



City Council

Item No. 4, RTC 26-16330
Action to Adopt the Vision Zero Action Plan and Approve a Recommendation for a New Position in the Department of Public Works to Support Vision Zero Plan Implementation

March 10, 2026

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Agenda

1. Background on Vision Zero
2. Summary of Key Chapters
3. Program Cost & Implementation
4. Staff Recommendation



Project Sign

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What is Vision Zero?

- **Vision Zero** is a strategy to **eliminate all traffic fatalities and severe injuries** while promoting safe and healthy mobility for all.
- Target year for Vision Zero is **2050**.



This project is partially funded by federal Safe Streets & Roads for All (SS4A) grant and California Office of Traffic Safety (OTS) grant.

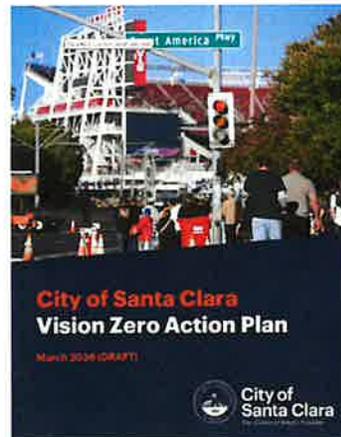
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Purpose of Vision Zero Plan

- Commitment to citywide transportation safety
- Meaningful community engagement
- A roadmap to reach zero fatalities & severe injuries
- Allow City to pursue grant funding



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Community Engagement



Bilingual Flyer



Bus Shelter Advertisements



Interactive Surveys (3)



Community Events (6)
&
Workshops (4)

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Vision Zero Working Group

- Public Works, Police, Fire, Community Development
- One (1) City BPAC member
- 8 Partner Agencies:
 - City of San Jose
 - City of Sunnyvale
 - Santa Clara County
 - VTA
 - Santa Clara Unified School District
 - Santa Clara University
 - Mission College
 - Silicon Valley Bicycle Coalition
- Continue collaboration after Plan adoption



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Collision Data

Collision Severity	2016-2023 Count	%
Fatal (Killed or K)	51	0.6%
Severe Injury (SI)	139	1.8%
Other Visible Injury	895	11.3%
Complaint of Pain	1,437	18.1%
Property Damage Only (PDO)	5,412	68%
Total Collisions	7,934	100%

- Santa Clara’s KSI crash rate is lower than County average.
- Ranked #4 out of 61 California cities with low KSIs (2022).

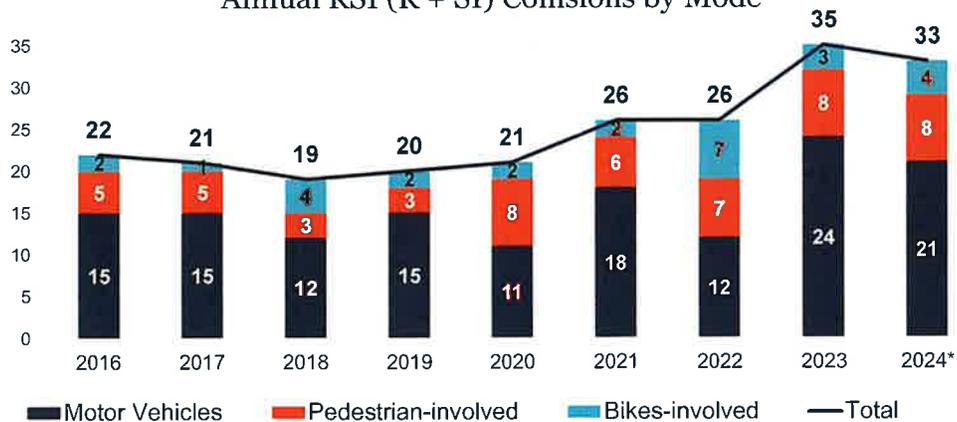
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Fatal & Severe Injury Collision Trend

Annual KSI (K + SI) Collisions by Mode



*Year 2024 data is for informational purposes and not included in the Plan.

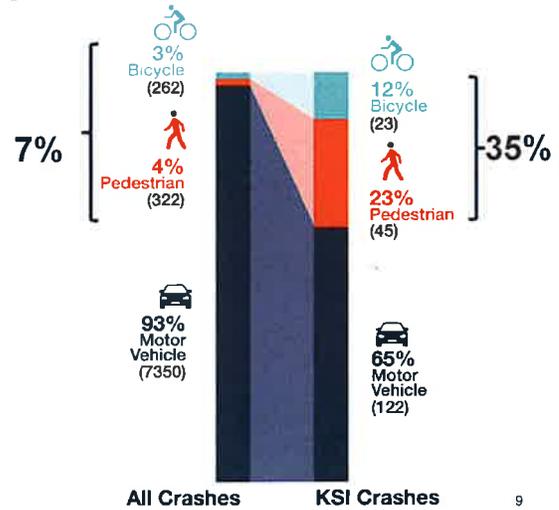
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Pedestrians and Cyclists are Most Vulnerable

Pedestrians and cyclists are involved in 7% of all collisions, but are **35% of KSI collisions.**



High-Injury Network

- ~60% of collisions occurred on 16% of streets.
- **Top 10 Priority Corridors (\$93 M):**
 - Monroe Street
 - Lafayette Street
 - De La Cruz/Coleman Ave Tri-level Area
 - Scott Boulevard (Monroe to El Camino)
 - Homestead Road
 - Stevens Creek Boulevard
 - El Camino Real
 - Pruneridge Avenue
 - Scott Boulevard (Bowers to San Tomas)
 - Montague Expressway





Safety Countermeasures

Roadway Improvements	Intersection Design
Signal Modifications	Signs & Markings
Speed Management	Bicycle & Pedestrian



High Visibility Crosswalk



Leading Pedestrian Interval



Separated Bike Lanes



ADA Curb Ramps & Push Buttons

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Key Programs and Policy Actions



Safer People

- Education campaigns
- Safe Routes to School



Safer Speeds

- Increase traffic enforcement
- Speed limit evaluation



Safer Streets

- Update Traffic Calming Program
- Formalize KSI-collision review
- Intersection Daylighting



Safer Vehicles

- Reduce impaired driving
- Explore new enforcement strategies



Post-crash Care

- Emergency response tracking

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Program Costs & Staffing

**Capital Projects on
High Injury Network:
\$350 M (in 2025
dollars)**

- **Top 10 Priority Projects: \$93 M**
- Funding allocation for each capital project will be approved by the City Council case-by-case

**Professional Services
& Program Activities:
\$1.68 M for first five
years**

- \$923,000 in year 1
- \$190,000 annually after year 1

**Public Works Staff
support: 1.0 Senior
Civil Engineer
(New position)**

- Oversee program and project implementation
- Pursue grant funding
- Develop annual reports

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November 18, 2025 City Council Study Session Feedback

- Total program cost and implementation approach
- Support for quick-build engineering solutions
- Build safer streets
- Safety countermeasures discussion
- 15MPH school zones
- Traffic enforcement technologies

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Alternatives

1. Adopt a resolution to approve the Vision Zero Action Plan in substantially the form presented.
2. Do not adopt the Vision Zero Action Plan and provide further direction to staff regarding the Vision Zero Action Plan.
3. Authorize the City Manager to take any and all actions necessary to modify, edit, update, and maintain the Vision Zero Action Plan, and to implement elements of the Plan that do not require Council approval.
4. Approve the addition of 1.0 Senior Civil Engineer position in the Department of Public Works to begin implementation of the Vision Zero Program.
5. Do not approve recommended position in the Department of Public Works and delay implementation of the Vision Zero plan until a position can be added.

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Staff Recommendation

Approve Alternatives 1, 3, 4:

1. Adopt a resolution to approve the Vision Zero Action Plan in substantially the form presented.
3. Authorize the City Manager to take any and all actions necessary to modify, edit, update, and maintain the Vision Zero Action Plan, and to implement elements of the Plan that do not require Council approval.
4. Approve the addition of 1.0 Senior Civil Engineer position in the Department of Public Works to begin implementation of the Vision Zero Program.

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