



Memorandum

TO: TRANSPORTATION AND
ENVIRONMENT COMMITTEE

FROM: John Ristow

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

DATE: October 13, 2021

Approved

Date

10/22/21

RECOMMENDATION

Accept a status report on Vision Zero Traffic Safety as part of the approved City Roadmap for 2021-2022.

BACKGROUND

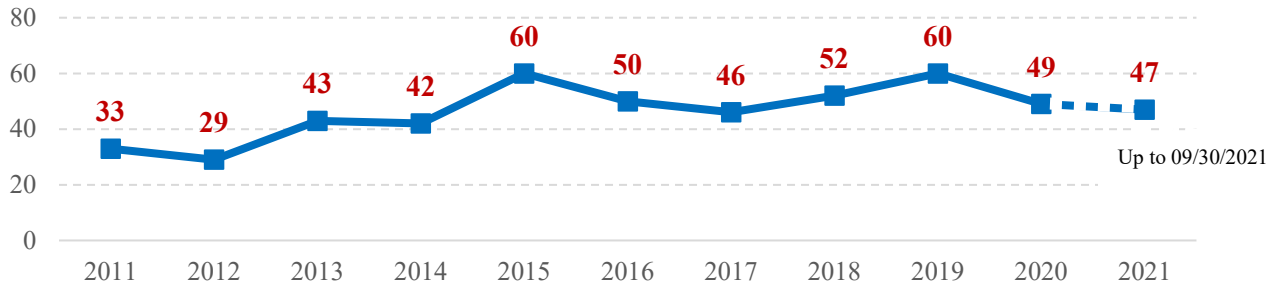
Vision Zero is the City's transportation initiative to reduce traffic fatalities and severe injuries. It is a key project in the 2021-2022 City Roadmap as part of the Safe, Vibrant and Inclusive Neighborhood and Public Life Enterprise Priority. In February 2020, City Council approved a Vision Zero Action Plan and a \$25M investment strategy towards eliminating fatalities and reducing severe injuries while providing safe mobility on our roadways. A total of \$9.23M 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 around safety. This memo provides an update on traffic collision data trend year to date in 2021, recent Action Plan accomplishments and upcoming work, and project evaluation efforts.

ANALYSIS

Pedestrian fatalities have persistently risen over the last decade in the US, prompting over 40 cities to adopt Vision Zero programs. Pedestrians continue to be the most vulnerable users on San José's roadways with the most fatalities by mode. In San José, fatalities reached a record high in 2015 and 2019, with 60 people dying while walking, biking, or driving. 2020 was an anomalous year where crash data reflected fewer vehicle miles traveled as the COVID-19 pandemic led to a countywide shelter-in-place order. Based on a review of police collision records, traffic fatalities dropped 18%, severe injuries were down 2%, and all injuries were down 31%. However, speeding fatalities rose. Speeding is the top known violation contributing to fatal

and severe injuries (KSIs) in San José and was the primary cause in 27% of the City's traffic fatalities in 2020, more than double from 2019.

Figure 1 – San José Traffic Fatalities



A. 2021 Traffic Collision Data Trend

This section reports on traffic collision data for the current year through September for fatality data and through July for all other injury data, along with five-year comparisons in the charts below. As of September 30, 2021, traffic fatalities are trending above the cumulative monthly range (2016-2020), while available data through July shows total KSIs remain within range and total injuries are trending slightly on the lower end of monthly cumulative ranges.

Figure 2 – 2021 Cumulative Fatalities by Month

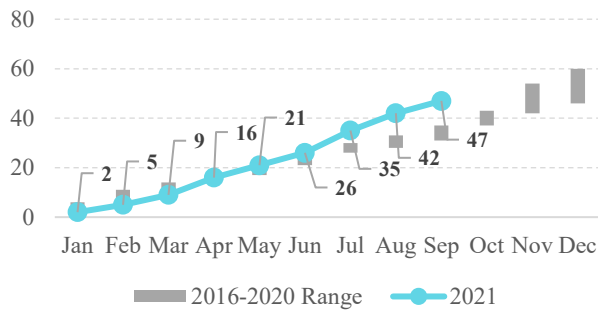


Figure 3 – 2021 Cumulative KSI by Month

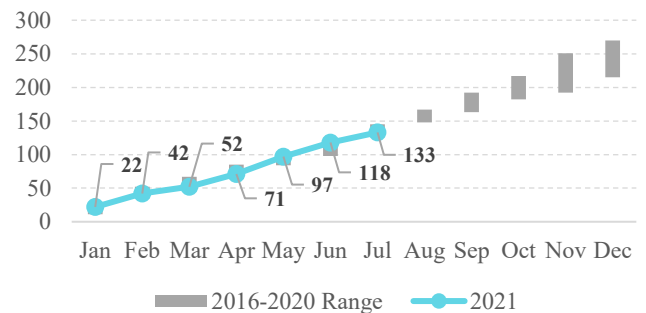
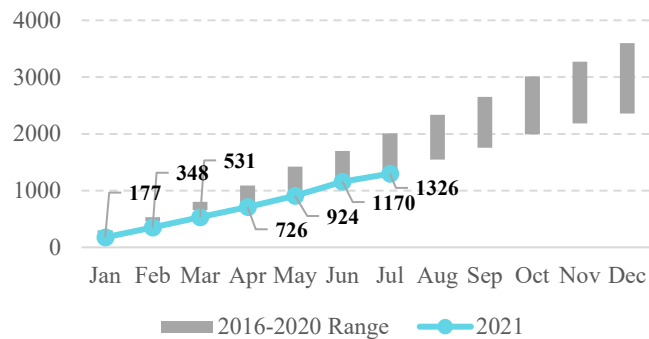


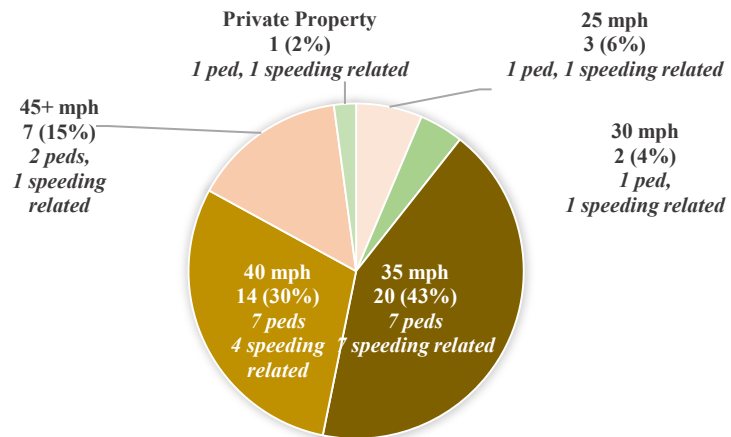
Figure 4 – 2021 Cumulative Injuries by Month



Speeding-related crashes claimed the lives of 15 of 47 fatalities (32%) with a majority occurring on our major roadways in the first three quarters of 2021. This rising trend represents a 114% increase over the average of the last five years.

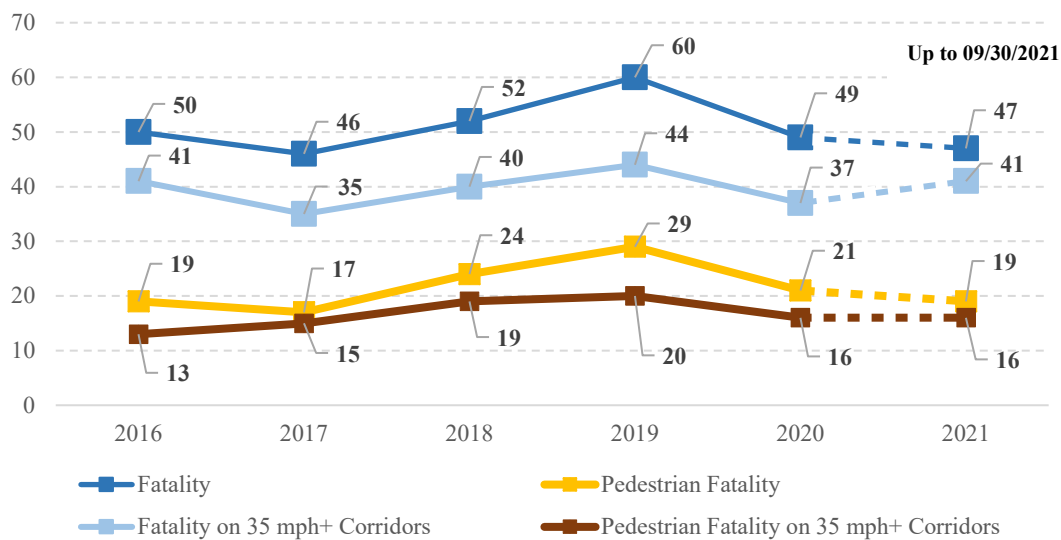
Forty-one of the 47 fatalities (87%) occurred on major roadways with posted speed limits of 35 mph or higher, of which 22 fatalities (47%) are on the Priority Safety Corridors (PSCs).

Figure 5 - Q1-Q3 2021 Fatality By Posted Speed Limit



Pedestrians have been the largest group killed by mode since 2017. In the last five years (2016-2020), people killed while walking represent 110 of 257 (43%) fatalities. In the first three quarters of 2021, 19 people (40%) were killed while walking. Sixteen (84%) pedestrian fatalities occurred on roadways with posted speed limits of 35 mph or higher, of which 11 of the fatalities (58%) occurred on PSCs. There is also a new growing trend of pedestrians hit and killed outside of marked crosswalks. In 2021, 63% (12 of 19) of pedestrians killed were hit outside marked crosswalks. This is a 50% increase so far this year from 2020. Of the 12 fatalities, 5 (42%) involved people that are 65 years old or over, and another 5 (42%) involved people that are between 50-64 years old.

Figure 6 - Fatalities on 35 mph+ Corridors



More than 90% of the total mileage on San José's PSCs 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 KSIs and pedestrians as the most vulnerable roadway users, the Vision Zero Action Plan focuses on re-designing roadways using quick-build material to lower speeds where there is a high number of KSI crashes.

As San José transitions its land use along arterials from undeveloped land, industrial, or other former low density uses to higher density uses such as mixed-use, Urban Villages, affordable housing, senior housing, and/or retail, increased pedestrian activities are expected to occur along these major roadways. The city's arterial streets were designed as wide multi-lane facilities with infrequent signals to move vehicles efficiently. San José has almost 415 miles of arterial and collector streets with 963 signalized crossings and 154 crosswalks with flashing beacons, providing a controlled or enhanced crossing on an average of approximately every 2,000 feet. Based on the National Association of City Transportation Officials (NACTO) Urban Street Design Guide, "if it takes a person more than three minutes to walk to a crosswalk, wait to cross the street, and then resume his or her journey, he or she may decide to cross along a more direct, but unsafe or unprotected, route." To provide for enhanced mobility, convenience, and safety for pedestrians, more frequent or closer spacing of signalized or enhanced pedestrian crossings would need to be constructed to supplement the existing signal system and crosswalk network. More advocacy and funding are key for providing more accessible and safe crossings as part of the roadway redesigns, land use updates, and infrastructure investment programs. To enhance pedestrian safety at existing signalized intersections, Department of Transportation (DOT) staff works to provide extended walking time and/or Leading Pedestrian Intervals (LPI) near pedestrian generators as appropriate. LPIs allow pedestrians to begin their crossing before vehicles enter the intersections.

B. Recent Accomplishments and Upcoming Safety Quick-Build Work

San José's 17 Vision Zero PSCs comprise 70 centerline miles of roadway, of which 15 PSCs are within the City's jurisdiction. Quick-build projects are prioritized on these roadways to decrease fatal and severe injury crashes expeditiously. DOT leverages planned projects under the Capital Improvement Program and Citywide Pavement Program to expedite pedestrian and bicyclist safety treatments. Below are notable accomplishments and upcoming work within these program areas that have an emphasis on safety:

- *Quick-Build Improvements on PSC:* To produce quicker safety results, one of the key areas in the Vision Zero Action Plan is to implement quick-build safety improvements along PSCs until funding can be secured for comprehensive capital improvements. Quick-build improvements primarily consist of markings, signs, bollards, and minor traffic signal improvements. Six miles of quick-build safety improvements have been implemented on segments of Senter Rd, Story Rd Phase I, and Fruitdale Ave.

Senter Rd is the first PSC project to receive substantial quick-build improvements following the approval of the 2020 Vision Zero Action Plan and was completed in Summer 2021. In

2020, Fehrs & Peers conducted a Complete Streets Study on Senter Rd funded by the Caltrans Sustainable Transportation Planning. The study consisted of a series of community meetings and conceptual plans of safety improvements for all roadway users. Leveraging the Citywide Pavement Program and a capital improvement project, quick-build treatments were constructed along the corridor to slow travel speeds, eliminate vehicle-pedestrian conflict zones, and increase comfortable and safe pedestrian crossing opportunities. Roadway safety improvements include median islands with trees, reconfiguration of travel lanes, narrower lanes, and streetlight upgrades. Pedestrian safety improvements include curb extensions to reduce crossing distance, accessible curb ramps, high visibility crosswalks to increase visibility of pedestrians in the crosswalk, pedestrian signal timing improvements, and median island fencing to channelize pedestrians to the adjacent crosswalks. Safety improvements for bicyclists include extended bike lanes, addition of bike lane protections, and green pavement markings at conflict zones.

Senter Rd – Before and After Quick-Build Implementation



Before



After

Branham Ln, Hillsdale Ave, Story Rd Phase II, and McKee Rd are currently being designed for quick-build improvements. Proposed project improvements include but are not limited to roadway reconfiguration, pedestrian and bicycle facility enhancements, and minor signal modifications.

- *Capital Improvements Projects:* The McLaughlin Ave Safety Enhancement Project funded by the Federal Highway Administration's Highway Safety Improvement Program was completed in November 2020. The project implemented safety improvements along McLaughlin Ave (a PSC) between Owsley Ave and Loupe Ave, to reduce vehicle speeds, minimize vehicle conflicts, increase pedestrian safety and visibility, and improve neighborhood livability and quality of life by slowing traffic and creating a more comfortable environment to walk. The improvements consisted of a median island with trees where feasible, traffic islands, streetlight upgrade, signage, flashing beacons at two intersections (Idlewood Dr and Umbarger Dr), and accessible curb ramps. This project was implemented in conjunction with the repaving project. The White Rd Safety Improvement Project was also recently completed in May 2021. Improvements include enhanced crosswalks with flashing

beacons and pedestrian refuge at Patt Ave and Rose Ave, high visibility crosswalks, lane narrowing, buffered bike lanes, and accessible curb ramps.

McLaughlin Ave Safety Improvement Project



Before



After

Capital Improvement Projects with safety improvements are underway on other PSCs, such as McKee Rd and Tully Rd. Proposed improvements include buffered bike lanes and green pavement enhancements at conflict zones, traffic signal modifications, radar speed signs, installing/modifying median islands with trees, and modifying the curbs to slow turning vehicles and shorten pedestrian crossing distance. Construction is anticipated to begin in FY 2022-2023.

- **Pavement Program:** DOT has been leveraging the Annual Pavement Maintenance Program to redesign streets in order to improve safety and comfort for all roadway users. In 2020, staff reviewed and redesigned approximately 70 miles. Typical safety measures include reducing vehicle lane widths to achieve lower travel speeds, installing bike lanes and high visibility crosswalks, and implementing quick-build improvements to reduce vehicle-pedestrian conflict. Major streets that received significant improvements, such as major lane reconfiguration and/or protected bike lanes, include 10th/11th Sts, Fruitdale Ave, Naglee Ave, Senter Rd, and East San Antonio St.

Fruitdale Ave, a PSC and a key east-west connection identified in the Better Bike Plan 2025, was significantly redesigned to create a safe bicycle connection to transit stops and a walkable street for a transit oriented high-density housing community. The scope of work included lane reassignment to create buffered bike lanes, high visibility crosswalks along the corridor, curb extensions at selected intersections using quick-build material, such as vertical delineators, and an enhanced crosswalk with flashing beacons at College Ave.

- **Pedestrian and Roadway Safety Program:** In addition to the above projects, DOT constructed 43 pedestrian safety and traffic calming projects in FY 2020-2021, including enhanced pedestrian crosswalks with flashing beacons, curb extensions, median refuge islands, radar speed display signs, speed humps, centerlines, and edge lines. An additional 41

pedestrian or roadway safety projects are currently under design or scheduled for construction this fiscal year.

Additionally, on March 30, 2021, City Council approved funding to pilot quick-build roadway treatments at five locations to deter large sideshow and illegal racing events. These hotspot locations identified by the Police Department include: Hellyer Ave/Fontanoso Wy, 10th St/Phelan Ave, Little Orchard St/Barnard St, Lundy Ave/Concourse Dr/Ringwood Ave, and Hillsdale Ave/Communications Hill Blvd.

- *Citywide Collision Review:* 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 will receive low-cost mitigation measures while staff explores future grant funding opportunities for higher-cost improvements.

See Attachment A for a full list of projects scheduled and planned for FY 2020-2021 and FY 2021-2022.

In addition to redesigning PSCs to advance safe mobility goals, staff also focused on developing a data analytics platform to inform where investments should be prioritized, creating a robust communications and outreach plan, and engaging in legislative advocacy efforts that will further advance safe mobility goals. Major efforts underway include:

- *Building Robust Data Analytics:* Urban Logiq was selected under the City's Start-up in Residency (STIR) program to build a transportation data analytic platform that will aggregate, automate, and analyze existing and forthcoming datasets. This includes automating processes and reports, and applying predictive analytics, such as machine learning, to create a comprehensive view of traffic behavior and the contextual environment affecting it. DOT staff is working with Urban Logiq to validate the data ingested into the platform and develop queries and dashboards for specific use cases. The tool will be launched for internal use in November 2021.
- *Pedestrian Safety Plan:* Urbanizing San José is creating a greater need for safe pedestrian access and circulation. DOT pursued the Caltrans Sustainable Transportation Planning Grant and was recently awarded \$507,000 to fund a pedestrian safety plan, Walk Safe San José. Eight preliminary focus areas within Council Districts 3, 5, 6, and 7 that serve vulnerable populations have been chosen through mapping injuries, schools, senior housing, high transit ridership, and other strategic variables. Three main deliverables include: 1) inclusive outreach plan, led by sub-applicant California Walks, to refine focus areas, 2) quick-build street redesigns in the focus areas, and 3) multi-stakeholder placemaking strategies to be used citywide. Cal Walks engagement work will begin in early November. The Walk Safe San José plan is anticipated to be completed by February 2024. To support this project, a Coro Norcal Fellow was brought on board in September 2021 for a four-week program to conduct a benchmarking study on inclusive community engagement. A series of interviews with other agencies and City staff were conducted to create a compilation of lessons learned and

successful strategies on inclusive community engagement, to not only be used for this project but to inform other DOT outreach efforts.

- *VZ Strategic Communications and Outreach Plan:* Moore Iacofano Goltsman, Inc. (MIG), was awarded a contract on June 29, 2021 to design a community engagement strategy and messaging campaign to raise awareness in the community about safe streets. In the upcoming months, MIG will begin Phase 1 which focuses on the development of the communications strategy. The strategy will be informed by crash data analysis and multi-lingual phone or online survey representative of San José adult residents. This phase of work is targeted to be completed by Spring 2022.
- *AB 43 (Friedman) - Setting Speed Limits for Safer Streets:* AB 43 will give local authorities more flexibility to lower speed limits on high injury roadways, near vulnerable populations, and in business activity districts. The bill was signed by the Governor on October 8. While the bill becomes effective January 1, 2022, there are certain provisions that will not be available until June 30, 2024, or when the Judicial Council establishes an on-line adjudication tool for traffic infractions, whichever is sooner. The bill also requires Caltrans to define and develop parameters for what local authorities may define as a “safety corridor”, and land uses or facilities that generate “high concentrations of bicyclists and pedestrians”.

C. Project Evaluation

DOT is developing a project evaluation methodology based on Vision Zero best practices that will help compare crashes pre- and post- project implementation. This will help determine the effectiveness of the implemented improvements and whether the quick-build improvements need to be adjusted or additional improvements need to be considered. At least one year of post-project implementation data is necessary to measure project performance. DOT will prioritize post project evaluation on recently completed safety work along PSCs, such as Senter Rd, Fruitdale Ave, and McLaughlin Rd.

COORDINATION

This report has been coordinated with the Police Department 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 or lily.lim-tsao@sanjoseca.gov.

Attachment A – Transportation System Safety Projects

TRANSPORTATION SYSTEM SAFETY PROJECTS
Completed in FY2020-2021

Quick-Build Improvements on PSC

1. Fruitdale Ave (D6)
2. Senter Rd (D2/7)
3. Story Rd Phase I (D7)

Capital Improvements Projects on PSC

1. McLaughlin Ave (D7)
2. 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

Pedestrian Enhancement Projects

1. Almaden/Willow (D3)
2. Cherry/Wingate Hotel (D9)
3. Clayton/Hickerson (D5)
4. Coyote/Lullaby (D2)
5. Excalibur/Capitol (D5)
6. First/Martha-Oak (D3)
7. Fox/Ridder Park (D4)
8. Foxworthy/New Jersey (D9)
9. Kimlee/Danby (D4)
10. Kirk/Gordon (D5)
11. Koch/Marsha (D9)
12. Lanai/Dixie (D2)
13. Leigh/Charmeran (D9)
14. Miller/Bancroft (D1)
15. Meridian/Oakglen (D10)
16. Naglee/Hadley (D6)
17. Roberts/Phelan (D7)
18. San Antonio/Lynette (D5)
19. Santa Teresa/Lean (D2)
20. Snell/Santa Teresa (D2)
21. Vine/Virginia (D3)
22. White/Madeline (D5)

Radar Speed Signs (RSS)

1. Branham/Silvera - 2 RSS (D9)
2. Camden/Lancaster - 2 RSS (D9)
3. Camden/Preston - 2 RSS (D1)
4. Hicks/Richards - 1 RSS (D6)
5. Mabury/Capitol - 2 RSS (D4)
6. Penitencia Creek/Capitol - 2 RSS (D4)
7. Story/Knox - 4 RSS (D5)

Traffic Calming Projects

1. 19th (D3)
2. Camden (D10)
3. Coyote Rd Edgeline (D2)
4. Eden Ave Speed Humps (D1)
5. Edenvale (D2)
6. Evans Lane Speed Humps (D6)
7. Guadalupe Mines (D10)
8. Guadalupe River Trail (D3)
9. Montecito Vista/Esfahan Speed Humps (D7)
10. Roberts Avenue (D7)
11. Ruby/Tully Intersection (D8)
12. Snell (D2/D10)
13. Willow Glen (D6)
14. Yerba Buena/Verona (D8)

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/Karina (D4)
2. Auzerai/Bird (D3)
3. Brokaw/Bering (D3/4)
4. Capitol/Gimelli (D5)
5. Coleman/Aviation (D3)
6. Hedding/Monroe (D6)
7. Keyes/10th (D3)
8. Keyes/11th (D3)
9. King/San Antonio (D5)
10. McLaughlin/Fair (D7)
11. McLaughlin/McLaughlin (D7)
12. River Oaks/Zanker (D4)
13. San Felipe/Yerba Buena (D8)
14. Senter/Baltic (D7)
15. Senter/Feldspar (D7)
16. Tisch/Hatton (D6)
17. Union/Harker (D9)

Accessible Pedestrian Signal

Installations/Upgrades

1. Aborn /White (D8)
2. Bascom/Naglee (D6)
3. Bascom/White Oaks
4. Bernal/Monterey (D2)
5. Berryessa/Capitol (D4)
6. Beswick/Blossom Hill (D2)
7. Blossom Hill/Coniston (D9)
8. Blossom Hill/Poughkeepsie (D2)
9. Brokaw/First (D3/4)
10. Branham/Monterey (D2/10)
11. Camden/Union (D9)
12. Campbell/Hamilton (D1)
13. Capitol/Gilchrist (D4)
14. Chynoweth/Monterey (D2)
15. Curtner/Meridian (D6/9)
16. Di Salvo/Forest (D1)
17. Eleventh/Santa Clara (D3)
18. First/Mission (D3)
19. First/San Fernando (D3)
20. Fourth/San Carlos (D3)
21. Fourth/San Fernando (D3)
22. Foxworthy/Meridian (D9)
23. Hamilton/Meridian (D6)
24. Hedding/San Pedro (D3)

25. Jackson/McKee (D5)
26. Kiely/Stevens Creek (D1)
27. NB87/Curtner (D6/D7)
28. McGinness/Story (D5)
29. Meridian/San Carlos (D6)
30. Mission/San Pedro (D3)
31. Moorpark/Winchester (D1)
32. Phelan/Seventh (D7)
33. San Carlos/Third (D3)
34. San Fernando/Second (D3)
35. Santa Clara/Ninth (D3)
36. Santa Clara/Thirteenth (D3)
37. Saratoga/Steven Creek (D1)
38. Santa Clara/Second (D3)
39. Santa Clara/Tenth (D3)
40. Sherlock/Tully (D7)
41. Stevens Creek/Winchester (D1/6)

Bike Projects

Protected Bikeway (Class IV)

1. Lean: Hayes to Blossom Hill (D2)
2. Murphy: Oakland to Lundy (D3/4)
3. Pearl: Chynoweth to Hillsdale (D9)
4. San Antonio: Jackson to 17th (D3/5)
5. Senter: Singleton to Story (D3/7)
6. Vistapark: Hillsdale to Capitol (D10)
7. White: Aborn to Marten (D8)
8. Yerba Buena: Kauai to Deans Place (D7/8)

Sharrows (Class III)

1. 33rd: McKee to Alum Rock (D3/5)
2. Aborn: Stallion to King (D7/8)
3. Alexian: Jose Figueres to Jackson (D5)
4. Alvin: Tully to Aldrich (D7)
5. Avenue B: Capitol to Pala (D5)
6. Bal Harbor: Story to Everglade (D5)
7. Bambi: Jackson to Capitol (D5)
8. Biscayne: King to Cathay (D5)
9. Cathay: Biscayne to Sullivan (D5)
10. Cinderella: McCreery to Peter Pan (D5)
11. Commodore: King to Jackson (D4)
12. Cunningham: Lanai to King (D7)
13. D'amico: Lamond to Teddington (D8)
14. Daniel Maloney: Silver Creek to Nieman (D8)
15. Dobern: Jackson to Penrod (D5)
16. Doris: Westboro to Highwood (D5)
17. El Monte: McGinness to Hillmont (D5)
18. El Rancho Verde: McKee to Jose Figueres (D5)
19. Everglade: Bal Harbor to Cliffwood (D5)

20. Excalibur: Pendragon to Capitol (D5)
21. Flint: Marten to Flintmont (D8)
22. Florence: Capitol to White (D5)
23. Galahad: Bambi to Brenford (D5)
24. Galveston: Warfield to Tully (D7)
25. Gay: Capitol to White (D5)
26. Golf: Toyon to White (D5)
27. Gridley: Penitencia Creek to Golf (D5)
28. Havana: Midfield to King (D7)
29. Highwood: Doris to Lyndale (D5)
30. Highwood: Pendragon to Capitol (D5)
31. Hillmont: Tanglewood to Ocala (D5)
32. Huran: Cunningham to Tully (D7)
33. Jose Figueres: McKee to Alum Rock (D5)
34. Kammerer: King to Jackson (D5)
35. Las Plumas: Lenfest to Educational Park (D3)
36. Lenfest: Mabury to Las Plumas (D3)
37. Lyndale: Florence to Westboro (D5)
38. Lyndale: Highwood to Story (D5)
39. Lanai: Cunningham to Tully (D8)
40. Lido: King to McCreery (D5)
41. Madden: Jackson to I-680 (D5)
42. Madden: I-680 to Capitol (D5)
43. McCreery: Cinderall to Story (D5)
44. McGinness: Story to El Monte (D5)
45. Miami: Terilyn to King (D4)
46. Mt. Blanc: Mt. McKinley to Rocky Mountain (D5)
47. Mt. McKinley: White to Clayton (D5)
48. Mt. Rushmore: Marten to Rocky Mountain (D5)
49. Murtha: McGinness to Farringdon (D5)
50. Norwood: Remington to Gurdwara (D8)
51. Oakgate: Stevens to Pinegate (D8)
52. Packing: San Antonio to Kammerer (D5)
53. Pala: Avenue B to Gay (D5)
54. Panama: Havana to Cunningham (D7)
55. Pendragon: Penrod to Excalibur (D5)
56. Penrod: Pendragon to Dobern (D5)
57. Peter Pan: Bambi to Van Winkle (D5)
58. Phelan: Roberts to Lucretia (D8)
59. Pinegate: Oakgate to Ruby (D8)
60. Remington: Norwood to Millbrook (D8)
61. Roberts: Story to Phelan (D8)
62. Rocky Mountain: White to Mt. Pleasant (D5)
63. Sinbad: Bambi to Van Winkle (D5)
64. Singleton: Senter to Coyote Creek (D7)
65. Stevens: White to Oakgate (D8)
66. Summerside: Warfield to McLaughlin (D7)
67. Sunset: Alum Rock to San Antonio (D5)
68. Tanglewood: McGinness to Hillmont (D5)

69. Teddington: D'amico to Aborn (D8)
70. Terilyn: Story to Havana (D7)
71. Tuers: Capitol to McLaughlin (D2)
72. Van Winkle: Peter Pan to Sinbad (D5)
73. Westboro: Capitol to White (D5)

Bike Lanes (Class II)

1. 1st St: Rosemary to Taylor (D3)
2. 7th: Alma to Tully (D7)
3. Bollinger: Lawrence to Miller (D1)
4. Capitol: Hostetter to City Limit (D4)
5. Capitol: Wilbur to Berryessa (D4/5)
6. Cherry: Almaden to Branham (D9)
7. Delta: San Felipe to Mackinaw Woods (D8)
8. Foxworthy: Hillsdale to Almaden (D8/9)
9. Fruitdale: Southwest to Race (D6)
10. Fruitdale: Bascom to Southwest Expy (D6)
11. Hostetter: Morill to Murphy (D4)
12. Hostetter: Piedmont to Morill (D4)
13. Landess: I-680 to Piedmont (D4)
14. Lean: Hayes to Chynoweth (D2)
15. Los Esteros: Spreckles to Zanker (D4)
16. McAbee: Camden to Almaden (D10)
17. Meridian: Camden to Blossom Hill (D10)
18. Naglee: Bascom to The Alameda (D6)
19. O'Toole: Brokaw to Montague (D4)
20. Piedmont: Landess to Penitencia Creek (D4)
21. Quito: Saratoga to Aspesi (D1)
22. Redmond: Almaden to Coleman (D10)
23. Santa Teresa: Bernal to Bailey (D2)
24. Suncrest: Boulder to Piedmont (D4)
25. Thornwood: Santa Teresa to Winfield (D10)
26. Tisch: Winchester to Monroe (D6)
27. Tully: Capitol to Ruby (D8)
28. Winchester: Williams to Moorpark (D1)
29. Winfield: Cross Spring to Almaden (D10)
30. Zanker: Montague to Bering (D3/D4)

Bike Boulevards

1. 10th: Hedding to Hwy 280 (D3)
2. 11th: Hedding to Hwy 280 (D3)

TRANSPORTATION SYSTEM SAFETY PROJECTS

Upcoming Safety Projects FY 2021-2022

Quick-Build Improvements on PSC

1. Branham Rd (D9/10)
2. Hillsdale Ave (D9)
3. McKee Rd (D3/5)
4. Story Rd Phase II (D5)

Capital Improvements Projects on PSC

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

Pedestrian and Roadway Safety Projects

Pedestrian Enhancement Projects

1. 5th/Buddhist Church (D3)
2. Alum Rock/Manning (D5)
3. Berryessa/Sabal (D4)
4. Camden/Charmeran (D9)
5. Charlotte/Lexington (D2)
6. Coyote/La Torre (D2)
7. Curtner/Monterey (D7)
8. Daniel Maloney/Silver Creek (D8)
9. Delta/Middlepark (D8)
10. Flint/Sylvan (D8)
11. International (D2)
12. Jackson/Brushglen (D4)
13. Johnson/Harder (D1)
14. Julian/26th (D3)
15. Lincoln/Clark (D6)
16. Meridian/Husted (D9)
17. Morrill/Via Montez (D4)
18. Penitencia Creek/Rock Canyon (D4)
19. Roberts/Oswego (D7)
20. Ross/Hallmark (D9)
21. San Carlos/Josefa (D3)
22. San Antonio/Lower Silver Creek Trail (D5)
23. Sierra/Cabrillo-Lodestone (D4)
24. Willow/Shepherd (D6)

Radar Speed Display Signs

1. Tisch RSS (D6)
2. Monroe RSS (D6)
3. Monterey RSS (D2)
4. 3 RSS (D10)

Traffic Calming Projects

1. 21st (D3)

2. Branham (D9)
3. Eden (D1)
4. Edenvale (D2)
5. Elwood (D10)
6. Fontaine (D7)
7. Foxworthy (D9)
8. Hellyer (D2)
9. Sylvandale (D2/7/8)
10. Thornwood (D10)

Sideshow Projects

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

*Identified by PD

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. 4th/Santa Clara (D3)
3. 5th/Santa Clara (D3)
4. Adobe/San Fernando (D3)
5. Alameda/Newhall (D6)
6. Autumn Pkwy/Howard (D3)
7. Autumn/Julian (D3)
8. Bascom/Pamilar (D6)
9. Baywood/Stevens Creek (D6)
10. Coleman/Hedding (D3)
11. Coleman/Newhall (D3)
12. Champions /Coleman (D3)
13. De Soto/Zanker (D4)
14. Julian/Stockton (D3/D6)
15. Olin/Winchester (D1/6)
16. Olsen/Winchester (D1/6)
17. Remillard/Story (D7)
18. Samaritan/Samaritan Dr (D9)

19. Santana Row/Stevens Creek (D6)
20. Taylor/6th (D3)

Accessible Pedestrian Signal Installations

1. 1st/River Oaks (D4)
2. 1st/Santa Clara (D3)
3. Almaden/San Fernando (D3)
4. Bascom/Camden (D9)
5. Bascom/Woodard (D9)
6. Bird/Montgomery (D3/D6)
7. Blossom/Santa Teresa (D10)
8. Blossom Hill/Harwood (D9)
9. Blossom Hill/Hillview (D10)
10. Blossom Hill/Judith (D2)
11. Blossom Hill/Lean (D2)
12. Blossom Hill/Leigh (D9)
13. Blossom Hill/Santa Teresa (D10)
14. Blossom Hill/Winfield (D9/10)
15. Bucknall/Quito (D1)
16. Capitol/Longford (D4)
17. Cropley/Lakewood (D4)
18. Cropley/Morrill (D4)
19. Curtner/Tully (D7)
20. Curtner/Union (D9)
21. East Hills/White (D5)
22. Hamilton/Leigh (D6)
23. Johnson/Prospect (D1)
24. Los Gatos Almaden/Union (D9)
25. McKee/Toyon (D5)
26. McLaughlin/Sylvia (D7)
27. Montgomery/Santa Clara (D3/6)
28. Noble/Piedmont (D4)
29. Old Tully/Tully (D7)
30. Payne/Winchester (D1)
31. Payne/Saratoga (D1)
32. Payne/San Tomas (D1)
33. Phelan/7th (D7)
34. Piedmont/Sierra (D4)
35. Southwest/Stokes (D6)
36. King/Tully (D7/8)
37. Santa Clara/6th (D3)
38. Santa Teresa/Steinbeck (D10)
39. Tully/Valley Health Center (D7)

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)

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)

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)
4. Old Tully: Tully to Monterey (D7)
5. Thornwood: Santa Teresa to Winfield (D10)