



City of San José Speed Safety System Pilot Program Impact Report

Overview

In October 2023, the California State Legislature passed Assembly Bill (AB) 645, granting the City of San José the authority to pilot an automated Speed Safety System. As one of only six cities selected for this pilot, San José is authorized to establish and operate a Speed Safety System Pilot Program under specific conditions and guidelines outlined in the bill. The pilot program is authorized to operate for a maximum of five years, ending before January 1, 2032. As required by California Assembly Bill 645 (2023)¹, the City of San José's governing body must adopt a Speed Safety System Impact Report prior to implementing a Speed Safety System Pilot Program.

The Speed Safety System Pilot Impact Report shall include details related to:

1. The purpose of the system
2. A description of how the system works
3. Potential deployment locations
4. Fiscal costs
5. Potential impacts of civil liberties and rights and a plan to safeguard those rights

Purpose of the Speed Safety System

Vision Zero is the City's transportation initiative focused on eliminating traffic fatalities and severe injuries while working to provide safe mobility on our roadways. Vision Zero traffic safety has been highlighted in the City Council's Increasing Community Safety Focus Area. The purpose of the City Council Focus Areas is to hold the City of San José accountable for driving positive outcomes, including improving safety in areas most greatly impacting the community and to generate actionable and measurable solutions to address these priorities.

Enforcement is one of the key strategies in the Vision Zero Action Plans, and speed cameras have proven to be effective in deterring risky behavior on the road and reducing fatal and severe injury crashes. The National Transportation Safety Board

¹ https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB645

(NTSB) analyzed studies of speed safety system programs, and those studies have shown speed cameras reduce roadway fatalities and injuries by 20 to 37 percent.

Excessive speed is the leading contributing factor in fatal and severe injury crashes on City of San José streets. The introduction of speed cameras through the Speed Safety System Pilot Program will play a crucial role in addressing this issue by automatically detecting and issuing citations for speeding vehicles, thereby promoting safer driving behaviors and protecting the lives of all who use our roadways.

The City of San José Department of Transportation will use speed camera technology only for the purposes of enforcing speed limits on city streets in accordance with California Vehicle Code sections 22425-22434 and to assist in the analysis of and reporting on speed enforcement as required under the Speed Safety System Pilot Program and AB 645.

Description of How the Speed Safety System Works

Speed safety systems within the City of San José will include automated speed enforcement cameras and will have the capability to identify vehicles speeding over the posted speed limit, capture images of rear license plates, and process the information necessary to document the violation and facilitate the issuance of a citation. The speed camera system will be a fixed or mobile radar or laser system or any other electronic device that uses automated equipment to detect a violation of speed laws and obtain a clear photograph of a speeding vehicle's license plate. It will provide real-time notification to the driver when violations are detected.

The cameras, to the extent feasible, are required to be angled and focused to only capture photographs of speeding violations and not capture identifying images of drivers, vehicles, or pedestrians. The camera systems are designed to only capture data and photographs of vehicles traveling at 11 miles per hour or more over the posted speed limit when detected. The system uses cellular communication to send collected data to a backend interface that provides authorized users access to the uploaded photographs, radar readings and license plate information.

Photographic evidence that is obtained from a speed safety system that does not result in a violation shall be destroyed within five business days after the photograph is created.

Additionally, a person shall not be assessed a civil penalty if they are subject to criminal penalties for the same act (e.g., a person will not get an automated speeding ticket if already charged for the same act, such as by an officer in person).

Notices of violation (citations) issued shall include:

1. Section of the Vehicle Code violated
2. Images of the rear of the vehicle, excluding images of the rear window area of the vehicle
3. Images of the vehicle license plate
4. The date, time, and location of the speed violation

The data and images of speeding vehicles captured by the camera systems will be reviewed. When the data confirms a speeding violation occurred, a citation can be issued by city staff. Citations will be issued to the registered owner of the vehicle on file with the Department of Motor Vehicles and sent via US mail. Pursuant to AB 645, data collected may only be used to support the speed camera program, except as required by other relevant local, state, and federal laws including court-ordered subpoenas. The data will not be used to investigate any matters related to a person's immigration status. See the Speed Safety System Use Policy for more information.²

Potential Deployment Locations

AB 645 is prescriptive, laying out specific conditions and requirements that must be met and adhered to when initiating and operating a Speed Safety System Pilot Program. Among other requirements, the bill provides specific direction on how many and where cameras can be installed. Legislation permits the City to install up to 33 speed safety systems in only the following areas:

1. On a street meeting the standards of a safety corridor as defined by Caltrans;
2. At locations in which law enforcement responded to at least four separate incidences for speed contests or motor vehicle exhibitions² of speed within a two-year period; and/or
3. Within a school zone.

Given the limited number (33) of camera systems authorized by AB 645, staff prioritized locations along the Priority Safety Corridors--areas with a high incidence of fatal and severe injury crashes. The City of San José has found that speed contests and motor vehicle exhibitions do not always occur at consistent locations and tend to shift, making it challenging to rely on fixed camera placement for these issues. Additionally, staff aim to prioritize locations where the systems can operate 24 hours a day for maximum coverage. Cameras placed in schools zones would be limited to just a few hours of operational time each day due to the time restrictions outlined in the bill. This approach

² Speed Safety System Use Policy available at <https://www.sanjoseca.gov/your-government/departments-offices/transportation/projects/speed-cameras-project>

ensures that cameras are deployed where they can have the greatest and most consistent impact.

The City's Priority Safety Corridor network consists of streets where there is a high concentration of fatal and severe injury crashes. The corridors make up 6% of city streets and account for 46% of fatal and severe injuries. On average, 30% of fatal and severe injuries occurring along these identified corridors involved speeding.

City staff reviewed a wide range of historical and recently collected speed and traffic volume data and crash records involving fatal and severe injuries along the City's Priority Safety Corridors to develop a list of candidate locations for speed camera system deployment. The City's potential location analysis focused on identifying areas where fatal and severe injury crashes related to speeding, red light running, and vehicles failing to yield to pedestrians occurred. Speed and volume data was reviewed to determine where there are vehicles traveling greater than 10 miles per hour or more in excess of the speed limit. To ensure compliance with AB 645 requirements, the resulting potential locations were further reviewed to confirm the locations meet the standards of a safety corridor as defined by Caltrans.

The speed safety system location analysis conducted by staff resulted in a list of 64 potential locations, beyond the 33 systems allowed by AB 645. This longer list will provide the City with maximum flexibility as the project develops and moves forward. The larger list will allow for alternate locations should unforeseen challenges arise during the installation phase of the project. Additionally, the larger list will allow for systems to be re-located during the project's lifespan. In accordance with AB 645, the effectiveness of speed systems at specific locations must be evaluated within 18 months of operation. If the data does not demonstrate a reduction in speeding or a decrease in citation violations for repeat offenders as outlined in the bill, the system will need to be relocated. AB 645 states the systems must be placed across geographically and socioeconomically diverse communities. San José will ensure that the speed safety systems will be distributed across all 10 council districts and include locations with varying equity rankings as identified through the San José Equity Atlas³. The Equity Atlas provides a collection of maps with demographic and equity-related data. The central component of the Equity Atlas is a set of maps that use a quintile-based scoring system to assign equity rankings for census tracts in the City of San José. Scores ranging between 2-10 identify areas of the City where the highest concentrations of both people of color and low-income households are, based on information collected during the 2020 Census. The final selection of the 33 speed safety system locations will take into account a balanced distribution across the city while prioritizing locations where there are high fatal and severe injury crashes related to speeding.

See Attachment A for the list of potential automated speed safety system locations.

³ <https://gis.sanjoseca.gov/maps/equityatlas/>

Estimated Speed Safety System Fiscal Costs

The Department of Transportation estimates that one-time and ongoing costs for a five-year Speed Safety System Pilot Program will range from \$15.4-\$17.9 million. It is anticipated that a portion of program costs may be recovered through citation revenues; however, the percentage of cost recovery will depend on a variety of factors including overall citation fine amounts and issuance, citation payment rates and eligibility/participation in fine reduction and diversion programs. Per AB 645, any net revenue, after cost recovery, must be reinvested in additional traffic-calming measures within three years. If these measures are not planned or constructed within that timeframe, the funds will revert to the Active Transportation Program, a program administered by the California Transportation Commission to fund transportation-related projects in California. Estimated cost breakdown for a full scope five-year pilot program for 33 speed safety systems includes:

- \$3.15 million for staffing
- \$10-12.5 million for equipment, installation, and operations
- \$1.25 million for citation processing, appeal, and review process
- \$1 million for signage, web services, community engagement, etc.

The San José Department of Transportation was awarded \$8.5 million from the United States Department of Transportation Safe Streets for All program. The grant funding will be allocated for project implementation, public outreach and community engagement activities, data collection and analysis, as well as racial and socioeconomic equity studies. Although a total of \$10.625 million in funding, including the required local match of \$2.125 million, will be available for the project, a funding gap is anticipated in out years. Strategies and opportunities to close the potential project funding gap and address any unfunded needs may include utilizing revenues generated from automated speed enforcement citations, seeking future grant opportunities, and/or incorporating on-going operational project expenses into future city budgets.

Assessment of Potential Impact of Speed Safety System on Civil Liberties and Civil Rights

Data Analysis

As part of the City's Vision Zero initiative, staff employed a data-driven approach to determine the most impacted and therefore potentially effective locations for automated speed safety system deployment. This strategy targets streets with the highest concentration of fatal and severe injury crashes, where safety interventions are most needed. The City's Priority Safety Corridors are identified as the major streets in San

José where a disproportionately high number of traffic deaths and severe injuries have occurred. These areas account for 46% of all fatal and severe injuries occurring on city streets. On average, 30% of these fatal and severe injuries are related to speeding.

The City anticipates that speed cameras may have an impact on the civil liberties and civil rights of San José residents and others using city streets. However, the speed camera systems are designed to eliminate potential discrimination in traffic enforcement by applying laws objectively and consistently, and without human bias. Automated systems are inherently impartial and focused solely on the violating vehicle. The systems will not detect or capture information about the driver or vehicle occupants. Should inadvertent images of pedestrians, bicyclists, or other vehicles in the area of the violation vehicle be recorded, they will be purged. The system will only capture data and photographs of vehicles traveling at 11 miles per hour or more over the posted speed limit and enforcement will be equally applied to all vehicles. To ensure these operating parameters are met, the system will be regularly inspected, at least once every 60 days.

Stakeholder Outreach

To better understand other potential civil rights impacts, staff organized stakeholder workshops and invited 39 community-based organizations to review and provide feedback on the City's AB 645 implementation strategy, draft Speed Safety System Pilot Program Impact Report, and draft Speed Safety System Use Policy, including potential locations. The 39 community-based organizations invited to participate are listed in Attachment B. Approximately 22 of the invited organizations were able to participate in the workshops that took place on August 1, 2024 (in-person) and August 12, 2024 (online via Zoom). Concerns, suggestions, and feedback provided through email comments and during the workshops were captured and categorized within the following seven themes: 1) operations, 2) privacy, 3) data, 4) public outreach/education, 5) use policy/impact report, 6) socioeconomic and racial equity, and 7) location selection. This engagement allowed City staff to better understand how the deployment of speed safety systems could impact different communities and explore ways to mitigate any negative effects.

Department of Transportation staff addressed the concerns expressed during the workshops by explaining the requirements outlined in the bill and how it was authored to safeguard the privacy of individuals who are issued notices of violation under the Speed Safety System Pilot Program. These protections ensure that personal data is handled responsibly and in accordance with privacy standards, reinforcing the program's commitment to both safety and individual rights. Feedback from these workshops has been incorporated into the City's program operational strategy including system requirements. Additionally, further information on digital privacy and the City's actionplan to safeguard against negative impacts on our communities and roadway users can be found under the Digital Privacy portion of this report.

The City will continue to engage with stakeholders to ensure that the program remains equitable and responsive to the needs of all residents. As required by AB 645, there will be a public information campaign at least 30 days before the program begins to educate

the public on the goals and benefits of the program. This campaign will use social media, local news, and direct outreach to reach a broad representation of the San José public. Additionally, staff will host 10 community meetings near the speed safety system locations to educate the residents about the program and to solicit feedback.

The impact assessments take into consideration other factors, such as equity, socioeconomics, and digital privacy.

Equity & Socioeconomics Consideration

A public opinion poll conducted for San José’s “Slow Down” campaign revealed that 68% of San José residents support the use of speed cameras to improve street safety. The polling showed a fairly even distribution of support across the city. Additionally, the survey showed that 68% to 79% of residents of color support the use of the cameras.

Equity Analysis

Speed safety system locations will be deployed across the city, covering all 10 council districts. Staff applied an equity lens to the location selection process, using the Equity Atlas. The scoring criteria range from 1 (lowest percentage of people of color) to 5 (highest percentage of people of color) for race and range from 1 (highest income) to 5 (lowest income) for income. These scores are combined and range from 2 to 10 for evaluation. The potential system locations identified through the fatal and severe injury crash analysis span across the City, touching areas with Equity Atlas scores ranging from 2 to 10, with over 50% of the candidate locations falling within the 7 to 10 range. The final selection of the 33 camera system locations will aim to a balance distribution across the city’s socioeconomically diverse communities while prioritizing locations where there are high fatal and severe injury crashes related to speeding.

Traffic Safety as a Measure of Inequity

The City’s prioritizes improving roadway safety in Equity Priority Communities.⁴ It is well documented in academic articles that lower income areas experience an increased incidence of traffic crashes, injuries, and deaths due to street design and land use as contributing to road safety outcomes.⁵ For example, wider roads with higher posted speed limits make drivers less likely to yield to pedestrians in a crosswalk in lower income areas. Historical attitudes shaped decisions about which neighborhoods were deemed worthy of investment, often leading to disparities in infrastructure development.

⁴ <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>

⁵ <https://www.sciencedirect.com/science/article/pii/S2590198222001567>

A comparison of San Jose's redlining map⁶ with the Equity Atlas reveals that areas deemed "safe investments" in the 1930s (represented by green and blue zones) continue to align with the city's most affluent neighborhoods. This historical disparity in how the government allocated funding and prioritized infrastructure projects has had lasting effects, contributing to the fact that more than 60% of San Jose's high-fatality or severe-injury areas are located in equity-priority neighborhoods today.

Camera placement in locations with a higher equity priority score will make the roads safer in our vulnerable communities. The City will use a portion of the federal grant funding to conduct a racial equity / socioeconomic assessment to further analyze and understand the impacts of the implementation of this program. This will allow the City to evaluate the program once implemented, study where its equity provisions are working or could be improved, and where allowed by AB 645, make changes to speed camera system deployments. The goal is to implement more equitable solutions whenever possible (within the limitations of AB 645).

Diversion and Fine Reduction Program

As required by AB 645, the City will also set up a diversion program allowing those who meet specific income criteria to perform community service in lieu of paying the penalty associated with a speed camera system violation. This program will also offer the ability for those that meet the income criteria set forth in the Government Code (Section 68632) to pay fines and penalties over time through a monthly payment plan.

Digital Privacy

The City's Speed Safety Pilot Program is designed to protect personal privacy and to prevent access to any information that could identify individuals by keeping all photographic and administrative records confidential. Confidential vehicle owner name and mailing address information will be obtained from the Department of Motor Vehicles to facilitate the issuance of citations. City staff will establish procedures to protect the confidentiality of these records consistent with the California Vehicle Code and the Department of Motor Vehicles to safeguard personal information from misuse. Any data collected through the program will be strictly controlled.

City staff will adhere to the City's established Digital Privacy Policy, Manual, and Principles to guide protection efforts.⁷ The following impact assessment considers the City's 7 Key Elements outlined in the Digital Privacy Policy, adopted by San José City Council on December 8, 2020. Each element is accompanied by specific actions the City will take to mitigate risks and protect the rights of all residents and roadway users.

⁶ City of San Jose Redlining map:

<https://csi.maps.arcgis.com/apps/mapviewer/index.html?webmap=09f79674c1b749709e0569cc3aebbeb5>

⁷ <https://www.sanjoseca.gov/your-government/departments-offices/information-technology/digital-privacy>

DIGITAL PRIVACY POLICY - 7 KEY ELEMENTS

Key Elements	City Action - Speed Safety System Pilot
<p>1. <u>Notice</u>: Providing notice about the collection, use, and sharing of personal information at the time such information is collected. The City will make every reasonable effort to provide a privacy notice when basic municipal services are requested or delivered.</p>	<p>The City will post signs in areas in which speed safety systems will be located, notifying roadway users of the presence of the equipment. The signs will include a QR code directing users to the Speed Safety System Pilot Project landing page for more information. Additionally, comprehensive information about the program, including locations and operational details, will be made available on the City’s website and through other communication channels such as community meetings, mailers, and social media. This ensures that residents are well-informed about the program</p>
<p>2. <u>Retention</u>: Developing, maintaining, and following the City’s data retention schedule. Departments must ensure that identifying information is deleted or deidentified after the retention period expires. In the event of a conflict between City Policy and the Public Records Act, Sunshine Act, or other law governing the disclosure of records, the applicable law will determine our obligation in support of open and transparent government.</p>	<p>Per AB 645, confidential records and evidence collected within the speed camera program may be retained up to 60 days after final disposition of the notice of violation. The City may retain information that a vehicle has been cited and fined for a violation for up to three years. Administrative records may be retained for up to 120 days after the final disposition of the notice of violation. Notwithstanding any other law, the confidential records and evidence shall be destroyed in a manner that maintains the confidentiality of any person included in the record of evidence. Photographic evidence that is obtained from a speed camera that does not result in the issuance of a notice of violation shall be destroyed within five (5) business days after the photograph was taken.</p>
<p>3. <u>Minimization</u>: Minimizing the collection and processing of identifying information and limiting collection to only what is necessary to provide services and to conduct business. When personally identifiable data is required to deliver or improve a service, departments must anonymize, de-identify, pseudonymize, or otherwise mask this information.</p>	<p>The use of facial recognition technology in conjunction with a speed safety system shall be prohibited. The system will be designed to capture only the rear license plates of vehicles involved in speeding violations, avoiding unnecessary collection of additional personal data</p>
<p>4. <u>Accountability</u>: Maintaining documentation, available for public review and third-party monitoring, to demonstrate compliance with our privacy principles and policy. If any information under our control is compromised or if residents are impacted due to a breach of security or negligent maintenance of information systems, the City will take reasonable steps to investigate the situation and notify those individuals whose information may have been impacted.</p>	<p>All Speed Safety System Pilot Project information will be available on the website. Project locations, updates, policies, impact reports, use policy, public meetings, City Council presentations and memos, etc., will be available at this landing page.</p> <p>Staff will develop uniform guidelines for the screening and issuing of notices of violation, and the processing and storage of confidential information and procedures to ensure compliance with confidentiality requirements.</p>

DIGITAL PRIVACY POLICY - 7 KEY ELEMENTS	
Key Elements	City Action - Speed Safety System Pilot
<p>5. <u>Accuracy</u>: Making every reasonable effort to provide the public with information on how predictive or automated systems are used and will institute processes to correct inaccurate information or methodologies in those systems. City Departments may use predictive or automated systems and technologies to support decision making, but some degree of human input and oversight into decision making is also required.</p>	<p>Information detailing how speed safety systems operate can be found in the Speed Safety System Use Policy, which is accessible on the City's website.⁸ The speed safety systems will not use predictive technologies and will be automated. Oversight of the system, including the citation issuance and processing functions, will be the responsibility of both city staff and vendors. The data and images of speeding vehicles captured by the systems will be reviewed. Additionally, the City will maintain strict procedures to ensure that all equipment is regularly calibrated and that any identified errors are promptly corrected.</p>
<p>6. <u>Sharing</u>: Following clear data governance procedures and instituting information sharing agreements when sharing information with outside entities, which shall strive to enable effective information sharing while following the City's Privacy Principles and this Policy. The City is not precluded from data sharing with research or other institutions if clear data sharing agreements are in place which govern the use of data pursuant to the standards of city policy.</p>	<p>AB 645 dictates that information collected and maintained by a designated jurisdiction to administer a speed safety system program shall only be used to administer the program and shall not be disclosed to any other persons, including but not limited to, any other state or federal government agency or official for any other purpose, except as required by state or federal law, court order, or in response to a subpoena in an individual case or proceeding. All data collected from the speed safety systems is confidential and the manufacturer or supplier of the contracted speed safety system will be prohibited from sharing, repurposing, or monetizing collected data.</p> <p>The City of San José will ensure compliance with this requirement.</p>
<p>7. <u>Equity</u>: The City is mindful of the populations it serves and how data about members of the public, including vulnerable populations, can and should be used. The City will strive to advance equity in a data-driven way while ensuring that Personally Identifiable Information or PII is used only in accordance with City policy. The City will work to mitigate the impact of algorithmic and data bias.</p>	<p>The City hosted a local stakeholder workshop, inviting 39 community-based organizations to discuss the potential impacts to vulnerable populations as a result of the implementation of the speed camera program on August 1, 2024, and August 12, 2024. The outcome of those workshops, the impacts identified, and how to safeguard these vulnerable populations from potential negative impacts is described in the Equity & Socioeconomics Consideration section of this report. , the planned Racial Equity / Socioeconomic Assessment will allow San José to potentially use the results of the study during the five-year period to improve equity elements of its implementation.</p>

The City of San José is committed to continuously reviewing and improving its Speed Safety System Pilot Program to ensure it respects and protects the civil liberties and civil rights of all residents. Regular audits, public reporting, and community engagement will be key components of this ongoing effort.

⁸ <https://www.sanjoseca.gov/your-government/departments-offices/transportation/projects/speed-cameras-project>

Attachment A

Potential Speed Safety System Deployment Locations

Segment Limits	City Council District	San Jose Equity Atlas Score	Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Number of Daily Vehicles >10 MPH Over Posted Speed Limit	Number of Fatal and Severe Injuries (2019-2023)	Number of Injuries (2019-2023)	Reasons for Speed Safety Camera System Selection
Alum Rock Ave between 101 and King Rd	5	7, 10	30	34	75 - 114	7	60	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - Concentration of failure to yield to pedestrian crashes - Transition from high speed facility to city street - High transit ridership
Alum Rock Ave between King Rd and Sunset Ave	5	9, 10	30	34	596	10	58	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - Cultural neighborhood: Mexican Heritage Plaza - Senior housing - High transit ridership
Alum Rock Ave between Sunset Ave and 680	5	9, 10	30	34	327 - 342	10	89	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - Concentration of failure to yield to pedestrian crashes - Transition from high speed facility to city street - Senior housing - High transit ridership
Blossom Hill Rd between Cahalan Ave and 85	10	2, 7	40	43	244 - 286	3	48	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - High posted speed limit - Transition from high speed facility to city street - Blossom Hill light rail station
Blossom Hill Rd between 85 and Snell Ave	2	6	40	43	383	2	85	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Transition from high speed facility to city street

Segment Limits	City Council District	San Jose Equity Atlas Score	Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Number of Daily Vehicles >10 MPH Over Posted Speed Limit	Number of Fatal and Severe Injuries (2019-2023)	Number of Injuries (2019-2023)	Reasons for Speed Safety Camera System Selection
Blossom Hill Rd between Snell Ave and Lean Ave	2	4, 8	40	47	582 - 726	7	106	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit, High 85th% speeds - Senior housing and school
Blossom Hill Rd between Lean Ave and Monterey Rd	2	4, 8	40	47	1044	5	63	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit, High 85th% speeds
Branham Ln between Camden Ave and Meridian Ave	9	4, 5	35	37.5	1772	3	46	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - High posted speed limit - Transition from high speed facility to city street - Proximity to Branham park
Branham Ln between Meridian Ave and Jarvis Ave	9	2, 6	35	38.3	1711	5	39	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - High posted speed limit - Proximity to Branham park
Branham Ln between Jarvis Ave and Pearl Ave	9	2, 5, 6	35	38.3-43	842 - 2951	10	60	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit, High 85th% speeds - Senior housing and school
Branham Ln between Kingspark Dr and Monterey Rd	2	6	40	43.7-44	144 - 213	6	80	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Proximity to Martial Cottle park, Edenvale Garden park
Camden Ave between Almaden Exp and Bret Harte Dr	10	3	35	39	400	1	16	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - High posted speed limit - Transition from high speed facility to city street - Proximity to Greystone park, Alamos Creek trail

Segment Limits	City Council District	San Jose Equity Atlas Score	Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Number of Daily Vehicles >10 MPH Over Posted Speed Limit	Number of Fatal and Severe Injuries (2019-2023)	Number of Injuries (2019-2023)	Reasons for Speed Safety Camera System Selection
Camden Ave between Hillsdale Ave to 85	9	2, 4	40	44.8	474 - 722	4	33	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - High posted speed limit - Transition from high speed facility to city street - Proximity to Butcher Dog park and schools
Capitol Ave between Cropley Ave and 680	4	7	35	40	1918	4	31	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Transition from high speed facility to city street - Cropley light rail station
Capitol Ave between Berryessa Rd and Mabury Rd	4,5	7, 8	35	40	397	5	57	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Penitencia Creek trail, Penitencia Creek light rail station, schools
Capitol Ave between McKee Rd and Alum Rock Ave	5	8, 10	35	39.7	1044	9	63	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Proximity to McKee light rail station, schools
Curtner Ave between Meridian Ave and Booksin Ave	6,9	3	35	39	731	2	15	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Proximity to schools
Curtner Ave between Lincoln Ave to Almaden Rd	6	2, 3	35	39	878	2	27	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit

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Curtner Ave between Almaden Rd to 87	6,7,9	8, 9	40	42	587	5	49	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Transition from high speed facility to city street - Curtner light rail station - Senior housing
Curtner Ave between 87 and Monterey Rd	7	4, 5, 9	40	42	645 - 745	10	110	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Transition from high speed facility to city street - The Plant Shopping Center
N 1st St between Tasman Dr and Orchard Pwy	4	4	45	46.3	39 - 123	2	41	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - River Oaks light rail station, Orchard light rail station - Proximity to Moitozo park - High transit ridership
Hillsdale Ave between Meridian Ave and Jarvis Ave	9	2, 3	40	44	970 - 1323	2	32	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - High posted speed limit - Proximity to Paul Moore park
Hillsdale Ave between Cherry Ave and Almaden Exp	9	2, 4	40	44	3814	1	20	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - High posted speed limit - Transition from high speed facility to city street - Proximity to Paul Moore park, school

Segment Limits	City Council District	San Jose Equity Atlas Score	Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Number of Daily Vehicles >10 MPH Over Posted Speed Limit	Number of Fatal and Severe Injuries (2019-2023)	Number of Injuries (2019-2023)	Reasons for Speed Safety Camera System Selection
Jackson Ave between Commodore Dr and Mabury Rd	4	7	35	38.5	661	1	11	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - High posted speed limit - Penitencia Creek County Park, Penitencia Creek trail, Berryessa community garden, Commodore park
Jackson Ave between Brushglen Wy and McKee Rd	5	9	35	38.5	731	4	45	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Proximity to schools
Jackson Ave between McKee Rd and Alum Rock Ave	5	9	35	38	256	10	90	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Regional Medical Center - Senior housing
Jackson Ave between San Antonio St and 680	5	10	35	38	710	6	42	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit, near school - Transition from high speed facility to city street
Jackson Ave between 680 and Story Rd	5	10	35	38	554	10	74	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit, near schools - Transition from high speed facility to city street - Proximity to Capitol park

Segment Limits	City Council District	San Jose Equity Atlas Score	Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Number of Daily Vehicles >10 MPH Over Posted Speed Limit	Number of Fatal and Severe Injuries (2019-2023)	Number of Injuries (2019-2023)	Reasons for Speed Safety Camera System Selection
McKee Rd between 101 and Jackson Ave	3, 5	7, 9, 10	40	38-41.3	105 - 952	11	146	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit, near school - Transition from high speed facility to city street - Cultural neighborhood: Little Portugal - Plata Arroyo park, Chinese Cultural Garden - Regional Medical Center
McKee Rd between Capitol Ave and White Rd	5	8, 9	40	41.3	329 - 648	12	99	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit, near schools - Transition from high speed facility to city street
McLaughlin Ave between Story Rd and Tully Rd	7	9, 10	35	38.8	411	9	119	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit, near schools - McLaughlin park and playground - Senior housing
McLaughlin Ave between Tully Rd and Umbarger Rd	7	8	35	38.8	779	3	62	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Connection to Coyote Creek and Windmill Springs park
Meridian Ave between Blossom Hill Rd and Coleman Rd	10	3, 8	35	39.3	2026	3	22	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - High posted speed limit - Proximity to De Anza park - Guadalupe Creek trail

Segment Limits	City Council District	San Jose Equity Atlas Score	Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Number of Daily Vehicles >10 MPH Over Posted Speed Limit	Number of Fatal and Severe Injuries (2019-2023)	Number of Injuries (2019-2023)	Reasons for Speed Safety Camera System Selection
Monterey Rd between Alma Ave and Curtner Ave/Tully Rd	7	9, 10	35	39.6	1587 - 3158	25	171	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Senior housing - High transit ridership
Monterey Rd between Old Tully Rd and Umbarger Rd	7	5, 10	45	47	1914	6	33	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Santa Clara County Fairgrounds
Monterey Rd between Umbarger Rd and Southside Dr	7	5, 10	45	47	220 - 259	9	50	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit
Monterey Rd between Southside Dr and Capitol Expy	7	4, 9	45	47	1243 - 1488	8	55	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - High posted speed limit - Transition from high speed facility to city street - Proximity to Capitol train station - San Jose Capitol flea market
Monterey Rd between Skyway Dr and Branham Ln	2	5, 6	45	49.7	1016	6	58	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Proximity to Edenvale Branch library, Edenvale Gardens Regional Park

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Monterey Rd between Chynoweth Ave and Palmwell Wy	2	8, 9	45	49.7-59	306 - 839	7	69	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit, High 85th% speeds - Transition from high speed facility to city street - Senior housing - Blossom Hill train station - High transit ridership
Quimby Rd between Tully Rd and White Rd	8	7, 10	35	39.5-43	111 - 732	21	143	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit, High 85th% speeds - Transition from high speed facility to city street - Eastridge shopping mall - Arcadia ballpark
Santa Clara between 10th St and 28th St	3	4, 6, 7, 9	25	28.5-30	808 - 1331	26	168	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - Concentration of failure to yield to pedestrian crashes - Roosevelt park - Santa Clara County Multi Service Center, Roosevelt Community Center & Park, East San Jose Carnegie library - Senior housing - High transit ridership
Santa Teresa Blvd between Avenida Espana and Bayliss Dr	10	5	45	48.3	2216	2	15	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Proximity to Los Paseos park, schools, - Senior housing

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Santa Teresa Blvd between Snell Ave and Cottle Rd	10	3, 4, 5	40	45	2903	7	55	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Proximity to schools
Saratoga Ave between 280 and Williams Rd	1	4,7	35	39-42.5	297 - 1270	4	90	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit, High 85th% speeds - Transition from high speed facility to city street - Proximity to school
Saratoga Ave between Williams Rd and Payne Av	1	4, 8	40	42.5	386	1	57	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - West Valley branch library
Saratoga Ave between Payne Ave and Campbell Ave	1	4, 5	40	42.5	807	5	32	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Transition from high speed facility to city street - Westgate shopping mall & West Valley shopping center
Story Rd between Senter Rd and McLaughlin Ave	7	10	40	42	387	10	115	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Five Wounds trail, Happy Hollow Park & Zoo - Cultural neighborhood: Vietnam Town, Grand Century shopping mall - High transit ridership

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Story Rd between McLaughlin Ave and 101	7	10	40	42	90	7	56	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Transition from high speed facility to city street - Senior housing
Story Rd between 101 and King Rd	5, 7	10	35	40.5	509	5	70	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Transition from high speed facility to city street - Emma Prusch Farm Park - High transit ridership
Story Rd between King Rd to Hopkins Dr	5,7	8, 10	35	40.5	1530	11	96	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - High transit ridership
Story Rd between Hopkins Dr and Jackson Ave	5	8, 9, 10	35	40.5	202	9	63	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - High transit ridership
Story Rd between Jackson Ave to Capitol Expy	5	9, 10	35	40.5	287 - 691	10	117	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Transition from high speed facility to city street - High transit ridership

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Tully Rd between Monterey Rd to 10th St	7	10	40	42.3	713 - 1536	9	80	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Santa Clara County Fairgrounds - Proximity to school - High transit ridership
Tully Rd between 10th St to Senter Rd	7	10	40	42.3	367	3	48	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Proximity to school, Valley Medical Center - Tully - Senior housing - High transit ridership
Tully Rd between Senter Rd and McLaughlin Ave	7	9, 10	40	42.3	645 - 671	15	125	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Coyote Creek trail, Tully Community Branch library, medical centers - High transit ridership
Tully Rd between McLaughlin Ave and King Rd	7	9, 10	40	42.3	672 - 1034	9	175	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Transition from high speed facility to city street - High transit ridership
Tully Rd between King Rd and Quimby Rd	7,8	9, 10	40	42.3	277 - 434	5	100	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Proximity to Welch park, schools

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Tully Rd between Quimby Rd and Capitol Exp	5,8	7,9,10	40	42.3	1330 - 2081	10	122	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Transition from high speed facility to city street - Eastridge Center Shopping Mall
Tully Rd between White Rd and Flint Ave	8	6, 8	35	39.5	2772 - 4825	2	26	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit
Tully Rd between Flint Ave and Ruby Ave	8	6, 8	35	39.5	1385	4	16	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - Proximity to school
White Rd between Alum Rock and Ocala Ave/Marten Ave	5	8,9	35	39.5	1874	16	142	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit - East Valley Family YMCA - Senior housing
White Rd between Ocala Ave/Marten Ave and Tully Rd	5,8	8, 9	35	39.5-43.7	742 - 884	5	59	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit, High 85th% speeds - Lake Cunningham Regional Park
White Rd between Quimby Rd and Aborn Rd	8	9, 10	35	43.7	451	6	48	<ul style="list-style-type: none"> - High numbers of fatal and severe injury crashes - Concentration of speeding and red light running crashes - High posted speed limit, High 85th% speeds

Attachment B

Community-Based Organizations Invited to Stakeholder Workshop

1. African American Community Services Agency
2. Amigos de Guadalupe
3. Asian American Service Center
4. Black Leadership Kitchen Cabinet
5. Breathe California of the Bay Area
6. Catholic Charities of Santa Clara County
7. Chopsticks Alley
8. Community Health Partnerships
9. CommUniverCity (SJSU)
10. Disability Rights California
11. Fresh Lifelines for Youth
12. Good Karma Bikes
13. Grail Family Services
14. Healing Grove Health Center Foundation
15. Healthier Kids Foundation
16. Hispanic Foundation of Silicon Valley
17. International Children's Assistance Network
18. Latina Coalition of Silicon Valley
19. Latinas Contra Cancer
20. Latino Business Foundation
21. Latino Education Advancement
22. Local Color
23. Movimiento de Arte y Cultura Latino Americana
24. PACT
25. Parents Helping Parents
26. Pars Equality Center
27. REAL Coalition
28. Sacred Heart
29. School of Arts and Culture at the Mexican Heritage Plaza
30. Si Se Puede Collective
31. Silicon Valley Bicycle Coalition
32. Silicon Valley Council of Nonprofits
33. Social Good Fund (Catalyze SV)
34. SOMOS Mayfair
35. SPUR
36. The School of Arts and Culture
37. Valley Verde
38. Veggielution
39. Vietnamese American Roundtable