

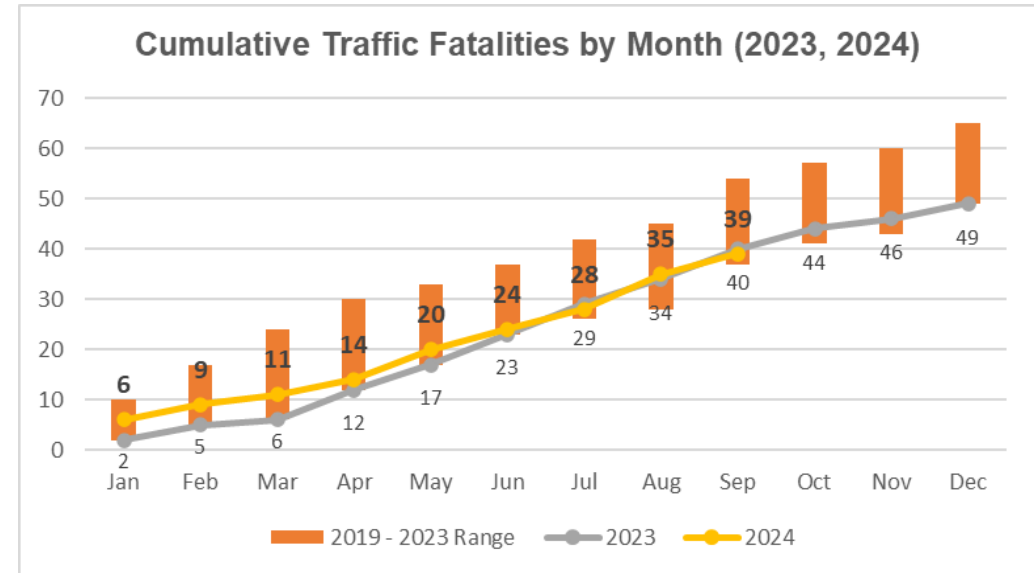
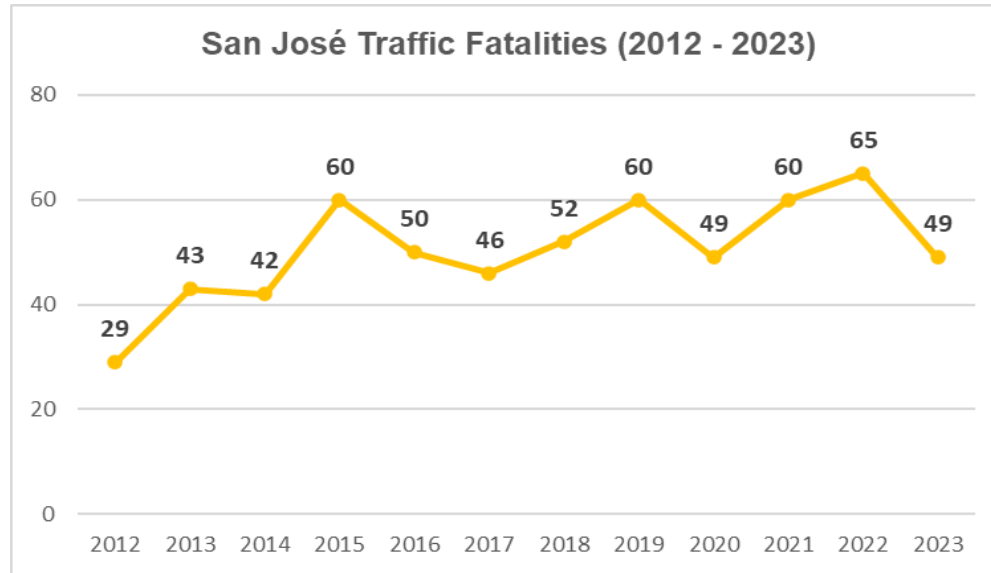
# (D) 4. San José Vision Zero Update

Transportation & Environment Committee  
November 4, 2024

John Ristow – Director, Department of Transportation  
Jesse Mintz-Roth -- Vision Zero Manager, Department of Transportation  
Lam Cruz – Division Manager, Department of Transportation  
Lt. Nqui Scherry – Traffic Enforcement Unit, San Jose Police Department

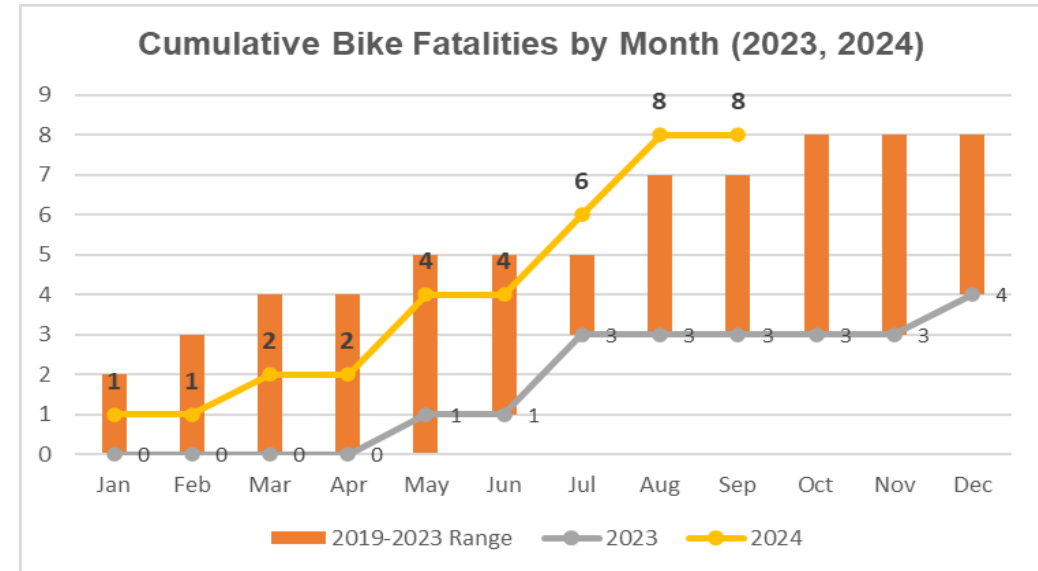
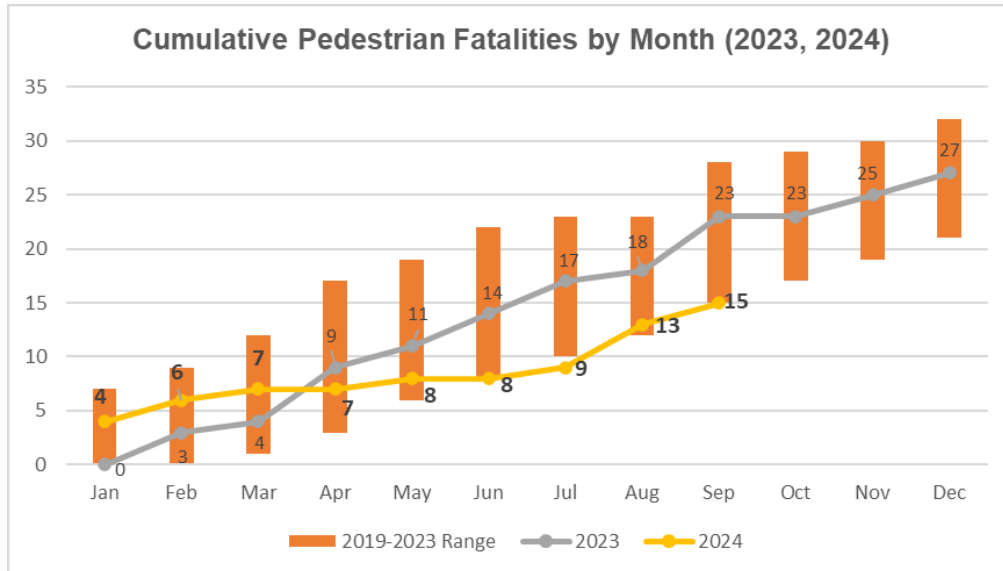


# Traffic Fatalities



- In 2023, San Jose traffic fatalities reduced 25% to 49 from the 2022 peak of 65
- Through September 2024, cumulative monthly traffic fatalities are trending similar to 2023

# Pedestrian and Bike Traffic Fatalities



- Pedestrian fatalities are usually the highest among all street user types
- In 2024, so far, cumulative pedestrian traffic fatalities are significantly down from 2023
- In 2024, so far, cumulative bike fatalities are higher than usual, but still much lower than peds



# Vision Zero Action Plan Priority Areas

1. Prioritize equity, Vulnerable Road Users
2. Center Data Analytics, Report Metrics
3. Strategize Traffic Enforcement
4. Engineer for Safety
5. Engage the Community, Message Safety

# 2025-2029 Vision Zero Action Plan

## KEY AREA

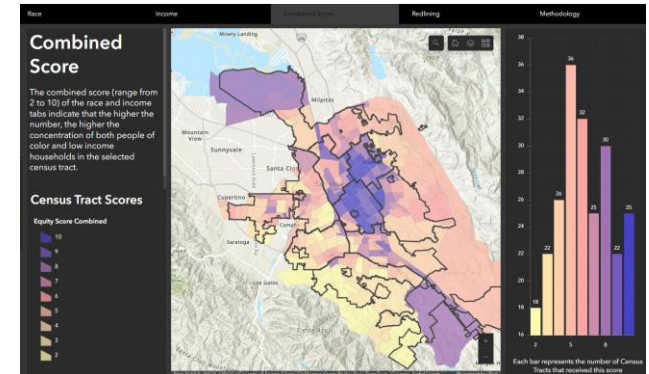
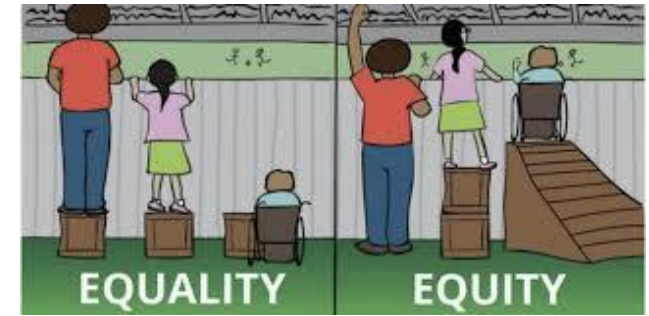
### 1. PRIORITIZE EQUITY, VULNERABLE ROAD USERS

## Objectives

- Prioritize resources to areas with high fatal and severe injuries for project planning and delivery, and grant applications, especially in areas with the highest equity score
- Improve safety at locations where vulnerable users are experiencing fatal and severe injury crashes
- Provide accessibility Improvements (e.g., Audible Pedestrian Signals, ADA transition plan, ADA ramps, trail access)
- Reduce pedestrian fatalities & injury crashes.
- Enhance mobility for all road users, especially Vulnerable Roadway Users

## Deliverables

- Pilot street safety near hotspot locations involving vulnerable road users
- Implement "Walk Safe San José" pedestrian safety study recommendations
- Improve roadway accessibility
- Provide interpreters at community meetings for engagement when needed



- Between 2019-2023, 132 pedestrians were killed: **38 - 55%** of our fatalities per year.
- People experiencing homelessness makes up 18% (52/283) of the total fatalities.

# 2025-2029 Vision Zero Action Plan

## KEY AREA

## 2. CENTER DATA ANALYTICS, REPORT METRICS

### Objectives

- Increase accountability
- Understand project effectiveness
- Expand data to better understand where fatal and severe injuries are occurring
- Data sharing: Trauma injury data from hospitals
- Data sharing: Light rail crashes and injuries
- Improve and update public facing data dashboards
- Implement evidence-based strategies and policies

### Deliverables

- Post project evaluations
- Create metrics for tracking progress of Action Plan
- Frequency of reporting key metrics: twice per year
- Data sharing agreement with county agencies (EMS, VTA)
- Utilize trauma injury data in data analysis
- New public facing crash data dashboards

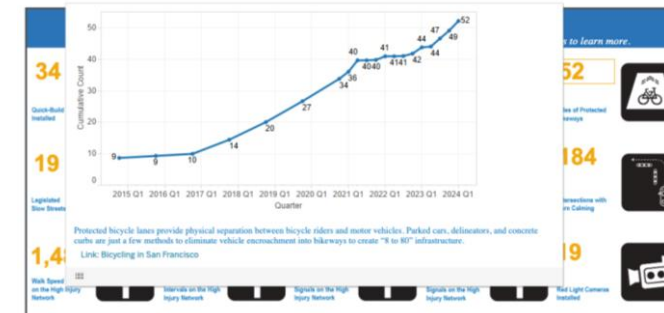
### Vision Zero Safe Streets Progress

Share this: [Facebook](#) [Twitter](#) [LinkedIn](#)



### Vision Zero Safe Streets Progress

Share this: [Facebook](#) [Twitter](#) [LinkedIn](#)



# 2025-2029 Vision Zero Action Plan

## KEY AREA

### 3. STRATEGIZE TRAFFIC ENFORCEMENT

#### Objectives

- Inform traffic enforcement using top 3 known violations that lead to fatal and severe injury crashes
- Implement speed cameras (2023 AB 645)
- Implement red light cameras
- Strategize enforcement using data driven enforcement efforts
- Utilize technology to enhance enforcement capabilities



#### Deliverables

- Report on top 3 traffic citations (SJPD)
- Implement 33 speed cameras (AB 645 5-year pilot)
- Implement red light running cameras at 4 intersections (1-year pilot)
- Conduct before/after study of camera programs' effectiveness

# 2025-2029 Vision Zero Action Plan

## KEY AREA

### 4. ENGINEER FOR SAFETY

## Objectives

- Vision Zero Quick Build Program
- Pedestrian Safety Enhancement Program
- Capital Improvement Projects
- Align and build controlled crosswalks near bus stop pairs on Priority Safety Corridors
- Improve safety around K-12 schools
- Traffic Fatality Review
- Collaborate with SCC Roads and Airports improve safety at top 3 City-County severe injury locations
- Implement data-driven quick-build and capital safety improvements
- Benchmark and adopt best practices and innovative engineering solutions from other cities and countries
- Optimize signal timing to reduce pedestrians' and cyclists' conflicts

## Deliverables

#### Street Safety Improvements

- 1200 traffic safety requests/studies per year
- 200 paving project miles (30' eq) per year
- 15 bikeway project miles per year
- All traffic fatalities reviewed
- 35 pedestrian safety and traffic calming projects per year
- 4 Vision Zero Quick build projects per year
- 150+ signal safety projects

#### K-12 School Safety Improvements

- 35 access/circulation studies and improvements per year
- 100 high-visibility school crosswalks per year

#### Monitor Street Safety Bills

- Lower speed limit (2021 AB 43): business activity district analyses, 130 roadway segments (about 125.5 miles) extension to 14 years, 530 roadway segments (about 500 miles) being resurveyed for speed limit
- Daylight crosswalks (2023 AB 413)



# 2025-2029 Vision Zero Action Plan

## KEY AREA

### 5. ENGAGE THE COMMUNITY, MESSAGE SAFETY

## Objectives

- Increase public awareness of traffic safety issues
- Speed Camera and Red Light Running Camera engagement: city and region
- Promote street safety awareness month campaigns, and awareness of darker months
  - April: Distracted Driving
  - October: Pedestrian Safety
  - November-March: Look Out When It's Dark Out
- Traffic Safety Education: school aged children, older adults, people experiencing homelessness
- Conduct safety engagement work at schools, community events, and through Walk N' Roll
- Coordinate with organizations serving vulnerable road users when injury uptrends are observed
- Explain the purpose and benefits of safety projects ("How do I use this?") after they are built
- Continue "Slow Down, San José" speeding reduction campaign
- Encourage safer driving and mindful behavior for pedestrians and bicyclists

## Deliverables

- Changeable Message Signs with safety messages pending funding
- Engage community for speed camera and red-light running camera deployments
- 10,000 adults per year receiving traffic safety education
- 25,000 children ages 5-17 (K-12) per year receiving traffic safety education
- 5 Educational videos online explaining projects that have already been built
- Partner with BPAC on a pedestrian and bicyclist safety campaign



# 2025 Vision Zero Action Plan

## Public Feedback

- Public comment period: 07/08/24-8/31/24
- 35 entries submitted via online form
- 15-page document co-signed by 16 Silicon Valley Bicycle Coalition advocates
- Letters/emails from Task Force members, Vision Zero Network

# 2025 Vision Zero Action Plan

## Public Feedback Highlights

### Engineering

- Systemic, focus on 35+ mph roadways
- Pedestrian refuge islands
- Daylighting
- Remove slip lanes
- Add quick build curb extensions
- Use safety as a factor for repaving schedule
- Lighting
- Improve accessibility
- Reduce speeding
- No right turn on red
- Deliver quick build faster
- Lower Posted Speed Limit

### Focus

- Older adults
- People experiencing homelessness
- Near transit
- Near trails
- Spend more on engineering
- Proactive about reducing injuries before they happen

### Engagement

- Realign, not end Task Force
- More leadership
- Educate drivers about redesigns

# 2025 Vision Zero Action Plan

## Task Force: Prioritization

- Task Force feedback helping shape 2025 Vision Zero Action Plan:
  - **MESSAGING:** Pedestrian Safety, Speeding, Distraction ★ ★ ★ ★ ★ ★
  - **TRANSPARENCY:** More project progress reporting on web/dashboard ★
  - **DATA SHARING:** Incorporate trauma injuries (EMS), Light rail injuries (VTA) ★ ★
  - **REVIEW:** Serious Injuries (~220/year). Currently review all traffic fatalities (~50/year) ★ ★
  - **PROACTIVE:** Develop systemic map of PSC-like road network ★
  - **MORE:** Traffic Calming, pedestrian projects, walk audits ★ ★ ★ ★ ★ ★ ★ ★
  - **QUICKER:** Implement quick build projects faster and in high-injury locations ★ ★ ★ ★ ★
  - **INNOVATIVE:** Pilot new types of safety projects, close slip lanes, no right turn on red ★ ★
  - **VULNERABLE ROAD USERS:** Walk Safe San Jose pedestrian safety plan, top 5 Killed and Severely Injured (KSI) locations for unhoused people and older adults ★ ★ ★ ★ ★
- After further discussion more desire for **REVIEW – analytics of serious injury crashes**
- Suggestions for focus: **MORE, QUICKER, REVIEW, VULNERABLE ROAD USERS, MESSAGING**

# 2025 Vision Zero Action Plan Timeline

10/24/24: Vision Zero Task Force – Review/discuss public feedback, shape priorities, timeline update

10/29/24: City Council - Speed Safety System Pilot Program Use Policy and Impact Report

11/4/24: Transportation and Environment Committee – Review/discuss public feedback

December 2024: Vision Zero Task Force - Review and approve final 2025 Vision Zero Action Plan

February 2025: City Council - Recommend adoption of final 2025 Vision Zero Action Plan\*

**\*Must be passed by Council by April 2025** to be compliant before next federal funding round opens

# (D) 4. San José Vision Zero Update

Transportation & Environment Committee  
November 4, 2024

John Ristow – Director, Department of Transportation  
Jesse Mintz-Roth -- Vision Zero Manager, Department of Transportation  
Lam Cruz – Division Manager, Department of Transportation  
Lt. Nqui Scherry – Traffic Enforcement Unit, San Jose Police Department

