

Vision Zero Update and Action Plan

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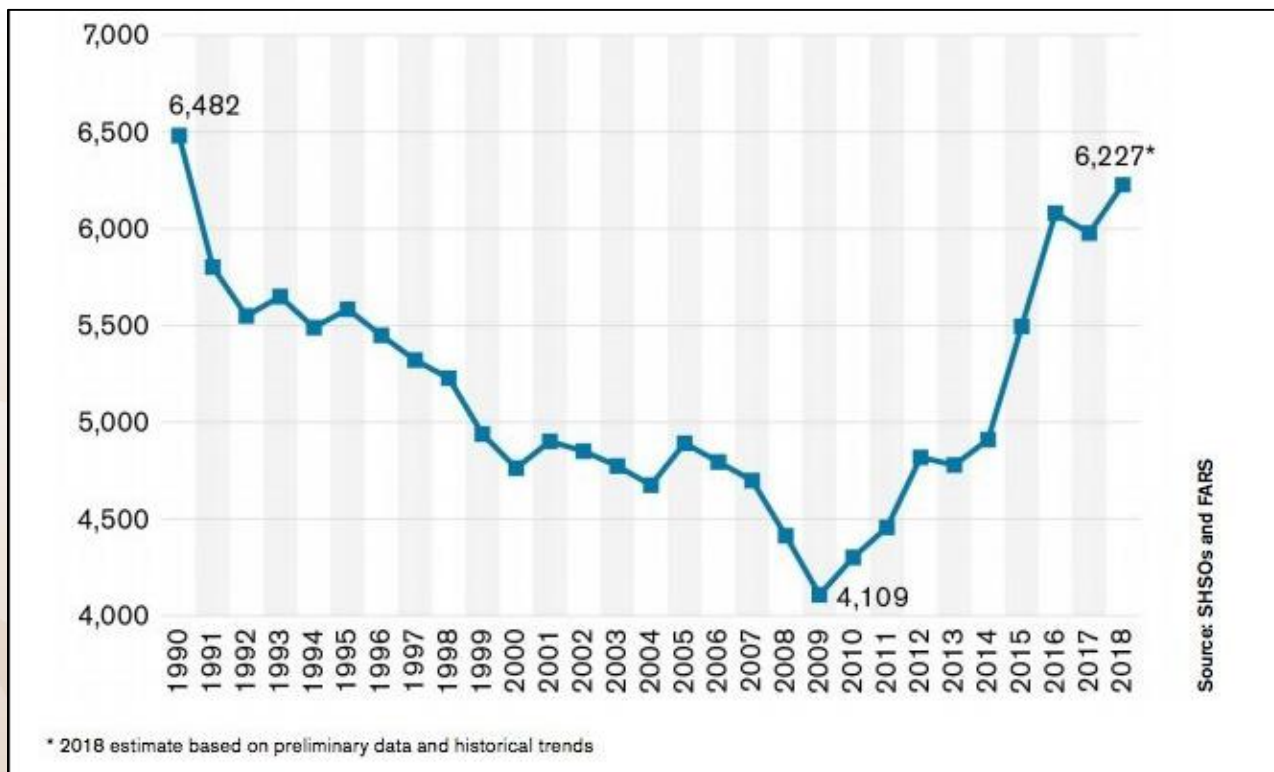
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National Rise in Pedestrian Fatalities

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)

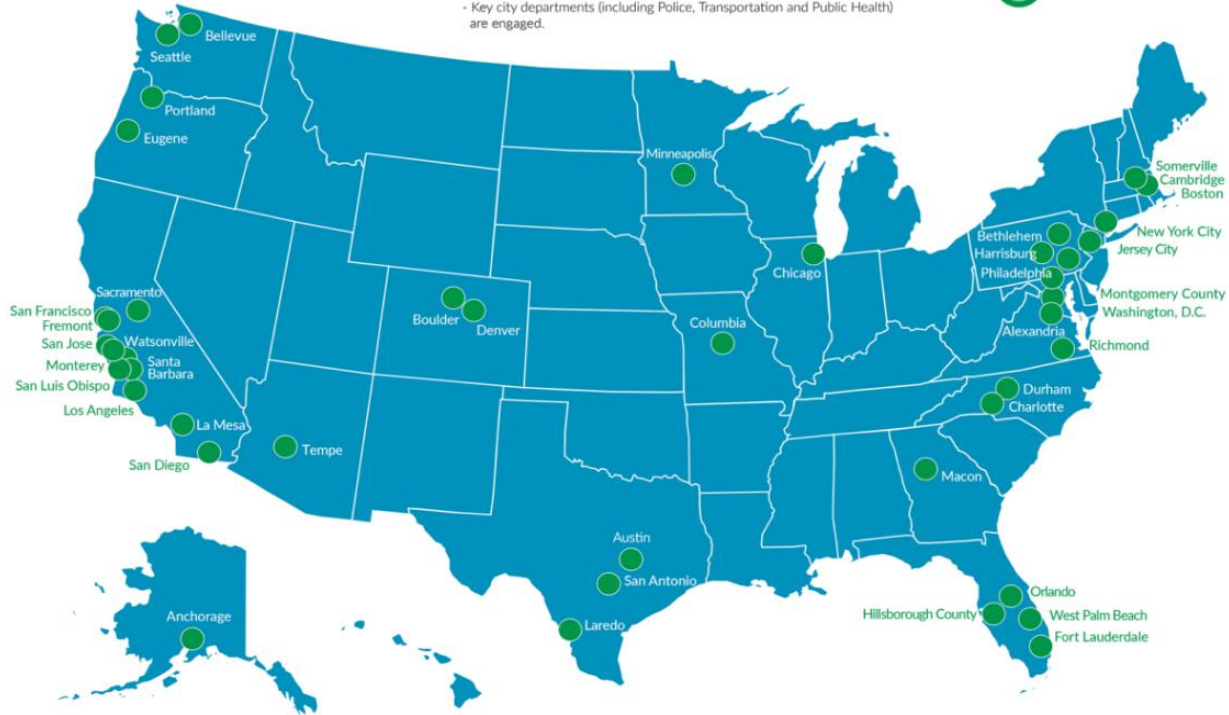
Vision Zero in 40+ US cities

San Jose adopted Vision Zero in 2015

Vision Zero Cities

A Vision Zero City meets the following minimum standards:

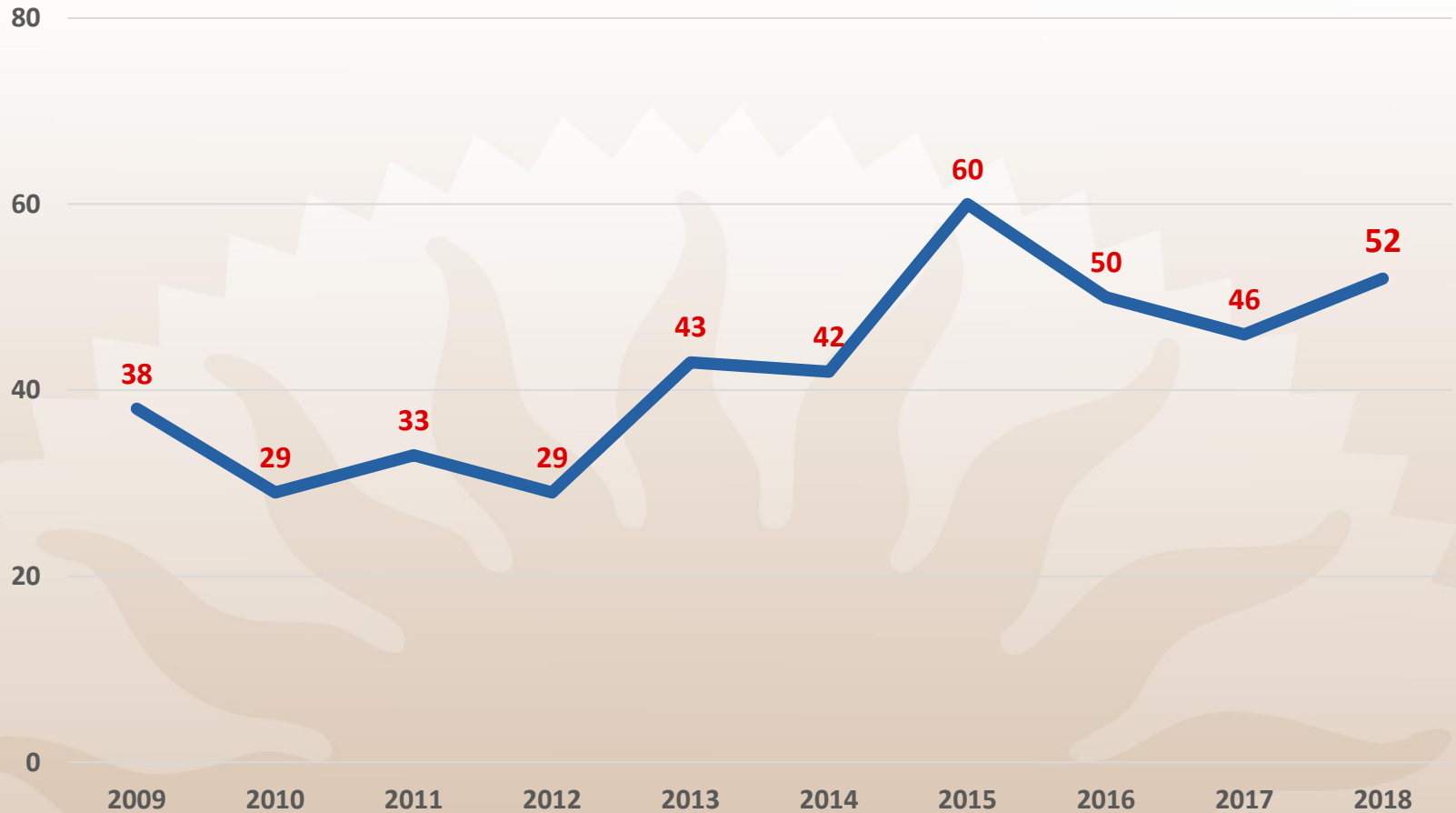
- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.



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

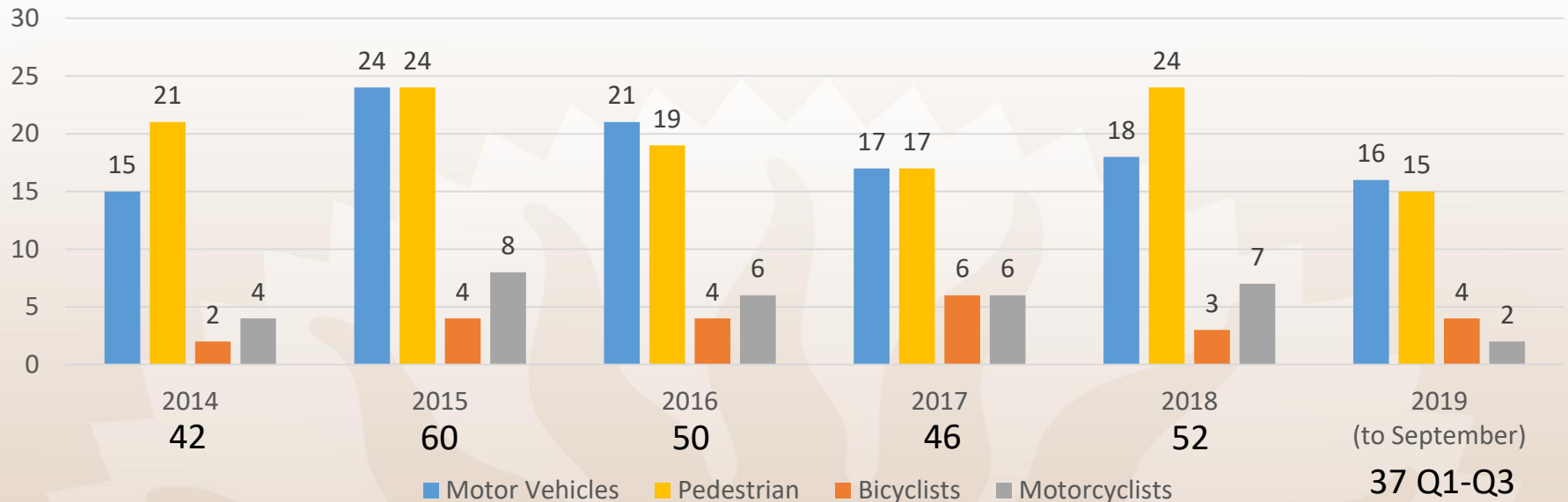
In May 2019, presented data update

San Jose Traffic Fatalities up 37% in 10 years



Traffic Fatalities by Mode

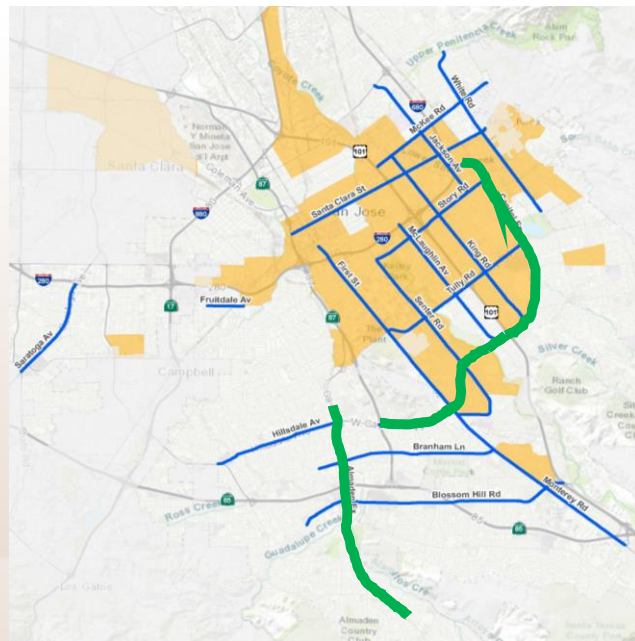
Pedestrians are the biggest group



- 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

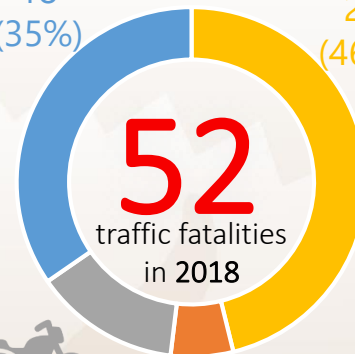
Crash Data Analysis



18
(35%)



24
(46%)



7
(13%)



3
(6%)

2018
Median Age



56 yrs old



41 yrs old



31 yrs old

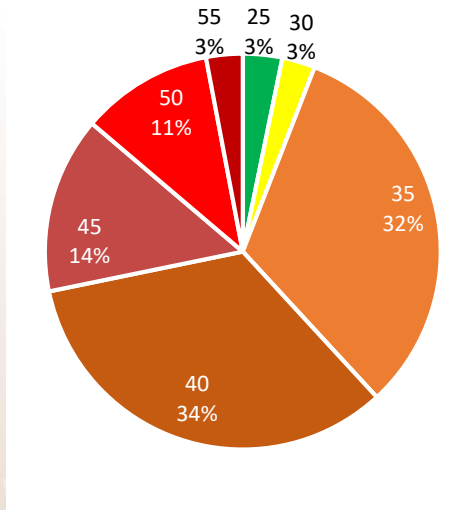


59 yrs old

- 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*



IF HIT BY A VEHICLE TRAVELING AT

20

MPH



10%

likelihood of fatality

30

MPH



50%

likelihood of fatality

40

MPH



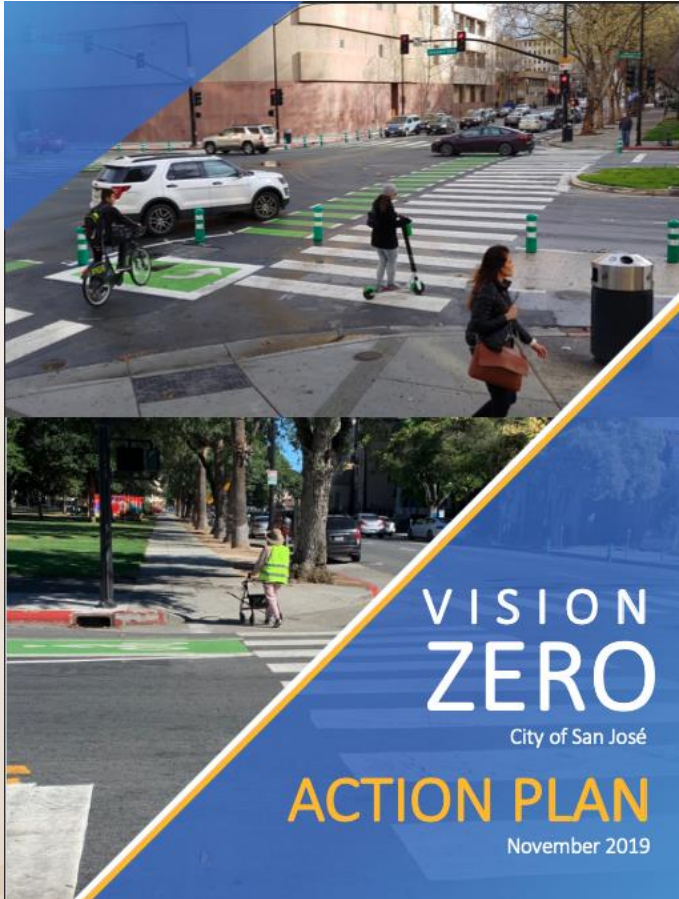
90%

likelihood of fatality

- 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...

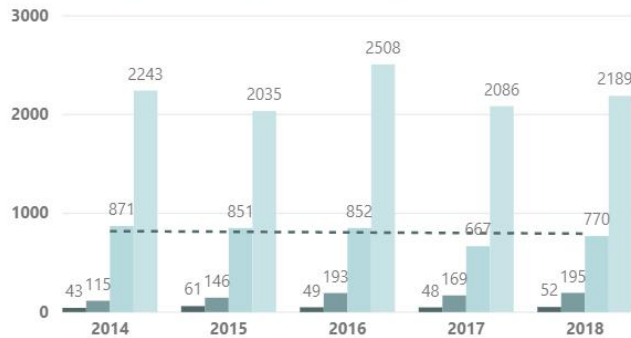
- (Blank)
- 0-15
- 16-29
- 30-49
- 50-64
- 65+

Select VZ Corridor

All

Injuries per Crash by Year

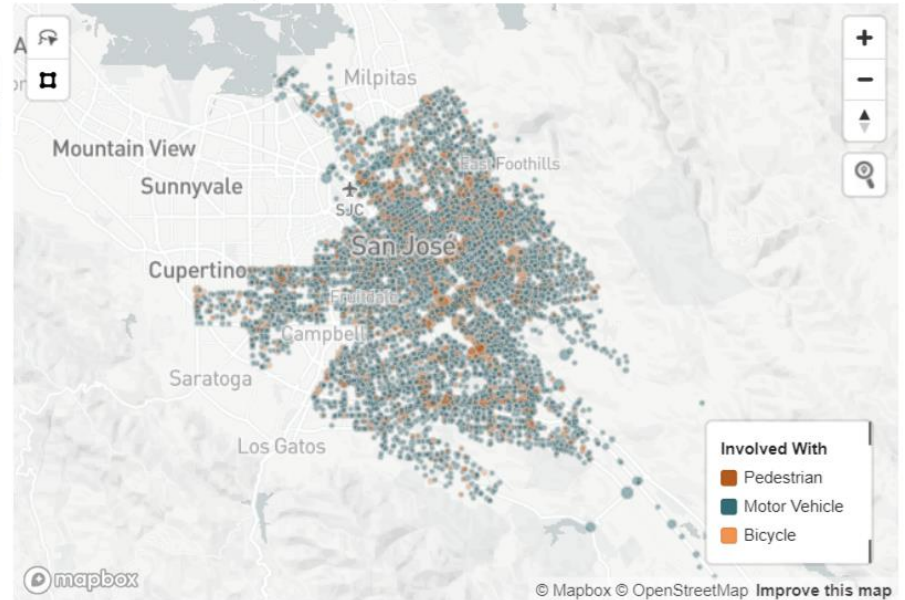
● Fatal Injuries ● Severe Injuries ● Moderate Injuries ● Minor Injuries



Select ETS Segment

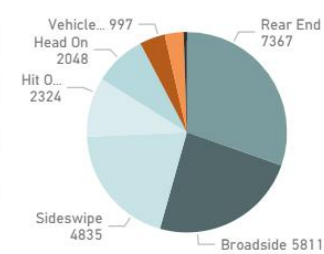
All

Involved With and Crash Count by Latitude and Longitude

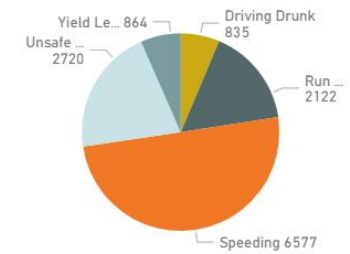


District	Crashes
1	1499
2	1342
3	5544
4	2517
5	3378
6	3032
7	3468
8	1673
9	1874
10	1692

Type of Collision



Top 5 Known Vehicle Violations



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)

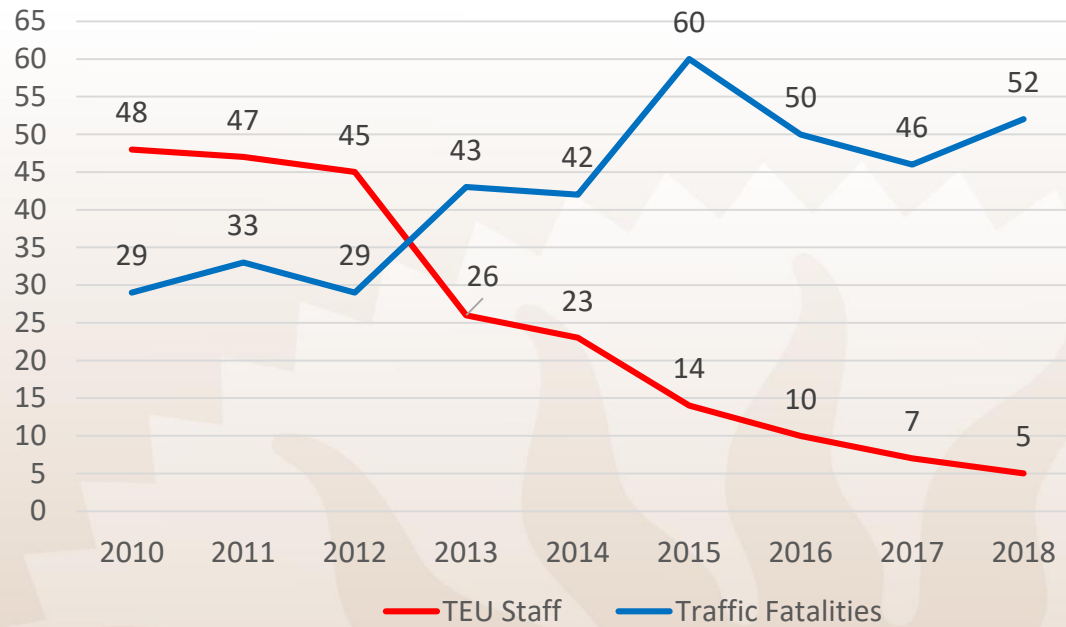
Accountability:

- 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

4. Community Engagement

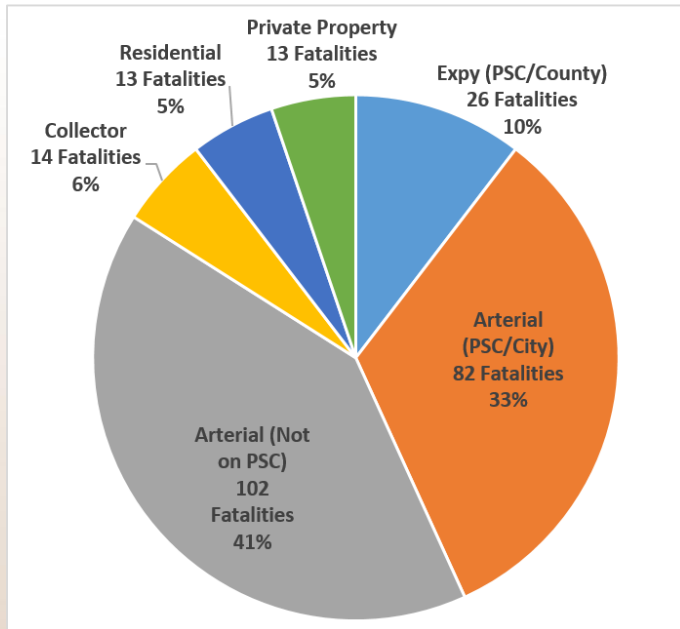
Build Culture of Safety

- 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**