


City Council

Item No. 1.A, RTC 25-264
Study Session and
Update on the City's
Vision Zero Plan

November 18, 2025


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City of Santa Clara
The Center of Whata Paradise

Agenda

1. Background on Vision Zero
2. Project Timeline & Significance
3. Key Elements of this Plan
4. Next Steps/Implementation



SHARE the ROAD
Join our efforts to end traffic fatalities!
VISION ZERO

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POST MEETING MATERIAL



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.



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

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Why Vision Zero?

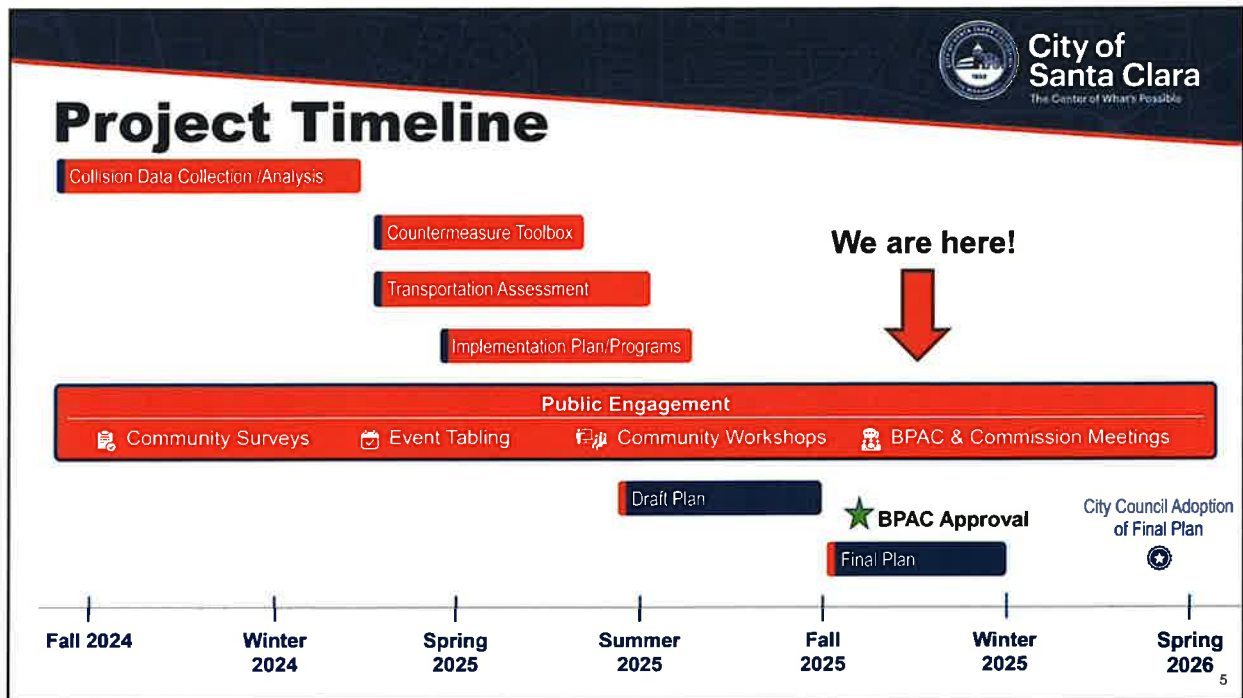
Traffic fatalities are unacceptable

- Policy goal from the City's Bicycle and Pedestrian Plans
- Trend of increasing pedestrian and cyclist injuries
- Growing city



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Project Significance

- Official commitment to citywide transportation safety
- Meaningful community engagement
- A roadmap to reach zero fatalities & severe injuries
- Allow City to pursue funding for improvements

City of Santa Clara Vision Zero Action Plan

September 2025 (Draft)

City of Santa Clara

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Vision Zero Plan Elements



Leadership Commitment
and Goal Setting



Strategic Planning



Collaboration and
Community Engagement



Safety Analysis



High Injury Network



Priority Projects, Policy,
and Programs



Progress and
Transparency

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Goal Setting & Guiding Principles

Target Date: End all traffic-
related fatalities and severe
injuries on Santa Clara streets
by **2050**



Safety of Human
Life is Our
Highest Priority



Traffic Fatalities &
Severe Injuries are
Unacceptable and
Preventable



Vision Zero is a
Shared Responsibility



Community Engagement
is Essential

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Strategic Planning

Vision Zero Working Group (VZWG)

- Public Works, Police, Fire, Community Development Departments
- One (1) City BPAC member
- Partner Agencies
 - City of San Jose
 - City of Sunnyvale
 - Santa Clara County Public Health, Roads & Airport
 - VTA
 - Mission College
 - Santa Clara University
 - Santa Clara Unified School District
 - Silicon Valley Bicycle Coalition



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Outreach Strategies

- Project webpage, hotline, and email
- City newsletters & social media
- Free safety items
- Street signs
- Bus shelter advertisement
- Educational video about distracted driving



Bilingual flyer



Bus shelter ad on
El Camino Real

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Project Activities

- 3 Online Surveys (~1,300 responses)
- 4 Community Workshops
- 6 Pop-up Events
- 3 City Commission Meetings
- 5 BPAC Meetings



Community Events & Workshops

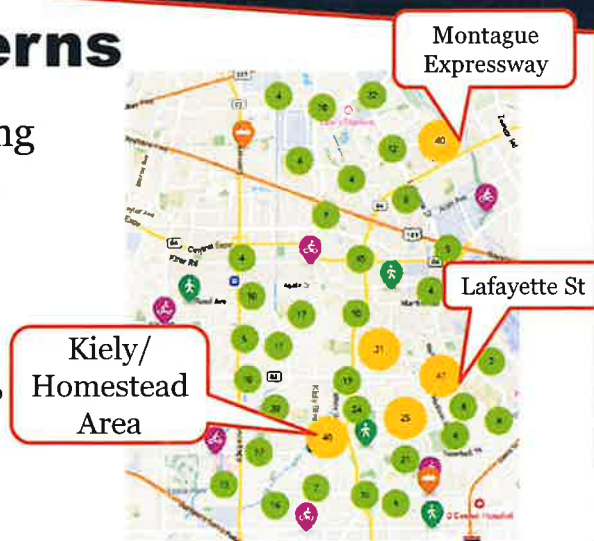
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Community Concerns

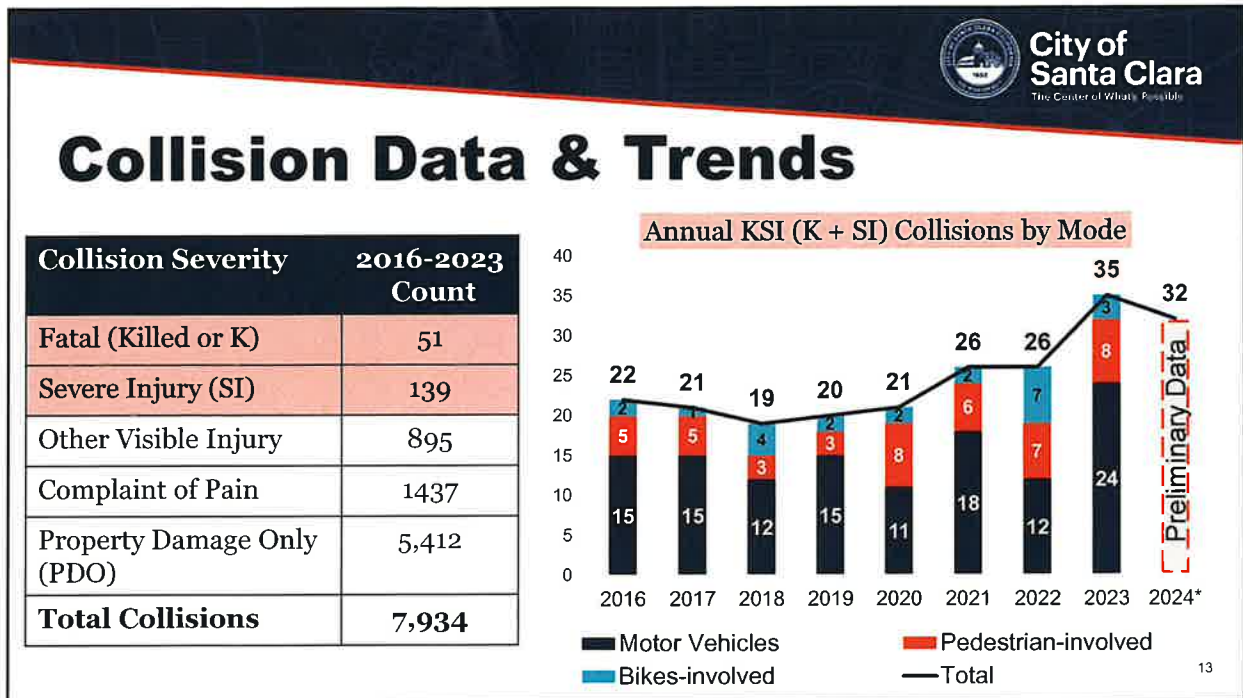
- Speeding and distracted driving
- Poor visibility at intersections
- Lack of separated bikeways
- Pedestrian infrastructure deficiencies
- More education, enforcement, and traffic-calming measures



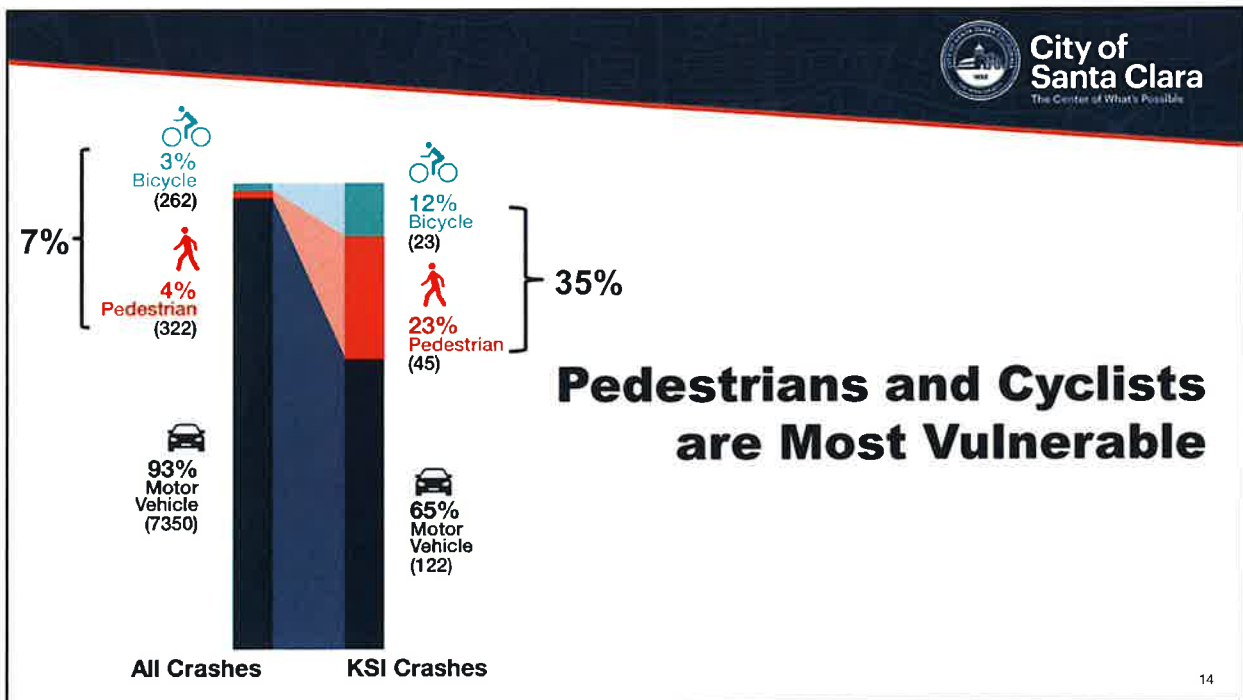
Online Survey Safety Mapping

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Collision Profiles



Bicyclist and
Pedestrian
Collisions



Driving Under
the Influence



Speeding
Drivers



Night-time
Collisions



Collisions
involving
persons under
18 or over 60



Turning Vehicle
Conflicts at
Intersections



Vehicles
Running
a Red Light
or Stop Sign



Pedestrian Improper
Crossing or not
Yielding Right-of-
Way



Pedestrian
Collisions on
Sidewalk or
Shoulder

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High Injury Network (HIN)

- Map of roadway corridors and intersections with highest KSI collisions
- ~ **60% of all collisions** occurred on **16% of streets**

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Priority Corridors

1. **Monroe St:** Lawrence Expwy – Bowers Ave & San Tomas Aquino Creek Trail – Scott Blvd
2. **Lafayette St:** Central Expwy – Poplar St
3. **De La Cruz/Coleman Ave Tri-level Area**
4. **Scott Blvd:** Monroe St – El Camino Real
5. **Homestead Rd:** Lawrence Expwy – Kiely Blvd
6. **Stevens Creek Blvd:** Lawrence Expwy – Bowers Ave (*shared with San Jose*)
7. **El Camino Real:** Halford Ave – Scott Blvd (*State*)
8. **Pruneridge Ave:** Lawrence Expwy – Kiely Blvd
9. **Scott Blvd:** Bowers Ave – San Tomas Expy
10. **Montague Expy:** Lick Mill Blvd – US 101 (*County*)

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Countermeasure Toolbox

Examples

| | |
|----------------------|--|
| Roadway Segment | • Road Diet (Traffic lane reduction), Access Restriction |
| Intersection Design | • Close Slip Lane, High Visibility Crosswalk |
| Signal Modifications | • Protected Left-turn, Lead Pedestrian Interval |
| Signs & Markings | • Retroreflective Backplate, Advanced Stop Bar |
| Speed Management | • Speed Feedback Sign, Speed Hump |
| Bicycle & Pedestrian | • Separated Bike Lane, Curb Extension |

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Programs and Policy Updates



Key recommendations:

- Update Neighborhood Traffic Calming Program (1999)
- Improve priority corridors
- Multi-department post KSI-collision review
- Focus enforcement and education on the HIN

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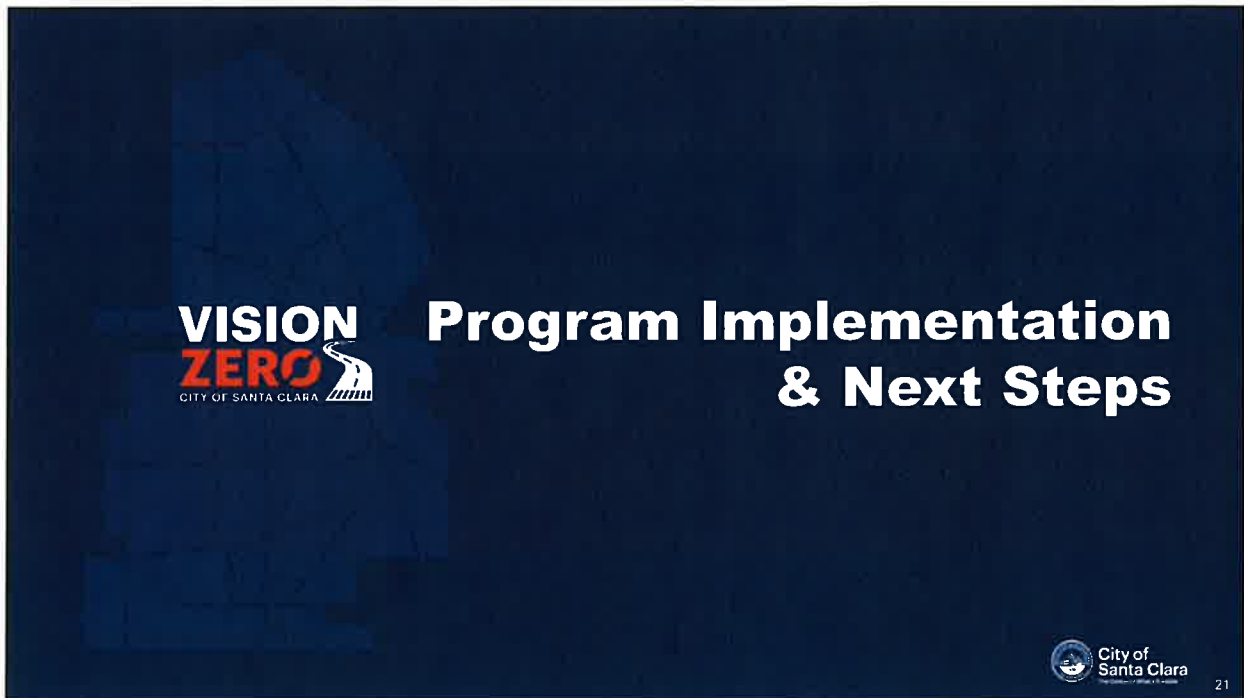
Progress & Transparency

- Update Vision Zero webpage regularly
- Develop annual reports
- Update the Vision Zero Action Plan every 5 years or as necessary to meet grant requirements




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**City of
Santa Clara**
The Center of What's Possible

Resource Needs

- Department of Public Works:
1.0 Senior Civil Engineer & 1.0 Assistant Engineer
- Police Department, Traffic Unit:
To be determined

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Estimated Program Costs

| Category | Estimate |
|---|------------------|
| Capital Projects – Top 10 Priority Corridors (in 2025 dollars) | \$ 93 M |
| Non-capital Projects: Professional Services & Educational Programs (5 years) | \$ 3.8 M |
| Vision Zero Program – Public Works Staffing (5 years) | \$3 M |
| Vision Zero Program – Police Department Staffing | TBD |
| Total Program Estimate | \$ 99.8 M |

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Next Steps


- December 2025: Finalize Vision Zero Action Plan
- Spring 2026: City Council Adoption
- Apply for upcoming grants
- Vision Zero Working Group coordination

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