



Memorandum

TO: TRANSPORTATION AND
ENVIRONMENT COMMITTEE

FROM: John Ristow

SUBJECT: Vision Zero Program Status
Report

DATE: September 15, 2025

Approved

Date:

9/17/25

RECOMMENDATION

Accept the Vision Zero program status report.

BACKGROUND

“Vision Zero” is San José’s commitment to eliminating traffic fatalities and severe injuries. San José was the fourth city in the United States to commit to this initiative, which was adopted in 2015, using a multidisciplinary, data-driven approach to improve street safety. Vision Zero traffic safety goals and metrics have been highlighted in the City Council’s Increasing Community Safety Focus Area, showing how critical this program is to the safety and well-being of residents and visitors in the City.

In February of 2025, the City Council adopted an updated Vision Zero Action Plan. The plan sets a clear target: a 30% reduction in fatal and severe injuries by 2030, with the goal of eliminating them by 2040 by incorporating a safe system approach and alignment with national best practices. This status report provides an update on traffic crash data trends, recent developments since the 2025 Vision Zero Action Plan’s adoption, and progress on Fiscal Year (FY) 2024-2025 safety initiatives.

Bicycle and Pedestrian Advisory Committee and Vision Zero

The Vision Zero Task Force was established in 2020 to unite stakeholders in addressing traffic safety. With the recent adoption of the 2025 Vision Zero Action Plan, the Task Force has been discontinued. Oversight and reporting functions have transitioned to the Transportation & Environment Committee, ensuring continued policy-level focus on the Vision Zero program. This shift allows staff to prioritize implementation over planning meetings, accelerating progress towards safer streets.

San José Bicycle and Pedestrian Advisory Committee (BPAC) advises the Department of Transportation (DOT) on pedestrian and bicyclist safety. BPAC receives biannual

updates from DOT and provides input on issues affecting walking, biking, and active transportation. The latest DOT staff update to BPAC was at the September 22, 2025, meeting. Additionally, BPAC will report out to the Transportation and Environment Committee as part of the biannual Vision Zero program status update, ensuring that pedestrian and bicycle safety remain key components of the City's broader traffic safety efforts. This integration streamlines reporting, enhances coordination, and strengthens the City's commitment to protecting all road users. For a full report from BPAC on their role, priorities, and recent activities, see Attachment A.

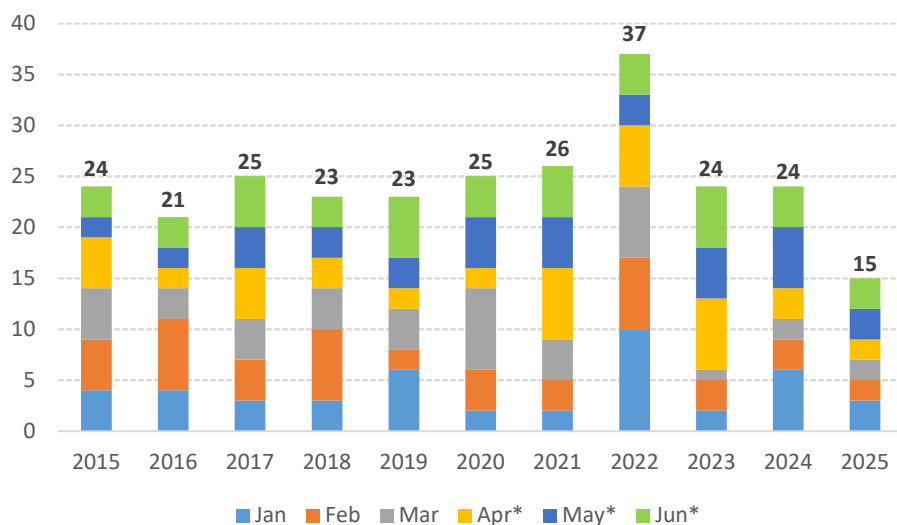
ANALYSIS

DOT staff continue analyzing traffic fatality and severe injury trends, implementing life-saving traffic safety projects, and advancing initiatives in support of Vision Zero. The 2025 Vision Zero Action Plan is based on historical trends of crashes in which people were killed or severely injured (KSI) across all roadway users, including motorists, pedestrians, and bicyclists. This data-driven methodology ensures that Vision Zero strategies are effective, targeted, and consistent with the U.S. Department of Transportation's *Safe System Approach*.

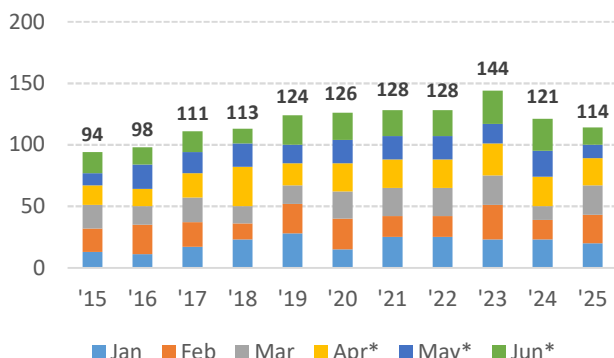
Traffic KSI Data Trends

Annual traffic fatalities have fluctuated over the past decade, peaking at 65 in 2022 before declining to 49 in 2024. In the first six months of 2025 there were 15 fatalities, which is a 38% reduction from the same period in 2024 and 2023 (Figure 1). However, KSI remains within the previous five-year range (Figure 2). KSI resulting from unsafe driving behaviors, speeding and red light running, also remains within the five-year range (Figure 3).

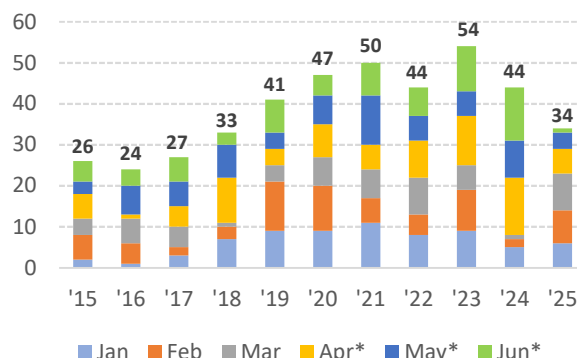
Figure 1 – Traffic fatalities by month (2015 – 2025)



**Figure 2 – Monthly Traffic KSI
(2015-2025)**



**Figure 3 – Monthly Speeding
and Red-Light Running Traffic KSI
(2015-2025)**



*The data from Q2 2025 is based on crash reports received as of 8/1/2025 and is subject to change.

Active Vision Zero Projects and Efforts

1. Lowering Speed Limits

As part of the City's ongoing efforts to improve roadway safety and align speed limits with state law and engineering best practices, City Council approved the reduction in posted speed limits on 18 roadway segments on August 26, 2025, including portions of 11th Street, Blossom Hill Road, Camden Avenue, Fruitdale Avenue, Hillsdale Avenue, Jackson Avenue, McKee Road, McLaughlin Avenue, Monterey Road, Quimby Road, San Carlos Street, Santa Teresa Boulevard, Saratoga Avenue, Senter Road, Stevens Creek Boulevard, Story Road, Tully Road, and White Road. Details of each segment are provided in Attachment B.

2. Vision Zero Data Dashboards

The Vision Zero team is developing two publicly accessible data dashboards as part of the short-term strategies noted in the 2025 Vision Zero Action Plan. The dashboards will improve transparency, engagement, and accessibility. They are expected to be available in late 2025 with plans to include a multilingual format. Potential highlights of each dashboard include:

a. All Crashes Dashboard

- Comprehensive, interactive map of all San Jose crashes reported to the Police Department.
- Advanced filtering by timeframe, location, age, crash type, crash severity, council district, and equity areas.

b. KSI (Killed or Severely Injured) Dashboard

- Focus specifically on KSI crashes to align data analytics with the main goals and desired outcomes of the 2025 Vision Zero Action Plan, helping to highlight critical safety concerns.
- Advanced filtering by timeframe, location, and categories like vulnerable road users (e.g., pedestrians, cyclists), enabling deeper analysis of high-risk segments.

By enabling users to visualize where crashes and KSI incidents occur, the dashboards will empower staff, councilmembers, and community members to better understand potential areas of safety concern and support evidence-based and data-driven decision-making processes to work toward outcomes that help improve safety. Open access to crash data will also help foster trust with San José communities.

In addition, several efforts and initiatives of the Vision Zero program, such as speed safety cameras, education, and engineering, will also be reorganized and updated on our new Vision Zero webpage.

3. Before-and-After Quick-Build Project Evaluations

The Vision Zero team is implementing a new before-and-after evaluation program to measure the impact of quick-build corridor improvements. These evaluations provide critical data to assess safety outcomes, guide roadway design adjustments, and inform future projects. As evaluations are completed, summaries for each corridor will be published on the DOT Vision Zero webpage.

- **Evaluation Complete and Published:** One-year evaluation for Hillsdale Avenue (Attachment C)
- **Evaluation Complete and Report Pending:** One-year evaluations for Curtner Avenue and Saratoga Avenue; two-year evaluation for Senter Road
- **Evaluation In Progress:** Two-year evaluation for Hillsdale Avenue

One-year assessments help identify potential concerns and opportunities for minor design adjustments, while two-year assessments measure the effectiveness of these adjustments on long-term roadway conditions. This approach reflects the intent of quick-build improvements, which are designed to be flexible and responsive after installation.

4. Traffic Safety Education Videos

DOT secured \$50,000 in grant funding from the California Office of Traffic Safety to produce a series of 10 traffic safety education videos, along with multilingual translations and short-form content for social media distribution. The videos will address a range of safety topics, including bicycle and pedestrian safety at night, school zone safety, rail safety, and the City's Walk n' Roll program.

The videos are being developed by consultant Ani & Cat LLC, the agency that has produced the City Manager's Office's "Year in Review" videos. The Walk n' Roll team is currently reviewing the video content to ensure accuracy and alignment with the department's goals and are scheduled to launch in the fall.

5. *Vision Zero Collaboration*

Traffic Crash Database Improvements

In January 2025, the City started integrating all county expressway crash data into San José's crash database, enhancing the quality of the City's traffic crash records. Efforts are also underway to incorporate railroad-related fatality data into the City's crash database for analysis in collaboration with the Federal Railroad Administration, DOT Information Technology team, and DOT Regional Rail team.

Staff continues to explore further opportunities to expand the crash data set, including potential data from shared-jurisdiction locations like the cities of Campbell, Milpitas, Los Gatos, Santa Clara, Saratoga, and Santa Clara County. In addition, staff are evaluating opportunities to automate and streamline the crash data entry process in partnership with the San Jose Police Department. These efforts aim to improve the timeliness, accuracy, and accessibility of traffic crash data to support planning, analysis, and program implementation.

Further Collaboration with Other Jurisdictions and Organizations

Staff continues to strengthen collaboration with the following jurisdictions and organizations to advance Vision Zero goals:

Walk n' Roll schools: 105 participating schools as of August 2025, an increase from 90 schools in 2024.

City of Santa Clara: To support their new Vision Zero program, staff have engaged with the City of Santa Clara on their draft Vision Zero Action Plan and are planning to participate in their new Vision Zero Working Group. Opportunities are also being explored for joint messaging on shared-jurisdiction roadways and the Walk n' Roll program, as well as coordinated design review for shared-jurisdiction corridors.

City of Los Angeles: Staff conducted a knowledge exchange with the City of Los Angeles regarding its Vision Zero website and data dashboards.

Regional and National Collaboration: The Metropolitan Transportation Commission relaunched the Regional Vision Zero Working Group in July 2025, and San José staff continue to participate. Staff are contributing to the national Vision Zero Implementer Peer Exchange, collaborating with over 30 other U.S. cities, and have participated in interviews with the California Safe System Leadership Institute and national Vision Zero Network leaders to share insights and learn best practices.

As DOT continues its efforts to leverage data, further collaborate and advance projects and programs aimed at making impactful progress toward Vision Zero goals and strategies, the next Vision Zero program status update is scheduled for the June 2026 Transportation and Environment Committee meeting.

COORDINATION

This report has been coordinated with the City Manager's Budget Office, the City Attorney's Office, and San José Police Department.

/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.

ATTACHMENTS

Attachment A – BPAC Report

Attachment B – Lowering Posted Speed Limits

Attachment C – Hillsdale Avenue Quick-Build Safety Project: Year One Before & After
Evaluation Summary Sheet



City of San José Bicycle and Pedestrian Advisory Committee

August 25, 2025

To: Transportation and Environment Committee

RE: Bicycle and Pedestrian Advisory Committee Report to the Transportation and Environment Committee

Honorable City Councilmembers,

Please accept the following report from the San José Bicycle and Pedestrian Committee as part of the October 6, 2025, Vision Zero Action Plan Update.

Background

The San José Bicycle and Pedestrian Advisory Committee (BPAC) appreciates the opportunity to present as part of the Vision Zero Program Status Report, BPAC's second direct report to the Transportation and Environment Committee (T&E). As an advisory committee with expertise and lived experience, we have perspectives that we would like to surface as T&E makes decisions about the future of transportation in San José.

BPAC is an advisory body with the role of advising the Department of Transportation (DOT) on issues affecting active transportation in San José. BPAC provides recommendations on projects, policies, and priorities that affect walking and biking; acts as a liaison to the community; and promotes safety and community involvement.

This report will cover a select list of BPAC's priorities along with responses to select City reports and activities from the last six months. For more information on BPAC, including additional priorities and recent activities, see [our spring 2025 report](#).¹

Priorities

Trails

BPAC recommends that the City prioritize the safety and convenience of active transportation the same way it does for automobile use, including for trail users. Although the City has invested hundreds of millions of dollars in trails, the trails are underutilized, especially during winter. BPAC observes that maintenance and

¹ <https://sanjose.legistar.com/View.ashx?M=F&ID=14214980&GUID=9A1A39D3-4D90-4FBF-874A-52DAE5ABBCEF>

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enforcement of trails and bikeways are not treated with the same prioritization as automobile travel lanes. Unlike most automobile travel lanes, one chokepoint on a trail is enough to discourage or prevent usage of the entire trail network. Trail users who are frequently impacted by these issues and chose other modes of transportation as a result may fall out of the habit of using trails and active transportation, resorting to single-occupancy vehicle use as their primary means of travel, thereby increasing vehicle miles travelled (VMT).

BPAC observes trail maintenance and enforcement issues in several areas, including the following:

- Homeless encampments continue to exist along trails. As a result, many people are uncomfortable using trails, especially in the dark, and have experienced harassment, odors, trash, and glass, including flat tires, as a result.
- It is illegal to use the trails after dark, which means people cannot use the trails for commuting to work during Pacific Standard Time (from November to March).
- BPAC welcomes the City's effort to develop safer detours for winter flooding as part of DOT's Guadalupe River Trail On-Street Bikeways Connections planning study. At the same time, BPAC recommends that the City not lose focus on ensuring that the current trail underpasses drain properly and are repeatedly cleaned from debris and water in the winter.
- A few select but highly critical underpasses along our trails are regularly flooded in the winter. As experienced users of the trails, BPAC believes that in many cases this is due to insufficient drainage as opposed to high river levels. Figure 1 shows the river below the trail flood level while the trail remains impassable due to standing water at the critical underpass of Highway 101 along the Guadalupe River Trail. Additionally, rainwater drains directly into these underpasses, significantly prolonging blockages. The river can be below flood level for many weeks while the trail remains flooded. This issue that has raised multiple times over many years. It requires collaboration with Valley Water.

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Fig. 1 - Highway 101 underpass along the Guadalupe River Trail on February 17th, 2025. Though the river level has receded beneath the trail level, the trail remains flooded and impassable.

- Even after underpasses drain, they are not cleared of mud and debris frequently enough and are therefore not useable. BPAC recommends that the City prioritizes cleaning these few underpasses as if there were arterial roads. BPAC does not anticipate this to be a large expense, as it only pertains to a small portion of total trail mileage and avoids underutilization of hundreds of millions of dollars of trail investment. In BPAC's opinion, the City of Santa Clara's approach to cleaning the San Tomas Aquino Trail could serve as a model for San José.
- The issues with lack of drainage and cleaning re-occur often enough to make the entire trail system unreliable during winter months. This in turn leads to unsafe and long detours that only the most tenacious of trail users can manage.

Implementation of Policy Recommendations in *Better Bike Plan 2025*

Following up on our *Better Bike Plan 2025* policy highlights from our spring 2025 report, BPAC appreciates DOT and City Council action to utilize AB 43 to lower speed limits by 5 miles-per-hour on 23 segments of designated Safety Corridors². We thank the City Council for taking this action prior to speed camera deployment to maximize their effectiveness. We look forward to more AB 43 speed limit reductions in the future, not only on designated Safety Corridors, but also on roads with "high concentrations of bicyclists or pedestrians."³

² <https://sanjose.legistar.com/LegislationDetail.aspx?ID=7511528&GUID=E4535E7D-42FF-4FE7-810E-DF0632380C47>
https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=VEH§ionNum=22358.7

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The City has kicked off the *Envision San José 2040* General Plan four-year review cycle and DOT will be kicking off a revision cycle for the City's *Complete Streets Design Standards and Guidelines*. BPAC encourages the City to take advantage of these complimentary initiatives to further the following relevant City Council-adopted bike plan policy recommendations:

- “Adjust mode priority in design and network planning to achieve the walking- and bicycling-first city called for in *Envision San José 2040*. In urban villages, Downtown, and similar contexts, single-occupancy vehicles should be the lowest priority.”
- “Bring the Functional Classification Diagram of Street Typologies in *Envision San José 2040* and the City's *Complete Streets Design Standards and Guidelines* into alignment to clearly articulate that protected bikeways are the preferred bikeway treatment on all roads aside from low-volume neighborhood streets.”

Vision Zero

BPAC fully supports the goals of Vision Zero to eliminate of traffic fatalities and severe injuries. Pedestrians and cyclists are the most vulnerable road users, particularly in underserved communities, and speeding is a leading cause of fatalities and severe injuries. BPAC supports ongoing and increased funding of quick-build improvements on the streets with the highest concentrations of fatal and severe injury collisions.

Key initiatives for implementing these goals are enforcement of speed limits with speed cameras per AB 645; enforcement via red light cameras; reduction of speed limits per AB 43 in vulnerable areas, including schools and busy intersections; radar speed signs; and quick-build installations at crosswalks and bike lanes. BPAC advocates using data to judiciously allocate limited resources and track results of these initiatives.

BPAC fully agrees with the City Council's direction ensure quick-builds are deployed as quickly as possible. Though DOT highlighted in their last report that some quick-builds were implemented within 12 months, BPAC would like to see this number increased. BPAC recommends that this metric is tracked and shared. For instance, the City could create user-friendly public facing dashboards, available in multiple languages.

Lastly, since resurfacing is a major tool for implementing complete streets, BPAC would like DOT to flag any resurfacing projects that do not fully implement the Complete Streets treatments as listed in the bike plan to BPAC prior to implementation.

Bike Parking and Secure Bike Storage

San José faces the unaddressed challenge of bicycle theft. Theft discourages bicycle use, undermining City goals for sustainable transportation. In our previous report,

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BPAC recommended that SJPD target organized bicycle theft with the intent of targeting criminals who steal bikes to disassemble them and sell the parts for profit.

The San Jose Police Department (SJPD) has made great progress targeting organized catalytic converter theft and the City Council recently adopted a new ordinance targeting copper wire theft. BPAC urges the City to orchestrate a similar focus on drastically reducing bicycle theft by organized crime through:

- Dedicated focus by SJPD
- Prevention education, including as part of Walk and Roll
- Encouragement for serial number documentation and theft reporting
- Focus on protecting children's bikes
- Focus on public areas such as libraries

Mode Shift

BPAC is dismayed by the results shown in [the June 2025 Move San José Annual Report](#)⁴, which shows:

- Per-capita VMT in 2024 increased 5% from 2023 and 13% from 2019. VMT needs to decrease by 30% in five years and 50% in 15 to meet our 2030 and 2040 goals.
- Only 7% of trips are made by walking, 0.9% by biking, and 0.6% by transit, despite nearly 29% of all trips being under two miles in distance and 80% of families living within ½ mile of a high-quality transit station.

These figures strongly suggest that we are not on-track to hit our City Council-adopted climate goals. After decades of investment in automobile travel, including ample, subsidized parking, single-occupancy vehicles continue to dominate. If we continue to assume that population growth leads to increased automobile use, we will find that new residents will choose to drive on the automobile infrastructure we have pre-built for them, making it difficult to reverse the increasing VMT trend.

Luckily, the City has the capability to do better. If we invest in the transit, bicycle, and pedestrian networks with the same zeal of the automobile investments of the past, we can build a city where people enjoy choosing alternatives to driving.

How do we accomplish this?

- Rapid, widespread deployment of quick-build bikeways and sidewalk extensions. About 48% of residents want to bike more, but the incomplete network of streets that are truly safe and comfortable on often stops them.⁵

⁴ <https://sanjose.legistar.com/LegislationDetail.aspx?ID=7350259&GUID=567EDA20-9D7B-4B91-8ED2-508BE329AEC4>

⁵ Source: San Jose Better Bike Plan 2025

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- When working on a street, upgrade striping and quick-build elements to the latest standards. Per the bike plan: “to ensure the highest return on investment, San José will need to install bike lanes that the ‘Interested but Concerned’ rider would use.”
- Prioritize bicycle and pedestrian safety and demand over future automobile growth and peak-of-the-peak vehicle capacity planning.
- Use the highest safety standards at major intersections so that single nodes do not disrupt the usability of the entire network. Per the bike plan: “intersections must carry the same feeling of protection through the intersection.”
- Jump on opportunities to further stretch paving dollars, leaving some SB 1 formula funding leftover for active transportation capital improvements, such as sidewalk extensions, pedestrian refuge islands, concrete protected intersections, slip lane closures, and other key projects that are not tied to paving. Additionally, BPAC would like to be a part of the conversation of how the City plans for funding streams to replace Measure T.
- Use active transportation network gaps as leading factors in developing the pavement maintenance schedule. Create more synergies between the pavement maintenance program, neighborhood traffic management program, *Better Bike Plan 2025*, and Vision Zero.
- Consider full pedestrianization of streets that close frequently for community events. When full closure is not possible, transform corridors to shared streets.⁶

For inspiration, consider the following success story highlighted in the bike plan. “The Spanish city of Seville built 50 miles of protected bike lanes in 16 months. In that time, bicycling rates increased by 200 percent and the crash risk decreased by 60 percent.”

Finally, please leverage BPAC during planning for the Super Bowl and World Cup. BPAC can provide subject-matter expertise and out-of-the-box thinking for how to provide a welcoming experience for visitors who may prefer active mobility, and how to creatively leverage funds to make that possible.

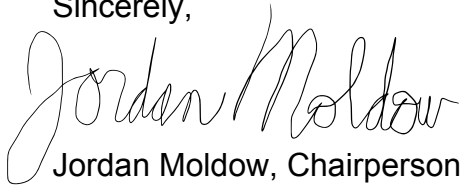
⁶ A shared street (or living street, or woonerf, or “cars are guests” street) has very similar characteristics to a fully-pedestrianized street. Cars are still allowed and may have street parking, but they must travel very slowly, with a design speed and speed limit of 10mph, and pedestrians have full right-of-way over cars at all times. <<https://www.vta.org/cdt/street-design-home-page/shared-street-woonerf>> <<https://en.wikipedia.org/wiki/Woonerf>>

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Conclusion

Thank you for the opportunity to present as part of the Vision Zero Program Status Report , BPAC's second-ever direct report to the Transportation and Environment Committee. We are committed to working with T&E and DOT to facilitate and accelerate the City's Vision Zero, mode shift, climate, and mobility justice goals. We are available to answer questions or offer guidance on any other topics that T&E would like us to review. We look forward to presenting to you again in the future.

Sincerely,

A handwritten signature in black ink, reading "Jordan Moldow". The signature is fluid and cursive, with the first name "Jordan" and last name "Moldow" clearly distinguishable.

Jordan Moldow, Chairperson

BPAC Committee Members, Fiscal Year 2025-2026

Jordan Moldow, Chairperson
Ben Kennedy, Vice-Chairperson
Deanna Chevas
Tim Claes
Jeffrey Englander
Ann Ferris
Aarshdeep Kahlon
Gregory Koopman
Joyce Kuo
Mihn Nguyen
Jose Posadas

LOWERING POSTED SPEED LIMITS

	Roadway Segments (<i>Council District</i>)	Current Adopted/Posted Speed Limit	Proposed Lowered Speed Limit
1	Blossom Hill Rd – Santa Teresa Bl to Snell Av (<i>CD 2, 10</i>)	40	35
2	Blossom Hill Rd – Snell Av to US-101/Coyote Rd (<i>CD 2</i>)	40	35
3	Camden Av – Branham Ln to Hillsdale Av (<i>CD 9</i>)	40	35
4	11th St – Humboldt St to Hedding St (<i>CD 3</i>)	30	25
5	Fruitdale Av – Bascom Av to Meridian Av (<i>CD 6</i>)	35	30
6	Hillsdale Av – Camden Av to Meridian Av (<i>CD 9</i>)	40	35
7	Jackson Av – Story Rd to McKee Rd (<i>CD 5</i>)	35	30
8	McKee Rd – US-101 to White Rd (<i>CD 3, 5</i>)	40	35
9	McLaughlin Av – Tully Rd to William St (<i>CD 3, 7</i>)	35	30
10	Monterey Rd – Bernal Rd to Blossom Hill Rd (<i>CD 2</i>)	55	50
11	Monterey Rd – Capitol Ex to Tully Rd (<i>CD 7</i>)	40/45	40
12	Moorpark Av – Winchester Bl to SR-17 (<i>CD 6</i>)	40	35
13	Quimby Rd – Capitol Ex to White Rd (<i>CD 8</i>)	40	35
14	Quimby Rd – White Rd to Murillo Av (<i>CD 8</i>)	40	35
15	Santa Teresa Bl – Cottle Rd to Bernal Av (<i>CD 2</i>)	45	40
16	Santa Teresa Bl – Blossom Hill Rd to SR 85 (<i>CD 10</i>)	40	35
17	Saratoga Av – Lawrence Ex to Stevens Creek Bl (<i>CD 1</i>)	40	35
18	Senter Rd – Capitol Ex to Keyes St (<i>CD 3, 7</i>)	40	35
19	Senter Rd – Monterey Rd to Capitol Ex (<i>CD 2, 7</i>)	35	30
20	Stevens Creek Bl/San Carlos St – I-880 to Woz Way (<i>CD 3, 6</i>)	35	30
21	Story Rd – Senter Rd to US-101 (<i>CD 7</i>)	40	35
22	Tully Road – Senter Rd to Capitol Ex (<i>CD 5, 7, 8</i>)	40	35
23	White Rd – Story Rd to Alum Rock Av (<i>CD 5</i>)	35	30

Hillsdale Avenue Quick-Build Safety Project Year One Before & After Evaluation

Attachment C

PROJECT OVERVIEW

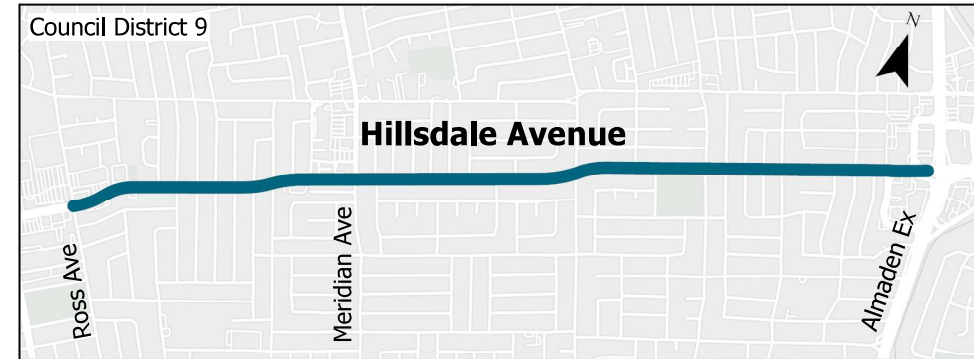
The **Hillsdale Avenue Quick-Build Safety Project** was completed by City of San Jose's Department of Transportation in 2022. The Year One Before & After Evaluation spans from Ross Avenue to Almaden Expressway. This project aimed to enhance safety for all road users.

PROJECT GOALS

- **Pedestrians:** Enhance safety by slowing turning motor vehicles, reducing exposure time, and improving visibility
- **Bicyclists:** Improve safety and access with new bike lanes
- **Motor Vehicles:** Slow speeds and address unsafe turning

KEY FEATURES

- **Crosswalk Enhancements:** 32 intersections with high-visibility crosswalks and/or quick-build curb extensions
- **Travel Lane Reduction:** Reduced one travel lane in each direction to slow down traffic speed and reallocated to new bike lanes
- **New Bike Lanes:** 2.3 miles of buffered, bollard, or parking-protected bike lanes with green pavement enhancements
- **Quick-Build Medians:** 1.8 miles of medians installed to facilitate safe turning while maintaining adequate access to side streets



- 1 Six Travel Lanes
- 2 Two-Way Left-Turn Lane
- 3 No Bike Lanes
- 4 Long Crossing Distances

- 1 Four Travel Lanes
- 2 Quick-Build Median
- 3 Buffer-Protected Bike Lanes with Green Pavement Enhancement
- 4 Quick-Build Curb Extensions

Hillsdale Avenue Quick-Build Safety Project

Year One Before & After Evaluation

CRASH & INJURY DATA

Pedestrian	5-Year Before Range	Year 1 After	Change
Crashes	0-1	0	↔
Injury Crashes	0-1	0	↔
Severe Injuries	0-0	0	↔
Fatalities	0-0	0	↔

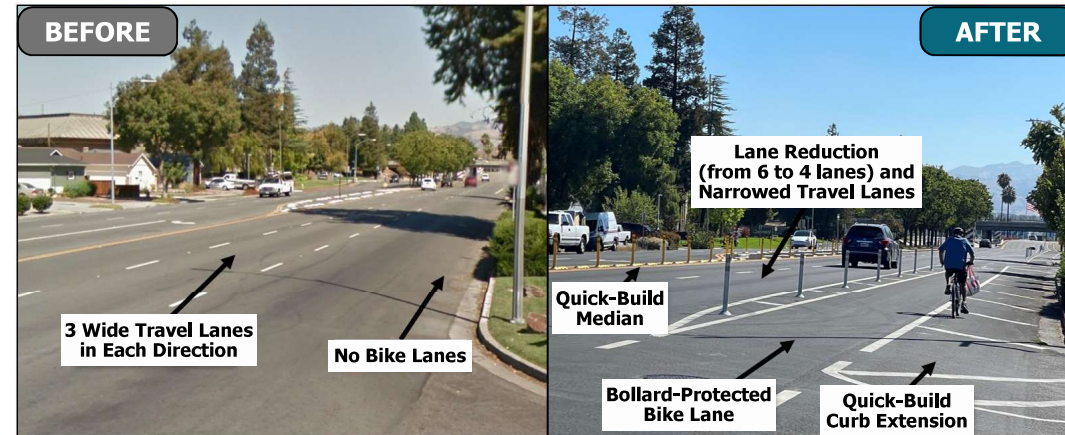
Bicycle	5-Year Before Range	Year 1 After	Change
Crashes	0-1	1	↔
Injury Crashes	0-1	1	↔
Severe Injuries	0-0	1	↑
Fatalities	0-0	0	↔

Motor Vehicle	5-Year Before Range	Year 1 After	Change
Crashes	15-25	14	↓
Injury Crashes	5-16	11	↔
Severe Injuries	0-1	1	↔
Fatalities	0-2	0	↔
Speeding*	1-5	5	↔
Unsafe Turns*	1-5	1	↔

Legend

↓ Below Before Range ↔ Within Before Range ↑ Above Before Range * Violation

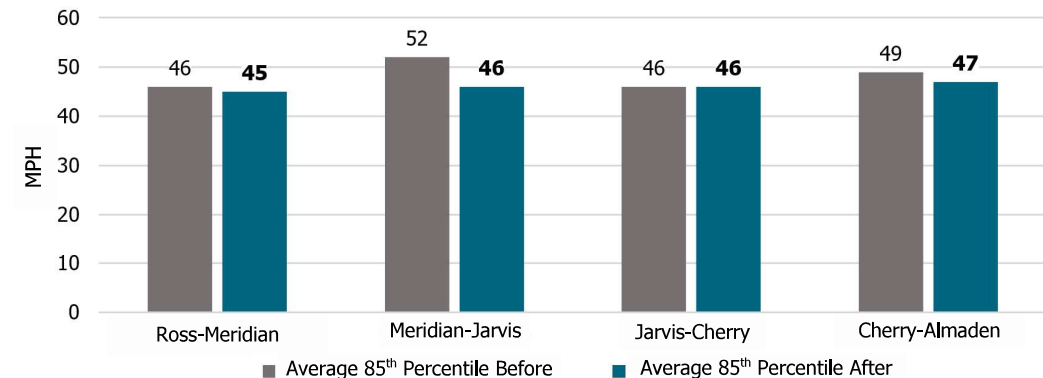
HILLSDALE AVENUE AT GARDENDALE AVENUE (LOOKING EAST)



SPEED DATA



Speeds **Lowered** & More **Consistent**



DATA COLLECTION TIMELINE

BEFORE DATA

June 2017 - May 2022

CONSTRUCTION

June 2022 - August 2022

AFTER DATA

September 2022 - August 2023