



Memorandum

TO: TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: John Ristow

SUBJECT: Vision Zero Traffic Safety Status Report

DATE: May 18, 2026

Approved

Date:

5/27/2026

RECOMMENDATION

Accept the status report on Vision Zero Traffic Safety.

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 (Plan). This Plan sets a clear target: a 30% reduction in people killed and severely injured (KSI) in traffic crashes 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 Plan’s adoption, and progress on Fiscal Year 2024-2025 safety initiatives.

Bicycle and Pedestrian Advisory Committee and Vision Zero

The San José Bicycle and Pedestrian Advisory Committee (BPAC) advises the Department of Transportation (DOT) on pedestrian and bicyclist safety. BPAC receives semiannual updates from DOT and provides input on issues affecting walking, biking, and active transportation. DOT provided the latest update to BPAC on April 27, 2026. Additionally, BPAC will report out to the Transportation and Environment Committee as part of this semiannual Vision Zero program status update, ensuring that pedestrian and

bicycle safety remain key components of the City’s broader traffic safety efforts. A full letter from BPAC is provided in 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 Plan is guided by the principles of the Safe System Approach, as defined by the U.S. Department of Transportation. With the Plan’s adoption, the City now has two ambitious traffic safety goals: 30% reduction in KSI by 2030 and eliminating KSI by 2040.

The City has made progress toward its Vision Zero goals, including notable downward trends in KSI, as well as traffic fatalities, in recent years. The following summarizes recent crash data trends and highlights DOT accomplishments supporting Vision Zero.

Crash Data Trends

On April 1, the National Highway Traffic Safety Administration announced a 6.7% decrease in annual traffic fatalities nationally from 2024 to 2025. In San José, annual traffic fatalities have fluctuated over the past decade, peaking at 65 in 2022 before steadily declining to 41 in 2025, a 37% decrease. This indicates that while San José is echoing the downward trend seen nationally, the City’s decline has been steeper. San José’s traffic fatalities in 2025 were at the lowest level since 2016 (Figure 1). KSI remained the same in 2024 and 2025, the lowest amount since 2017. However, speeding and red-light running (RLR) crashes remain a factor in about 30% of all KSI. (Figure 2). In 2025 and through April 2026, over 20% of fatalities were DUI-related, the highest percentage in the last 10 years. Fatalities are down significantly, but KSI remains flat as dangerous driver behaviors persist.

Figure 1
Fatalities: DUI-related and by month

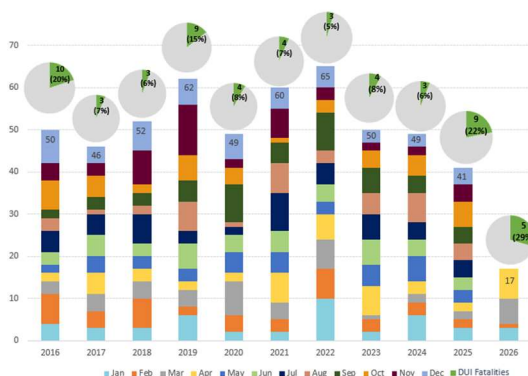
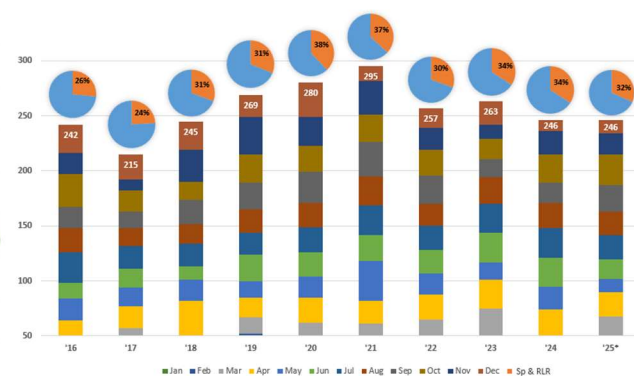


Figure 2
KSI: Speeding/RLR-related and by month



*2025 data is provisional and is subject to change.

Highlighted Accomplishments

Vision Zero Data Dashboards

The Vision Zero team recently launched two publicly accessible data dashboards on its webpage, as part of the 2025 Plan's short-term strategies. These dashboards improve transparency, engagement, and accessibility by including the following:

All Traffic Crashes Dashboard: <https://bit.ly/sj-crashes-dashboard>

- Comprehensive, interactive map of all traffic crashes reported to the San José Police Department.
- Advanced filtering by time period (up to 5 years), location, age, crash type, crash severity, council district, and equity area.
- Interactive maps filtered by street user, severity, or intersection.

Traffic KSI Dashboard: <https://bit.ly/sj-ksi-dashboard>

- Focus specifically on KSI (or fatal) crashes to align data analytics with the main goals and desired outcomes of the 2025 Plan, helping to highlight critical safety concerns.
- Advanced filtering by time period, location, and categories like vulnerable road users (e.g., pedestrians, cyclists).
- Interactive maps filtered by street user, severity, or at night.

In addition, several efforts and initiatives of the Vision Zero program, such as red-light running cameras, speed safety cameras, traffic education, and safety engineering, will be reorganized, updated, and centrally located on the new Vision Zero webpage: <https://visionzerosj.org>.

Vision Zero Collaboration

The Vision Zero program continues to strengthen collaboration with key partners:

- **San Jose Police Department:** DOT staff continue to coordinate with SJPD on enforcement efforts to address speeding concerns and promote safe driving behaviors. Coordination also includes work toward crash data entry automation.
- **School Closures:** There were 11 school closures in 2025 and six closures in 2026 across San José. The School Safety team has proactively coordinated with the Walk n' Roll team, schools, and school district leadership to address new circulation demands at consolidated schools.
- **Public Health Partners:** DOT staff initiated coordination with regional trauma centers to explore opportunities for secure data sharing in support of a public health-informed approaches to traffic safety.

- Regional and National Vision Zero Programs:** DOT staff continue close collaboration through the Metropolitan Transportation Commission’s Regional Vision Zero Working Group, as well as the national Vision Zero Implementer Peer Exchange, networking with over 30 other U.S. cities’ Vision Zero leaders.

Lowering Speed Limits

As part of DOT’s ongoing efforts to improve roadway safety and align speed limits with state law and engineering best practices, the City Council approved the reduction in posted speed limits on 18 roadway segments in August 2025 and 19 roadway segments in December 2025. In addition, 14 roadway segments will be considered by Council at the June 16, 2026, meeting. Approved speed limit reduction segment details are provided in Attachment B.

Vision Zero Projects

The following tables summarize Vision Zero projects completed or in progress this fiscal year, categorized by project type and Council District (see Attachment C for project list):

Table 1 – FY 2025-2026 Accomplishments by Project Type

Project Type	Completed	In Progress	Total
Capital Construction	1	4	5
Quick-Build Corridors	5	0	5
Pedestrian Safety	26	6	32
Traffic Calming	15	6	21
Traffic Signals	84	108	192
Bike Corridors	16	8	24
School Safety	48	13	61
Walk n’ Roll	100	30	130
Total	295	175	470

Table 2 – FY 2025-2026 Accomplishments by City Council District

Council District	Completed	In Progress	Total
District 1	24	2	26
District 2	21	10	31
District 3	38	43	81
District 4	36	17	53
District 5	50	40	90
District 6	28	20	48
District 7	37	28	65
District 8	24	18	42
District 9	43	8	51
District 10	29	12	41

Capital Project Construction

Daniel Maloney Drive and Nieman Boulevard Roundabout

In March 2026, DOT installed a roundabout at the residential intersection of Daniel Maloney Drive and Nieman Boulevard to improve safety. Between 2015 and 2020, when the intersection operated as a four-way stop, 24 people were injured in crashes. In 2024, a fatal crash occurred when a driver failed to stop and struck another vehicle. The roundabout is designed to reduce vehicle speeds and conflict points, improving safety for all road users.

Branham Lane and Kingspark Drive Safety Project

DOT installed a new traffic signal at the intersection of Branham Lane and Kingspark Drive to improve safety and efficiency for all road users. ADA-compliant curb ramps, corner bulb outs, new crosswalks, and pedestrian trail access from Kingspark Drive to Martial Cottle County Park were added. The signal was activated in January 2025.

Quick-Build Projects: Priority Safety Corridors

Redesigning streets to reduce KSI crashes is a top Vision Zero strategy. Low-cost and easily installed materials create safety improvements faster than capital construction projects. Quick-build safety improvements are prioritized on Priority Safety Corridors, often leveraging planned work through the Traffic Capital Improvement Program and citywide Pavement Maintenance Program to expedite safety treatments for vulnerable road users. Quick-build improvements include roadway signs and markings, plastic bollards, traffic lane reconfiguration, streetlight upgrades, minor traffic signal hardware enhancements, and traffic signal timing changes.

This fiscal year, DOT leveraged several pavement projects to implement quick-build safety improvements along Priority Safety Corridors, including Jackson Avenue, Camden Avenue, Meridian Avenue, Blossom Hill Road, and 10th Street. Improvements included narrowed travel lanes, new bike lanes with delineator separation, high-visibility crosswalks, radar speed signs, streetlight upgrades and minor signal upgrades.

Pedestrian Safety and Traffic Calming Projects

DOT expects to complete 53 pedestrian safety and traffic calming projects this fiscal year, including enhanced pedestrian crosswalks, flashing beacons, curb extensions, median refuge islands, radar speed signs, speed humps, and centerlines/edge lines.

Before-and-After Quick-Build Project Evaluations

To understand the impacts of quick-build corridor improvements, the Vision Zero team implements before-and-after evaluations, including both Year 1 and Year 2 post-implementation periods. These provide critical data to assess safety outcomes, guide any further roadway redesigns, and inform future similar projects. Since its FY 2024-2025 inception, the Vision Zero team has completed five quick-build before-and-after evaluations: Year 1 studies: Hillsdale Avenue, Saratoga Avenue, and Curtner Avenue, and Year 2 studies for Senter Road and Hillsdale Avenue. Year 1 evaluations are in progress for Branham Lane and Moorpark Avenue.

School Safety Program

The School Safety Program continues its work to enhance safety measures at and around K-12 schools across San José. This fiscal year, 38 access and circulation studies were completed, including analysis of traffic flow at school parking lots and surrounding streets, pedestrian and student access (walking and biking), and overall traffic safety around school areas. These comprehensive studies, in close coordination with school and school district leaders, help identify, recommend, and implement improvements to ensure safer conditions for students, school staff, and the community.

Additionally, 138 high-visibility school crosswalks were installed throughout the city this fiscal year. High-visibility school crosswalk enhancements are a proactive approach to create safer pathways and reduce risks for students and parents walking to and from school. High visibility school crosswalk site selection typically involves a combination of traffic safety assessments, community input, school requests, and council inquiries. To date, the program has upgraded 1,494 (of 1,776 total) school crosswalks and completed 87 (of 260 total) access and circulation studies. For a map of the School Safety Program's projects delivered this fiscal year, see Attachment D.

Walk n' Roll Program

The Walk n' Roll Program provides active transportation educational activities, such as school assemblies and bike rodeos, at San José schools. The program currently works with 104 elementary, middle, and high schools, an increase from 90 schools in 2025 and 60 schools in 2024. For a map of Walk n' Roll schools, see Attachment E.

During the 2025-2026 school year, the program will have delivered 37 safety assemblies to elementary and middle schools and over 30 bike rodeos. Additionally, 447 students will have received no-cost helmets through helmet distributions and bike rodeos. As part of International Walk to School Day, during which students are encouraged to walk or bike to school, DOT staff coordinated with 57 schools.

Speed Safety Systems: Speed Enforcement and Red-Light Running

Speeding and red-light running are the leading causes of fatal and severe injury crashes in San José. Automated enforcement technologies, such as speed safety cameras and red-light cameras, are effective tools that support Vision Zero's goal of eliminating traffic deaths and serious injuries. Speed safety cameras have been proven to reduce speeding on high-injury streets in cities across the country. With the passage of state Assembly Bill 645 in October 2023, San José – along with five other California cities – can now pilot automated speed enforcement.

Red-Light Running Cameras

Red-light running cameras are being piloted at four key intersections. Citations began being issued on January 9th, 2026. The pilot will run for one year. In four months of activation, nearly 5,000 citations have been issued. San Jose Police Department staff review each potential red-light running incident before citations are sent to the driver, and citations are treated as if they were issued in person by a police officer. Fines are significant: up to \$486 for a left-turn or through red-light violation and \$234 for a rolling right turn. In addition, a point is added to the driver's license.

After the one-year pilot period, DOT will share an evaluation report with City Council, including a staff recommendation to continue, terminate, or expand the program.

Speed Safety Cameras

Staff have completed the vendor selection process and identified a preferred vendor for the Speed Safety Camera Pilot program. The program is in the final stages of negotiating the contract and refining the scope of work. The vendor is reviewing the draft agreement, and negotiations are expected to be finalized shortly.

The City Manager has delegated authority to award, negotiate, and execute an agreement up to \$16 million. The contract is expected to be executed by the end of May, pending final review and approval. Following contract execution, staff will proceed with implementation of 33 camera systems and coordination efforts. Cameras are anticipated to be installed and activated in September 2026.

Grant Funds Applications

This fiscal year, DOT submitted five grant applications totaling \$2 million for Vision Zero-related projects. Four of these applications are under review by the granting agencies (see Attachment F).

The City has federal grant agreements from recent years, both executed and unexecuted, that have not yet been obligated. For DOT, these grant agreements total approximately \$20.5 million, including \$8.5 million in U.S. DOT's Safe Streets for All

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grants for the City's new speed safety camera pilot program. With the current administration's changing priorities, there is uncertainty regarding the federal government's actions related to fund grant obligations. The City Manager's Office is working closely with DOT to expedite funding agreements and advocate to the federal administering agencies, although no further project delays are expected due to federal funding uncertainty.

COORDINATION

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

/s/

John Ristow
Director of Transportation

For questions, please contact Heather Hoshii, Deputy Director, at heather.hoshii@sanjoseca.gov.

ATTACHMENTS

Attachment A – BPAC Report

Attachment B – Lowering Speed Limits – Engineering and Traffic Survey

Attachment C – Transportation System Safety Projects – Completed/In Progress FY 2025-2026

Attachment D – School Safety Projects Map FY 2025-2026

Attachment E – Walk and Roll Schools Map FY 2025-2026

Attachment F – Grants Applications for Safety Projects FY 2025-2026