



# San José Vision Zero Task Force

December 16, 2024



**VISION  
ZERO**  
SAN JOSÉ



# 12/16/2024 Agenda

1. Call to Order and Chair Report (1:30-1:45)
2. Reports and Updates (1:45-2:00)
3. Presentations and Discussion (2:00-3:15)
4. Open Public Forum (3:15-3:30)

# **1. Call to Order and Chair Report**



# Call to Order and Chair Report

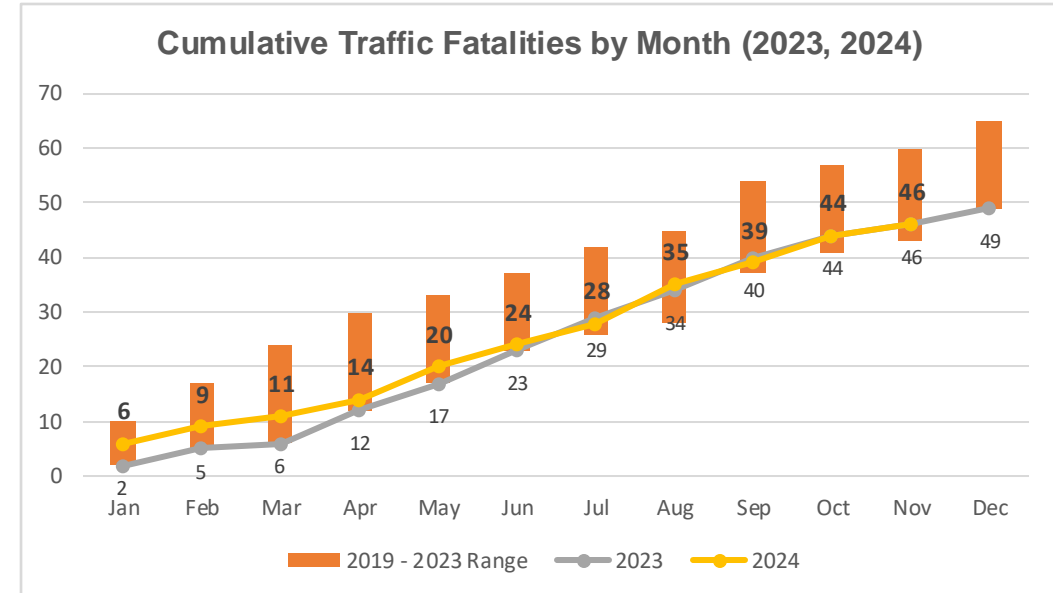
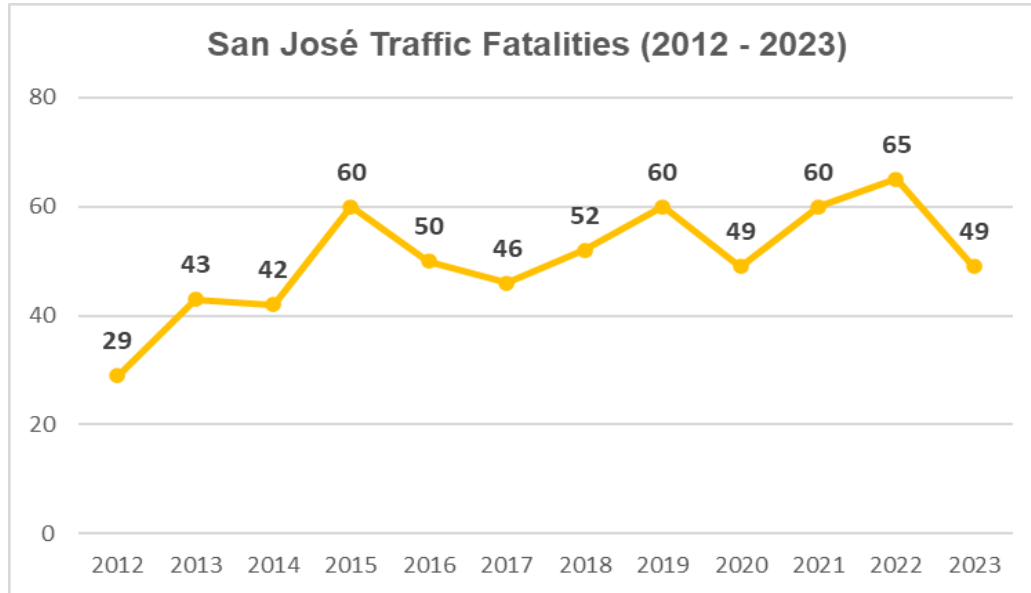
- Names of people who have lost their lives to traffic fatalities since the last Task Force meeting
- Roll Call (Departments/Agencies Present)
- Minutes posted for the Vision Zero Task Force of October 24, 2024

## **2. Reports and Updates**

### **Traffic Collision Trends**



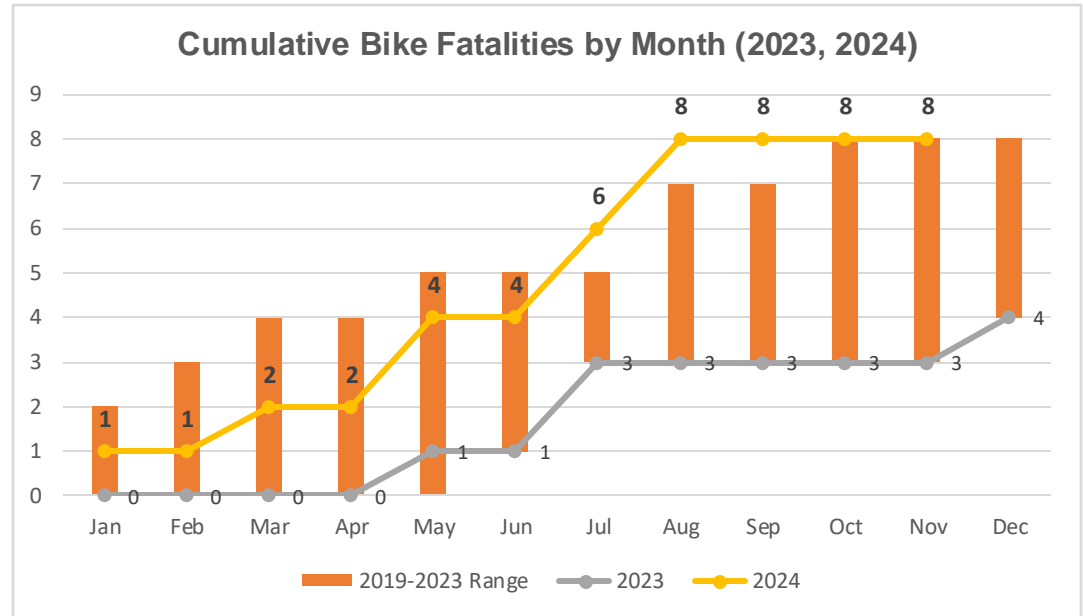
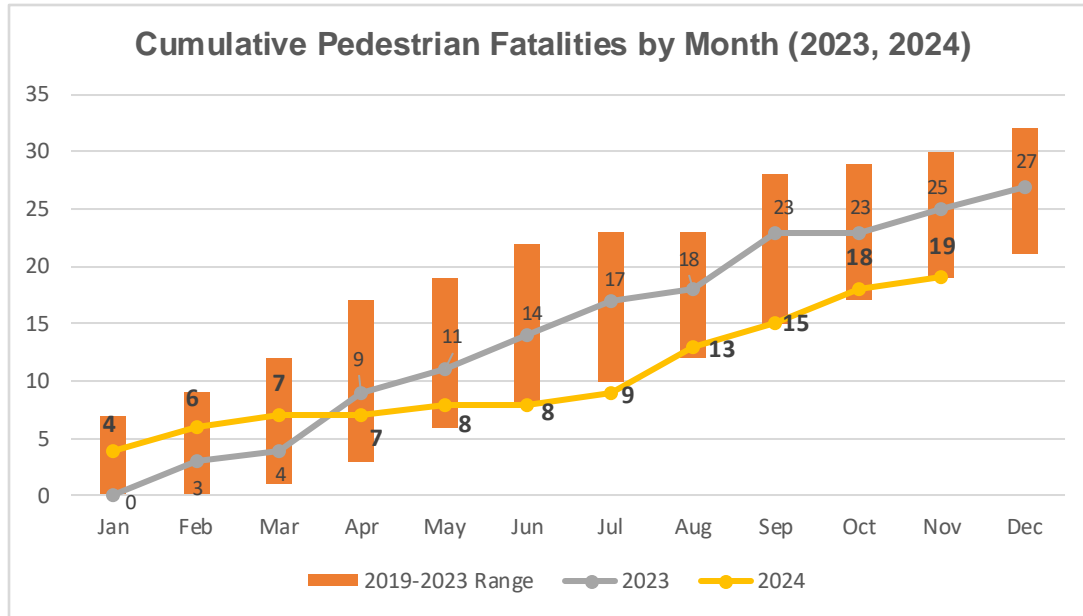
# Traffic Fatalities



- In 2023, San Jose traffic fatalities reduced 25% to 49 from the 2022 peak of 65
- Through November 2024, cumulative monthly traffic fatalities are trending similar to 2023

# Pedestrian and Bike Traffic Fatalities

(as of 11/21/2024)



- Pedestrian fatalities are usually the highest among all street user types
- In 2024, so far, cumulative pedestrian traffic fatalities are significantly down from 2023
- In 2024, so far, cumulative bike fatalities are higher than usual, but still much lower than peds

# 2024 Traffic Fatalities (Jan 01 – Nov 30)

19 (41%)    8 (17%)    13 (28%)    6 (13%)



## 46 fatalities (46 crashes)

- 37 (80%) - on major roadways with posted speed limits of 35 mph or higher
- 21 (46%) - on Priority Safety Corridors
  - 2 on White Rd, Story Rd, McKee Rd, Camden Av, Saratoga Av
- 19 (41%) - pedestrians
  - 1 person experiencing homelessness
- 19 (41%) - in dark hours
- 7 (15%) - speeding as a known contributing factor

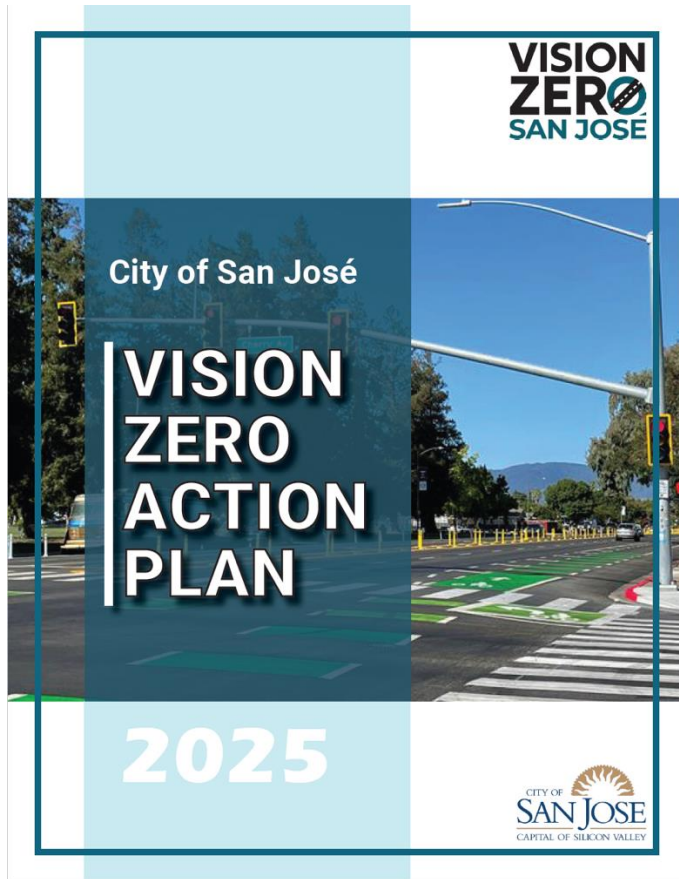
Mode	2024	2023	2022
Pedestrian Fatalities	19	25	30
Auto Fatalities	13	12	14
Bike Fatalities	8	3	8
Motorcycle Fatalities	6	6	8
<b>Total Fatalities as of 11/30</b>	<b>46</b>	<b>46</b>	<b>60</b>

# **3. Presentations and Discussion**

## **2025 Vision Zero Action Plan**



# 2025 Vision Zero Action Plan



- San José's 4<sup>th</sup> Vision Zero Action Plan
- 5-year Action Plan kicks off 10<sup>th</sup> year



# New in the 2025 Vision Zero Action Plan Highlights

1. Federal Grant Compliance
2. Leadership Commitment and Goal Setting
3. Shift in Oversight
4. Safe System Approach
5. Expanded Priority Safety Corridors, Equity Focus
6. Priority Action Areas: Strategy and Project Selections
7. Greater Emphasis on Implementation

# 1. Federal Grant Compliance

Since the 2020 Vision Zero Action Plan, the 2021 USDOT National Roadway Safety Strategy created Safe Streets for All (SS4A) grant – San Jose has won twice: \$21.4M

2025 Vision Zero Action Plan brings City's self-certification into one document

- 8 Required sections:
  - Leadership commitment and Goal Setting
  - Policy and Process Changes
  - Planning Structure
  - Strategy and Project Selections
  - Safety Analysis
  - Progress and Transparency
  - Engagement and Collaboration
  - Equity Considerations
- Action Plan deadline: pass Council by the end of April

Unified Action Plan maintains and strengthens San Jose's competitiveness

 = Required Section



## 2. Leadership Commitment and Goal Setting

- 30 by 30: 30% reduction in fatal and severe injury (KSI) by 2030
- Zero by 2040: Eliminate fatal and severe injuries by 2040

USDOT Grant Guidelines: The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

1. The target date for achieving zero roadway fatalities and serious injuries, or
2. An ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.

## 2. 30% KSI reduction by 2030, Zero by 2040

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>Fatalities</b>	42	60	50	46	52	60	49	60	65	49
<b>Severe Injuries</b>	115	146	192	169	194	210	231	236	191	214
<b>KSI</b>	157	206	242	215	246	270	280	296	256	263
<b>% of change</b>		<b>+31%</b>	<b>+17%</b>	<b>-11%</b>	<b>+14%</b>	<b>+10%</b>	<b>+4%</b>	<b>+6%</b>	<b>-14%</b>	<b>+3%</b>

The “30 by 30” goal: Reduce from 263 KSI in 2023, to 184 KSI by 2030.

There has been a 40% increase in KSI over the last 10 years. In this context, a 30% reduction is an “ambitious” goal, as USDOT requires.

# 3. Planning Structure/Shift in Oversight

The San José Vision Zero Task Force spent 2024 developing the 2025 Vision Zero Action Plan through the June, October, and December 2024 meetings.

Future implementation oversight and monitoring:

San Jose Vision Zero Task Force → Transportation and Environment (T&E) Council Committee  
→ Bicycle and Pedestrian Advisory Committee (BPAC) -- guidance

USDOT Grant Requirement text: Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

## 4. Safe System Approach★

### Traditional E's Approach

Prevent crashes →

Improve human behavior →

Control speeding →

Individuals are responsible →

React based on crash history →

### Safe System Approach

Prevent deaths and severe injuries

Design for human mistakes/limitations

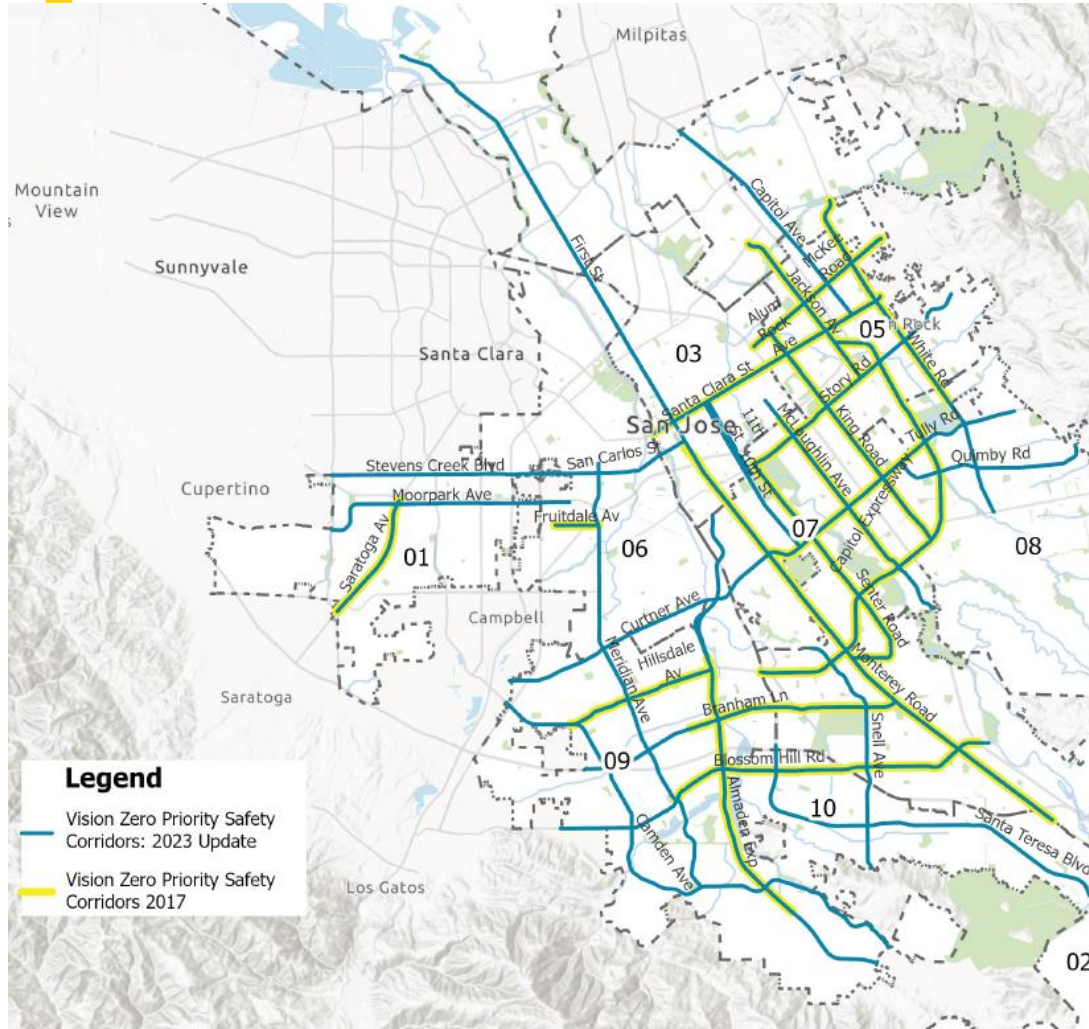
Reduce system kinetic energy

Share responsibility

Proactively identify and address risks

Aligning with USDOT/Caltrans' lead beyond the traditional "E's" approach (Engineering, Enforcement, Education, Engagement, Evaluation), to embrace using the *Safe System Approach*, which emphasizes shared responsibility across silos, reducing kinetic energy through redundant strategies, and working proactively to identify and address risks

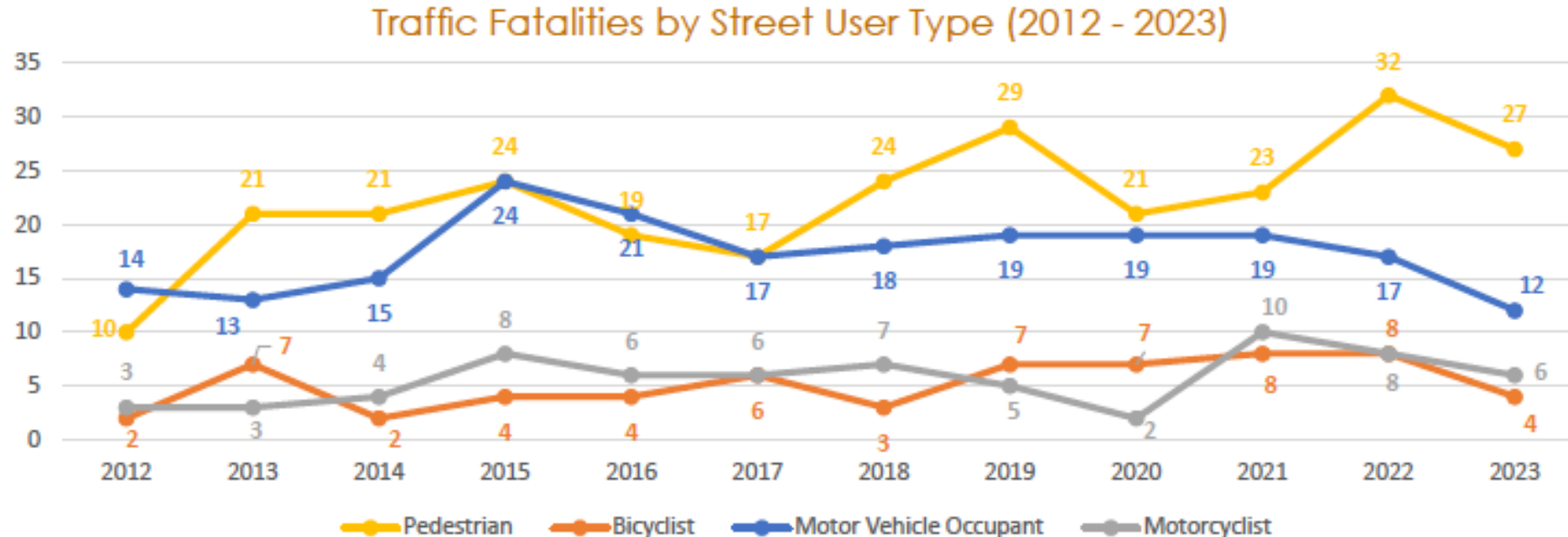
# 5. Expanded Priority Safety Corridors



The 2023 Priority Safety Corridor network is double the mileage of the 2017 network.

# Safety Analysis: <sup>★</sup>Vulnerable Road Users

The most vulnerable road users in San Jose are people **walking** and **biking**

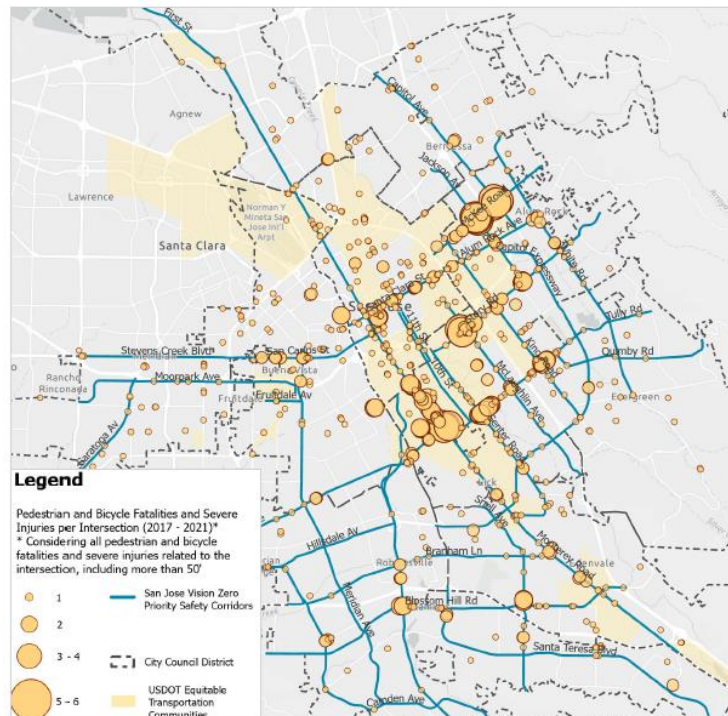


# 5. Equity Considerations<sup>★</sup>

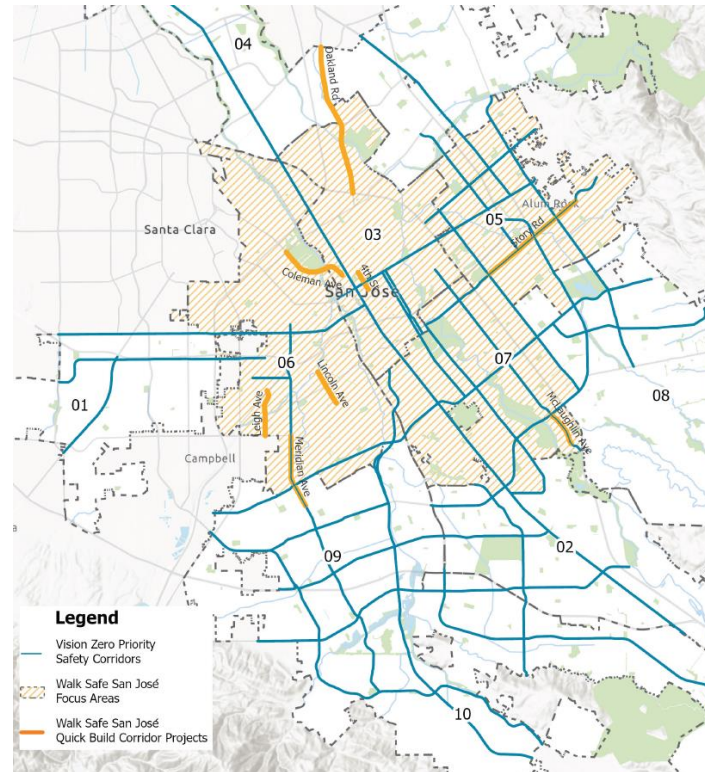
Pedestrian and Bike fatal and severe injuries cluster

→ new Focus Areas

→ Implement  
Walk Safe San José



Pedestrian and Bicycle Fatalities and Severe Injuries per Intersection



Legend  
Vision Zero Priority Safety Corridors  
Walk Safe San José Focus Areas  
Walk Safe San José Quick Build Corridor Projects

# Engagement: Additional Deliverables

- **Data Sharing Across Jurisdictions:** Incorporate external injury data
- **Innovation:** Pilot new types of safety projects
- **Messaging:** Pedestrian safety, speeding, distraction
- **More:** Traffic calming, pedestrian projects, walk audits
- **Proactive Work:** identify and address high-risk areas
- **Quicker:** Complete Quick Build projects faster in high-injury locations
- **Learn and Adapt:** Assess severe injuries (~220/year) in addition to all traffic fatalities (~50/year) currently reviewed
- **Transparency:** More project progress reporting on web/dashboard
- **Vulnerable Road Users:** Walk Safe San José: Pedestrian Safety Plan, top five killed/severely injured (KSI) locations for unhoused people and older adults

# Priority Action Areas: Strategies and Project Selections

- 1** Prioritize Equity,  
Vulnerable Road Users
- 2** Center Data Analytics,  
Report Metrics
- 3** Strategize Traffic  
Enforcement
- 4** Engineer for Safety
- 5** Engage the Community,  
Message Safety

# Priority Action Area 1: Prioritize Equity, Vulnerable Road Users

Equity Projects/Strategies	Timeline
Focus on Vulnerable Road Users: Identify and improve top five fatal and severe injury locations for older adults	Short/Mid
Focus on Vulnerable Road Users: Identify and improve top five fatal and severe injury locations for people experiencing homelessness	Short/Mid
Implement <i>Walk Safe San José: Pedestrian Safety Plan (WSSJ)</i> : Pedestrian Quick Builds	Mid/Long
Implement <i>WSSJ</i> : Signal design and phasing	Long
Implement <i>WSSJ</i> : Signals: Reduce pedestrian wait times (citywide strategy)	Long
Implement <i>WSSJ</i> : Reduce signal construction cost	Long
Implement <i>WSSJ</i> : Maintain pedestrian walking space next to construction sites	Long
Implement <i>WSSJ</i> : Improve walking conditions under Caltrans elevated freeways and at on- and off-ramps	Long
Implement <i>WSSJ</i> : Channel pedestrians safely through public and private space	Long
Implement <i>WSSJ</i> : Create pedestrian destinations	Long
Maintain Bikeway: buy narrow street sweepers to enable street sweeping in Quick Build and protected bike lanes	Long
Collaborate with other city and county government entities to encourage them to buy city fleet vehicles with better pedestrian collision safety standards	Long

## Timeframe:

Short term	1-2 years
Mid term	2-5 years
Long term	5+ years

# Priority Action Area 2: Center Data Analytics, Report Metrics

Data/Metrics Projects/Strategies	Timeline
Create public-facing dashboards	Short
Increase transparency, report metrics	Short
Report findings from before/after project evaluations	Short
Collaborate for data sharing: Trauma injury data from hospitals	Mid
Collaborate for data sharing: Light rail crashes and injuries	Mid
Collaborate for data sharing: Other shared jurisdiction data	Mid

## Timeframe:

Short term	1-2 years
Mid term	2-5 years
Long term	5+ years

# Priority Action Area 3: Strategize Traffic Enforcement

Traffic Enforcement Projects/Strategies	Timeline
Report on top three known traffic violations that result in fatal and severe injuries	Short
Implement automated enforcement: <i>Speed Safety System Pilot</i> (SS4A demonstration project)	Short
Implement automated enforcement: <i>Red-Light Camera Pilot</i>	Short
Conduct before/after studies of automated enforcement pilots	Mid
Better coordination to share Traffic Investigations Unit (TIU) reports	Mid/Long

## Timeframe:

Short term	1-2 years
Mid term	2-5 years
Long term	5+ years

# Priority Action Area 4: Engineer for Safety

Engineering Projects/Strategies	Timeline
Conduct traffic safety studies	Short
Implement pavement projects	Short
Review traffic fatalities and implement safety improvements	Short
Implement Vision Zero Priority Safety Corridor redesigns in Quick Build	Short
Conduct signal safety evaluations	Short
Deliver more projects: traffic calming, pedestrian projects, walk audits*	Short/Mid
Implement school safety projects: High-visibility crosswalks, access/circulation improvements	Short/Mid
Implement high visibility school crosswalks citywide	Short/Mid
Build bike lanes: implement Better Bike Plan 2025	Short/Mid
Implement pedestrian safety and traffic calming projects	Short/Mid
Lower speed limits	Mid
Implement <i>Walk Safe San José: Pedestrian Safety Plan</i> : Quick Builds*	Mid/Long
Build projects quicker: implement Quick Build and capital projects faster and in high-KSI locations*	Mid/Long
Review severe traffic injuries*	Mid/Long

Daylight crosswalks: keep the areas at crosswalks approaches clear of parked cars, signs, or other obstacles*	Mid/Long
Deliver signal safety projects	Mid/Long
Build protected intersections	Mid/Long
Implement Vision Zero improvements as part of pavement project	Mid/Long
Collaborate with the County to apply for grants for Priority Safety Corridor – County Expressway (e.g., Almaden Expressway and Foxworthy Avenue: signal modification, responding to traffic fatality)	Long
Convert Quick Build to permanent materials via grant applications: SS4A, Local Highway Safety Improvement Program (HSIP), Affordable Housing and Sustainable Communities (AHSC), MTC One Bay Area Grant (OBAG), CA Active Transportation Program (ATP), and other programs*	Long

\* Additional Staff Needed

## Timeframe:

Short term	1-2 years
Mid term	2-5 years
Long term	5+ years

# Priority Action Area 5: Engage the Community, Message Safety

Messaging Projects/Strategies	Timeline
Engage community about automated enforcement: <i>Speed Safety System Pilot</i>	Short
Deploy changeable message signs	Short
Promote street safety awareness months: Pedestrian Safety (October), Look Out when It's Dark Out (November-March annually), Distracted Driving (April)	Short
Provide safety education: school-aged children (Walk N' Roll)	Short
Provide safety education: adults	Short
Provide safety education: people experiencing homelessness	Short
Create videos educating people about recently built projects	Short/Mid
Partner with BPAC on bike/pedestrian safety education	Mid
Promote safety messages about rail safety	Long

## Timeframe:

Short term	1-2 years
Mid term	2-5 years
Long term	5+ years

## 6. Greater Emphasis on Implementation

Leveraging data inventory and analysis tools developed since 2020, the plan places a stronger emphasis on addressing severe injuries and supporting vulnerable road users, ensuring a targeted and effective response.

Ensuring a targeted and effective response:

- Before & After Studies: Evaluations of built projects to determine if they are reducing fatal and severe injuries, and propose post-implementation tweaks as needed
- Long-Term Strategy: Quick Build to permanent/capital installations

# 2025 Vision Zero Action Plan Timeline

10/24/24: Vision Zero Task Force – Review/discuss public feedback, shape priorities, timeline update

10/29/24: City Council - Speed Safety System Pilot Program Use Policy and Impact Report

11/4/24: Transportation and Environment Committee – Review/discuss public feedback

12/16/24: Vision Zero Task Force - 2025 Vision Zero Action Plan

February 2025: City Council - Recommend adoption of final 2025 Vision Zero Action Plan\*

**\*Must be passed by Council by April 2025** to be compliant before next federal funding round opens

# **Task Force Member Discussion**





GAME SHOP  
Trade Video Games & Movies

FIX APTOR.COM  
Repair • Dry • Bell • Laptop • Parts

BOTANIC GROW WITH  
PLANTLUSH

FIX APTOR.COM  
Repair • Dry • Bell • Laptop • Parts

GAME SHOP  
DOWNSTAIRS

FIX APTOR.COM

ATM

CLARIANA

N FURNITURE

Third St

Third St

THE COMIC SHOP