Vision Zero Update and Action Plan

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Vision Zero San Jose

Transportation & Environment Committee
November 4, 2019

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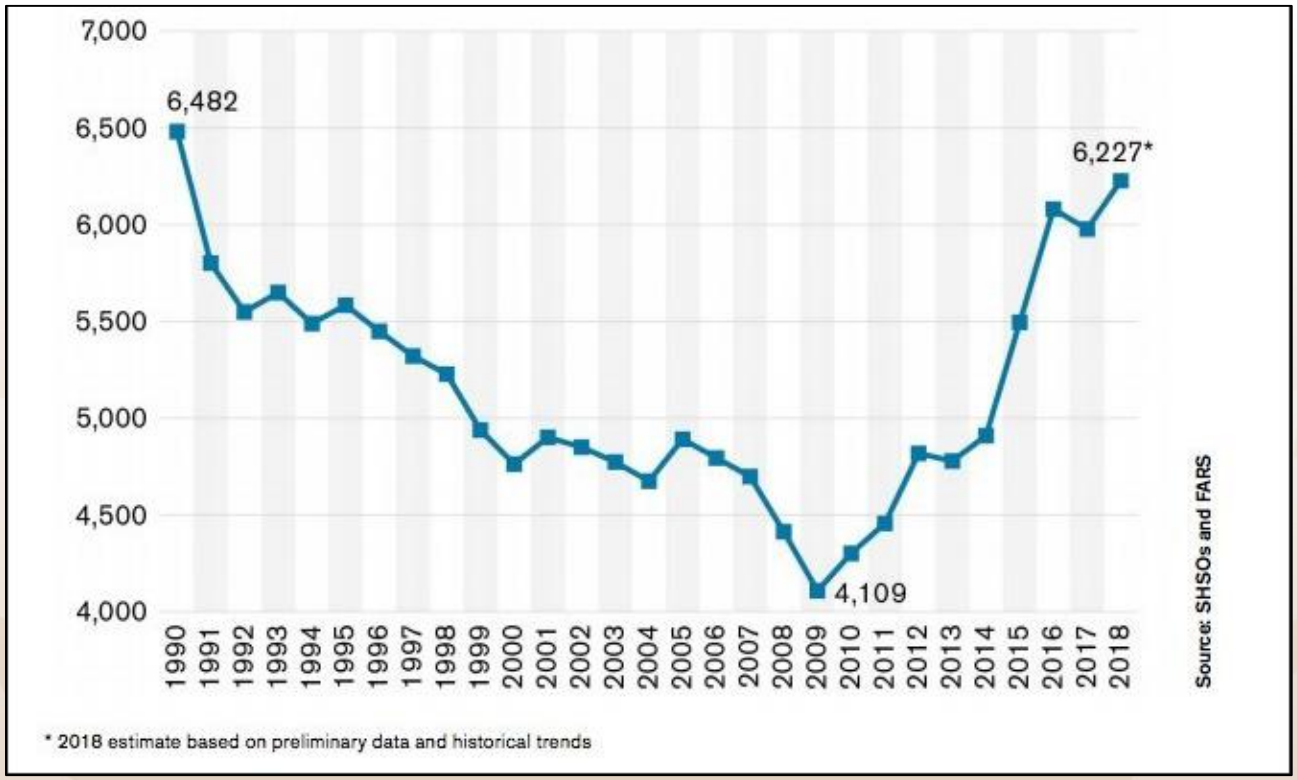
National Rise in Pedestrian Fatalities

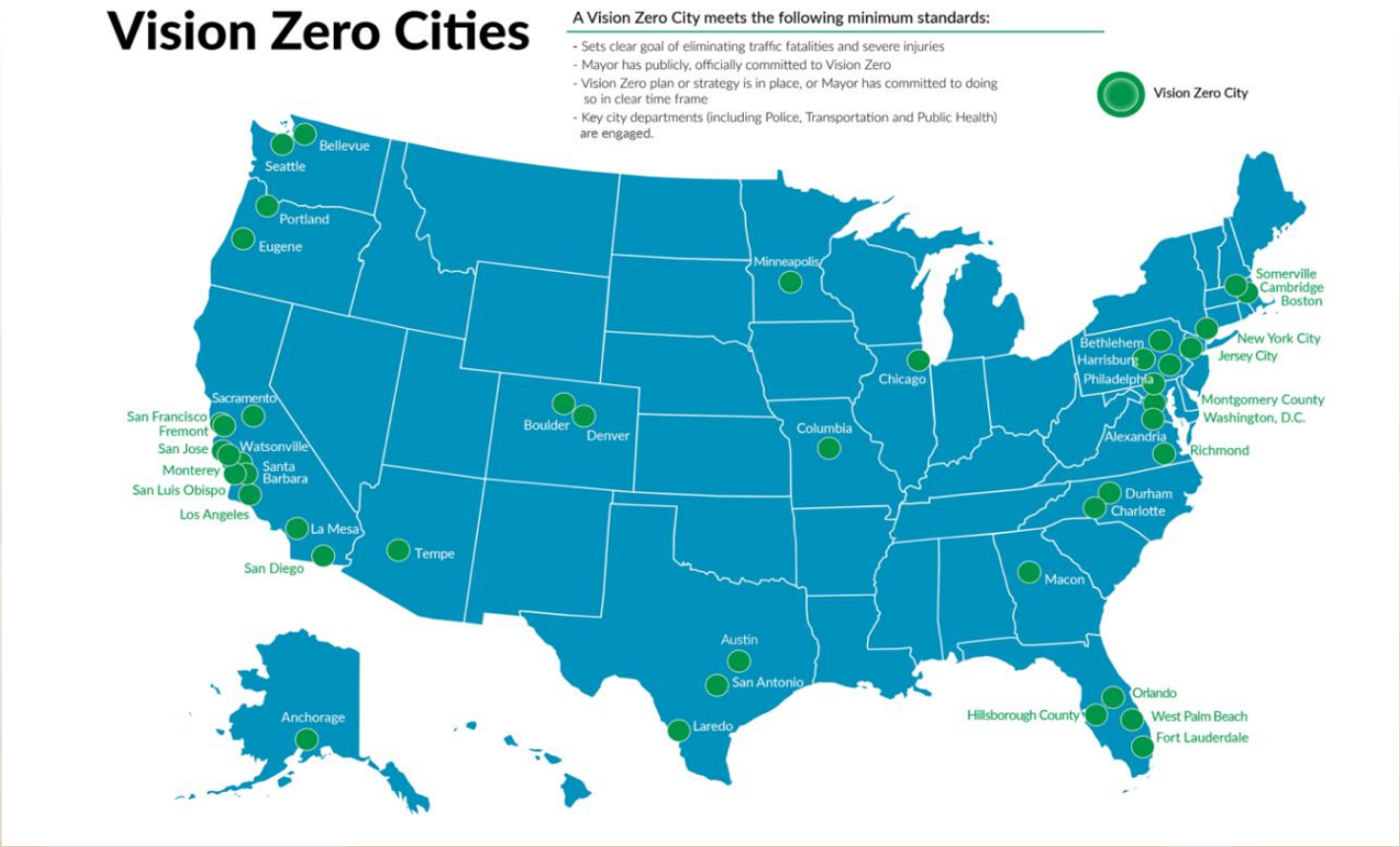
US cities began adopting Vision Zero in 2014



- Top suspected causes nationally are growth in SUV sales (which are heavier and hit pedestrians higher) and use of smartphones (distraction)

Vision Zero in 40+ US cities

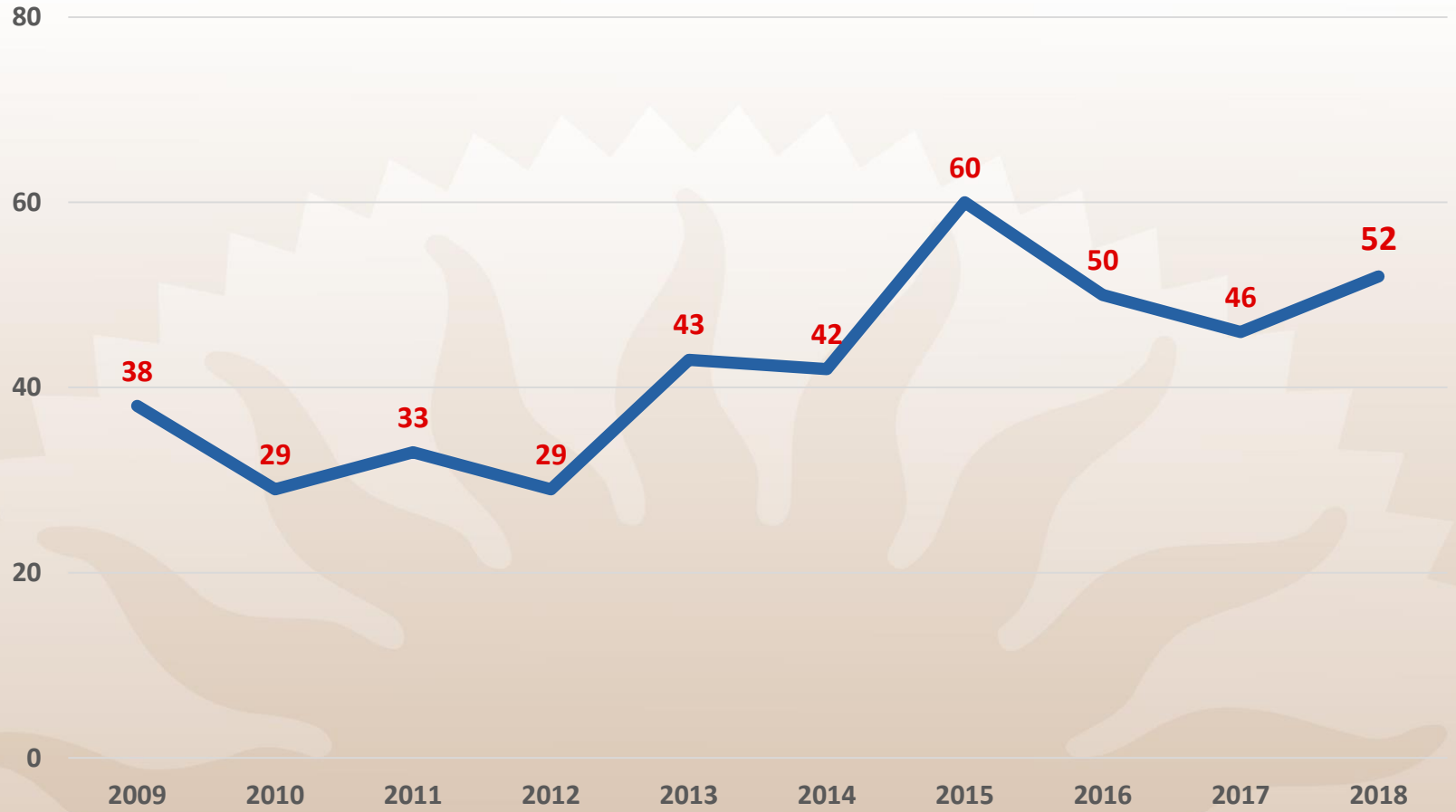
San Jose adopted Vision Zero in 2015



- Vision Zero cities: a clear goal of eliminating traffic fatalities and severe injuries (KSI)

In May 2019, presented data update

San Jose Traffic Fatalities up 37% in 10 years



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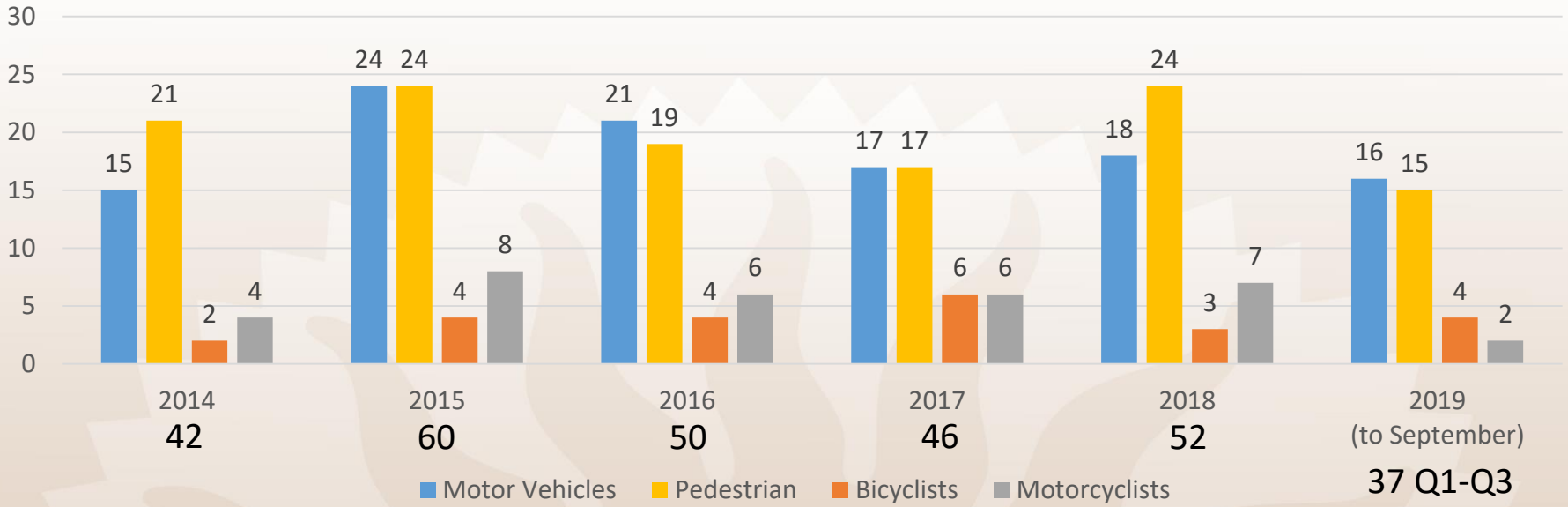
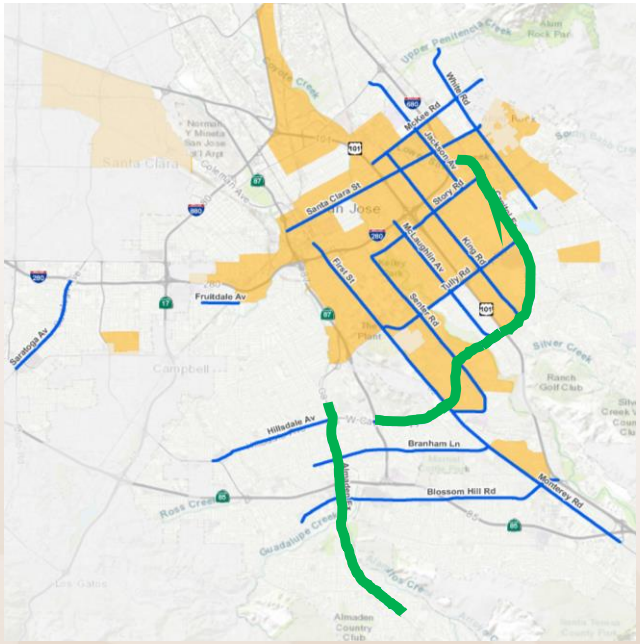
Traffic Fatalities by Mode

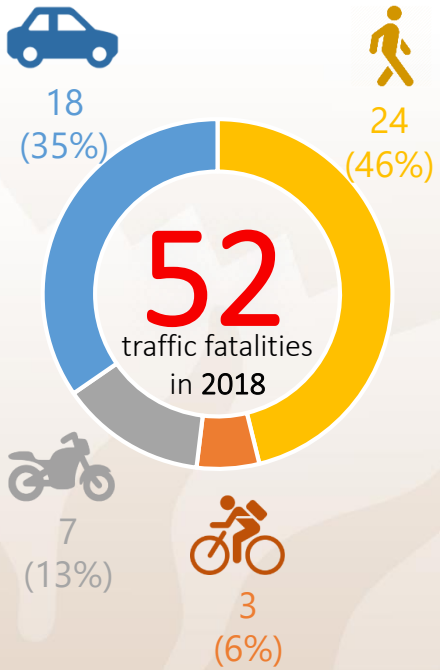
Pedestrians are the biggest group



- Pedestrians were 46% of traffic deaths in 2018, but only 7% walk or take transit
- 2019 is consistent with highest traffic fatality years. Q4 is typically a higher fatality quarter due to darkness and weather.

Priority Geographies, Modes, Ages
Crash Data Analysis





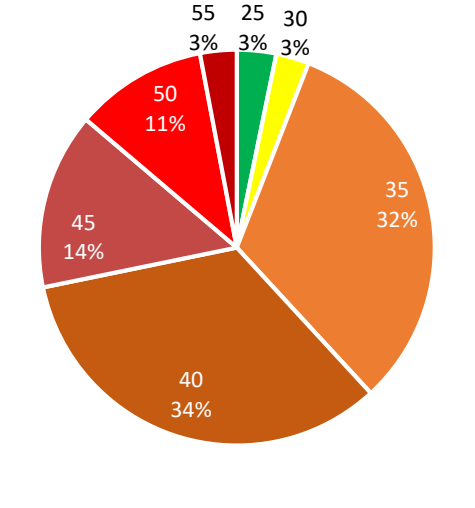
2018 Median Age

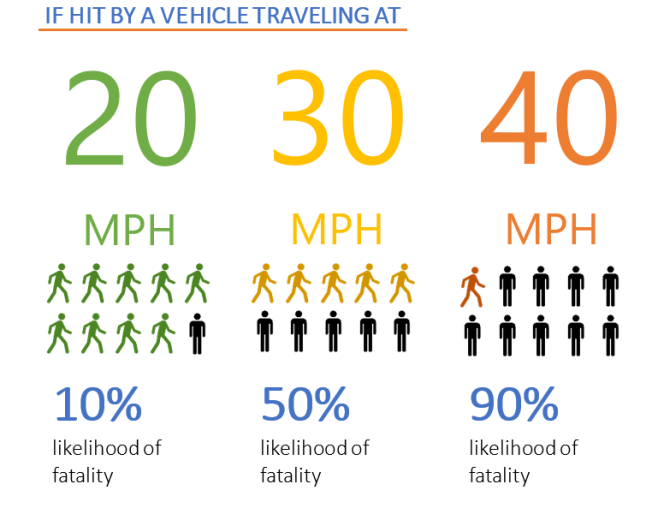
- **56 yrs old**
- **41 yrs old**
- **31 yrs old**
- **59 yrs old**

- 17 Priority Safety Corridors (15 City/56 mi, 2 County/14 mi): Multi lane, High Speed
- Significant overlap with Communities of Concern
- In 2018, pedestrian fatalities were 24 of 52 (46%), median age was 56 years old

Speed is the Top Factor

Speed vs. *Speeding*

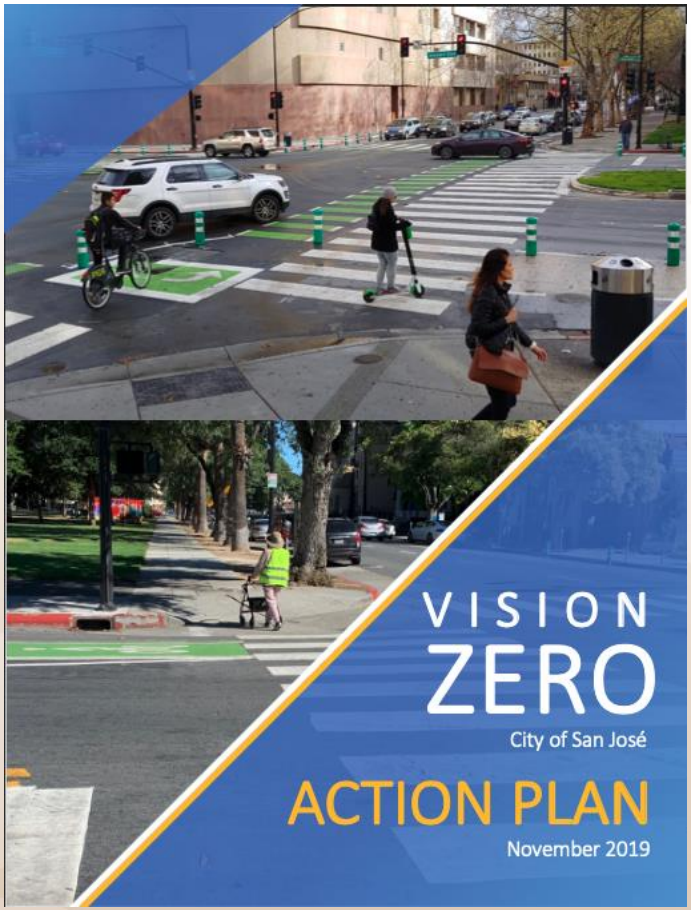




- 43% of fatalities and 33% of severe injuries (KSI) occur on PSCs (3% of roadways)
- 94% of these 70 miles have posted speeds over 30 mph, where the likelihood of a pedestrian hit resulting in fatality is over 50%
- In addition, Speeding, above the already high posted speeds, is the top known factor contributing to KSI crashes

Updated Vision Zero Action Plan

6 Priority Action Areas, Reporting Timelines



1. **Build a Robust Data Analytics Tools**
2. **Form a Vision Zero Task Force**
3. **Increase Traffic Enforcement staff**
4. **Increase Community Engagement/Education**
5. **Create a Quick Build team to build data-driven Safety Projects**
6. **Prioritize KSI-reduction strategies**

1. Build Robust Data Analytics Tools

visionzerosj.org

Vision Zero Dashboard - Crashes from January 1 2014 to December 31 2018

Involved With	Total Crashes	Fatal Injuries	Severe Injuries	Moderate Injuries	Minor Injuries	Total Injuries
Pedestrian	1458	105	209	584	575	1473
Motor Vehicle	24945	128	496	2773	9889	13286
Bicycle	1509	20	113	654	597	1384
Total	**27912**	**253**	**818**	**4011**	**11061**	**16143**

Clear Selections

Date Range Slider

1/1/2014 — 12/31/2018

Year: 2014, 2015, 2016, 2017, 2018

View Crashes with KSI: Killed or Severely Injured

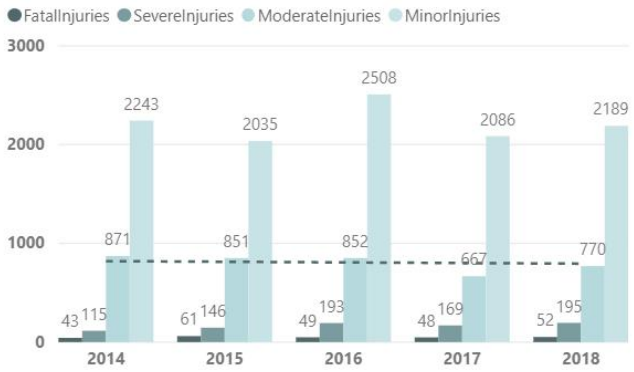
View Crashes with Fatalities: Fatalities

Age Ranges Invo...: (Blank), 0-15, 16-29, 30-49, 50-64, 65+

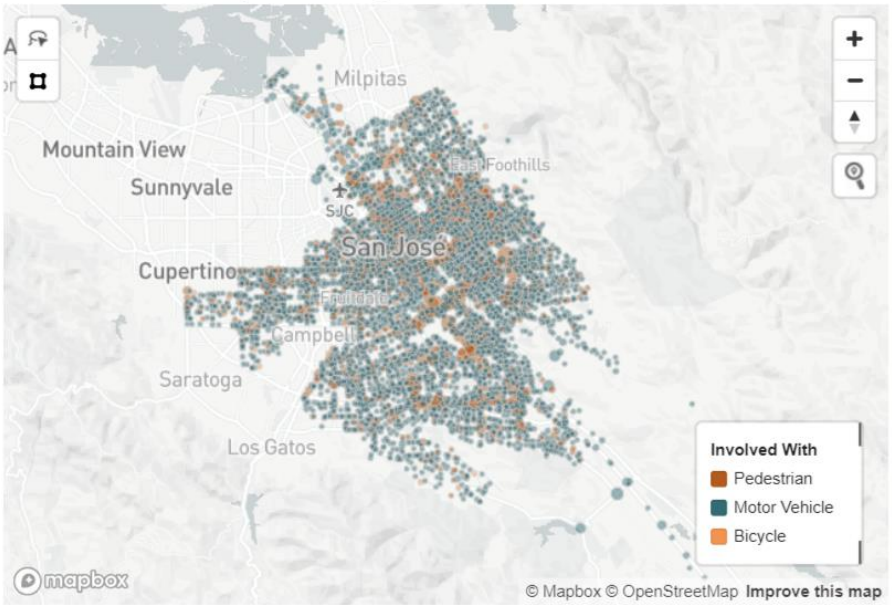
Select VZ Corridor: All

Select ETS Segment: All

Injuries per Crash by Year

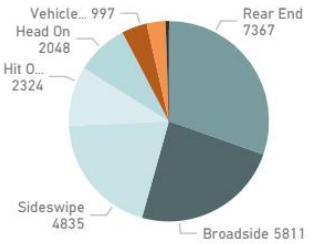


Involved With and Crash Count by Latitude and Longitude

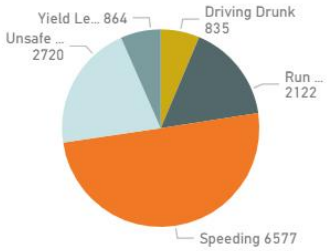


District	Crashes
1	1499
2	1342
3	5544
4	2517
5	3378
6	3032
7	3468
8	1673
9	1874
10	1692

Type of Collision



Top 5 Known Vehicle Violations



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2. Form a Vision Zero Task Force

City	Led by	Traffic Fatalities per 100k pop (2016)
New York City	Mayor's Office of Operations	2.7
San Francisco	City Depts/County Supervisors	3.5
Portland	Bureau of Transportation	4.1

- Vision Zero is beyond the scope of just DOT and the Police Department
- Task Forces are frequently led by an elected official, with members from city departments and other agencies.
- Agency participation is necessary: Public Health, Trauma Centers, EMS, VTA, Roads and Airports (Expressways), Medical Examiner-Coroner, County Sheriff
- San Jose traffic fatality rate of 5.9 per 100k (2016) is nearly twice San Francisco's

2. Form a Vision Zero Task Force

Initial Work Plan Items:

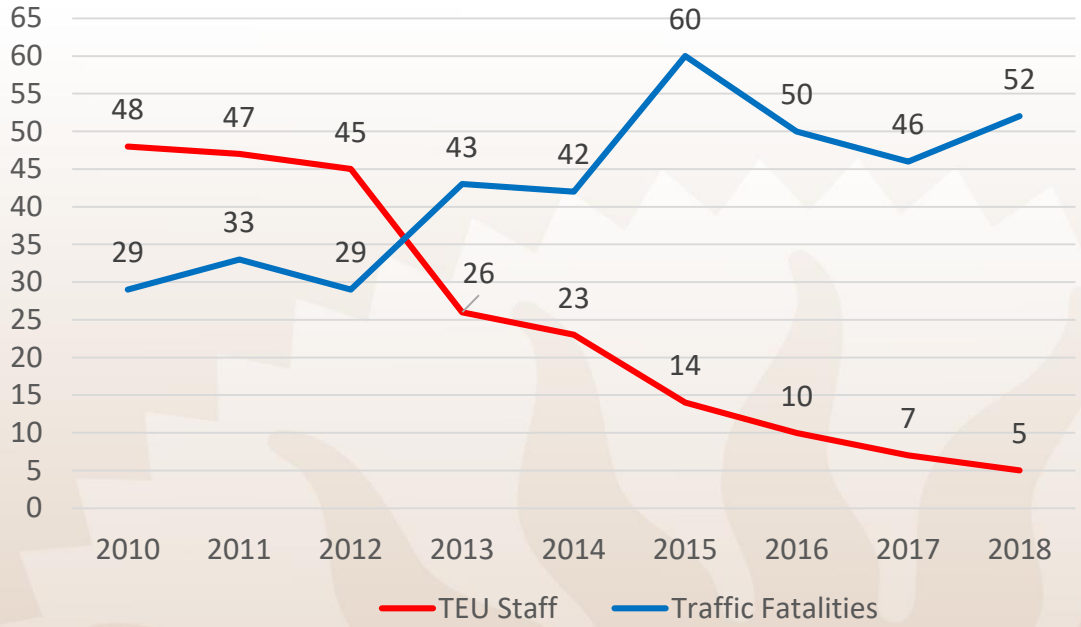
- Finalize Action Plan
- Review quarterly fatalities and severe injuries
- Review quarterly traffic enforcement citations; Top 5 contributors to KSIs.
- Coordination of education campaigns with enforcement activities.
- Data integration between Police, Public Health, Medical Examiner, VTA, Trauma
- Coordination with County on Capitol and Almaden Expwys PSCs (14 miles)
- Work with vulnerable road users (e.g., senior and homeless pedestrians) w/other depts.
- Establish local chapters of Families for Safe Streets with nonprofit partner
- Improve pedestrian safety across facilities: Trails (PRNS), Transit (VTA), Construction Sites (Planning/Public Works), additional traffic signal and timing modifications (DOT)

Accountability:

- Quarterly Task Force meetings
- T&E presentations in Spring (data), and Fall (actions, progress)

3. Increase Traffic Enforcement staff

Prioritize KSI-reduction Strategies



Top 5 Known KSI Factors

1. Speeding
2. Red light running
3. Ped Failure to Yield to Car
4. Unsafe turn movement
5. Car Failure to Yield to Ped

- SJPD's Traffic Enforcement Unit (TEU) has increased to 10, its first increase since 2010
- Increase to its current allocation of 24 officers
- Prioritize citation issuance to Top 5 known KSI contributing factors, in areas and times of day (including evening) with high incidence of KSI crashes
- Report on progress at Vision Zero Task Force quarterly meetings

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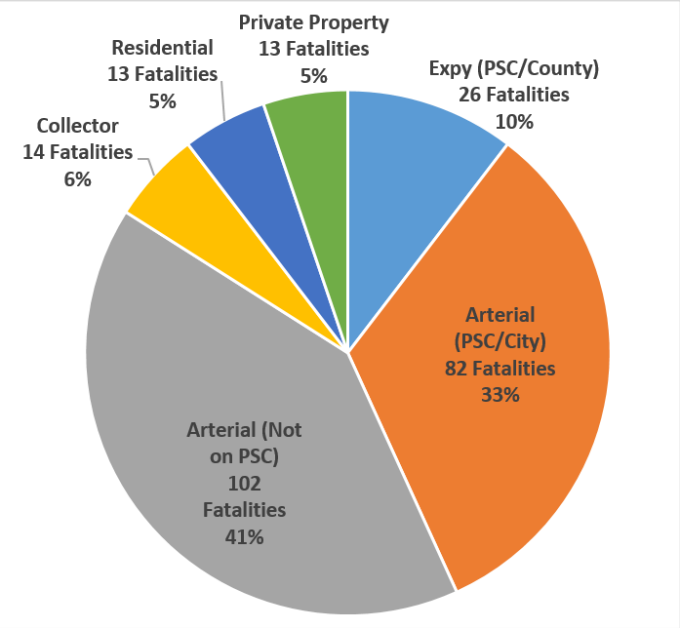
4. Community Engagement

Build Culture of Safety

- 2019 Campaign: Senior pedestrian awareness
- Fight the Spike campaign for Daylight Savings Time (November-December 2019)
- Research Fellow to evaluate effective strategies
- New Vision Zero San Jose logo being designed
- $300,000 annually for education and engagement in high KSI areas

5. Quick Build Safety Projects

Faster, cheaper: quicker results



- Better Bikeways materials cost about 3.5% of comparable capital projects
- Start with City Priority Safety Corridors (56 miles: 33% of fatalities) -- $20 million
- Continue with non-PSC City arterials (330 miles: 41% of fatalities)
- Work with County through Task Force on County's PSCs (14 miles: 10% of fatalities)
- Work with VTA through Task Force on Safer Access to Transit

6. Prioritize resources on KSI-reduction strategies

Council District	Crashes	Fatal	Severe	Fatal + Severe KSI
1	1,499	9	43	52
2	1,342	20	41	61
3	5,544	34	118	152
4	2,517	17	75	92
5	3,378	17	92	109
6	3,031	21	110	131
7	3,469	52	111	163
8	1,673	20	38	58
9	1,874	15	64	79
10	1,692	24	63	87

- Prioritize resources initially in areas with greater KSI
- As part of 2019-2020 mid-year budget process, DOT will identify opportunities to dedicate resources to the top priority actions

Unconstrained Vision Zero costs
Requested at T&E May 6, 2019

Investment	Annually
Ongoing Robust Data Analytics	$400,000
Robust Engagement and Education	$1 million
Expanded Traffic Enforcement Unit to 50-100 officers	$6-18.5 million
On major arterials: Complete Streets capital projects (like The Alameda), traffic signals with the same spacing as Downtown San Jose	$560 million for City's 56 miles of PSCs; >$3 billion for 330 mi of arterial roadways

Vision Zero Update and Action Plan

Summary

- **Data**
- **Key Priority Actions**
- **Unconstrained Cost**

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