



Memorandum

TO: City Council

FROM: Councilmember Pierluigi Oliverio

SUBJECT: VISION ZERO

DATE: May 8, 2015

Approved:

Date:

5-8-15

RECOMMENDATION:

Formally adopt Vision Zero practices by funding and implementing the engineering, enforcement, and education efforts required to:

- 1) Fix the identified, highest risk locations where people are being injured on our streets by delivering on-the-ground improvements (example: chokers, roundabouts, speed bumps, edge lines, radar speed signs, associated traffic studies, etc.). Implement a pilot/trial of red light running cameras at the highest crash prone intersections based on safety, not revenue. (Source of funding: Essential Services Reserve)
- 2) Ensure full and fair enforcement of traffic laws, with a focus on the most dangerous behaviors, problematic locations and at-fault drivers. Contract with a qualified law enforcement agency such as the CHP and/or Santa Clara County Sheriff to issue traffic citations in San Jose through 2020. (Source of funding: Essential Services Reserve)
- 3) Participate in education programs for road users, with a focus on schools, by lowering the speed limit to 15 mph at ALL schools (where allowed by state law AB321). Educational outreach to include bus drivers, crossing guards, and the dangers of jaywalking, among other topics.
- 4) Partner with the City of San Francisco in their effort to change state law allowing cities the autonomy to lower the speed limits where/when needed from 25 mph to 20 mph. Petition the California legislature to allow automated speed cameras (now legal in 15 other states).
- 5) Public meetings should be conducted in all ten council districts as was done in 2008 and 2001.

BACKGROUND:

Back in 2008, I chaired the city wide traffic calming hearings along with SJPd and Department of Transportation. We held public meetings in all ten council districts, and noted that there was widespread concern about unsafe driving. Unfortunately, it has only become more dangerous since then.

Back on March 18, 2015 the Rules Committee with support of our Director of Transportation, approved my proposal going forward as part of the annual transportation safety report. The report was then renamed Vision Zero.

Vision Zero is a highly successful approach to road safety thinking. Its premise can be summarized in one sentence: no loss of life is acceptable. While road systems are primarily designed to keep us moving, they should ideally be engineered to protect us at every turn. Vision Zero does just that, and takes into account the fact that we are all human, and therefore prone to the occasional mistake. This innovative program has been adopted by cities such as Los Angeles, San Francisco, Seattle, Portland, New York and Chicago. San Jose has 2400 miles of roads with essentially no traffic enforcement, which leaves pedestrians, bicyclists and drivers at risk of serious injury or fatality. Therefore, it is my belief that the council should address this issue by adopting road safety alternatives modeled after the Vision Zero approach.

California cities that contract with CHP:

Oakland, Stockton, Santa Cruz, Hemet, Rancho Santa Fe and Pebble Beach

California cities that contract with County Sheriff:

Approximately 200 cities and agencies

California Cities using Red Light Running Cameras:

Arleta, Bakersfield, Baldwin Park, Beverly Hills, Capitola, Cathedral City, Cerritos, Citrus Heights, Commerce, Covina, Culver City, Daly City, Davis, Del Mar, Elk Grove, Encinitas, Escondido, Fremont, Fullerton, Garden Grove, Hawthorne, Highland, Inglewood, Los Alamitos, Los Angeles County, Lynwood, Manteca, Marysville, Menlo Park, Millbrae, Modesto, Montebello, Napa, Newark, Oxnard, Rancho Cordova, Redding, Sacramento City, Sacramento County, San Bernardino County, San Francisco, San Leandro, San Mateo, Santa Ana, Santa Clarita, Santa Monica, Solana Beach, South Gate, Stockton, Ventura, Victorville, Vista, West Hollywood (540 cities nationwide) IIHS HLDI

Red Light Camera Study:

“Effects of red light camera enforcement on red light violations in Arlington County, Virginia” Journal of Safety Research, February 2014 <http://www.iihs.org/bibliography/topic/2031>

The number of U.S. communities using red light cameras has grown to about 540 as study after study shows that the devices improve safety. A 2011 IIHS study of large cities with longstanding red light cameras found that cameras reduced the fatal red light running crash rate by 24 percent and the rate of all types of fatal crashes at signalized intersections by 17 percent. Consistent with prior research, red light violations at camera-enforced intersections declined significantly.

School Speed Studies:

“Effects of Vehicle Speed on Pedestrian Fatalities,” City of Palo Alto contracted study <http://humantransport.org/sidewalks/SpeedKills.htm>

This study shows how, when a pedestrian is struck, the likelihood of death increases faster than the percentage increase in vehicle speed, in a nonlinear fashion.

Reduced School Area Speed Limits from Institute of Transportation Engineers
<http://library.ite.org/pub/e26610b5-2354-d714-51f1-c266857615f0>

This study advocates for slower speeds specifically in school zones, due to multiple studies confirming that children do not have the same ability as adults in: seeing and evaluating traffic conditions, processing information, perceiving correctly the direction and sound of traffic; and understanding the use of traffic control devices and crosswalks.

Speed Camera Study:

“Do speed cameras reduce road traffic crashes, injuries and deaths?” Cochrane Injuries Group
<http://www.ncbi.nlm.nih.gov/pubmedhealth/PMH0012902/>

This study reviewed 35 separate reports and concluded that speed cameras definitely reduce the number of road traffic injuries and deaths across multiple scenarios.