



# Memorandum

**TO:** TRANSPORTATION AND  
ENVIRONMENT COMMITTEE

**FROM:** John Ristow

**SUBJECT: VISION ZERO  
TRAFFIC SAFETY STATUS REPORT**

**DATE:** 4/15/24

Approved

Date

4/23/24

## **RECOMMENDATION**

Accept the status report on Vision Zero Traffic Safety, including an update on the pedestrian safety pilot at Monterey Road and Curtner Avenue.

## **BACKGROUND**

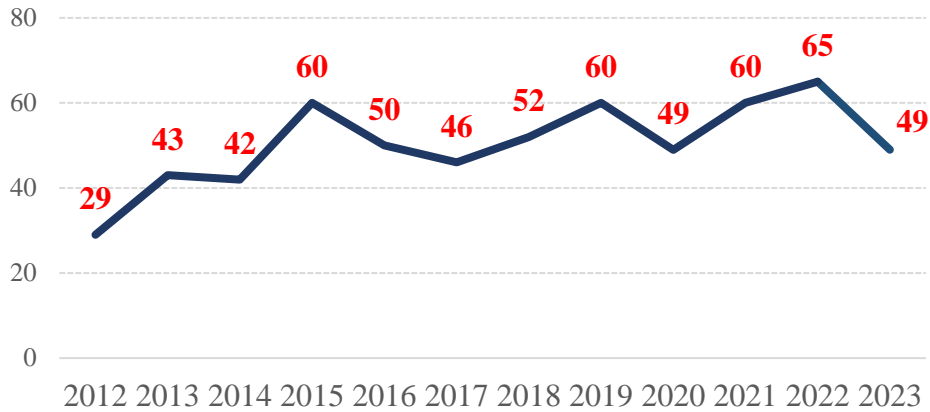
Vision Zero is the City's transportation initiative to reduce traffic fatalities and severe injuries. It is a key project in the City Council's key Focus Areas on Increasing Community Safety. In February 2020, the City Council approved the 2020 Vision Zero Action Plan, a \$25M strategy focused on eliminating fatalities and reducing severe injuries while providing safe roadway mobility. The overall number and miles of Priority Safety Corridors were expanded in May 2023. As a result, the original \$25M strategy must be adjusted to ensure additional potential costs related to the expansion of Priority Safety Corridors are considered. A total of \$13.4M has been programmed to date, providing for a robust data analytic tool, safety redesign projects on high injury corridors, and outreach and community engagement to move towards a culture focused on safety.

This memo provides an update on traffic collision data trends in 2023, recent Vision Zero Action Plan accomplishments, and upcoming work.

## **ANALYSIS**

Traffic fatalities have persistently risen in the US over the last decade, prompting over 45 cities to adopt Vision Zero programs to reduce traffic fatalities since 2014 and the Biden Administration to create the first National Roadway Safety Strategy to fund city street safety improvements through the 2021 Bipartisan Infrastructure Law. In San José, traffic fatalities have more than doubled in the last 12 years, from 29 in 2010 and 2012 to a record high of 65 in 2023. Figure 1 shows the traffic fatality in the City of San José by year 2012-2023.

**Figure 1 – San Jose Traffic Fatalities (2012-2023)**



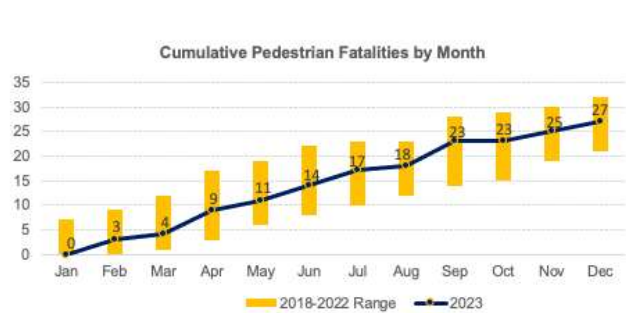
**A. 2023 Traffic Collision Data Trends**

In 2023, San Jose traffic fatalities dropped 25% to 49 from a peak of 65 in 2022. This is the first major reduction in traffic fatalities since 2020, a year with abnormal traffic conditions due to COVID-19, and before that in 2017. Figure 2 shows that 2023 traffic fatalities (yellow) were often below the 5-year range (orange).

**Figure 2 – Cumulative Traffic Fatalities by Month (2023)**



**Figure 3 – Cumulative Pedestrian Fatalities by Month (2023)**



Despite the overall traffic fatality reduction last year, 2023 was a high year for pedestrian fatalities. There were 27 pedestrian fatalities in 2023, the third-highest year on record, following 32 pedestrian fatalities in 2022 and 29 pedestrian fatalities in 2019. Figure 3 shows the cumulative pedestrian fatalities by month, showing that in 2023, pedestrian traffic fatalities (blue) stayed on the average to high end of the 5-year range (yellow). The multi-year uptrend of pedestrian fatalities emphasizes investing in pedestrian safety. The Department of Transportation (DOT) has undertaken pedestrian safety initiatives, such as the Walk Safe San José Pedestrian

Safety Plan (discussed in Section 5), and continued investments in pedestrian safety projects citywide.

Priority Safety Corridors are the streets where most fatal and severe injuries cluster and have been prioritized for safety street redesign projects. In May 2023, the City expanded the Priority Safety Corridors from 3% (75 miles) to 6% (150 miles) of city streets to better align with other Vision Zero cities and to allow more opportunities for more aggressive safety improvement treatments, such as quick builds, when streets are paved as part of the City’s pavement program. Before the expansion, an average of 40% of fatalities occurred on Priority Safety Corridors. In 2023 and after the expansion, data indicates that 63% (31) of traffic fatalities occurred on Priority Safety Corridors. In 2023, the roads with the highest traffic fatalities were four on Monterey Road, four on White Road, three on Blossom Hill Road, three on Jackson Avenue, and three on Capitol Expressway.

**B. Highlighted Accomplishments and Upcoming Work**

San José’s 2020 Vision Zero Action Plan includes key priority areas that align with the objectives of the United States Department of Transportation (USDOT) National Roadway Safety Strategy, such as re-designing the roadway to facilitate safe travel by the most vulnerable users and promote safer speeds through targeted education and outreach campaigns. This section includes notable accomplishments and upcoming work that support the key strategies in the 2020 Vision Zero Action Plan. See Appendix A for locations of completed and planned street safety projects.

<b>Street Safety Project Type</b>	<b>Completed FY2023-2024</b>	<b>Planned FY2024-2025</b>
Priority Safety Corridor: Quick Build	2	6
Priority Safety Corridor: Capital	3	
Corridor Safety: Capital	1	3
Pedestrian Safety Enhancements	15	17
Radar Speed Signs	12	4
Intersection Projects: Quick Build	4	
Corridor: Traffic Calming	10	21
Sideshow Reduction	2	2
Intersection: Signal Modification	21	23
Corridor: Signal Head Visibility	13	4
Intersection: Accessible Ped. Signal	65	83
Corridor: Signal Retiming	44	20
Bike Corridor: Protected (Class IV)	7	18
Bike Corridor: Sharrow (Class III)	7	
Bike Corridor: Bike Lanes (Class II)	22	11

## **1. Priority Safety Corridor Quick Build Projects**

Redesigning streets to reduce fatal and severe injury crashes is DOT's top strategy to deliver safety improvements quicker and less costly than capital projects. Quick-build projects are prioritized on Priority Safety Corridors, often leveraging the Traffic Capital Improvement Program and Citywide Pavement Program to expedite pedestrian and bicyclist safety treatments. Quick-build improvements primarily include pavement markings, roadway signs, plastic bollards, streetlight upgrades, minor traffic signal hardware enhancements, and traffic signal timing changes. Below are projects highlighting the various types of safety work:

**Saratoga Avenue:** From Fall 2023 to Spring 2024, quick-build improvements were implemented from Williams Road to Lawrence Expressway/Quito Road. The improvements included high-visibility crosswalks, reconfiguring and narrowing travel lanes, upgrading streetlights to newer LED fixtures, traffic signal retiming, and hardware modifications, radar speed signs, and adding buffered protected bike lanes.

**Leading Pedestrian Intervals (LPI):** This signal timing improvement gives pedestrians a head start by giving them the "walk signal" four seconds before vehicles travel in the same direction. LPIs have been shown to reduce pedestrian-vehicle collisions by 58.7%.<sup>1</sup> As of the end of 2023, an LPI was installed in 100% (848) of the City-operated signalized crosswalks with a pedestrian-vehicle turn conflict.

**Edenvale Elementary School:** In 2020, the California Transportation Commission's Active Transportation Program Cycle 5 Quick Build pilot program funded this project. The scope of work included pedestrian safety improvements in the residential streets around Edenvale Elementary School. The curb extensions and high-visibility crosswalks shorten crossing distances, enhance pedestrians' visibility and slow right-turn vehicles.

Quick-build improvements for roadway segments of McKee Road, Moorpark Avenue, Quimby Road, Story Road, Blossom Hill Road, and Snell Avenue are in the design phase, and installation is anticipated for summer/fall 2024.

## **2. Slow Down, San José: Safety Messaging Campaign**

The Slow Down San José campaign started in May 2023 and initially ran for three months, with its message of safer driving resonating across the community. Through strategic dissemination across multiple platforms in three languages, including billboards, radio, digital media, and social networking sites, the campaign generated over 22 million impressions, effectively reaching and engaging a broad audience. Community feedback has been overwhelmingly positive, with residents expressing gratitude for the City's proactive approach to addressing road safety concerns. Initial findings indicate a notable increase in awareness and self-reported safe

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<sup>1</sup> Transportation Research Record: Safety Effectiveness of Leading Pedestrian Intervals Evaluated by a Before-After Study with Comparison Groups (2010) <https://journals.sagepub.com/doi/10.3141/2198-03>

driving behaviors, particularly among younger demographics. The campaign earned significant and positive responses in recognition, media performance, social interaction, and web clicks. VTA used our images to run a similar “Countywide Ped-Bike Safety” campaign in 2023, funded by 2016 Measure B.

### **3. Walk Safe San José: Pedestrian Safety Plan**

The Vision Zero program won a Caltrans Sustainable Transportation Planning Grant in 2021 to create a pedestrian safety plan. This plan is anticipated to be completed in spring 2024. As pedestrian fatalities continue to rise, this plan includes strategies to address pedestrian safety citywide and recommendations on project sites that could benefit from quick-build improvements. In February 2024, DOT and our consultants held pop-up demonstrations to show the community what future redesigns could look like and to help DOT and VTA understand the traffic operations and impacts. Right turn “slip lanes” were closed at Yerba Buena/McLaughlin and Taylor/Coleman to demonstrate how larger vehicles could operate around these redesigns. Slip lanes are often less comfortable for pedestrians to cross as drivers do not slow down or stop before making a right turn. Taylor and Coleman are near the San Jose Market Center retail, generating high pedestrian volume on Saturday mornings. The closure at Yerba Buena/McLaughlin allowed VTA’s bus to test the right turn from the through lane. This demonstration project provided VTA with insight into bus operations and feasibility.

### **4. Sunsetting of Vision Zero Task Force**

The San José Vision Zero Task Force was created in September 2020 to bring together critical stakeholders throughout Santa Clara County to bring attention to the pressing traffic safety issues. Recommended as a best practice by the Vision Zero Network, creating a Task Force was one of the original six priority action areas outlined in the 2020 Vision Zero Action Plan. The Task Force has played an essential role in establishing San José’s Vision Zero Program; however, City staff have spent significant time producing and hosting the Task Force meetings with duplicated efforts and similar reporting to the Transportation & Environment Committee. During the 12th San José Vision Zero Task Force meeting on February 29, 2024, Chair Pam Foley announced sunsetting the Task Force at the end of 2024. Reports, oversight, and feedback will continue to occur at the Transportation and Environment Committee, currently staffed by five council members, and where there is the ability to refer items to the full City Council. In addition, staff will also explore ways to report to the Bicycle and Pedestrian Advisory Committee.

Sunsetting the Task Force does not end the Vision Zero program or DOT’s commitment to improving traffic safety. City staff will transition time spent preparing for Task Force meetings to implementing proven strategies that will move the needle on traffic safety. Stakeholder engagement and input can continue through the committees or directly to the traffic safety program at [traffic.safety@sanjoseca.gov](mailto:traffic.safety@sanjoseca.gov). The two remaining Task Force meetings on June 27,

2024, and October 24, 2024, will be used to develop a transition plan to focus on implementation, delivery, and updates to the Vision Zero Action Plan.

## **5. Creating a New 2025 Vision Zero Action Plan**

The 2025 plan will be the City's fourth Vision Zero Action Plan, following the previous ones written in 2015, 2017, and 2020. As part of our evolving work on Vision Zero, we must continually update our goals and work priorities. The 2025 Plan will outline priority action areas, similar to the framework in the 2020 Plan, and align it with the USDOT National Road Safety Strategy (2022) and the Safe Streets for All (SS4A) grants program. Engagement for the 2025 Vision Zero Action Plan will be focused in spring 2024. DOT will present a draft 2025 Vision Zero Action Plan at the June 24, 2024, Vision Zero Task Force meeting.

## **6. Grant Funds Awarded**

In 2023, DOT was awarded over \$81.3M in grant funding for transportation safety projects that support walking, biking, and taking transit. This includes the recent, highly competitive US Department of Transportation Safe Streets for All (SS4A) Implementation Grant award. Specifically, the City of San José won \$12.9M to redesign four intersections with the highest fatal and severe injuries:

- Curtner Ave near VTA Light Rail, between Canoas Garden Ave and the 87 Freeway
- Capitol Expressway and Senter Road, near Andrew P. Hill High School
- Monterey Road and Curtner Ave-Tully Rd
- E Santa Clara St and 11<sup>th</sup> St

## **7. Speed Safety Systems: Speed Enforcement Cameras**

Governor Newsom signed Assembly Bill 645 in October 2023, allowing six cities, including San José, to run a five-year speed safety system (speed enforcement cameras) pilot program beginning as soon as January 1, 2024, and ending by January 1, 2032. Other cities included in the pilot are San Francisco, Oakland, Los Angeles, Long Beach, and Glendale.

Based on population size, the Bill allows San José to install up to 33 speed safety systems on state-defined safety corridors, school zones, and areas with a history of street racing or sideshows. The law requires the City to place systems in communities of all income levels, not clustered in only one or a few areas. DOT is currently identifying potential locations that fall within allowable pilot areas as defined by the Bill and have historical speeding-related crashes and data indicating the highest rates of existing speeding (11 mph+ above posted). DOT will finalize the candidate locations in June and plans to return to council in September 2024 with the required pilot project Impact Report.

April 15, 2024

**Subject: Vision Zero Traffic Safety Status Report**

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## **COORDINATION**

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

/s/

JOHN RISTOW

Director of Transportation

For questions please contact Heather Hoshii, Deputy Director for Transportation Safety, Operations and Parking, at [heather.hoshii@sanjoseca.gov](mailto:heather.hoshii@sanjoseca.gov).

## **ATTACHMENT**

Appendix A - Street Safety Projects: Completed Projects FY 2023-2024 and Upcoming Projects FY 2024-2025

## APPENDIX A:

### STREET SAFETY PROJECTS Completed Projects FY 2023-2024

#### Priority Safety Corridors: Quick Build

1. Branham Rd (D9/2)
2. Saratoga Ave (D1)

#### Priority Safety Corridors: Capital

1. McKee Rd (D3/5) (in construction)
2. Tully Rd (D5/7/8) (in construction)
3. Monterey Rd (D2/10) Guardrail (in construction)

#### Corridor Safety: Capital

1. Mt Pleasant (D5/8) (in construction)

#### Pedestrian and Roadway Safety Projects

##### *Pedestrian Enhancement Projects*

1. 3<sup>rd</sup>/Hedding (D3)
2. Agua Vista/Hostetter (D4)
3. Arden/Leeward (D5)
4. Arden/Tallahassee (D5)
5. Berryessa/Sierra (D4)
6. Charlotte/Lexington (D2)
7. Clarice/Huran (D8)
8. Coyote/La Torre (D2)
9. Curtner/Briarwood (D9)
10. Delta/Middlepark (D8)
11. Foxworthy/Yucca (D9)
12. Lincoln/Meredith (D6)
13. Little Orchard/Perrymont (D7)
14. Morrill/Via Montez (D4)
15. Park/Yosemite (D6)

##### *Radar Speed Display Signs*

1. Camden/Creekview (D10)
2. Cropley/Minto (D4)
3. Cropley/Morrill (D4)
4. Foxworthy Ave/Kirk (D9)
5. Foxworthy Ave/Lexford (D9)
6. Meridian/York (D9)
7. Toyon Ave/Cortese (D5)
8. Toyon Ave/Joanne (D5)
9. White Rd/Bon Bon (D8)

10. White Rd/Cunningham (D8)
11. White Rd/Stevens (D8)
12. White Rd/Sturla (D8)

##### *Intersection Projects: Quick-Build*

- Alma/Almaden (D3/D7)
1. Cabrillo/Lodestone (D4)
  2. Castlemont (Payne – Barkwood) (D1)
  3. White/Ocala (D5)

##### *Traffic Calming Projects*

1. Bambi (D5)
2. Camden/Kooser (D9)
3. Choctaw (D10)
4. Edenvale (D2)
5. Fontaine (D7)
6. La Strada (D10)
7. Leeward (D5)
8. Toyon (D5)\
9. Raleigh Rd (D2)
10. Whitetail (D8)

##### *Sideshow Projects*

1. Sierra (D4)
2. Monterey/Branham (D2)

##### Traffic Signal Projects

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

##### *Intersection: Signal Modifications*

1. Blossom Hill/ Monterey (D2)
2. McKee/ Checkers (temp pole) (D5)
3. Leigh/Moorpark (D6)
4. 5th/ Santa Clara (D3)
5. 280/ Moorpark (D1)
6. McKee/ Jose Figueres (D5)
7. Quimby/Interlude (D8)
8. McKee/ Checkers (D5)



9. McKee/ El Rancho Verde (D5)
10. Great Oaks/ Santa Teresa (D10)
11. McKee/ 33rd (D5)
12. McKee/ White (D5)
13. Blossom Hill / Monterey (D2)
14. Berryessa/Commercial (D3)
15. Cinderella/Jackson (D5)
16. 2nd / St James (D3)
17. Almaden Expy/ Almaden Rd (D7)
18. 3rd/ Keyes (D3)
19. 13th/ Taylor (D3)
20. San Pedro / Santa Clara (D3)
21. Branham / Kingspark (D2)

***Signal Head Visibility & High Visibility Backplate  
Upgrades***

1. 2nd St: St. James to Santa Clara (D3)
2. Lincoln Av & Malone Rd (D6)
3. First & Julian (D3)
4. Hellyer Av & Piercy Rd (D2)
5. Forest Av & Monroe St (D6)
6. Ocala Ave: 2 signals between King and Adrian (D5/8)
7. Aborn Rd: 6 signals between King and Mosher (D8)
8. Capitol Ave: 4 signals between Wilbur and McKee (D5)
9. Camden Ave: 2 signals between Blossom Hill and Bascom (D10)
10. QB Saratoga: 9 signals between Lawrence/Quito and Moorpark (D1)
11. QB Blossom Hill: 5 signals between Cahalan and Blossom Ave (D10)
12. Bret Harte Dr & Via Valiente (D10)
13. Monterey Rd & San Jose Ave (D7)

***Accessible Pedestrian Signal Installations***

1. Payne Av & Saratoga Av (D1)
2. Cypress Av & Stevens Creek Bl (D1)
3. Campbell Av & Prospect Rd/Saratoga Av (D1)
4. Saratoga Av & Williams Rd (D1)
5. Johnson Av & Prospect Rd (D1)
6. Bernal Rd & Monterey Rd (D2)
7. Bernal Overpass Rd & Monterey Ramp Rd (D2)
8. Skyway Dr & Snell Av (D2)
9. Monterey Rd & Senter Rd (D2)
10. Cottle Rd & Great Oaks Pw/Poughkeepsie Rd (D2)

11. Monterey Rd & Monterey Plaza Dw (D2)
12. Flintwell Wy & Monterey Rd (D2)
13. Gold Run Wy/The Woods Dr & Snell Av (D2)
14. Beswick Dr/Raleigh Rd & Cottle Rd (D2)
15. Fourth St & Taylor St (D3)
16. First St And St John St (D3)
17. Santa Clara St & Twenty Sixth St (D3)
18. Santa Clara St & Third St (D3)
19. Market St & Santa Clara St (D3)
20. San Carlos St & Woz Wy (D3)
21. Second St & St John St (D3)
22. Fourth St & San Antonio St (D3)
23. First St & Rankin Av (D3)
24. Rio Robles & Tasman Dr (D4)
25. First St & River Oaks Pw/Pl (D4)
26. Berryessa Rd & Morrill Av/Summerpark Ct (D4)
27. Morrill Av & Sierra Rd (D4)
28. Tasman Dr & Vista Montana (D4)
29. Tasman Dr & Zanker Rd (D4)
30. Morgridge Wy & Tasman Dr (D4)
31. Cisco Wy & Tasman Dr (D4)
32. Component Dr & First St (D4)
33. First St & Orchard Pw (D4)
34. Capitol Av & Ohlone Dr (D4)
35. Capitol Av & Wilbur Av (D5)
36. Cinderella Ln & Jackson Av (D5)
37. Bird Av & Willow St (D6)
38. Cahill St & Santa Clara St (D6)
39. Coleman Av & Santa Teresa St (D6)
40. Barack Obama Bl & Lrt-X (D6)
41. Montgomery St & Santa Clara St (D6)
42. Airport Pw & Gateway Pl/Technology Dr (D6)
43. First St & Skyport Dr (D6)
44. Airport Ped Crossing East (D6)
45. Airport Ped Crossing West (D6)
46. Fruitdale Av & Meridian Av (D6)
47. Fruitdale Av & Southwest Ex (D6)
48. Lincoln Av & Parkmoor Av (D6)
49. Forest Av & Winchester Bl (D6)
50. Alma Av And Lick Av (D7)
51. Alvin Av & Fontaine Rd (D7)
52. Monterey Rd & Old Tully Rd (D7)
53. Mclaughlin Av & Tully Rd (D7)
54. Evergreen Commons & Tully Rd (D8)
55. Blossom Hill Rd & Leigh Av (D9)
56. Los Gatos Almaden Rd & Union Av (D9)
57. Leigh Av & Los Gatos Almaden Rd (D9)
58. Bascom Av & Camden Av (D9)

59. Harris Av & Leigh Av (D9)
60. Bascom Av & Union Av (D9)
61. Cottle Rd & Hospital Pw/Palmia Dr (D10)
62. Blossom Av & Santa Teresa Bl (D10)
63. Blossom Hill Rd & Chesbro Av (D10)
64. Coleman Rd & Winfield Bl (D10)
65. Camino Verde Dr & Santa Teresa Bl (D10)

### ***Signal Retiming***

1. Fifth St & Santa Clara St (D2)
2. Almaden Bl & Park Av (D2)
3. Jose Figueres Av & McKee Rd (D5)
4. Alum Rock Av & White Rd (D5)
5. East Hills Dr & White Rd (D5)
6. Westboro Dr & White Rd (D5)
7. Story Rd & White Rd (D5)
8. Mt Vista Dr & White Rd (D5)
9. Mt McKinley Dr & White Rd (D5)
10. Rocky Mountain Dr & White Rd (D5)
11. Marten Av/Ocala Av & White Rd (D5)
12. Cunningham Av/C Lake Ct & White Rd (D5)
13. Lake Cunningham & White Rd (D5)
14. Tully Rd & White Rd (D5)
15. Glen Donegal Dr/Peppermint Dr & White Rd (D5)
16. Norwood Av & White Rd (D5)
17. Quimby Rd & White Rd (D5)
18. Stevens Ln & White Rd (D5)
19. Tasman Drive & Renaissance Drive (D4)
20. Tasman Drive & Vista Montana (D4)
21. Tasman Drive & Champion Court (D4)
22. Tasman Drive & Rio Robles (D4)
23. Tasman Drive & N. First Street (D4)
24. Tasman Drive & Baypointe Parkway (D4)
25. Tasman Drive & Zanker Road (D4)
26. Tasman Drive & Morgridge Way (D4)
27. Tasman Drive & Cisco Way (D4)
28. N. First Street & Rio Robles (D4)
29. N. First Street & River Oaks Parkway (D4)
30. N. First Street & Orchard Parkway (D4)
31. N. First Street & Plumeria Drive (D4)
32. N. First Street & Bonaventura Drive (D4)
33. N. First Street & Trimble Road (D4)
34. N. First Street & Component Drive (D4)
35. N. First Street & Charcot Avenue (D4)
36. N. First Street & Karina Court (D4)
37. N. First Street & Brokaw Road (D4)
38. N. First Street & Technology Place (D4)
39. N. First Street & Metro Drive (D4)
40. N. First Street & Skyport Drive (D4)

41. N. First Street & Sonora Avenue (D4)
42. N. First Street & Gish Road (D4)
43. N. First Street & Rosemary Street - I-880 SB Ramp (D4)
44. N. First Street & Burton Avenue - I-880 NB Ramp (D4)

### **Bike Corridors**

#### ***Protected Bikeways (Class IV)***

1. Airport: Guadalupe River to First (D4/D6)
2. Almaden at Park (D3)
3. Berryessa: Mabury to Lundy: (D4)
4. Branham: Snell to Houndshaven (2)
5. Gold: Gold Street Connector to Guadalupe River (D4)
6. Julian: 21<sup>st</sup> to Highway 101 (D3)
7. Saratoga: Williams to Lawrence (D1)

#### ***Sharrows (Class III)***

1. Bailey: McKean to IBM Access (D2)
2. Coyote: Senter to Palisade (D2)
3. Evergreen Village Square: Ruby to Classico (D8)
4. Harwood: Blossom Hill to Little Branham (D9)
5. Julian: 6<sup>th</sup> to 21<sup>st</sup> (D3)
6. McLaughlin: Yerba Buena to Tuers (D7)
7. Virginia: 3<sup>rd</sup> to 5<sup>th</sup> (D3)

#### ***Bike Lane (Class II)***

1. Bailey: IMB Access to Monterey (D2)
2. Cherry: Curtner to Dry Creek (D6)
3. Coyote: Palisade to Blossom Hill (D2)
4. Fenian: Bucknall to Keith (D1)
5. Fowler/Classico: San Felipe to Evergreen Village Square (D8)
6. Gold: Guadalupe River to Taylor (D4)
7. Hamilton: Atherton to Beck (D1)
8. Leigh: Hamilton to Southwest (D6)
9. Lelong: Willow to Alma (D6)
10. Los Gatos-Almaden: Aurora to Leigh (D6)
11. Market: San Fernando to San Salvador (D3)
12. Meridian: Park to Fruitdale (D6)
13. Mt Pleasant: Clayton to Kohler (D8)
14. Parkmoor: Meridian to Lincoln (D6)
15. Race: San Carlos to Park (D6)
16. San Carlos: Sunol to McEvoy (D6)
17. Stokes: Southwest to Leigh (D6)
18. Story: Capitol to Clayton (D5)
19. Tully: Alvin to Huran (D7/D8)

20. Union: Los Gatos-Almaden to Blossom Hill  
(D6)
21. Via Del Oro: Bernal to San Ignacio (D10)
22. Yerba Buena: San Felipe to Villa Vista  
(D8)

**STREET SAFETY PROJECTS**  
Upcoming Projects FY 2024-2025

**Priority Safety Corridors: Quick Build**

1. Blossom Hill (D9/10)
2. Moorpark (D1)
3. McKee Quick-Strike (D3/5)
4. Quimby (D7)
5. Snell (D2/D10)
6. White (D5)

**Corridor Safety: Capital**

1. Arya (Balbach) (D3/5)
2. Ocala (D5/8)
3. Roosevelt (D3)

**Pedestrian and Roadway Safety Projects**

***Pedestrian Enhancement Projects***

1. 13th/Vestal (D3)
2. Aborn/Irwindale (D8)
3. Camden/Los Alamitos Creek Trail (D10)
4. Empire/13th (D3)
5. Forest/Bellerose (D6)
6. Jackson/Brushglen (D4)
7. Jackson/Woodset (D5)
8. Johnson/Donington (D1)
9. Johnson/Rainbow (D1)
10. Julian/26th (D3)
11. Kooser/Stamwood (D9)
12. Lincoln/Brace (D6)
13. Lincoln/Broadway (D6)
14. Lucretia/VACC (D7)
15. Penitencia Creek/Viceroy (D4)
16. Quimby/Marston (D8)
17. Senter/Capitol (D7)

***Radar Speed Display Signs***

1. Blossom Hill (D9)
2. Cropley (D4)
3. Ruby (D8)
4. Senter (D7)

***Traffic Calming Projects***

1. 19th St Speed Hump (D3)
2. Apperson Ridge (D8)
3. Choctaw Dr Speed Hump (D10)
4. Elwood Dr Speed Hump (D10)
5. Fehren Dr (D7)
6. Griffith St (D5)
7. Hampton Dr Speed Hump (D10)

8. Hilmont Ave (D5)
9. Lyndale Walk Audit Improvement (D5)
10. Melody Park Walk Audit Improvement (D2)
11. McGinness Ave (D5)
12. Moreland Walk Audit Improvement (D1)
13. Pfeifle Av (D7)
14. Phelan Av & Lucretia Av improvement near YB High School (D7)
15. Rocky Mountain Dr (D5)
16. Ruby Av (D8)
17. Sylvandale Ave, east of Capitol Expy (D7)
18. Sylvandale Middle School Safety Project (D2/D7)
19. Wool Ave (D7)
20. Winterset Wy (D10)
21. Vollmer Way (D5)

***Sideshow Projects***

1. Murrillo/Quimby (D8)
2. Santa Teresa/Bailey (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.

***Intersection: Signal Modifications***

1. 5th/Santa Clara (D3)
2. Almaden/Park (D3)
3. Autumn Pkwy/Howard (D3)
4. Autumn/Julian (D3)
5. Balbach/Market (D3)
6. Bascom/Pamilar (D6)
7. Leigh/Moorpark (D6)
8. McKee/Checkers (D5)
9. McKee/El Rancho (D5)
10. McKee/33<sup>rd</sup> (D3)
11. McKee/Jose Figueres (D5)
12. McKee/White (D5)
13. Tully/King (D7/8)
14. Tully/Brahms (D8)
15. Tully/Quimby (D8)
16. SJC Mineta Airport (D6)
17. 3<sup>rd</sup>/Keyes (D3)
18. Park/Race (D6)
19. Blossom & Calero (D10)

20. White/Mount McKinley (D5)
21. Almaden/Grant (D3)
22. Almaden/Reed (D3)
23. Reed/1<sup>st</sup> St (D3)

***Corridors: Signal Head Visibility & High  
Visibility Backplate Upgrades***

1. Santa Teresa (D10) 20 signals: Blossom Hill to Avenida Espana
2. Meridian (D9/10) 5 signals: Kooser to Camden
3. S Bascom (D9) 4 signals: Foxworthy to Dry Creek
4. Cottle (D2) 6 signals: Endicott to Hospital Pkwy

***Intersections: Accessible Pedestrian Signal***

1. Capitol/Cropley (D4)
2. 1<sup>st</sup>/River Oaks (D4)
3. Blossom Hill/Leigh (D9)
4. Blossom/Santa Teresa (D10)
5. Bird/Willow (D6)
6. Los Gatos Almaden/Union (D9)
7. Cahill /Santa Clara (D6)
8. Alma/Lick (D3/7)
9. Blossom Hill/Chesbro (D10)
10. Payne/Saratoga (D1)
11. 4<sup>th</sup>/Taylor (D3)
12. Alvin/Fontaine (D7)
13. 1st/Rankin (D3)
14. 2nd/St John (D3)
15. 4th/San Antonio (D3)
16. 4th/Taylor (D3)
17. Barrack Obama/San Fernando (D6)
18. Bascom/Union (D9)
19. Berryessa/Morrill/Summerpark (D4)
20. Bird/Willow (D6)
21. Blossom Hill/Blossom/West Valley Fwy (D10)
22. Blossom Hill/Chesbro (D10)
23. Cahill/Santa Clara (D6)
24. Capitol/Wilbur (D5)
25. Cisco/Tasman (D4)
26. Clarkston/Pearl (D9)
27. Convention Center/San Carlos (D3)
28. Coleman/San Jose Market Dwy (D6)
29. Coleman/Winfield (D10)
30. Cottle/Great Oaks/Poughkeepsie (D2)
31. Cottle/Hospital Pw/Palmia (D2 & D10)
32. Fruitdale/Southwest (D6)
33. Forest/Winchester (D6)
34. Leigh/Los Gatos Almaden (D9)
35. McLaughlin/Tully (D7)
36. Monterey/Old Tully (D7)
37. Monterey/Senter (D2 & D7)
38. Morgridge/Tasman (D4)
39. Morrill/Sierra (D4)
40. Rio Robles/Tasman (D2)
41. Skyway/Snell (D2)
42. Tasman/Vista Montana (D4)
43. Tasman/Zanker (D4)
44. San Carlos/Woz (D3)
45. 1st/Rankin (D3)
46. 2nd/St John (D3)
47. 4th/San Antonio (D3)
48. 4th/Taylor (D3)
49. 24th/Santa Clara (D3)
50. 28th/Santa Clara (D3)
51. 33rd/Alum Rock (D5)
52. Alum Rock/Jackson (D5)
53. Alum Rock/McCreery (D5)
54. Alvin/Fontaine (D7)
55. Alvin/Lanai/Tully (D7)
56. Barrack Obama/San Fernando (D6)
57. Bascom/Union (D9)
58. Berryessa/Morrill/Summerpark (D4)
59. Blossom Hill/Blossom/West Valley Fwy (D10)
60. Blossom Hill/Chesbro (D10)
61. Cahill/Santa Clara (D6)
62. Capitol/Wilbur (D5)
63. Cisco/Tasman (D4)
64. Convention Center/San Carlos (D3)
65. Coleman/San Jose Market Dwy (D6)
66. Coleman/Winfield (D10)
67. Cottle/Great Oaks/Poughkeepsie (D2)
68. Cottle/Hospital Pw/Palmia (D2 & D10)
69. Curtner/Little Orchard (D7)
70. Fruitdale/Southwest (D6)
71. Forest/Winchester (D6)
72. Leigh/Los Gatos Almaden (D9)
73. McLaughlin/Tully (D7)
74. Monterey/Old Tully (D7)
75. Monterey/Phelan (D7)
76. Monterey/Senter (D2 & D7)
77. Morgridge/Tasman (D4)
78. Morrill/Sierra (D4)
79. Rio Robles/Tasman (D2)
80. Skyway/Snell (D2)
81. Tasman/Vista Montana (D4)
82. Tasman/Zanker (D4)

83. San Carlos/Woz (D3)

***Corridor: 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)

**Bike Corridors**

***Protected Bikeway (Class IV)***

1. Aborn: Ruby to Gurdwara (D8)
2. Alma: Minnesota to Senter (D3/D6/D7)
3. Bascom: Hamilton to Fruitdale (D6)
4. Cherry/Sanchez: Chynoweth to Blossom Hill (D9)
5. Hamilton: Campbell to Atherton (D1)
6. Holger: First to Headquarters (D4)
7. Lundy: Trade Zone to Hostetter (D3/D4)
8. McLaughlin: Tuers to Yerba Buena (D7)
9. Miyuki: Santa Teresa to End (D10)
10. Orchard: Amtel to First (D4)
11. River Oaks: First to Montague (D4)
12. Quimby: Tully to Capitol (D8)
13. San Ignacio: Santa Teresa to Bernal (D10)
14. Skyway: Snell to Monterey (D2)
15. Story: King to Capitol (D5)
16. Technology: Airport to Skyport (D6)
17. Tully: Huran to Capitol (D5/D8)
18. Winfield: Blossom Hill to Old Quarry

***Bike Lanes (Class II)***

1. Almaden: Balbach/Woz to Grant (D3)
2. Almaden Ex: Alma to La Rossa (D3)
3. Bering: Zanker to Brokaw (D3)

4. Bernal: Highway 85 to San Ignacio (D2/D10)
5. Coleman: Santa Teresa to Julian (D3/D6)
6. Devcon: Bering to Zanker (D3)
7. Julian: Montgomery to Notre Dame (D3/D6)
8. Moorpark: San Tomas to Saratoga (D1)
9. San Felipe: Yerba Buena to Aborn (D8)
10. Snell: Highway 85 to Santa Teresa (D10)
11. Taylor: The Alameda to Stockton (D6)