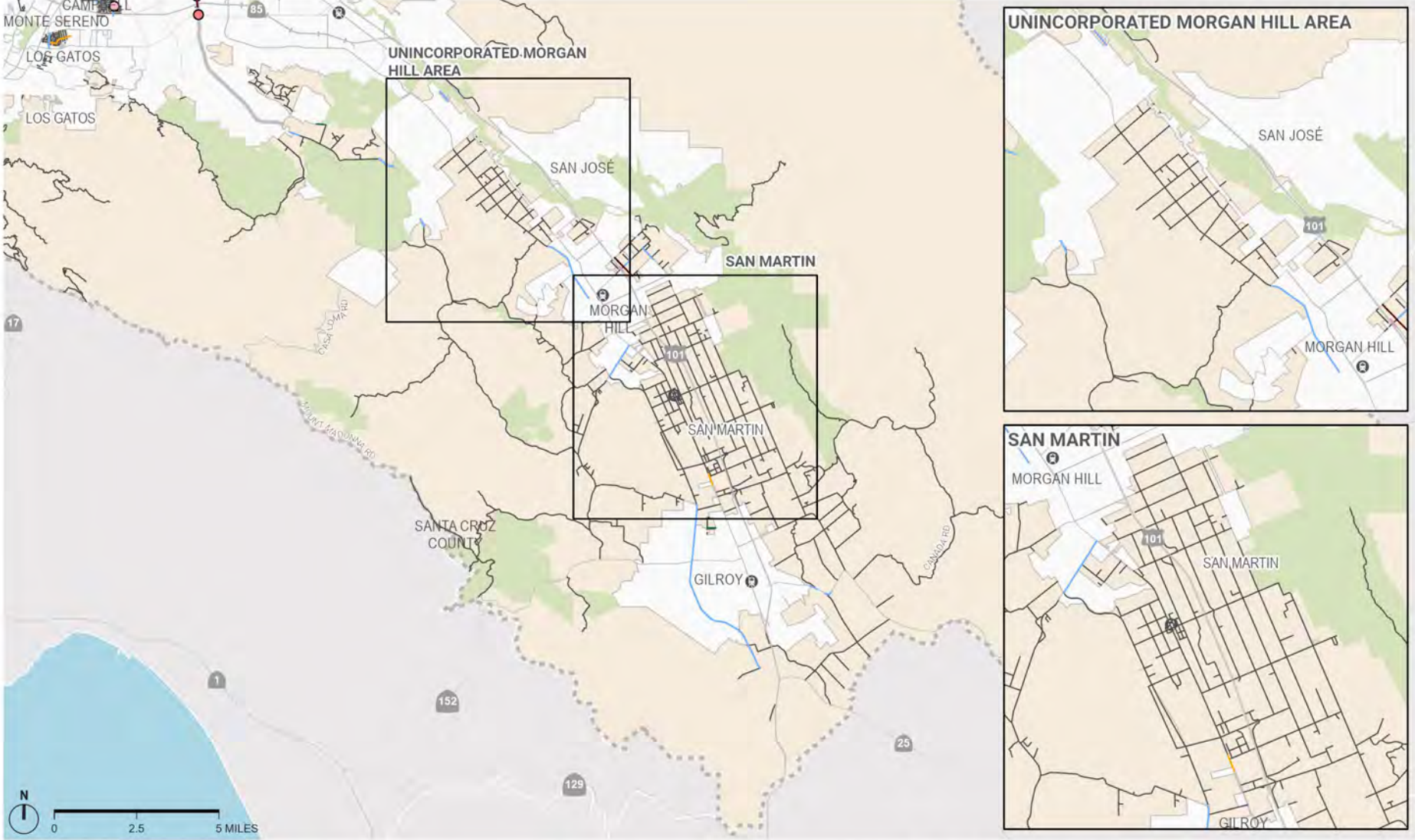
- **Capitol Expressway** (25 intersections with 72 collisions)
- **Almaden Expressway** (15 intersections with 44 collisions)
- **Foothill Expressway** (10 intersections with 21 collisions)
- **Bascom Avenue** (7 intersections with 20 collisions)
- **San Tomas Expressway** (13 intersections with 18 collisions)
- **Montague Expressway** (12 intersections with 18 collisions)
- **Lawrence Expressway** (12 intersections with 15 collisions)
- **Page Mill Road** (7 intersections with 12 collisions)

Safety Analysis



High Injury Network (HIN) (Rural)

No roadways identified as part of High Injury Network



BICYCLE AND PEDESTRIAN HIGH INJURY NETWORK

SANTA CLARA COUNTY ACTIVE TRANSPORTATION PLAN

Kimley-Horn

Source: Santa Clara County, VTA, US Census, Esri, July 2021.

EXISTING BIKEWAYS (COUNTY CONTROLLED)

- Class I: Shared-Use Path
- Class II: Bicycle Lane
- Class III: Bicycle Route
- Class IV: Separated Bikeway

FEATURES

- BART Station
- Caltrain Station
- Park
- City Boundary
- Unincorporated Area
- Santa Clara County

BICYCLE AND PEDESTRIAN HIGH INJURY NETWORK (TOP NUMBER OF INTERSECTION & ROADWAY COLLISIONS)

- HIN: Signalized Intersection
- HIN: Unsignalized Intersection
- HIN: Roadway Segments



Source: Crossroads (Jan 2015 to Dec 2020)

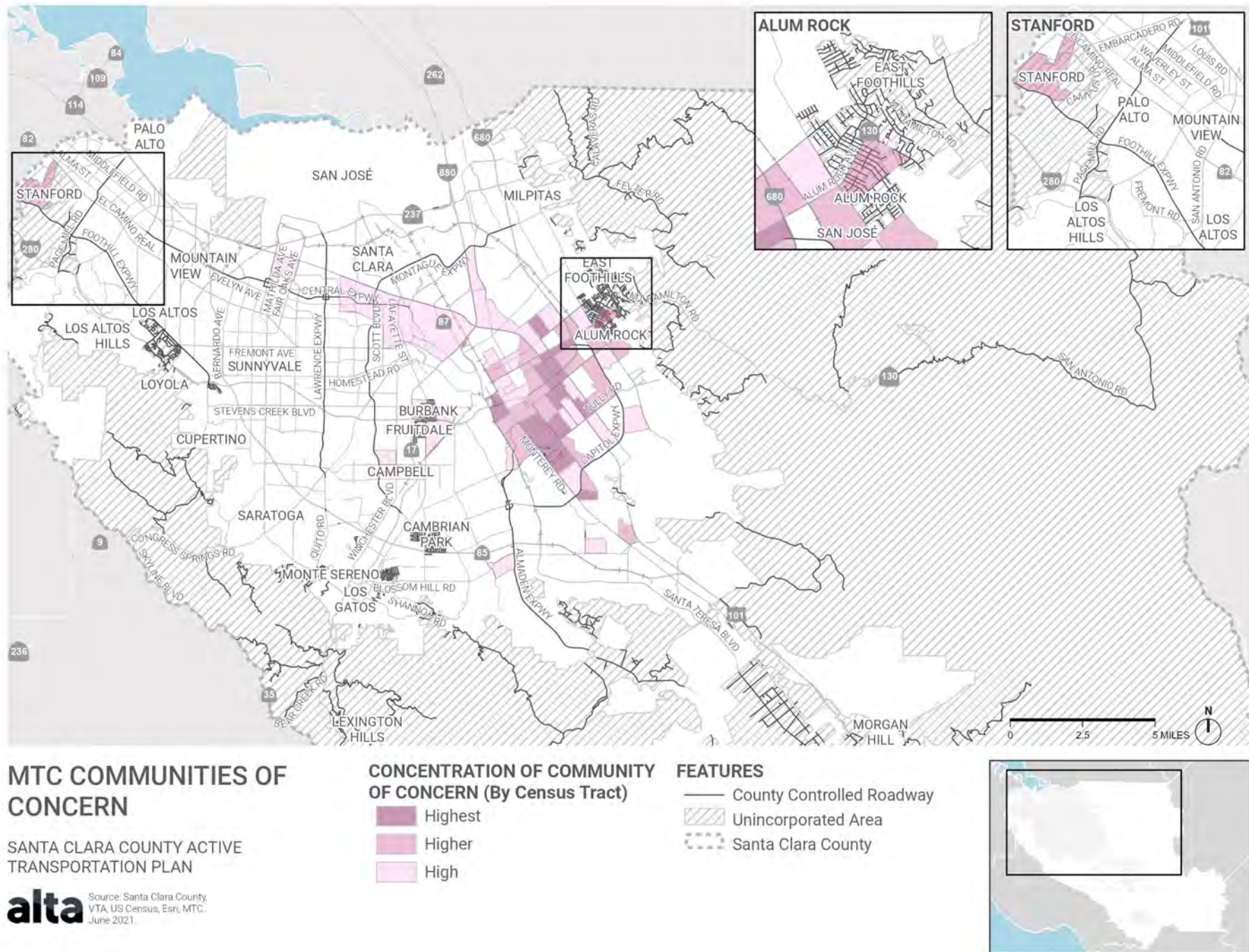
Existing Conditions Health and Equity Analysis



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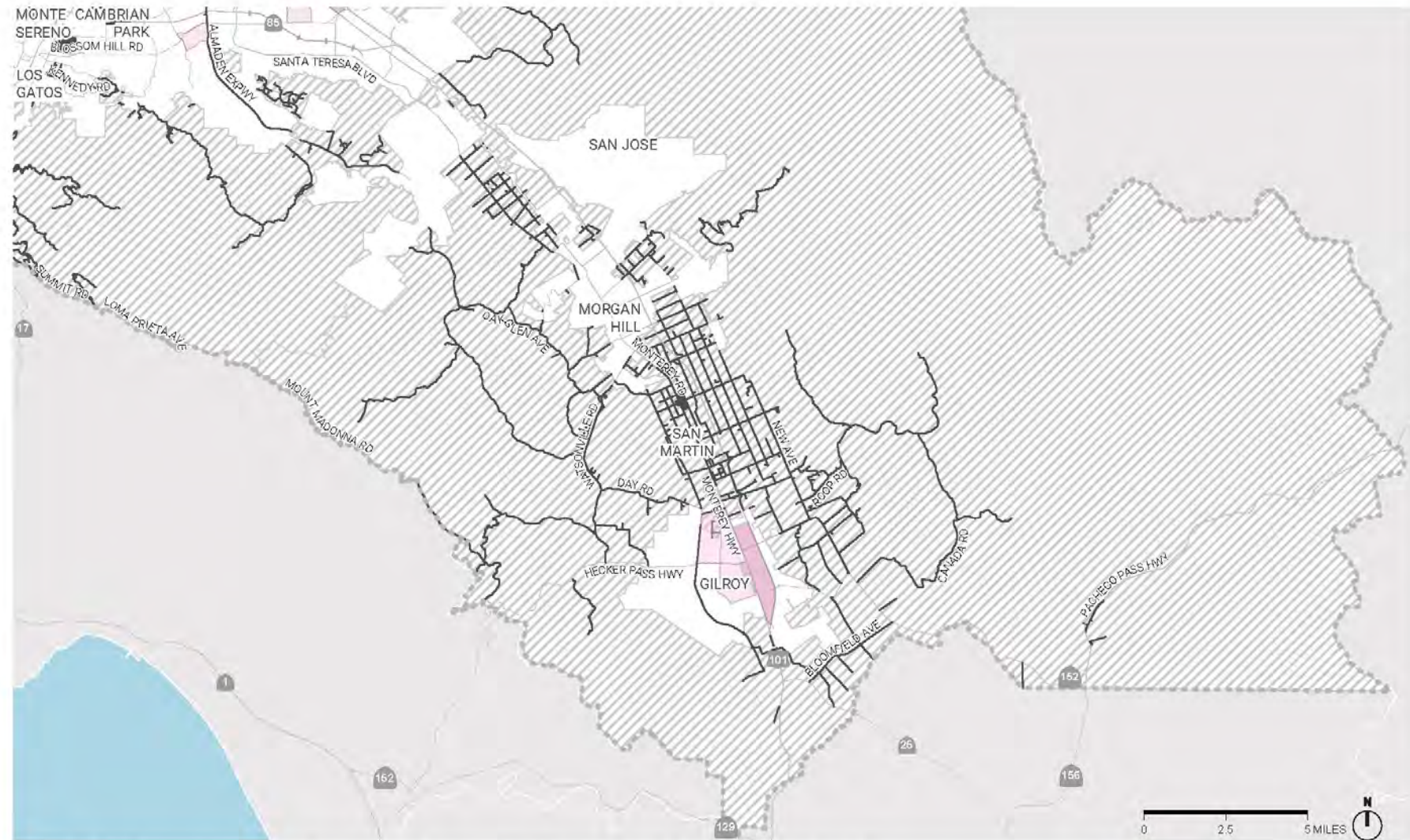
MTC Equity Priority Communities (Urban)

- Highest concentration of Equity Priority Communities is within the City of San José
- In south County, the City of Gilroy also has multiple Equity Priority Communities
- There are three Equity Priority Communities within unincorporated County:
 - Alum Rock – higher
 - Stanford – higher
 - Burbank – high



MTC Equity Priority Communities (Rural)

- In south County, the City of Gilroy also has multiple Equity Priority Communities



MTC COMMUNITIES OF CONCERN

SANTA CLARA COUNTY ACTIVE
TRANSPORTATION PLAN

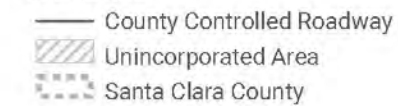
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Source: Santa Clara County,
VTA, US Census, Esri, MTC.
June 2021

CONCENTRATION OF COMMUNITY OF CONCERN (By Census Tract)



FEATURES



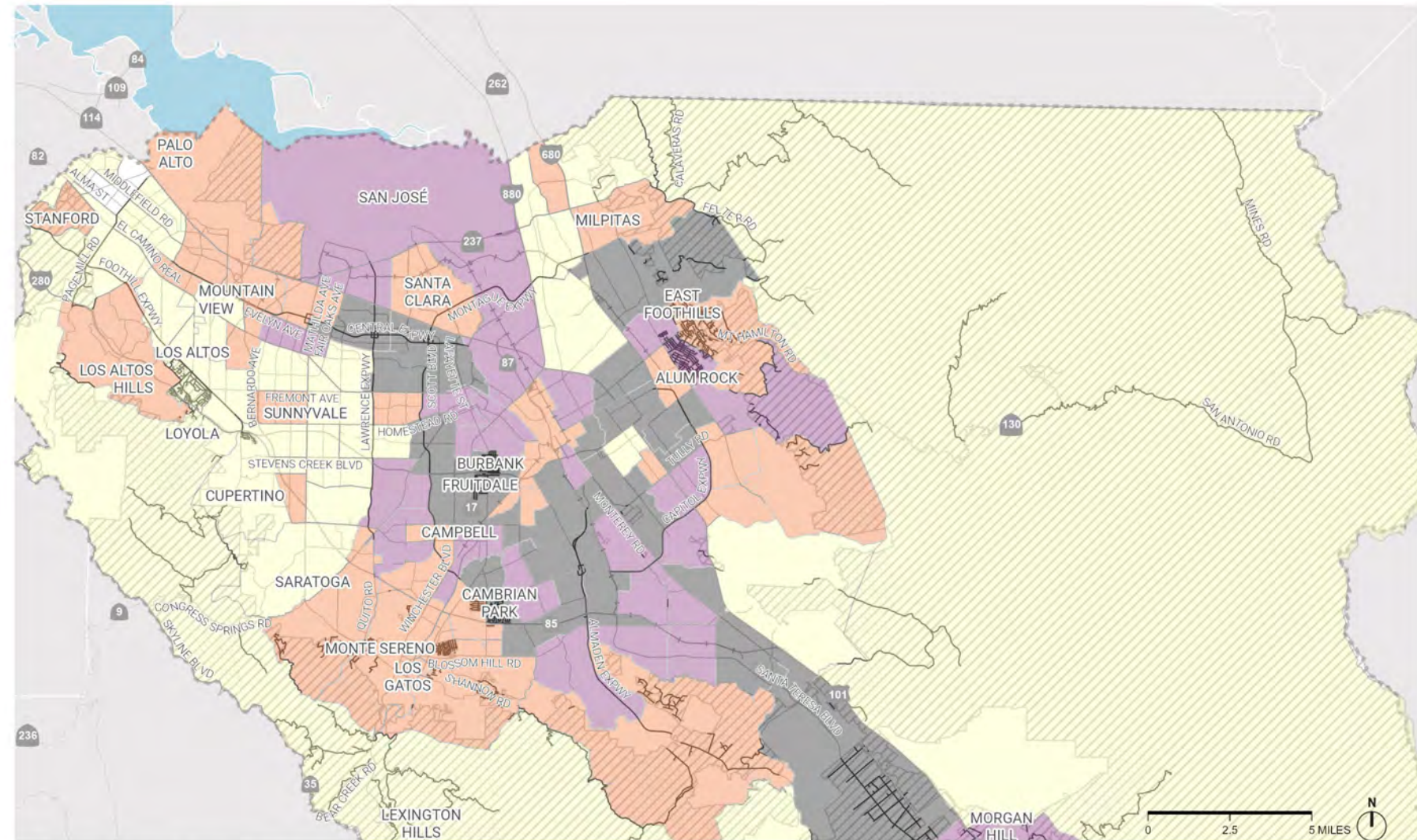
Health Analysis Composite* (Urban)

Communities with the Highest Health Risks

- East San José
- South San José
- Burbank/Fruitdale
- Cambrian Park
- East Foothills
- Communities in close proximity to highways and expressways

* Composite map combines all health analysis indicators into one index

Health Analysis



COMPOSITE HEALTH ANALYSIS

SANTA CLARA COUNTY ACTIVE
TRANSPORTATION PLAN

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Source: Santa Clara County,
VTA, US Census, Esri, MTC,
ACS 2018, October 2021.

Composite Health Analysis (By Small Area/Neighborhood)

- High Health Needs
- Moderate Health Needs
- Low-Moderate Health Needs
- Low Health Needs

FEATURES

- County Controlled Roadway
- Unincorporated Area
- Santa Clara County

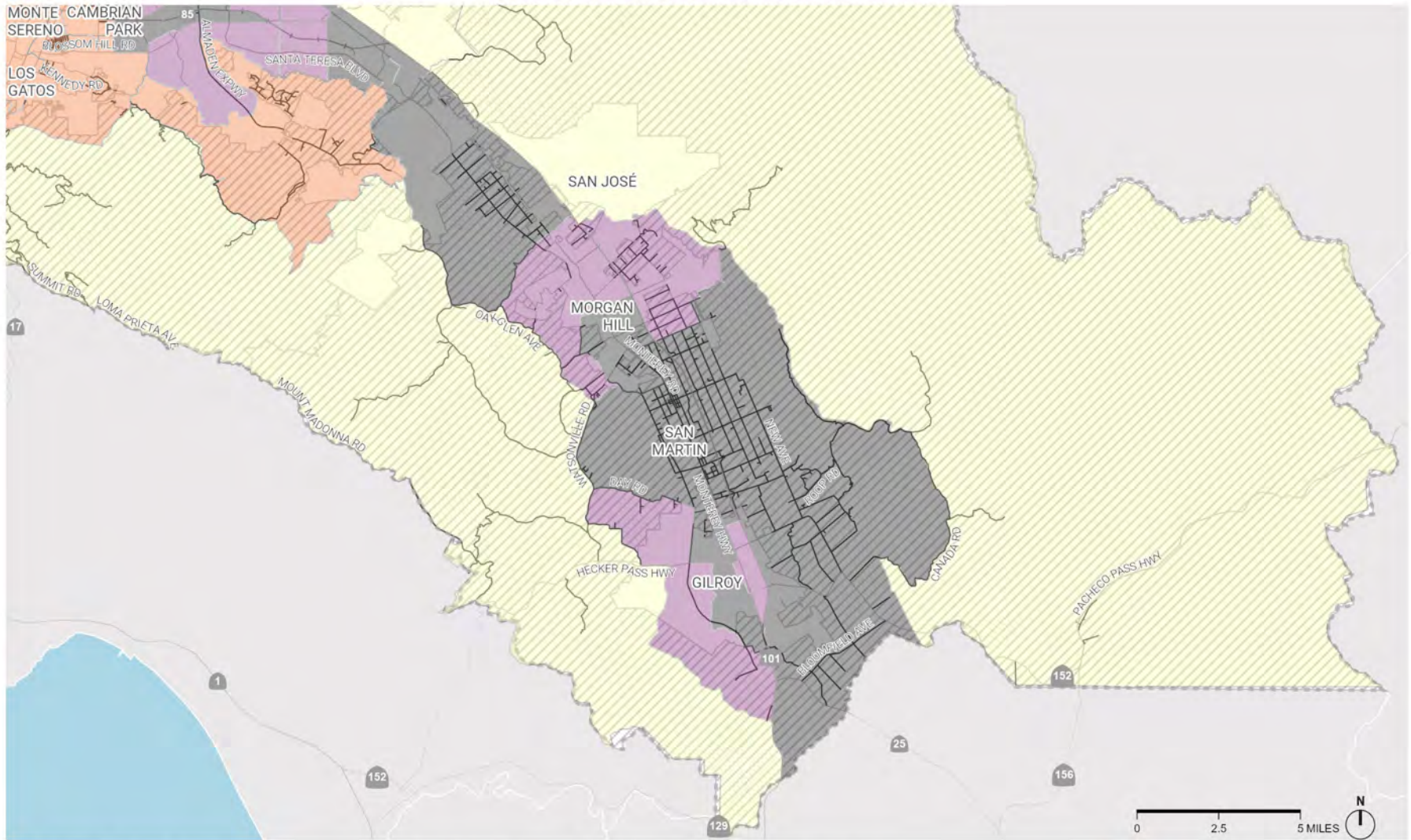


Source: Santa Clara Public Health Department – Health Status Statistics – Small Area Neighborhood

Health Analysis Composite* (Rural)

Communities with the Highest Health Risks

- San Martin
- Gilroy
- North of Morgan Hill
- Communities in close proximity to highways and expressways



COMPOSITE HEALTH ANALYSIS

SANTA CLARA COUNTY ACTIVE
TRANSPORTATION PLAN



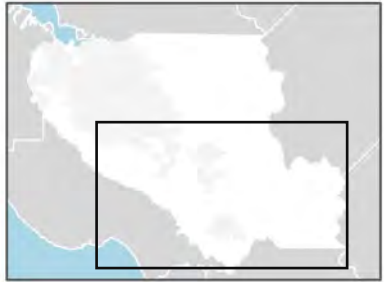
Source: Santa Clara County,
VTA, US Census, Esri, MTC,
ACS 2018, October 2021.

Composite Health Analysis (By Small Area/Neighborhood)

- High Health Needs
- Medium Health Needs
- Low-Medium Health Needs
- Low Health Needs

FEATURES

- County Controlled Roadway
- Unincorporated Area
- Santa Clara County



* Composite map combines all health analysis indicators into one index

Next Steps



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Project Timeline



Thank you!

Ellen Talbo

County Transportation Planner

Department of Roads and Airports

Ellen.talbo@rda.sccgov.org

www.activesantaclaracounty.org

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Pedestrian Access to Transit Plan

San Jose Vision Zero Task Force

April 6, 2022

Presented by Lauren Ledbetter
Sr. Transportation Planner, VTA

Mission & Vision

Mission

To improve the safety, comfort, and convenience of the walking environment for VTA's customers.

Vision

A safe, comfortable, and convenient walk to transit for all customers.



Public Input



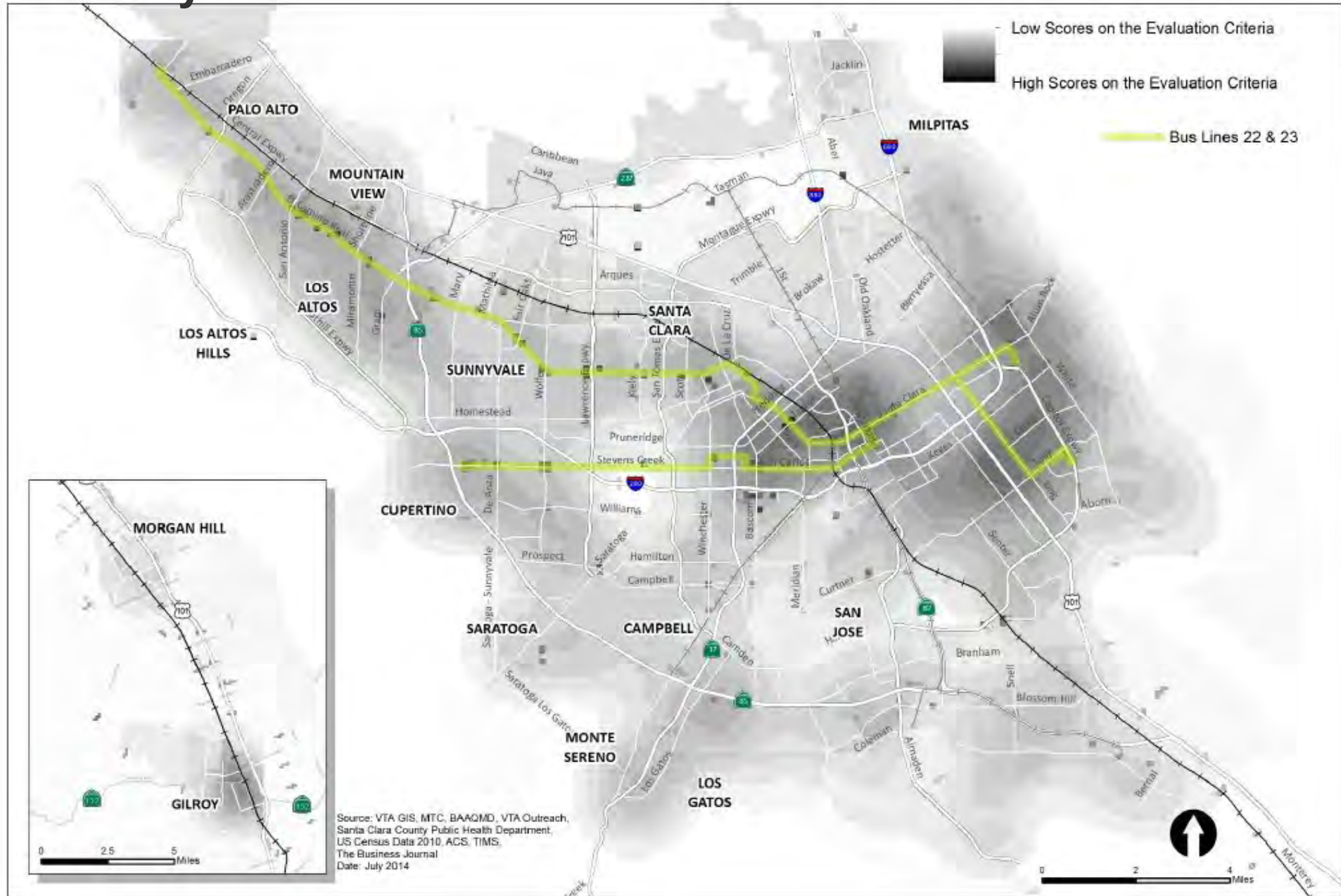
- Multi-lingual print & online survey
 - 475 responses
 - Buses, online, VTA Customer Service Center
- Presentations to local groups
 - San Jose Senior Commission
 - Gilroy Senior Center
 - GreenTown Los Altos
- Task Force
- Presentation to VTA/County BPAC and other VTA Committees

Criteria Used to Identify Focus Areas

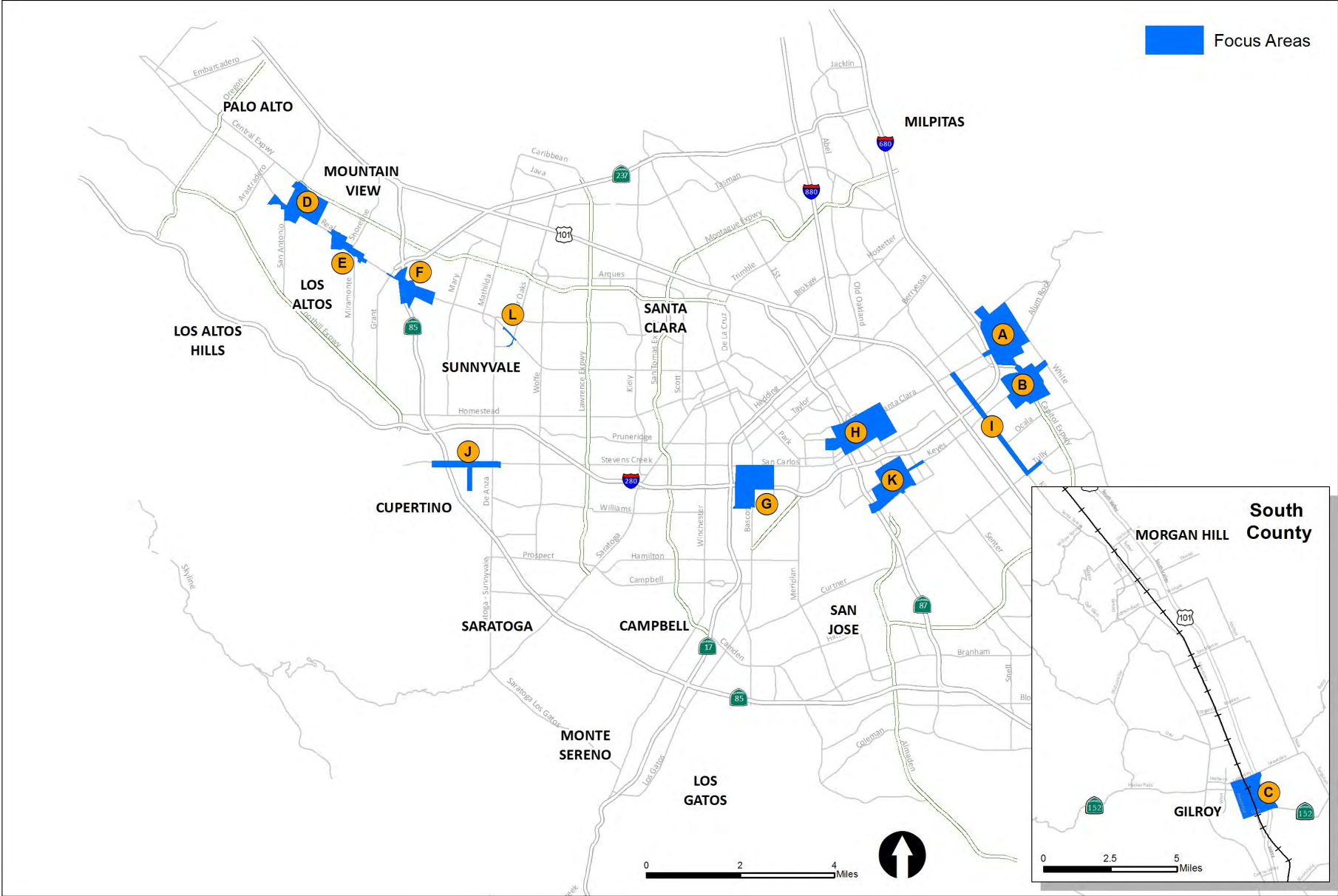
- Transit Ridership
- Barriers
 - collisions; physical barriers like creeks or rail tracks
- Socioeconomics
- Major Destinations
 - colleges, senior centers, major employees, government centers, etc.
- Housing Density
- Workers who commute by transit



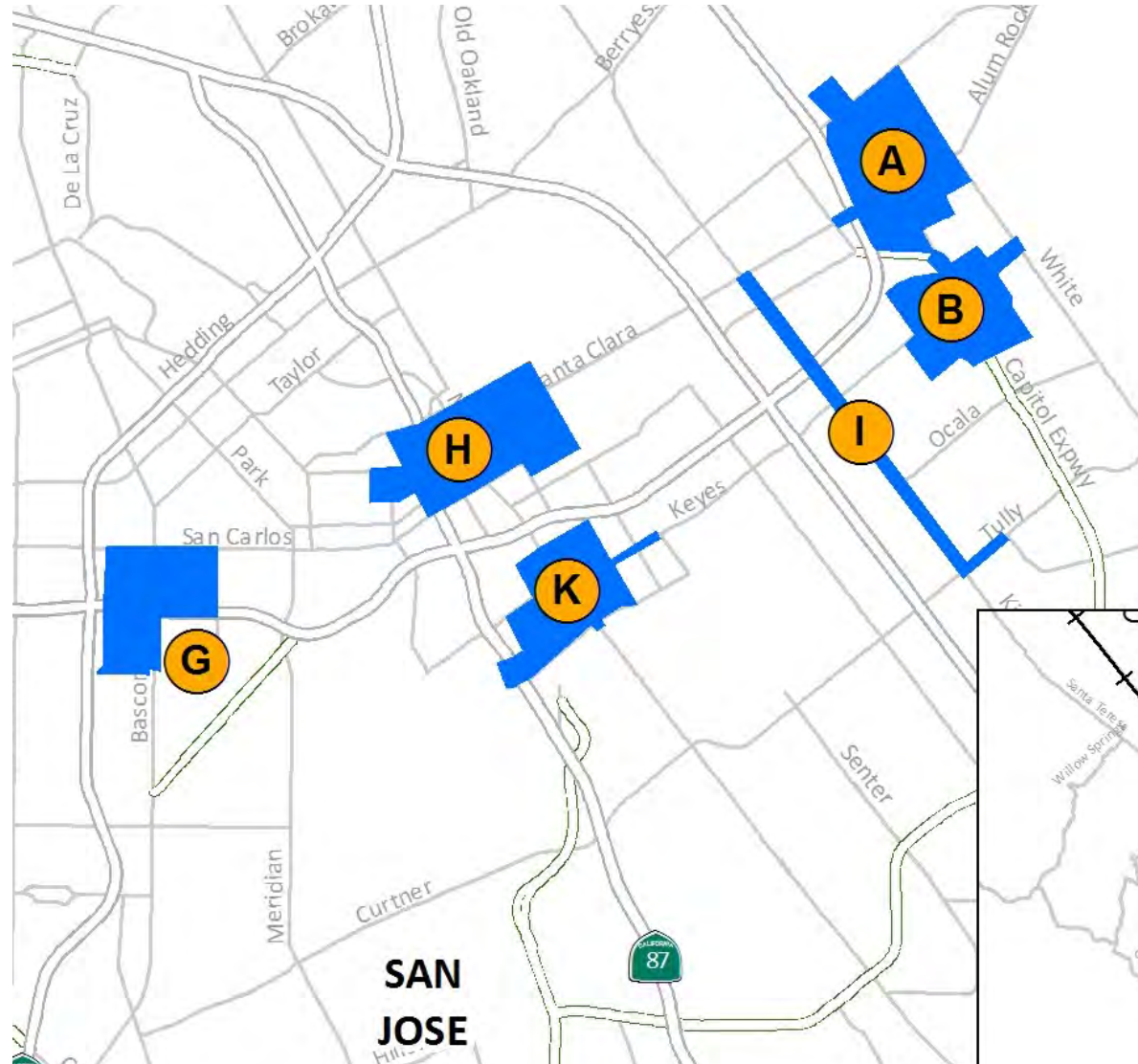
Geographic Analysis



Focus Areas



Focus Areas- San Jose Area



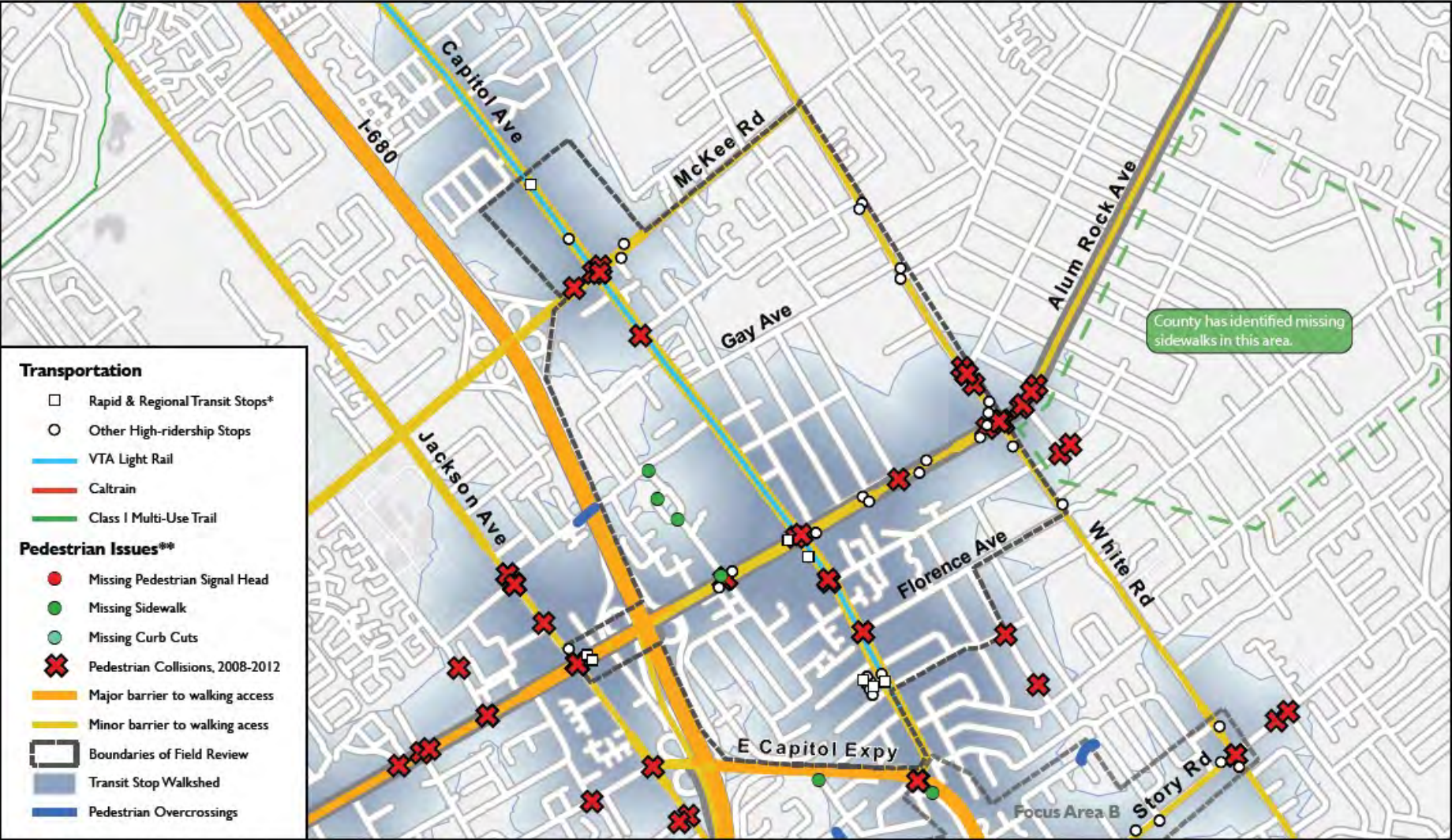
Types of Recommended Projects

- Intersection improvements
- Corridor streetscape and sidewalk improvements
- Sidewalk gap closure
- Pedestrian accommodation at freeway ramps
- New or modified crosswalks
- Wayfinding improvements around major Transit Centers
- Railway crossing improvements



Identifying Deficiencies: Example Focus Area A: Alum Rock

Focus Area A: Alum Rock (San Jose and Santa Clara County)
Barriers to Pedestrian Access & Pedestrian Infrastructure Deficiencies

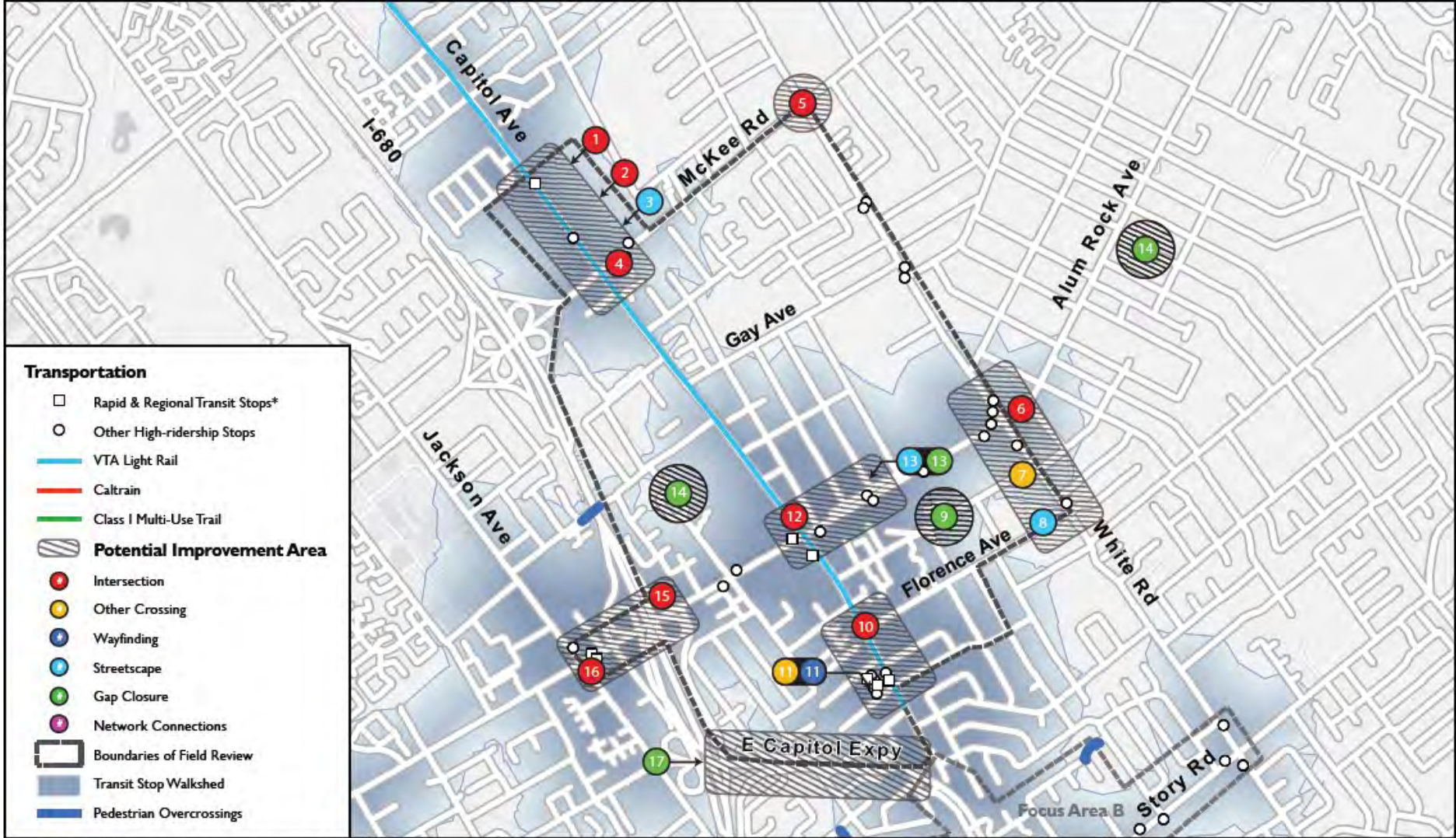


*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

**Not all pedestrian deficiencies are mapped.

Recommended Projects: Example Focus Area A: Alum Rock

Focus Area A: Alum Rock (San Jose and Santa Clara County)
Potential Improvements by Project Type



*VTA Light Rail, Caltrain, Long Distance Bus Stops, Bus Rapid Transit Services

Figure 5.5: Focus Area A, potential improvements

Project Listings: Example Focus Area A: Alum Rock

Table 5.4. Recommended Projects- for Focus Area A: Alum Rock (San Jose, County)

Project- Focus Area A					Existing Conditions Addressed	Issue or Project Noted in a Previous Plan
Sub Area	#	Name	Description	Type		
McKee VTA LRT Station	A1	Complete & upgrade crosswalks around McKee VTA LRT Station	<ul style="list-style-type: none"> • Stripe ladder crosswalks at intersections around McKee VTA LRT Station • Complete all four legs of each crosswalk, add pedestrian refuge on either side of rail tracks. 	Intersection	Issues <ul style="list-style-type: none"> • High pedestrian volume near the station and commercial areas • High vehicle speeds on Capitol Ave Challenges <ul style="list-style-type: none"> • Light rail signal timing may be a challenge • Potential safety challenge due to high vehicle speeds 	-
McKee VTA LRT Station	A2	Signal retiming around McKee VTA LRT station	<ul style="list-style-type: none"> • Consider double-cycle/half-cycle operation at signalized crossings to improve pedestrian access and reduce crossing delay 	Intersection	Issues <ul style="list-style-type: none"> • High pedestrian volume near the station and commercial areas • High vehicle speeds on Capitol Ave Challenges <ul style="list-style-type: none"> • Light rail signal timing may be a challenge 	-
McKee VTA LRT Station	A2	Signal retiming around McKee VTA LRT station	<ul style="list-style-type: none"> • Consider double-cycle/half-cycle operation at signalized crossings to improve pedestrian access and reduce crossing delay 	Intersection	Issues <ul style="list-style-type: none"> • High pedestrian volume near the station and commercial areas • High vehicle speeds on Capitol Ave Challenges <ul style="list-style-type: none"> • Light rail signal timing may be a challenge 	-
McKee Rd/ Capitol Ave	A4	McKee Rd/Capitol Ave intersection improvements	<ul style="list-style-type: none"> • Redesign pork chops and curbs at NW & SW corners to narrow right turn radii, reduce the angle of approach, reduce crossing distances, and expand pedestrian waiting space 	Intersection	Issues <ul style="list-style-type: none"> • High-speed right turns, high pedestrian demand and limited pedestrian waiting area • Multiple pedestrian-involved crashes 	-

Criteria for Project Evaluation Matrix

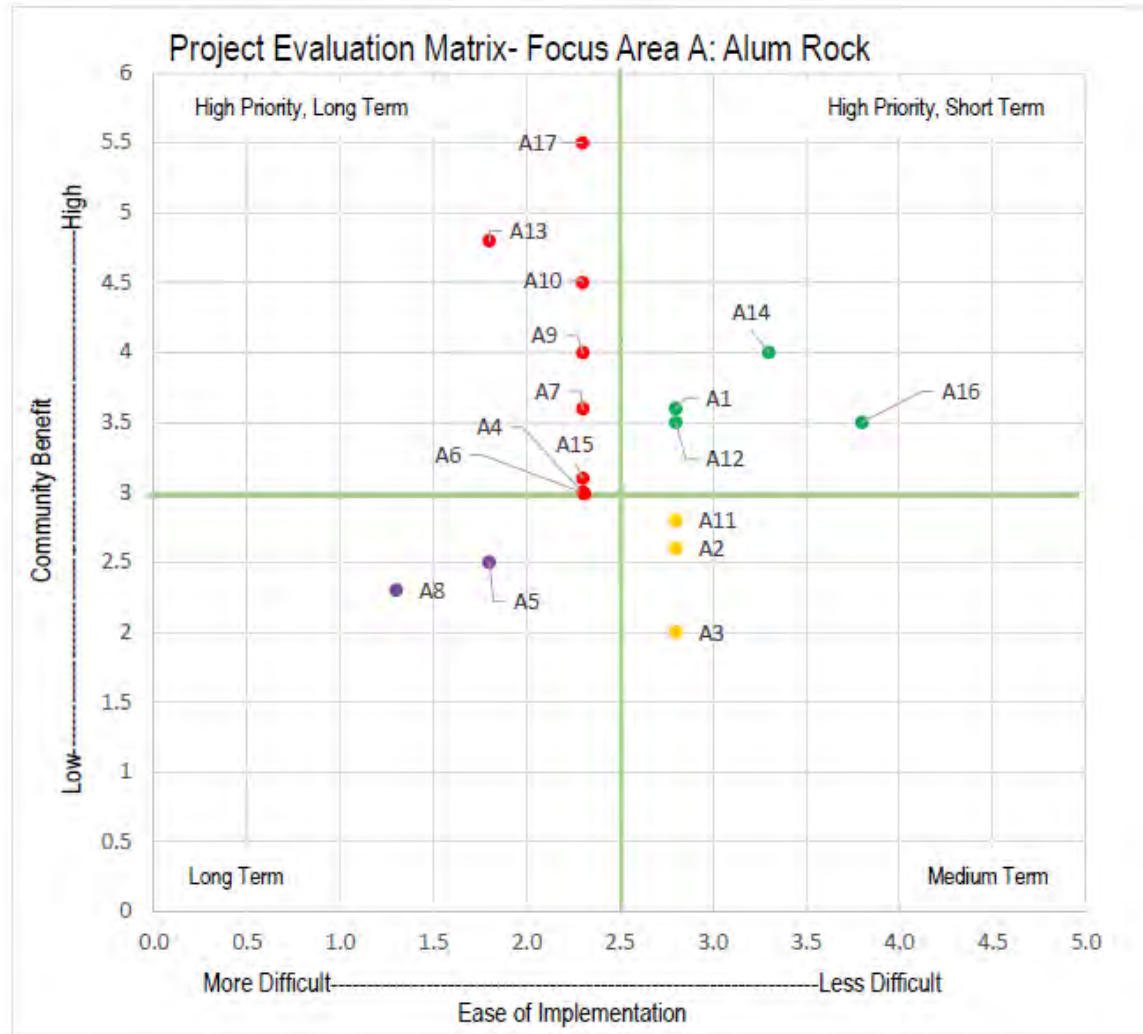
Community Benefit

- Connectivity
- Safety
- Accessibility
- Activity
- Equity
- Community Support

Ease of Implementation

- Funding Competitiveness
- Maintenance Cost
- Existing Funding
- Project Readiness
- Jurisdictional Complexity

Project Evaluation Matrix



- High Priority, Short Term
- High Priority, Long Term
- Medium Term Projects
- Long Term Projects

Next Steps: Moving Projects off the Shelf

- Initial planning work completed by VTA
- Publicize and share plan
- Fund projects
- Advance multi-jurisdictional projects
- Selected projects under development:
 - Bascom Complete Streets
 - Story-Keyes Complete Streets
 - King Road Complete Streets



Santa Clara Pedestrian Undercrossing, opened June 2017

Full Plan Document: bit.ly/vtapedplan2017

On-line map of recommended project: <https://gis.vta.org/pedaccess/>

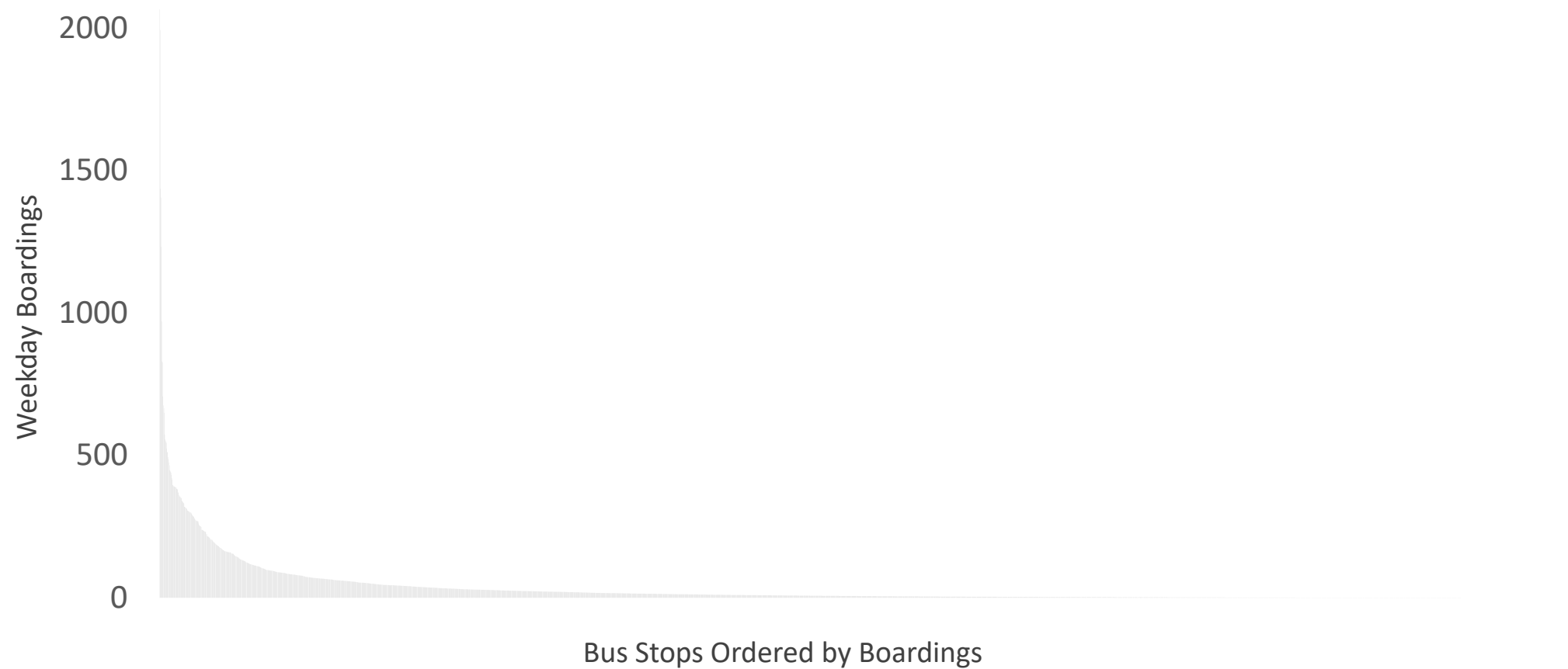
Responses to public survey: <https://tinyurl.com/pedplancomments>

VTA Transit Passenger Environment Plan



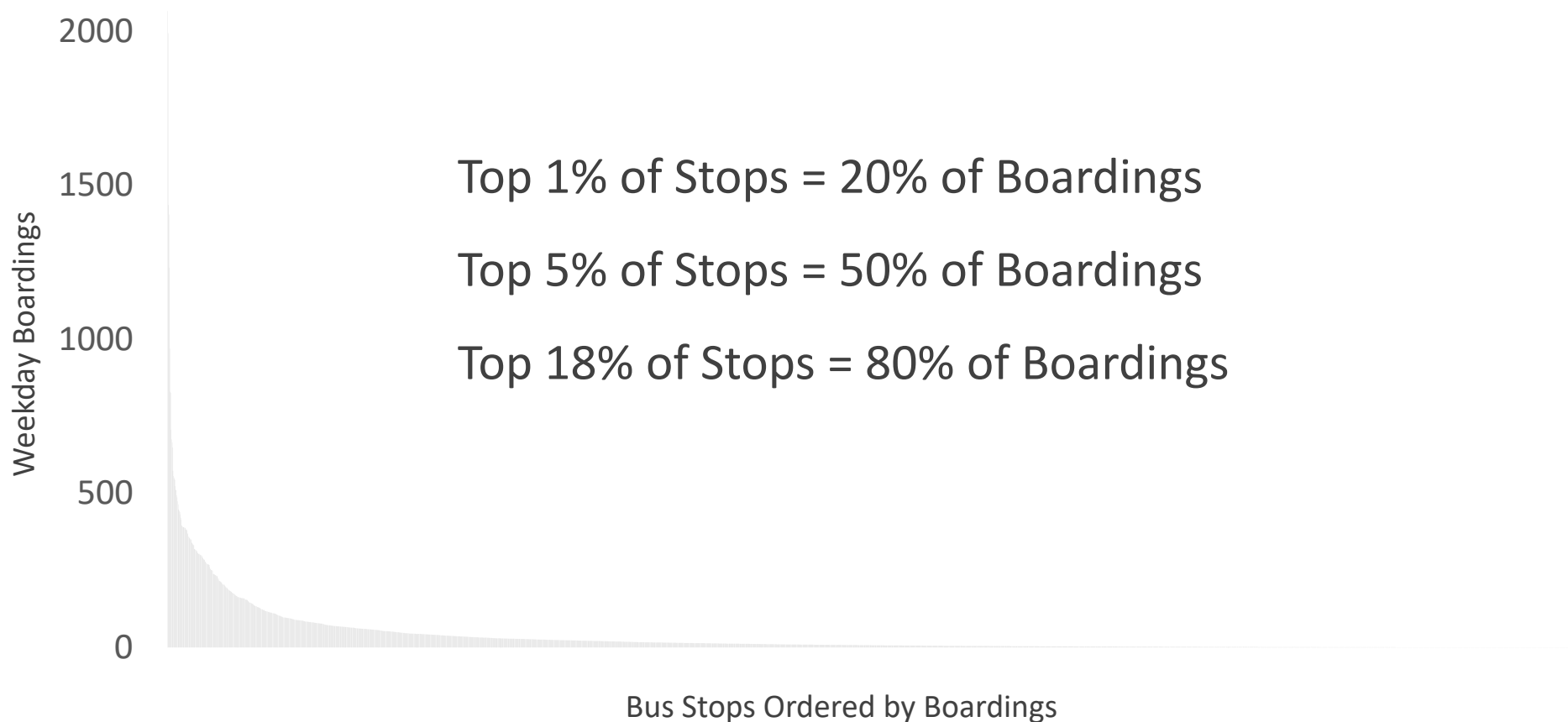
Average Weekday Boardings by Bus Stop

February 2020



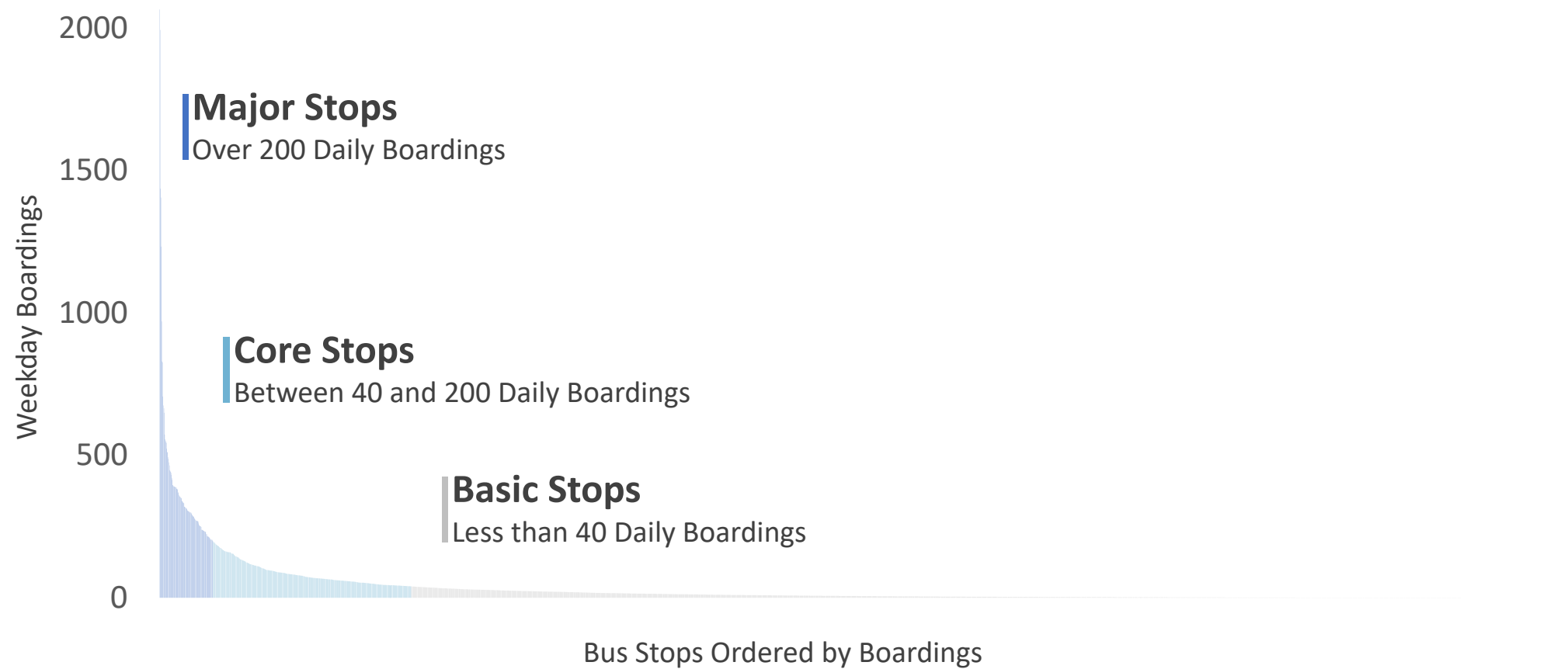
Average Weekday Boardings by Bus Stop

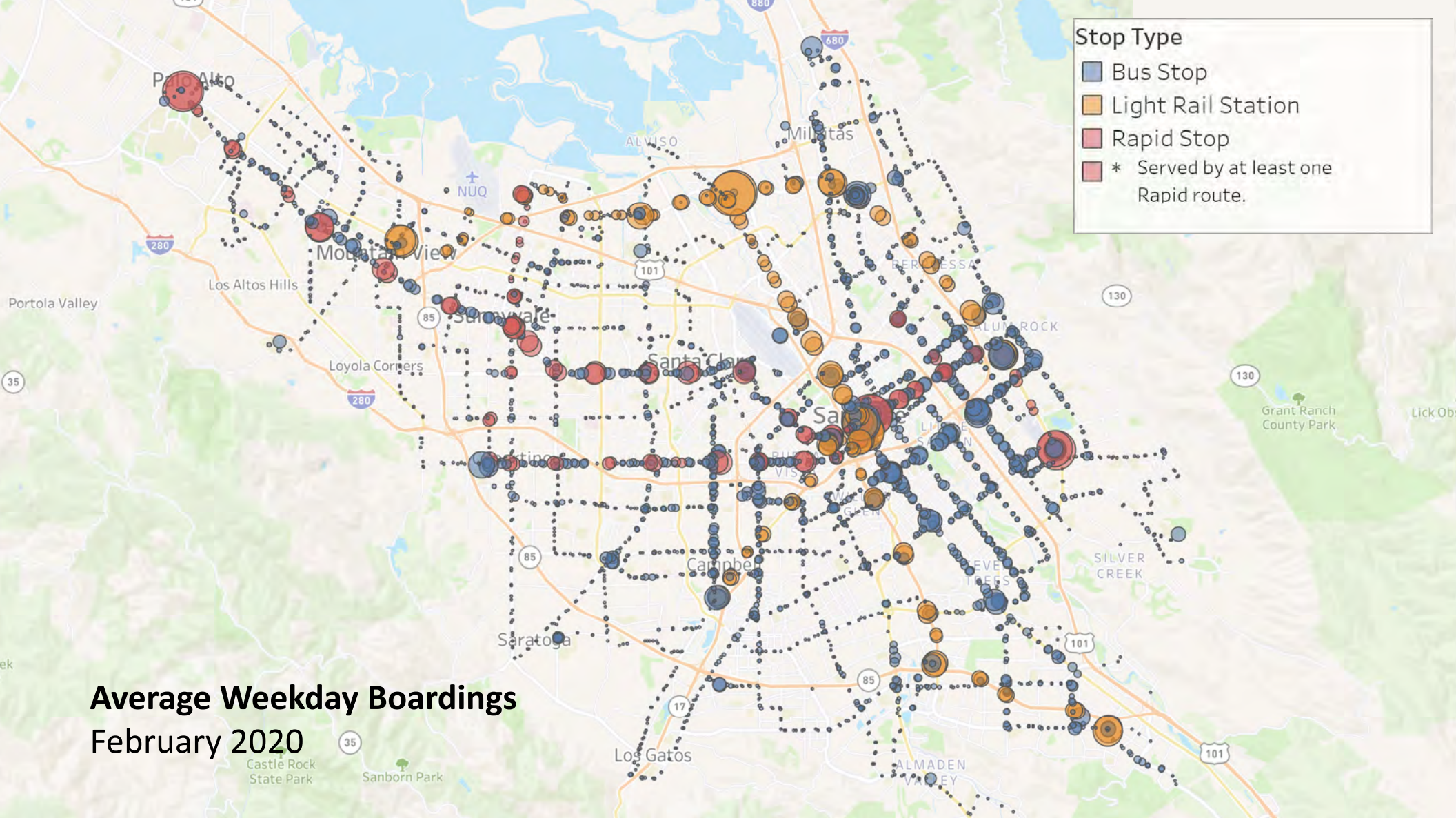
February 2020



Average Weekday Boardings by Bus Stop

February 2020







Bus Stop
70
140

VTA 321-2300

70, 140

NEXT BUS IN 9 MIN

Major Urban Stop
Over 200 Daily Boardings
Most Amenities
Location: Near Curb



Major Suburban Stop
Over 200 Daily Boardings
Most Amenities
Location: Away From Curb



Core Urban Stop
40 to 200 Daily Boardings
Moderate Amenities
Location: Near Curb



Core Suburban Stop
40 to 200 Daily Boardings
Moderate Amenities
Location: Away From Curb



Basic Urban Stop

Less than 40 Daily Boardings

Least Amenities

Location: Near Curb



Basic Suburban Stop

Less than 40 Daily Boardings

Least Amenities

Location: Away From Curb



HANK LOPEZ COMMUNITY CENTER
1694 ADRIAN WAY

HANK LOPEZ CENTER
CITY OF SAN JOSE

HANK LOPEZ COMMUNITY CENTER

Community Destination Stop
Boardings Not Considered
More Amenities
Customized Amenities

VTA Fast Transit Bus Stop Balancing

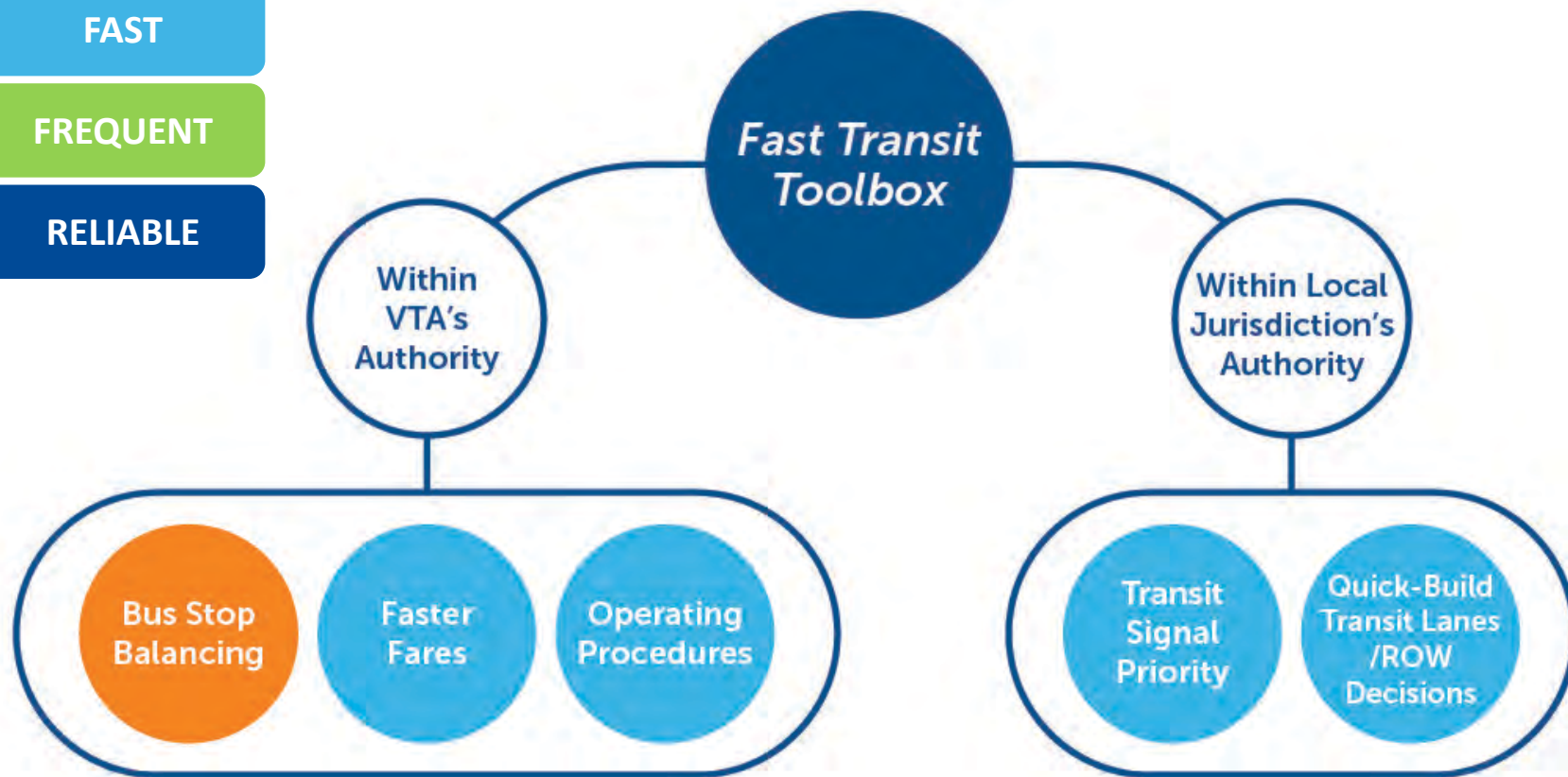


April 6, 2022 Vision Zero Task Force Meeting
Presenter: Nikki Diaz, Transportation Planner, VTA

FAST

FREQUENT

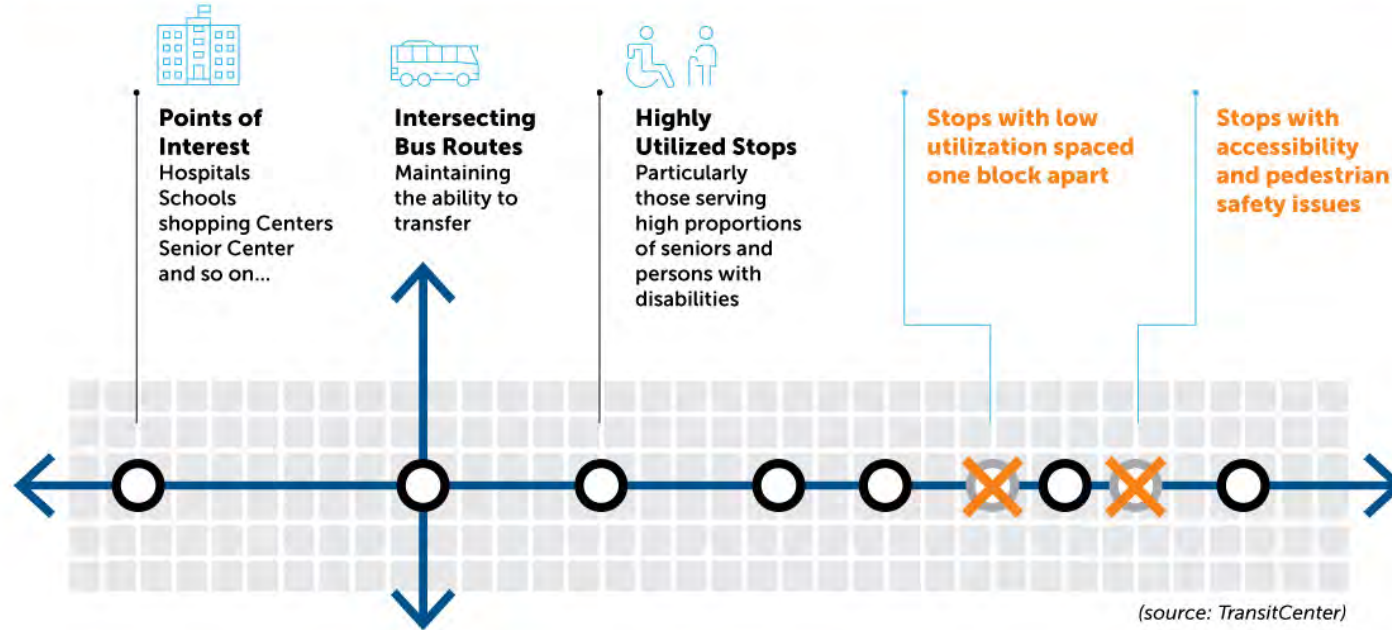
RELIABLE



Balancing stops is within VTA's control to reduce transit delay



The Basics of Bus Stop Balancing



Most stops are kept, especially near community destinations
For stops removed, the nearest stop was looked at for accessibility

Route 56

18% of stops removed

95% of riders not impacted

Route 66

16% of stops removed

98% of riders not impacted

Route 68

6% of stops removed

99% of riders not impacted

Rider feedback resulted in 6 stops being kept.

3 new stops installed.



Next Routes

- Routes 23, 25, 73, 523
- New amenities

2022 Related Efforts

- Transit Signal Priority on routes 56, 66, 68
- Faster Fares (expedited boarding)

Summary

- Bus Stop Balancing focuses on “right-sizing” the number of bus stops
- Bus Stop Balancing is one part to achieving faster transit for all riders

Vision Zero Task Force

4. Presentation

Questions?

Vision Zero Task Force

5. Open Forum

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Code of Conduct

- Speakers' comments should be addressed to the Task Force members. Requests to engage Chair, Co-chair, Task Force members, or Staff in conversation will not be honored.
- Abusive language is inappropriate.
- Repeated failure to comply with this Code of Conduct which will disturb, disrupt or impede the orderly conduct of the meeting may result in removal from the meeting.

Please unmute your device when your name is called. Phone in callers, please press *6 to unmute.



San José Vision Zero

Thank You

Next Task Force Meeting:

- Weds August 30, 2022, 9:30-11:30 am

*Task Force questions, or to join San José Vision Zero email list:
Contact Anna Le at anna.le@sanjoseca.gov*

visionzerosj.org

SAN JOSÉ