



Memorandum

TO: TRANSPORTATION AND ENVIRONMENT COMMITTEE
FROM: John Ristow
SUBJECT: CITY ROADMAP: VISION ZERO TRAFFIC SAFETY STATUS REPORT
DATE: October 19, 2022

Approved  Date 10/25/22

RECOMMENDATION

Accept a status report on Vision Zero Traffic Safety as part of the approved City Roadmap for 2022-2023.

BACKGROUND

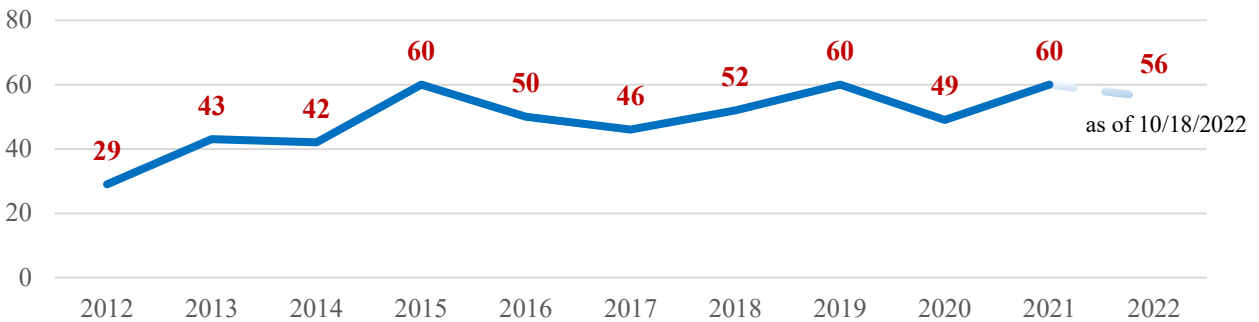
Vision Zero is the City's transportation initiative to reduce traffic fatalities and severe injuries. It is a key project in the 2022-2023 City Roadmap that contributes to the creation of a Safe, Vibrant and Inclusive Neighborhood and Public Life. In February 2020, City Council approved a Vision Zero Action Plan and a \$25M investment strategy towards eliminating fatalities and reducing severe injuries while providing safe mobility on our roadways. A total of \$15M has been programmed to date, providing for a data analytic tool, safety redesign projects on high injury corridors, and outreach and community engagement to move towards a culture around safety. This memo provides an update on traffic collision data trends year to date in 2022, recent Action Plan accomplishments and upcoming work, including grant application efforts, and project evaluations.

ANALYSIS

Traffic fatalities have persistently risen over the last decade in the US, prompting over 40 cities to adopt Vision Zero programs. In San José, traffic fatalities have doubled in the last 10 years, from 29 per year in 2010 and 2012, to 60 in 2015, 2019, and 2021. A record number of people (56) have been killed so far this year, when comparing the same timeframe from previous years. Pedestrians continue to be the most vulnerable users on San José's roadways with the most fatalities by mode. 2020 was an unusual year where crashes resulting in a fatality remained lower than a majority of the previous 5 years, while severe injuries remained high even though vehicle traffic volumes were low due to the COVID-19 pandemic. In 2021, there was an uptick in

fatalities in San José and across the US as traffic gradually return toward pre-pandemic volumes. Based on San José Police Department (SJPD) data, traffic fatalities in 2021 increased 22%, severe injuries were up 6%, and all injuries were up 3% compared to 2020.

Figure 1 - San Jose Traffic Fatalities



A. 2022 Traffic Collision Data Trend

This section reports on traffic collision data for the current year through October 18, 2022 for fatality data, and through July 2022 for all other injury data, along with five-year comparisons in the charts below. Approximately 600 pending crash reports that are still under SJPD's review have not yet been entered into the Department of Transportation's (DOT) collision database. It is not anticipated that a significant number of these remaining reports will involve a fatal or severe injury crash. As of October 18, 2022, traffic fatalities (as shown in Figure 2) are trending above the cumulative monthly range (2017-2021), while available data through July shows total injuries (as shown in Figure 4) remain within range. The total fatal and severe injuries (as shown in Figure 3), based on what was received from SJPD to date are trending slightly on the lower end of monthly cumulative ranges, from May onward.

Figure 2 - Cumulative Fatalities by Month

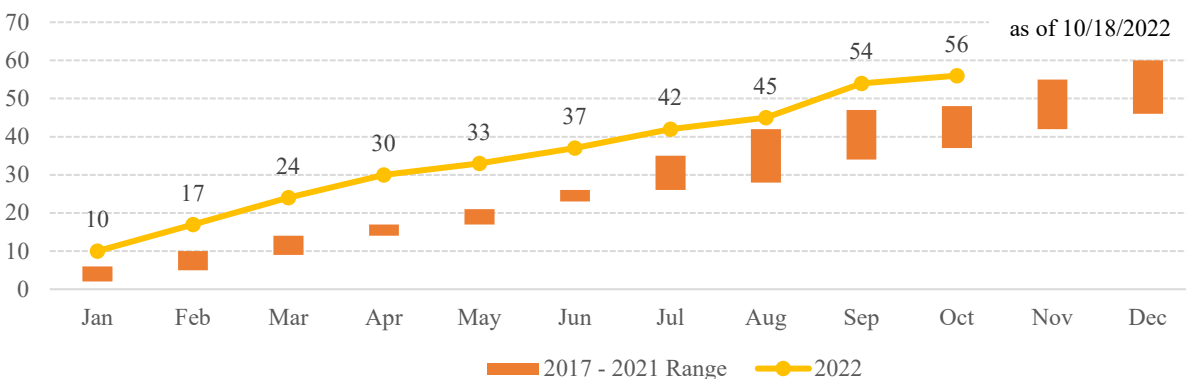


Figure 3 - Cumulative Fatal and Severe Injuries by Month

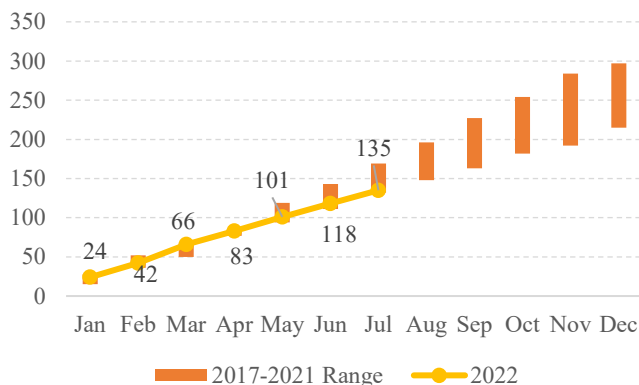
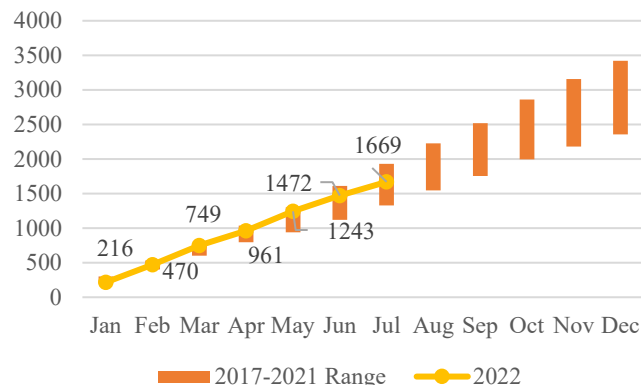


Figure 4 - Cumulative Injuries by Month



Speeding continues to be the top known violation contributing to fatal or severe injuries in San José and was a contributing factor in 30% of the City’s traffic fatalities in 2021, slightly decreased from 2020 (49%) but a slight increase from 2019 (28%) when the total number of fatalities matched that of 2021.

Through October 18th, speeding-related crashes claimed the lives of 12 of 56 people in fatal crashes (21%) with a majority occurring on our major roadways this year. Forty-six of the 56 fatalities (82%) occurred on major roadways with posted speed limits of 35 mph or higher, of which 16 fatalities (35%) are on the Priority Safety Corridors.

More than 90% of the total mileage on San José’s Priority Safety Corridors have a posted speed limit of 35 mph or higher. High legal speeds and the rise in speeding increases the risk of a crash occurring and significantly increases the risk of severe injury or death across all modes of transportation. With speeding as the top known violation contributing to fatal and severe injury crashes and pedestrians as the most vulnerable roadway users, the Vision Zero Action Plan focuses on re-designing roadways using quick-build materials¹ to lower speeds where there is a high number of fatal and severe injury crashes.

In recent years, the percentage of fatalities that occurred on Priority Safety Corridors has increased. In 2019, 28% of fatalities occurred on Priority Safety Corridors, and this number increased to 47% in 2020 and 48% in 2021. To date this year (mid-October), the percentage is already higher than the pre-pandemic year 2019 with 32% (18 of 56) of fatalities on Priority Safety Corridors.

¹ Quick-build materials are cost efficient and readily available materials such as paint and delineators to create a safe and complete street environment.

B. Priority Safety Corridor Update

San José's existing 17 Vision Zero Priority Safety Corridors were established in the first Vision Zero Action Plan created in 2015 and expanded in 2017 using 2011-2016 data. The Priority Safety Corridors consist of 70 miles representing approximately 3% of the City's roadway and where 30-40% of fatal and severe injury crashes have clustered each year. Of the 70 miles, 56 miles are within the City of San José's jurisdiction and 14 miles are maintained by the Santa Clara County Department of Roads and Airports. Staff is currently reviewing the most current 5-year crash data (2017-2021) to determine if other corridors need to be incorporated into the Priority Safety Corridors improvement planning process and/or if the past year's Vision Zero safety investment strategies have reduced fatal and severe injury crashes along existing priority safety corridors. Staff will provide an update of the updated corridors at the March 2023 Vision Zero Task Force meeting and at the May 2023 Transportation and Environment Committee meeting.

C. Recent Accomplishments and Upcoming Work

In recognition of the national roadway fatalities and injuries crisis, the US Department of Transportation issued a new comprehensive National Roadway Safety Strategy in January 2022. Key priority areas in San José's Vision Zero Action Plan align with the objectives in the National Roadway Safety Strategy, such as re-designing the roadway environments to facilitate safe travel by the most vulnerable users, and to promote safer speeds through targeted education and outreach campaigns. Below are notable accomplishments and upcoming work that support the key strategies in the Vision Zero Action Plan, including: 1) Quick Build Improvements on Priority Safety Corridors, 2) Pedestrian and Roadway Safety Program, 3) Citywide Collision Review, 4) Technology in Street Redesign: Near Miss at Monterey/Curtner-Tully, 5) Grant Applications, 6) Vision Zero Strategic Communications and Outreach Plan, and 7) Setting Speed Limits for Safer Streets.

1. Quick-Build Improvements on Priority Safety Corridors

Quick-build projects are prioritized on the Priority Safety Corridors to reduce the occurrence of fatal and severe injury crashes. DOT leverages the Traffic Capital Improvement Program and Citywide Pavement Program to expedite pedestrian and bicyclist safety treatments. Quick-build improvements primarily consist of pavement markings, roadway signs, plastic bollards, minor traffic signal hardware enhancements, and signal timing. In 2022, 4.2 miles of quick-build safety improvements were implemented on Story Rd and Hillsdale Ave, as described below.

- **Story Rd** from Knox Ave to White Rd (2 miles) is a major roadway corridor with a posted speed limit of 35 mph that connects eastern and central San José. Quick-build safety improvements were implemented in fall 2021. Safety improvements include four radar speed signs to alert drivers going above the posted speed limit, protected bike lanes from Knox Ave to King Rd on the westbound (north) side, edge lines from King Rd to Capitol Expressway to narrow the travel lanes, high visibility crosswalks to increase

visibility of pedestrians in the crosswalk, yellow backplates on the traffic signals to increase their visibility, 71 LED streetlight fixtures upgrades for improved lighting, minor signal modifications, quick-build curb extensions to slow down turning vehicles and reduce pedestrian exposure time, and signs and markings.

Story Road – Before and After Quick-Build Implementation

Before



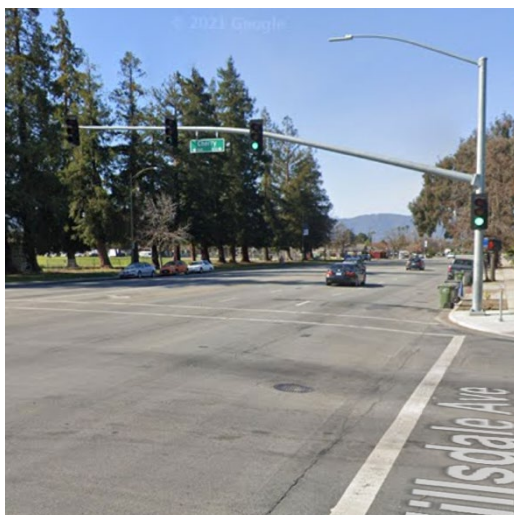
After



- **Hillsdale Ave** is a wide roadway with a posted speed limit of 40 mph. Quick-build improvements were implemented in conjunction with the City's pavement program using grant funds from the Valley Transportation Authority (VTA) Transportation Fund for Clean Air Plan. This project reduced the excess travel lanes from six lanes to four lanes, for a 2.2-mile segment between Almaden Expressway and Ross Ave; and created a new high-quality buffered bike lane with vertical separators (where feasible), bike detection, and green bike lane markings at conflict zones and across major intersections. Additional improvements were implemented to enhance pedestrian safety and slow vehicle speed, including narrowing travel lanes, quick-build curb extensions, high visibility crosswalks, and yellow backplates on the traffic signals. The majority of the quick build improvements were implemented in August 2022, with some adjustments currently underway based on community feedback. This iteration process is expected for substantial roadway changes and can be accomplished when using quick-build material.

Hillsdale Ave – Before and After Quick-Build Implementation

Before



After



- Segments of Branham Ln, McKee Rd, Saratoga Ave, and White Rd are currently in the preliminary design or design phases for quick-build safety improvements. Proposed project improvements include roadway reconfiguration, pedestrian and bicycle facility enhancements, and minor signal modifications.

2. **Pedestrian and Roadway Safety Program**

DOT constructed 40 pedestrian safety and traffic calming projects in FY 2021-2022, including enhanced pedestrian crosswalks with flashing beacons, curb extensions, median refuge islands, radar speed display signs, speed humps, and centerlines/edge lines. Quick-build roadway treatments were deployed at eight locations to deter large sideshow and illegal racing events. Five of these hotspot locations were identified by SJPd including 10th St/Phelan Ave, Hellyer Ave/Fontanoso Wy, Little Orchard St/Barnard St, Mabury Rd/Jackson Ave, and Ruby Ave/Tully Rd. An additional 61 pedestrian or roadway safety projects are currently under design or scheduled for construction this fiscal year. See Attachment A for a full list of projects completed in FY 2021-2022 and planned for FY 2022-2023.

3. **Citywide Collision Review**

In FY 21-22, DOT conducted a citywide evaluation of intersections with a high number of crashes, while prioritizing intersections with a high frequency of traffic fatalities and severe injuries involving bicyclists and pedestrians. Sixteen intersections received low-cost mitigation measures, such as retroreflective signal backplates, tree trimming, signal leading pedestrian interval timing, high visibility crosswalks, advance stop bars, speed limit signs, etc. were implemented in Spring and Summer 2022. Quick build improvements at Monterey

Rd and Rancho Dr, six radar speed signs, and accessible pedestrian signals will also be implemented this fiscal year.

Technology in Street Redesign: Near Miss at Monterey Rd/Curtner Ave-Tully Rd: One of the priority action areas in the 2020 Vision Zero Action Plan is to develop data analytics tools. A near miss detection system with data analytics capabilities was installed at Monterey Rd and Curtner Ave/Tully Rd in late spring 2022 as a pilot to understand if such technology can accurately report the frequency of near miss collision events which often go unreported or undocumented. Near miss information can be used proactively to review if changes in operational strategies may help prevent crashes, such as signal timing, turn restrictions or geometric changes. This location was chosen following three fatalities in 2021. Staff is currently working with the system vendor to validate dashboard data.

4. Grant Applications

DOT secured over \$25M for safety projects through competitive grant applications on Priority Safety Corridors since the Vision Zero program began in 2015 (see Attachment B). In June 2022, with the support of State Assembly Member Ash Kalra, DOT received a \$10M state earmark to begin capital improvements including new and modified traffic signals on Senter Rd. DOT has also applied to the following grant programs in this past year:

- **One Bay Area Grant Program (OBAG)** administered through VTA for Santa Clara County – Four East San José Priority Safety Corridors capital improvement projects were submitted: King Rd, Jackson Ave, Story Rd, and White Rd. The City received \$10M for Jackson Ave, and \$23.5M for Story Rd-Keyes St for construction, as well as \$3.3M on White Rd for planning. In addition, the City received \$26.1M for the Julian St/E St James St couplet conversion, Downtown one-way to two-way conversions on 2nd, 3rd, and 4th streets, and signal modification projects.
- **Federal Highway Administration’s Highway Safety Improvement Program (HSIP)** (administered by Caltrans) – Two applications were submitted. One of the applications includes yellow backplates at traffic signal infrastructure for multiple intersections. The other application includes a raised median island along Ocala Ave from Everwood Ct to Hillmont Ave, where a mother and her daughter were killed when walking in a marked crosswalk at Ocala Ave/Oakton Ct in April 2022.
- **US Department of Transportation Safe Streets for All (SS4A) Implementation Grant Program** –A \$40M capital improvement application was filed jointly with the Santa Clara County Department of Roads and Airports and includes redesigning the intersection of Capitol Expwy and Senter Rd in front of Andrew P. Hill High School, and the intersection of Almaden Expwy and Foxworthy Ave where two pedestrians and one cyclist were killed in January and February 2022. The application seeks funds for more traffic signals along Senter Rd to provide more frequently spaced controlled crossings, as well as building protected intersections,² a design that slows turning vehicles and

² See protected intersection designs from Oakland: <https://sf.streetsblog.org/2022/07/22/eyes-on-the-street-two-new-protected-intersections-in-oakland/>

shortens crossing distances for people walking and biking. It also proposes to seed fund a South Bay chapter of Families for Safe Streets (to be run by a local nonprofit), which would offer support to families of people killed in traffic collisions and empower them to be involved in the City's street redesign process; and fund a "big data" subscription to enable citywide analyses of roadway redesign projects. DOT proposes to leverage the \$10M state earmark received for Senter Rd as local match to create a combined \$50M project in Districts 2, 7, and 9.

In addition to redesigning Priority Safety Corridors to advance safe mobility goals, staff also focused on creating a robust communications and outreach plan and engaging in legislative advocacy efforts that will further advance safe mobility goals. Major efforts underway include:

5. Vision Zero Strategic Communications and Outreach Plan

Moore Iacofano Goltsman, Inc. (MIG), was awarded a contract in June 2021 to design a community engagement strategy and messaging campaign to raise awareness in the community about safe streets. MIG recently completed Phase 1 and the majority of Phase 2 which focus on the development of a communications strategy for Vision Zero and identifying an issue for behavioral change. The strategy used crash data analysis and a multi-lingual phone/online survey of San José adult residents completed in early 2022 to help determine possible topics for the campaign. Speeding was selected for San José Vision Zero's first branded campaign. Focus groups were convened in September and October 2022 to solicit feedback on initial campaign designs from demographically representative San Joséans on effectiveness or impacts on potential behavioral change from the images. The sessions offered an opportunity for the consultant's facilitators to probe participants' understanding and attitudes around speeding, as well as test reactions to preliminary campaign concepts and messaging. In the next phase of work, the concept campaign will be presented at the Vision Zero Task Force meeting on November 30, 2022 to solicit feedback and to finalize the campaign concept. The campaign is anticipated to launch in early 2023.

6. Setting Speed Limits for Safer Streets

Assembly Bill 43 (2021) became effective on January 1, 2022; and gave local authorities more flexibility to lower speed limits on high injury roadways, near vulnerable populations, and in business activity districts. The bill also allows Engineering and Traffic Surveys to be extended up to 14 years (previously 10 years) if a traffic engineer determines that no significant changes in roadway or traffic conditions have occurred. Using authority provided by this bill, in June 2022, Council approved establishment of six 20 mph business activity districts - specifically portions of Santa Clara St, Almaden Ave,



Post St, Willow St, Jackson St, and Evergreen Village Square. New 20 mph speed limit signs were installed in September 2022. Staff will work with a consultant to identify other eligible streets. DOT has also extended over 130 Engineering and Traffic Surveys to 14 years usability.

Additionally, San José staff joined with other California cities to support AB 1938 (Friedman, 2022) which was signed into law on September 18, 2022. This bill clarifies a provision in AB 43 (2021) to ensure cities maintain existing, pre-AB 43 authority to lower speed limits based on engineering judgement. Beginning in June of 2024, or when the State's Judicial Council has developed an online adjudication tool, local jurisdictions will be able to reduce speed limits by an additional 5 MPH beyond current law, up to 12 MPH, on streets that meet certain criteria based on safety needs. Criteria for the safety streets are currently being developed by Caltrans. DOT staff are assisting with this effort through an ad-hoc State committee process.

D. Project Evaluation

In August 2022, DOT reported preliminary project evaluation for Senter Rd, White Rd, and McLaughlin Ave to the Vision Zero Task Force (Attachment C). The project evaluation methodology is based on Vision Zero best practices that compare crashes pre- and post- project implementation. These evaluations help staff understand the effectiveness of the implemented improvements and whether the quick-build improvements need to be adjusted or additional improvements need to be considered. A full year of post-project implementation data is typically used for post project evaluation. As a full year data was unavailable at the time of reporting, DOT will update this study when more after data is available. DOT will also conduct pre- and post- project evaluations for recently completed quick build projects when data is available for a full year.

- **Senter Rd between Tully Rd to Monterey Rd:** A preliminary evaluation was conducted for the segment with a quick build lane reduction on Senter Rd from Tully Rd to Monterey Rd. Based on a six-month average pre- and six-month post- data, there was a 13% reduction in total injuries for all roadway users. DOT also conducted a qualitative survey and surveyed over 200 roadway users at 10 locations in 2021 and 2022 and found nearly all people walking and biking and 70% of drivers are supportive of the new design. The City received \$10M of state earmark funding for additional improvements along Senter Rd and used the funding as local match to apply for USDOT's SS4A Implementation grant to expand the scope along Senter Rd and a nearby county expressway intersection. The City aims to have a much greater injury reduction when the corridor is improved with hardscape material.
- **White Rd:** A preliminary evaluation was conducted for White Rd from Penitencia Creek Rd to Rose Ave, focusing on the two intersections that received the most improvements: Patt Ave/White Rd and Rose Ave/White Rd. The intersection improvements included flashing beacons and streetlights at both intersections and a pedestrian refuge island at Patt Ave, and the project was completed in May 2021. In a 5-year period before the project (April 2017 to

April 2021), there were six injury crashes total between these intersections. After the flashing beacons were installed, there has been no reported injuries for all modes of travel at either of these intersections

- **McLaughlin Ave between Owsley Ave and Loupe Ave:** Capital improvements along a 2.6 mile stretch along McLaughlin Ave were completed in November 2020. Improvements included new streetlights, flashing beacons, bulb-outs, median islands, and ADA curb ramps. Based on the one-year average pre- and one-year post- project evaluation, there was a 24% reduction in total injuries for all road users. However, after the project was built, in 2021, there were two separate fatalities involving a pedestrian and bicyclist at the Tully Rd and McLaughlin Ave intersection. This intersection did not receive any treatment with the capital project. As part of the proposed Tully Rd Safety Improvement Project, scheduled to begin construction in 2023, DOT is evaluating whether additional improvements can be made at this intersection.

COORDINATION

This report has been coordinated with SJPd and the City Attorney's Office.

/s/

JOHN RISTOW
Director of Transportation

For questions please contact Lily Lim-Tsao, Deputy Director for Transportation Safety, Operations and Parking, at 408-975-3269.

Attachment: Transportation System Safety Projects

TRANSPORTATION SYSTEM SAFETY PROJECTS
Completed in FY2021-2022

Quick-Build Improvements on Priority Safety Corridors

1. Hillsdale Ave (D9)
2. Story Rd Phase II (D5)

Capital Improvements Projects on Priority Safety Corridors

1. White Rd (D5)

Pedestrian and Roadway Safety Projects

Includes: Flashing beacons, chokers/median islands, road humps, roadway narrowing, sideshow deterrence, ADA ramps, and lighting, and quick-build safety elements

1. 5th/Buddhist Church (D3)
2. Berryessa/Sabal (D4)
3. Camden/Graystone (D10)
4. College/Fruitdale (D6)
5. Sandpebble/Copperfield (D10)
6. Sandpebble/Vistapark (D10)
7. Curtner/Monterey (D7)
8. Daniel Maloney/Silver Creek (D8)
9. Hedding/Elm (D6)
10. Johnson/Harder (D1)
11. Lincoln/Clark (D6)
12. Monterey/Valleyhaven (D2)
13. Pearl/Clarkston (D9)
14. Roberts/Oswego (D7)
15. San Carlos/Josefa (D3)
16. Sierra/Cabrillo-Lodestone (D4)

Radar Speed Signs (RSS)

1. 13th RSS (D3)
2. Tisch RSS (D6)
3. Monroe RSS (D6)
4. Monterey RSS (D2)

Traffic Calming Projects

1. 19th (D3)
2. 21st (D3)
3. Branham (D9)
4. Eden (D1)
5. Edenvale (D2)
6. Foxworthy (D9)
7. Guadalupe Mines (D10)

8. Hellyer (D2)
9. Roberts (D7)
10. Snell (D10)
11. Thornwood (D10)
12. Willow Glen (D6)

Sideshow Projects

1. 10th/Phelan Intersection (D7)
2. Hellyer/Fontanoso Intersection (D2)
3. Little Orchard/Bernard (D7)
4. Lundy/Concourse (D4)
5. Mabury/Jackson Intersection (D4)
6. Ringwood (D4)
7. Ruby/Tully Intersection (D8)
8. Story/White Intersection (D5)

Traffic Signal Projects

Includes: New and modified traffic signals, upgraded signal heads and/or audible messaging, signal retiming and upgrade of overhead flashing beacons.

Signal Modifications/Installations

1. 1st/Trinity Park (D4)
2. Alameda/Newhall (D6)
3. Baywood/Stevens Creek (D6)
4. Coleman/Hedding (D3)
5. Coleman/Newhall (D3)
6. Champions /Coleman (D3)
7. De Soto/Zanker (D4)
8. Julian/Stockton (D3/D6)
9. Olin/Winchester (D1/6)
10. Olsen/Winchester (D1/6)
11. Remillard/Story (D7)
12. Samaritan/Samaritan Dr (D9)
13. Santana Row/Stevens Creek (D6)
14. Zanker/River Oaks (D4)

Accessible Pedestrian Signal Installations

1. 1st/Mission (D3)
2. 1st/Gish (D6)
3. 1st/Rio Robles (D4)
4. 1st/Tasman (D4)
5. 9th/San Fernando (D3)
6. Bascom/San Carlos/Stevens Creek (D6)
7. Berger/Oakland (D3)
8. Berryessa/Suncrest/Piedmont (D4)
9. Camden/Trinidad (D10)
10. Coleman/McKendrie (D3)
11. Delmas/San Fernando (D3)
12. Dry Creek/Meridian (D6)
13. Latimer/San Tomas (D1)
14. Leigh/Southwest (D6)
15. Lucretia/Phelan (D7)
16. Market/San Carlos (D3)
17. McKee/Toyon (D5)
18. Penitencia Creek/Piedmont/White (D4)

Signal Enhancements

1. Quick Build Priority Safety Corridors (42 locations)
 - Hillsdale
 - Hillsdale/Meridian
 - Camden/Hillsdale
 - Camden/Leigh
 - Hillsdale/Ross
 - Hillsdale/Jarvis

- Cherry/Hillsdale
- Hillsdale/Kirk
- Hillsdale/Home Depot DW
- Curtner
 - Curtner/Communications Hill/Stone
 - Curtner/General Electric DW
 - Canoas Garden/Curtner
 - Curtner/Guadalupe Fr/Unified
 - Almaden Ex/Curtner
 - Curtner/Guadalupe FW
- Story
 - King/Story
 - Story/White
 - Hopkins/Story
 - McGinness/Story
 - Bal Harbor/McCreery/Story
 - Galahad/Story
 - Lyndale/Story
 - Story/Target DW
 - Home Depot DW/Story
- Senter
 - Keyes/Senter
 - Senter/Tully
 - Lewis/Senter
 - Phelan/Senter
 - Alma/Senter
 - Senter/Southside
 - Parrott/Quinn/Senter
 - Needles/Senter
 - Feldspar/Senter
 - Senter/Wool Creek
 - Burke/Senter
 - Baltic/Senter
- Branham
 - Branham/Cherry
 - Branham/Jarvis
 - Branham/Pearl
 - Branham/Meridian
 - Branham/Snell
 - Branham/Monterey
 - Branham/Branham Plaza DW

2. Citywide Collision Review 2021

- Alum Rock/Jackson
- Alum Rock/33rd
- Alvin/Tully
- Blossom Hill/Snell
- Blossom Hill/Winfield
- Curtner/Little Orchard
- Monterey/Phelan

- McLaughlin/Story
- Huran/Tully

Citywide Collision Review

1. Alum Rock/33rd (D5)
 2. Alum Rock/Jackson (D5)
 3. Alvin/Tully (D7)
 4. Blossom Hill/Snell (D2/10)
 5. Blossom Hill/Winfield (D9/10)
 6. Curtner/Little Orchard (D7)
 7. Curtner-Tully/Monterey (CD7)
 8. Daniel Maloney/Nieman (D8)
 9. Huran/Tully (D8)
 10. King/Story (D5/7)
 11. McLaughlin/Story (D7)
 12. Monterey/Phelan (D7)
 13. Monterey/Rancho (D7)
 14. Old Bayshore/10th (D3)
 15. Story/White (D5)
 16. Seaclyff/Tully (D7)
3. High-visibility Backplate Program (13 locations)
 - San Fernando/10th
 - 10th/William
 - Reed/10th
 - San Salvador/10th
 - 11th/San Fernando
 - 11th/William
 - 11th/St John
 - 11th/Reed
 - 11th/Jackson/11th/San Salvador
 - Almaden/Virginia
 - Almaden/Reed
 - Almaden/Oak
 - Goodyear/Vine
 4. Public Safety Power Shutoffs (24 locations)
 - Goodyear/Vine
 - Live Oak/Monterey
 - Monterey/Palm
 - Curtner/Lincoln
 - Foxworthy/Meridian
 - Curtner/Meridian
 - Cottle/Curtner
 - Booksin/Curtner
 - Cherry/Curtner
 - Cherry/Foxworthy

- Chynoweth/Peal
- Clarkston/Peak
- Branham/Dent
- Meridian/Portobelo
- Chynoweth/Sapphire/Winfield
- Blossom Hill/Chambertin/Dartmouth
- Foxworthy/Peal/Hillsdale
- Capitol Ex/Car Dealers DW
- Capitol Ex/Pearl
- Capitol Ex/Capitol Plaza DW
- Foxworthy/Rubino
- Foxworthy/Old Almaden
- Edenbury/Lewiston/Pearl
- Lama/Meridian

5. Additional Requests (6 locations)
 - Camden/Kooser
 - Curtner/Tully/Monterey
 - Fruitdale/Southwest
 - Leigh/Parkmoor
 - Dana/Naglee
 - Bird/Minnesota

Signal Retiming

1. Almaden (D3)
2. Berryessa (D3/D4)
3. Brokaw (D3/4)
4. Eleventh (D3)
5. First (D3)
6. Fourth (D3)
7. Hedding (D3/D4)
8. Hostetter (D4)
9. Jackson (D4/5)
10. Julian (D3)
11. Keyes (D3)
12. King (D3/D4/5)
13. Lundy (D4)
14. Mabury (D3/D4)
15. Market (D3)
16. Monterey (D2)
17. Oakland (D3/D4)
18. Santa Clara (D3)
19. Second (D3)
20. Seventh (D3)
21. Stockton (D3)
22. Taylor (D3)
23. Tenth (D3)
24. Third (D3)

Bike Projects

Protected Bikeway (Class IV)

1. Foxworthy: Hillsdale to Almaden (D9)
2. Fruitdale: Southwest to Meridian (D6)
3. Pearl: Hillsdale to Chynoweth (D9)
4. Quimby: White to Ruby (D8)
5. Silver Creek: Capitol to Yerba Buena (D8)
6. Skyway: Snell to Monterey (D2)
7. Research: Montague to River Oaks (D4)
8. White: Aborn to Marten (D8)
9. White: Alum Rock to McKee (D5)
10. Winchester: Williams to Moorpark (D1)

Sharrow (Class III)

1. Coe: Bird to Lincoln (D6)
2. Eden: Moorpark to Payne (D1)
3. Foxworthy: Old Almaden to Hillsdale (D9)
4. Heaton Moor: Bernal to Endmoor (D2)
5. Pedro: Race to Lincoln (D6)
6. Tuers: Capitol to McLaughlin (D7)

Bike Lanes (Class II)

1. Airport: Highway 87 to Matrix (D4/6)
2. Alum Rock: Capitol to Millar (D5)
3. Brokaw: Matrix to Oakland (D3/4)
4. Coleman: Brokaw to Santa Teresa (D6)
5. Gold: Sunrise to Highway 237 (D4)
6. Hillsdale: Ross to Almaden (D9)
7. Hillsdale: Vistapark to Vitoria (D9)
8. Prospect: Saratoga to Lawrence (D1)
9. Quimby: Capitol to White (D8)
10. Snell: Hillsdale to Branham (D2)
11. Stevens Creek: Stern to Saratoga (D1/6)
12. Winchester: Stevens Creek to Hedding (D1/6)

TRANSPORTATION SYSTEM SAFETY PROJECTS

Upcoming Safety Projects FY 2022-2023

Quick-Build Improvements on Priority Safety Corridors

1. Branham Rd (D9/2)
2. McKee Rd (D3/5)
3. White Rd (D5)
4. Saratoga Ave (D1)

Capital Improvements Projects on Priority Safety Corridors

1. McKee Rd (D3/5)
2. Tully Rd (D5/7/8)

Pedestrian and Roadway Safety Projects

Pedestrian Enhancement Projects

1. 13th/Vestal (D3)
2. Aborn/Irwindale (D8)
3. Almaden/Alma (D3)
4. Alum Rock/Manning (D5)
5. Arden/Tallahasse (D5)
6. Camden/Charmeran (D9)
7. Camden/Los Alamitos Creek Trail (D10)
8. Charlotte/Lexington (D2)
9. Clarice/Huran (D8)
10. Coyote/La Torre (D2)
11. Curtner/Briarwood (D6/9)
12. Delta/Middlepark (D8)
13. Flint/Sylvan (D8)
14. Hostetter/Agua Vista (D4)
15. International/Kaiser (D2)
16. Jackson/Brushglen (D4)
17. Johnson/Tompkins (D1)
18. Julian/26th (D3)
19. Meridian/Husted (D9)
20. Morrill/Via Montez (D4)
21. Ocala/Oakton (D5/8)
22. Penitencia Creek/Rock Canyon (D4)
23. Penitencia Creek/Viceroy (D4)
24. Quimby/Marston (D8)
25. Roberts/Vintage (D7)
26. Ross/Hallmark (D9)
27. San Antonio/Lower Silver Creek Trail (D5)
28. Willow/Shepherd (D6)

Radar Speed Display Signs

1. Curtner RSS (D6/9)
2. Vistapark RSS

3. Santa Teresa RSS (D10)
4. Camden RSS (D10)
5. Blossom Hill RSS (D10)
6. Old Bayshore RSS (D3)
7. Tully/Snell RSS (D8)
8. Monterey/Rancho RSS (D2)

Traffic Calming Projects

1. Apperson Ridge (D8)
2. Appian/Macredes (D3)
3. Bambi (D5)
4. Buena Vista (D6)
5. Choctaw (D10)
6. Edenvale (D2)
7. Fontaine (D7)
8. Foxworthy (D9)
9. Glen Donegal (D8)
10. La Strada (D10)
11. Leeward (D5)
12. Lyndale (D8)
13. Melbourne (D3)
14. Melody Park (D2)
15. Moreland (D1)
16. Peppermint (D8)
17. Spartan Keyes (D3)
18. Sylvandale (D2/7)
19. Scottsdale (D8)
20. Toyon (D5)
21. Via Valiente (D10)
22. Whitetail (D8)

Sideshow Projects

1. Sierra (D4)
2. Monterey/Branham (D2)
3. 3 Locations TBD (D10)

Traffic Signal Projects

Includes: New and modified traffic signals, upgraded signal heads and/or audible messaging, signal retiming and upgrade of overhead flashing beacons.

Signal Modifications/Installations

1. 4th/Santa Clara (D3)
2. 5th/Santa Clara (D3)
3. Almaden/Park (D3)
4. 5th/Santa Clara (D3)

5. Adobe/San Fernando (D3)
6. Barack Obama/Santa Clara (D3)
7. Barack Obama/San Fernando (D3)
8. Barack Obama/MTA Crossing (D3)
9. Barack Obama/Park (D3)
10. Almaden/Park (D3)
11. Autumn Pkwy/Howard (D3)
12. Autumn/Julian (D3)
13. Balbach/Market (D3)
14. Bascom/Pamilar (D6)
15. Baywood/Stevens Creek (D6)
16. Leigh/Moorpark (D6)
17. Lincoln/Willow (D6)
18. Remillard/Story (D7)
19. Santana Row/Stevens Creek (D6)
20. Taylor/6th (D3)
21. McLaughlin/Spiro (D3)
22. Pearl/Clarkston (D9)
23. Foxworthy/Rubino (D9)
24. Capitol/Pearl (D2)

Accessible Pedestrian Signal Installations

1. 1st/Rankin (D3)
2. 2nd/St John (D3)
3. 4th/San Antonio (D3)
4. 4th/Taylor (D3)
5. 24th/Santa Clara (D3)
6. 28th/Santa Clara (D3)
7. 33rd/Alum Rock (D5)
8. Alum Rock/Jackson (D5)
9. Alum Rock/McCreery (D5)
10. Alvin/Fontaine (D7)
11. Alvin/Lanai/Tully (D7)
12. Barack Obama/San Fernando (D6)
13. Bascom/Union (D9)
14. Berryessa/Morrill/Summerpark (D4)
15. Bird/Willow (D6)
16. Blossom Hill/Blossom/West Valley Fwy (D10)
17. Blossom Hill/Chesbro (D10)
18. Blossom Hill/Snell (D2)
19. Cahill/Santa Clara (D6)
20. Capitol/Wilbur (D5)
21. Cisco/Tasman (D4)
22. Clarkston/Pearl (D9)
23. Convention Center/San Carlos (D3)
24. Coleman/San Jose Market Dwy (D6)
25. Coleman/Santa Teresa (D6)
26. Coleman/Winfield (D10)
27. Cottle/Great Oaks/Poughkeepsie (D2)
28. Cottle/Hospital Pw/Palmia (D2 & D10)

29. Curtner/Little Orchard (D7)
30. Fruitdale/Southwest (D6)
31. Forest/Winchester (D6)
32. Foxworthy/Rubino (D9)
33. Huran/Tully (D8)
34. King/Story (D7)
35. Leigh/Los Gatos Almaden (D9)
36. McLaughlin/Spiro (D3)
37. McLaughlin/Story (D7)
38. McLaughlin/Tully (D7)
39. Monterey/Old Tully (D7)
40. Monterey/Phelan (D7)
41. Monterey/Senter (D2 & D7)
42. Morgridge/Tasman (D4)
43. Morrill/Sierra (D4)
44. Rio Robles/Tasman (D2)
45. Skyway/Snell (D2)
46. Tasman/Vista Montana (D4)
47. Tasman/Zanker (D4)
48. San Carlos/Woz (D3)
49. Story/White (D5)

Signal Retiming

1. Almaden (D3)
2. Eleventh (D3)
3. First (D3)
4. Fourth (D3)
5. Julian (D3)
6. Keyes (D3)
7. Market (D3)
8. Santa Clara (D3)
9. Second (D3)
10. Seventh (D3)
11. Stockton (D3)
12. Tenth (D3)
13. Third (D3)
14. Blossom Hill (D9/10)
15. Branham (D9/10)
16. Camden (D10)
17. Piedmont (D4)
18. Prospect (D1)
19. The Alameda (D6)
20. Union (D9)

Citywide Collision Review

1. Alum Rock/33rd (D5)
2. Alum Rock/Jackson (D5)
3. Alvin/Tully (D7)
4. Blossom Hill/Snell (D2/10)
5. Blossom Hill/Winfield (D9/10)
6. Curtner/Little Orchard (D7)

7. Curtner-Tully/Monterey (CD7)
8. Daniel Maloney/Nieman (D8)
9. Huran/Tully (D8)
10. King/Story (D5/7)
11. McLaughlin/Story (D7)
12. Monterey/Phelan (D7)
13. Monterey/Rancho (D7)
14. Old Bayshore/10th (D3)
15. Story/White (D5)
16. Seacliff/Tully (D7)
4. Old Tully: Tully to Monterey (D7)
5. Thornwood: Santa Teresa to Winfield (D10)

Bike Projects

Protected Bikeway (Class IV)

1. 1st: Rosemary to Hedding (D3)
2. 4th: Hedding to Old Bayshore (D3)
3. Bascom: Hamilton to Fruitdale (D6)
4. Bernal: Santa Teresa to Heaton Moor (D2)
5. Capitol: Capitol to Berryessa (D4/5)
6. Fruitdale: Southwest to Race (D6)
7. Hostetter: Lundy to North Capitol (D4)
8. Hostetter: Piedmont to Morill (D4)
9. Kiely: Saratoga to Stevens Creek (D1)
10. Landess: I-680 to Piedmont (D4)
11. McAbee: Almaden to Camden (D10)
12. McKee: El Camino Real to King (D5)
13. Murphy: Oakland to Lundy (D4)
14. Pearl: Hillsdale to Chynoweth (D6/D9)
15. Quito: Aspesi to McCoy (D1)
16. Quito: Saratoga to Cox (D1)
17. Race: Parkmoor to Fruitdale (D6)
18. Redmond: Almaden to Coleman (D10)
19. San Carlos: Leigh to Bascom (D6)
20. Tisch: Genevieve to Winchester (D6)
21. White: Aborn to Marten (D8)
22. Yerba Buena: Kauai to Tuers (D7)
23. Yerba Buena: Kauai to Deans (D7)
24. Zanker: Los Esteros to Hy 237 (D4)

Sharrow (Class III)

1. Coe: Bird to Lincoln (D6)
2. Eden: Moorepark to Payne (D1)
3. Foxworthy: Old Almaden to Hillsdale (D9)
4. Heaton Moor: Bernal to Endmoor (D2)
5. Pedro: Race to Lincoln (D6)
6. Tuers: Capitol to McLaughlin (D7)

Bike Lanes (Class II)

1. Grand: Los Esteros to N End (D4)
2. Lean: Curie to Santa Teresa (D2)
3. Los Esteros: Spreckles to Zanker (D4)