



Memorandum

TO: TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: John Ristow
Eddie Garcia

SUBJECT: TRANSPORTATION SAFETY VISION ZERO ACTION PLAN

DATE: January 15, 2020

Approved

Date

1-27-20

COUNCIL DISTRICT: Citywide

RECOMMENDATION

- (a) Consider and accept the Vision Zero Action Plan and refer the Plan for full City Council consideration and approval at the February 11, 2020 Council meeting.
- (b) Direct the Administration to bring forward a supplemental memorandum for consideration by the full City Council to appropriate Traffic Capital Funding for the establishment of a Vision Zero Safety Investment Program in the amount of \$6.78 million, with \$1.3 million to be allocated in 2019-2020 and the remaining \$5.48 million to be allocated in 2020-2021.

OUTCOME

The Vision Zero Action Plan will focus staff efforts on strategies that would be implemented in the next 4-6 years to improve safety on our roadways. The proposed funding allocations will enable staff to initiate work on the high priority projects described in this memorandum.

BACKGROUND

In May 2015, San Jose became the fourth city in the nation to formally adopt a Vision Zero transportation safety initiative. Vision Zero cities strive to reduce, and ultimately eliminate, fatalities and severe injuries caused by traffic collisions.

On November 4, 2019, a Vision Zero update and Action Plan report was presented to the Transportation and Environment (T&E) Committee. At this meeting, staff provided the Committee with expanded details on crashes that have resulted in fatalities and severe injuries; the high priority actions that were included in the draft Action Plan; and unconstrained costs to dramatically reduce fatal and severe injury crashes in San Jose.

As highlighted in staff's October 16, 2019 memorandum¹ to the Committee, traffic fatalities in the 10-year period between 2009-2018 increased 37%, from 38 in 2009 to 52 in 2018. Of high concern is that the number of traffic deaths increased to 60 in 2019, identical to the peak year of 2015 when San Jose adopted Vision Zero.

ANALYSIS

The proposed Vision Zero Action Plan includes strategies that are focused on measures that would be implemented over the next 4-6 years. The high priority actions included in the attached Action Plan include:

1. Build Robust Data Analytics Tools
2. Form a Vision Zero Task Force
3. Increase Traffic Enforcement and Prioritize KSI-Reduction Strategies
4. Increase Community Outreach and Engagement to Build a Culture of Safety
5. Implement Quick Build Data-Driven Safety Improvements
6. Prioritize Resources on high KSI Corridors and Districts

The proposed Action Plan incorporates feedback received from the T&E Committee, along with input from Vision Zero Advisory Committee members and various City departments. The Advisory Committee was formed in 2017 with representatives from various stakeholder groups to provide input in support of San Jose's Vision Zero goals. The Task Force identified in the proposed Action Plan will contribute towards increased accountability in cross department strategies to create a safer city, with formalized roles and responsibilities of involved departments and agencies. It is anticipated that the Task Force would meet quarterly.

As discussed with the T&E Committee at the November 2019 meeting, speed reduction is at the core of improving safety on San Jose's Priority Safety Corridors (PSCs) and other major roadways. The 17 roadways that have been designated as PSCs are streets that experience a higher incidence of fatalities and severe injuries (KSI) due to traffic collisions. Over half of the PSCs have speed limits of 40 mph or more. To radically reduce traffic fatalities and severe injuries, our roadways must be redesigned to slow traffic.

While significant efforts are being made to improve safety on San Jose roadways, current available resources are not adequate to dramatically reduce fatalities and severe injuries to make substantial progress on San Jose's Vision Zero initiative. Further, even with the limited available grant and City funds, the efforts involved with designing and constructing capital projects, would not allow for a wide-scale implementation of safety projects across the city in a meaningful timeframe. In recognition of this, the Action Plan includes a quick build strategy on the 56 miles of the City's PSCs using primarily paint and plastic, to create a more complete street

¹ San Jose T&E CC 19-270: <https://sanjose.legistar.com/LegislationDetail.aspx?ID=4134277&GUID=F46A187B-9E98-4DE2-8117-2A8186DB8E3E&Options=&Search=>

environment – similar to the materials and approach used for the Better Bikeways project Downtown.

To initiate efforts on some of the top priority actions in the Vision Zero Action Plan, a new Vision Zero Safety Investment Program is proposed to be established. Given the importance and urgency of this work, staff recommends reallocating existing funding of \$6.78 million within the Traffic Capital Program now, in advance of the 2020-2021 Proposed Capital Budget process. Of this amount, \$1.3 million would be allocated in 2019-2020 for the following priority actions:

- Develop an expanded robust data analytics tool to assist with determining trends and root causes of crashes (\$200 K);
- Retain consultant services to develop a citywide outreach and engagement strategy to increase awareness of Vision Zero safety goals and achieve behavior change (\$300 K);
- Initiate design for quick build projects on approximately 11 miles of the City's Priority Safety Corridors (\$500 K); and
- Initiate design improvements at the Story Road and Jackson Avenue intersection as recommended in the September 5, 2019 joint memorandum from Mayor Liccardo and Councilmember Carrasco at the September 11, 2019 Rules and Open Government Committee (\$300 K).

The remaining \$5.48 million would be available for allocation in 2020-2021 for continued implementation of the first-year efforts of the Action Plan associated with expansion and operation of the analytics tools, outreach and engagement strategy, quick build projects, and initiating improvements at the Story Road and Jackson Avenue intersection.

CONCLUSION

Dramatically reducing, and ultimately eliminating traffic fatalities, will require a sustained long-term commitment with significant additional resources. The proposed Vision Zero Action Plan identifies six priority action areas and near-term strategies that would be implemented over the next 4-6 years to improve traffic safety in San Jose. The reallocation of Traffic Capital Funding in 2019-2020 will allow the City to quickly commence work on the highest priority items.

EVALUATION AND FOLLOW-UP

Each Spring, an Annual Transportation System Safety Report and Vision Zero Update is provided to the T&E Committee. A new Fall report will also be provided that provides partial year fatality and severe injury data, along with noteworthy updates on safety programs and projects. The work product of the proposed Task Force would also be shared with the T&E Committee in the Spring and Fall reports.

Should the Committee approve the recommended actions, staff will issue a supplemental memorandum for the full City Council's consideration on February 11, 2020 containing the appropriation adjustments to allocate Traffic Capital Program funding in 2019-2020.

CLIMATE SMART SAN JOSÉ

The recommendation in this memo aligns with one or more Climate Smart San José energy, water, or mobility goals.

PUBLIC OUTREACH

This memorandum will be posted on the City's website for the February 3, 2010 T&E Committee meeting and the February 11, 2020 City Council meeting.

COORDINATION

This memorandum has been coordinated with the City Attorney's Office, the City Manager's Budget Office, and the Planning, Building and Code Enforcement Department.

COMMISSION RECOMMENDATION/INPUT

No commission recommendation or input is associated with this action.

COST SUMMARY/IMPLICATIONS

The collective one-time and ongoing unconstrained costs to dramatically reduce fatal and severe injury crashes in San Jose is more than significant. Providing ongoing robust data analytics, engagement and education of the community, and a Traffic Enforcement Unit team of 50 officers and supervisory staffing, is estimated at over \$7 million annually. The one-time capital project costs to implement complete street designs on the 56 miles of the city's Priority Safety Corridors, and 330 miles of additional arterial roadways is over \$3.5 billion. Additionally, the one-time costs to construct approximately 220 traffic signals on the City's 15 PSCs to enable the city to set slower arterial speeds through signal timing, is estimated to cost \$330 million. Implementing these measures will require a new dedicated revenue source that is not currently available within the City's resources.

As described above, due to the urgency of the identified need, staff is recommending that the full City Council consider budget adjustment actions to reallocate \$6.78 million in 2019-2020 within the Building and Structure Construction Tax Fund and the Construction Excise Tax Fund – both

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funding sources for the Traffic Capital Program – in advance of the 2020-2021 Proposed Capital Budget process. Of this amount, \$1.3 million will initiate efforts on the programs and projects described in the Analysis section of this memorandum. An additional \$5.48 M is recommended to be placed into a reserve to be spent in 2020-2021 for continued work on top priority actions.

It is important to note that implementing the ongoing safety investments identified in the Action Plan will require the allocation of additional resources in future years. The collective cost of the measures associated with the ongoing data analytics tools and outreach and engagement, and to implement quick build projects on the 56 miles of the city-controlled Priority Safety Corridors, is over \$22 million.

CEQA

Categorically Exempt, File No. PP18-029, CEQA Guidelines Section 15301(c) Existing Facilities.

/s/

JOHN RISTOW
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/s/

EDDIE GARCIA
Chief of Police

For questions, please contact Lily Lim-Tsao, Deputy Director of Transportation Safety, Operations, and Parking at 408-975-3269; or Lieutenant David Anaya, Police Department at 408-712-3332.

Attachment: Vision Zero Action Plan