

ATTN: T&E COMMITTEE MEMBERS
PLEASE REVIEW THE FOLLOWING HIGHLIGHTED FEEDBACK REGARDING THE MEMORANDUM
INTRODUCED BY COUNCILMEMBER PERALEZ



Memorandum

TO: TRANSPORTATION &
ENVIRONMENT COMMITTEE

FROM: Councilmember Raul Peralez

SUBJECT: VISIONZERO STATUS
REPORT

DATE: March 4, 2022

Approved by:

Date:

RECOMMENDATION

Accept the staff report and cross-reference to full City Council with the following additional direction:

1. Direct SJPD's Traffic Enforcement Unit to provide at a future PSFSS and T&E meeting their staffing plan for increased enforcement with the upcoming budgetary process. Include *processes* for sharing data with continuous updates and space for community input & analysis. Determine goals and outcomes related to Vision Zero & the FHWA use of Safe Systems Framework and Principles.
 - a. Establish and implement detailed data collection regarding infrastructure at site of crash in conformance with MUTCD or CalTrans standardized road types and facilities to encourage sustained collaboration with engineering & infrastructure mitigation projects.
 - i. Increase transparency and establish public facing site with data which is updated on a quarterly basis to inform and increase funding coordination in the City and region
 - b. Increase competitive edge in grant filings by documenting leveraging of enforcement funds. This will open the City of San Jose to increased grant funding opportunities. At minimum, 50% of enforcement funds within

- Vision Zero should be dedicated to infrastructure and educational programs.
- c. Fiscally responsible administration should be prioritized to avoid the use of overtime. Funds should be allocated to address specific goals and outcomes related to Vision Zero & Safe System Framework and Principles not to supplement overtime pay.
2. Ensure that the City extends the certificate of validity to maintain existing speed limits, prioritizing PSCs, pursuant to AB 43, rather than surveying for updated or increased speed limits.
 3. Explore in the future amending the General Plan for streets such as Grand Boulevards to allow for repurposing or reduction of traffic lanes, as well as redesigning wide streets.
 - a. Conduct a pilot on a Priority Safety Corridor (PSC) in the 2022-2023 fiscal year to understand the efficacy of a lane reduction on that street typology.
 - b. ***Develop funding strategy to mitigate community harms due to highway infrastructure.***
 - i. ***Establish feasibility study for SHOPP & HSIP funding to heal communities & their local roadways that were impacted by San Jose's highway system, often seen as overpasses and undercrossings, but also as some main roadways.***
 - c. ***Establish increase in bicycle & mobility lane space on the roadways so bike lanes and sidewalks are the majority of the travel space rather than the margins.***
 - i. ***This should be considered with priority in high injury zones as seen in the TIMS & Street Story websites by Berkeley SafeTREC or their correlated High Injury Networks produced at the local DOT level***
 4. Direct city staff, in concert with the Vision Zero Task Force, to develop a post-incident protocol that addresses community engagement, data collection and policy development similar to the Mayor's Gang Prevention Task Force's protocol.
 - a. ***Ensure innovation and best practices are adopted as seen in the FHWA's and other agencies adoption of the Safe System Framework and Principles***
 - b. ***Commit to sustainable mitigations rooted in infrastructure and education best practices to limit and reduce the fiscal liabilities of expanded enforcement strategies.***
 5. Direct the City Manager in the upcoming budget cycle to explore:
 - a. Increasing FTE resources for
 - i. Data analysis focused on traffic safety as well as conducting synchro analysis to support recommendation #3, and,

- ii. Project management of various grant funded initiatives such as the OTS-funded walk audits, fatality and citywide collision reviews to ensure resulting recommendations are being implemented where feasible.
 1. ***Ensure community engagement is prioritized in accordance with DEI principles, with an emphasis on equity. Develop methods & strategies to engage and sustainably fund groups in underserved communities of San Jose.***
 - b. Funding opportunities and, if needed, allocate match funding to maintain existing quickbuild projects or convert to permanent infrastructure where warranted, such as protected bike lanes.
6. Continue the Vision Zero Task Force and work collaboratively with the County on increasing data sharing as well as their active transportation plan.
 - a. ***Fund community workshops to spread consciousness in the community with virtual hybrid popular education learning models. Collaborate with and sustainably fund community groups in distributing & implementing equitable engagement strategies.***

BACKGROUND

In progress