

**Santa Clara Vision Zero Action Plan
 Responses to Council and Public Comments
 November 18, 2025 City Council Study Session**

Item	Question/Comment	Commenter	Response
1	Is the ~\$100M program cost for 5 years? The Vision Zero program is for 25 years, and is it correct that the entire program will cost half a billion dollars?	Councilmember Jain	The \$100M referenced in the City Council presentation is not for 5 years; it is only an estimate of capital improvement project costs (in 2025 dollars) for the top 10 Priority Corridors identified in the Plan and 5 years of annual Public Works staff/program costs. The total program cost (through year 2050) is estimated to be \$405 million (in 2025 dollars). It should be noted that this is a preliminary planning-level estimate, and the goal is to update the Vision Zero Action Plan every five years with a refresh of project and program costs.
2	The City has a Climate Action Plan that looks at transportation demand management and has a goal of adding separated bike lanes. The Vision Zero Action Plan also recommends adding separated bike lanes. How do you separate the costs for these two programs?	Councilmember Jain	The 2022 Climate Action Plan outlined high-level programmatic costs and did not include any specific project cost estimates. However, the Vision Zero Action Plan provides more specific project costs on priority corridors based on conceptual engineering design of safety improvements. Although these two plans have overlapping goals and policies to improve transportation safety, the project cost estimates do not conflict.
3	I like quick-build improvements and experiments, for example the bollards added on Monroe Street. How effective have these types of quick-build improvements been on Monroe Street, in terms of reducing collisions and injuries, especially to students near the school?	Councilmember Jain	The quick-build improvement of bollards on Monroe Street near Francis Avenue was installed in late 2022. Staff compared collision data two years before and two years after the installation and note a reduction in collision severity involving students (under age 15) and the overall number of collisions.

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4	How many speed humps do we have in the city and how effective are they? There are some new speed humps that work for public safety vehicles. Can you explain what those are?	Councilmember Jain	<p>In Santa Clara, we have 8 speed humps on public roadways: 5 on Briarwood Drive just south of Cabrillo Avenue and 3 on Bassett Street just south of Agnew Road. On Briarwood Drive in 2019 (prior to speed hump installation), the 85th percentile speed was 24 MPH. In 2024, the 85th percentile speed was 19 MPH - a 5 MPH speed reduction.</p> <p>In collaboration with the Fire Department, Public Works staff is finalizing a new speed hump design with two vertical gaps within the speed hump for the Benton Street Bikeway project. These are often referred to as "speed cushions" or "speed lumps" with the goal to allow emergency response vehicles (such a fire trucks) to drive through them without needing to slow down dramatically.</p>
5	Improved street lighting is important. The City put in the rainbow crosswalk on Monroe St in the downtown area, however it lacks street lighting. The City installed many HAWK signals, but they can be confusing for public. I have seen yellow flashing lights on the side in the street. Does the Plan envision using these?	Councilmember Jain	<p>A streetlight currently exists at the rainbow crosswalk location that was installed with the redevelopment in that area. The Plan includes a countermeasure toolbox as a guide for the future design of improvements along the high priority corridors. This toolbox includes improved intersection lighting to facilitate pedestrian crossings as well as pedestrian improvements such as HAWKs (High-Intensity Activated Crosswalk Beacon), Rectangular Rapid Flashing Beacons (i.e. flashing lights at uncontrolled crosswalks) and improved street lighting. Additionally, to improve the public's understanding of how HAWKs operate, the plan includes strategies for enhanced public education on traffic control devices such as HAWKs.</p>

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6	I have seen more people running through red lights after the pandemic. Police traffic enforcement is key to success in achieving Vision Zero and it is important to teach people how to drive safely. Red-light running cameras would be supported to enhance enforcement.	Councilmember Jain	Automated enforcement using cameras is a strategy that has been implemented by some municipalities to reduce risky driving behavior. However, this strategy requires significant additional Police staffing to manage a red-light camera running program. Police staff is also aware that some jurisdictions discontinued the use of red-light cameras due to high cost, lack of effectiveness, and legal challenges. While the Plan does not recommend specifically the use of red-light running cameras, it does recommend additional traffic enforcement targeting violation of traffic control devices which includes red-light running behavior.
7	Do we have data of how Killed or Severely Injured (KSI) collisions in Santa Clara compared to County or other cities?	Councilmember Chahal	Santa Clara's Killed or Severely Injured (KSI) collision rate is lower than County of Santa Clara average. With most current available data, in 2021, Santa Clara's rate was 19.54 KSI collisions per capita, whereas the Countywide rate was 31.62 KSI collisions per capita. Additionally, according to the California Office of Traffic Safety (OTS) data, with most current available data, in 2022, Santa Clara ranked as #4 safest City in California related to the number of KSIs. This rank was among 61 comparable (population size of 100,000-250,000) cities in California.
8	San Jose and Fremont have traffic cameras. We should think of adding traffic cameras, especially at intersections with more collisions.	Councilmember Chahal	Noted. Please see response to question #6 above regarding red-light running cameras.
9	Support for flashing stop signs, but not HAWK signals. Flashing stop signs are low-cost.	Councilmember Chahal	Noted. Please see response to question #5 above. Currently, staff is focused on installing more Rectangular Rapid Flashing Beacons in lieu of HAWKs.

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10	City should look into ideas of vehicle free zones, study best practices from European countries and cities such as Helsinki with regards to Vision Zero programs. Also, Hoboken, New Jersey has also successfully achieved Vision Zero and can be a case study.	Councilmember Chahal	Noted.
11	Does City have any oversight regarding traffic safety on private property, for example, the roundabout inside Costco?	Councilmember Gonzalez	The City does not have oversight regarding traffic safety on private property. For new development projects, a traffic study may be required to review onsite circulation.
12	Is there any correlation to a better transit system and number of Killed or Severely Injured (KSIs)?	Councilmember Gonzalez	While the City's Vision Zero Action Plan (Plan) does not study how a transit system can affect a municipality's KSI collision rate, there has been research conducted nationally that indicates communities with higher transit ridership have lower per capita traffic fatality rates.

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13	<p>Is there a breakdown of Killed or Severely Injured (KSI) collisions in report? Do we have finer details of fatal and severe injuries collisions? Is there a breakdown of data by age?</p>	<p>Councilmember Park</p>	<p>The Plan provides breakdown of collision severity (Table 3) and collision types (Figure 9). Collision profiles were also identified to understand the characteristics and trends of KSI collisions including collision data by age. Additionally, the collision summary tables (included as Appendix D of the draft Vision Zero Action Plan) includes injury severity (including KSIs), collision types, pedestrian or bicycle involved collisions, driver behavioral factors, and roadway condition information for all intersections and roadway segments.</p>
14	<p>Along central expressway between De La Cruz and Lafayette Street, there is a different type of crossing underneath the freeway. It concerns me that this short stretch is accident-prone. Has there been before/after evaluation conducted when we made the changes to that underpass? I'd like to know why that stretch is problematic. In the future, that connection will be important to connect to future BART station.</p>	<p>Councilmember Park</p>	<p>The grade-separated bike and pedestrian undercrossing referenced in the question is north of Central Expressway and De La Cruz Blvd. This location is at the Highway 101 off ramps and Trimble Road (in San Jose) and was completed as part of the VTA's US101/De La Cruz/Trimble Road Interchange Improvements project. Since its construction in August 2024, there was no reported collision at that undercrossing.</p>

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15	How does City get input from residents who don't take surveys?	Councilmember Park	In addition to Vision Zero project surveys, the City used a wide range of strategies to solicit community input: providing project information on the City's Vision Zero webpage, CityNews email updates, project hotline, project email, street signs, bus shelter advertisement (on El Camino Real), tabling at public events, and hybrid community workshops. Moving forward, the City will continue to leverage these existing outreach channels to keep the public abreast of ongoing and future Vision Zero implementation efforts.
16	Support for vehicle free zones, traffic cameras, license plate reading technology.	Councilmember Park	Noted. Please see response to #4 above.
17	Along Kaiser Dr where there is a road diet, we narrowed the intersections with extended curbs into the streets but that created a bigger problem: people are standing closer to turning vehicles. We need to look at other ways to slow down vehicles.	Councilmember Park	Curb extensions, or bulb-outs, are effective safety countermeasures as they increase pedestrian visibility, shorten crossing distances (thereby reducing pedestrian exposure while crossing intersection), and promote slower vehicular turning speeds. While pedestrians may be closer to the travel lane, this is generally mitigated by slower turning speeds and improved sightlines when curb radius is reduced. It should be noted that curb extensions are very popular and used widely in the Bay Area for the reasons stated above.
18	We need to look at all aspects of speed humps and the impact of impeding public safety (and emergency response).	Councilmember Park	Noted. Please see response to #4 above.

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19	What criteria can be used to implement solutions in the Countermeasure Toolbox?	Councilmember Hardy	The City will need to review each location/site prior to implementation. Additionally, several countermeasures will need further studies completed, which consider a number of factors including collision patterns, vehicle speeds, volumes, roadway characteristics, types of roadways affected, adjacent land uses, and bicycle and pedestrian activity. The City will leverage state (Caltrans) and national guidance documents which contains crash reduction factors (CRF) for safety countermeasures to assess expected reduction in collisions.
20	The map of collision hotspots (Figure 2) shows some locations of county expressways, which seems contradictory to page 24 of the Plan. Please clarify the statistics of % collisions occurred on city streets versus county and state-maintained roadways.	Councilmember Hardy	Figure 2 is focused on showing only fatal and severe injury collisions (190 Killed or Severely Injured (KSI) collisions), whereas the statistics on page 24 are based on all 7,934 collisions (KSI and others) within Santa Clara during the 8-year analysis period. A summary of collisions on City streets versus county and state-maintained roadways will be included in the final Plan.

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21	The City Council has previously approved bikeway studies for Pruneridge Avenue, Monroe Street and Benton Street but there was no funding for subsequent implementation. Will this Vision Zero Plan help with these projects and their funding?	Councilmember Hardy	Yes, Pruneridge Avenue, Monroe Street and Benton Street are all part of the High-Injury Network identified by the Plan. Adopting the Vision Zero Action Plan will help direct staff to prioritize the implementation of safety improvements including the approved bikeways on these streets which includes pursuing grant funding for implementation. However, it should be noted that approval of the Plan alone does not include approval of project funding. The funding allocation will need to happen as a separate action approved by City Council or be incorporated in the bi-annual capital budget process.
22	For those new speed humps on Briarwood, the neighborhood expressed appreciation on this and also the new stop signs at Cabrillo/Briarwood.	Councilmember Hardy	Noted. Speed humps are one of the many countermeasures the Plan's Countermeasure Toolbox.
23	For traffic enforcement, suggest consideration of going after vehicles (not drivers) for violations.	Councilmember Hardy	Noted. The specifics of traffic enforcement are based on state law. City staff is monitoring any new traffic laws from the state, and one of the listed actions in the Vision Zero Action Plan is to track and support any new legislatives of safer vehicles, particularly around traffic enforcement on driverless vehicles.

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24	Support for left lagging lights, permissive left-turns, and protected/permissive left-turns. San Jose allow left-turns unprotected at some of their downtown intersections when there is no incoming traffic.	Councilmember Hardy	Left lagging lights refer to traffic signals where the protected left turn (i.e. left turn arrow signal indication) appears after the opposing straight (through) traffic gets its green light. The City has lagging left turn lights at some locations, and this is a signal timing strategy that is implemented based on location-specific traffic patterns and does not improve safety. Permissive left-turn phasing can increase collision risk at intersections, particularly broadside collisions, by allowing drivers to turn left when they perceive to have a sufficient gap in opposing through traffic to complete the turn. As noted in the Vision Zero Action Plan, one of the primary safety challenges is intersection safety. Staff may consider left lagging lights, permissive left-turn and protected/permissive left-turn phasing after conducting studies.
25	With the approval of the Vision Zero Plan, will we get some funding for these improvements?	Councilmember Hardy	Approval of the Vision Zero Action Plan provides a focused effort towards citywide traffic safety and with the creation of the High Injury Network and corresponding top 10 Priority Corridors, the City will be eligible for State and Federal grant opportunities related to traffic safety funding.
26	How does the 15MPH school zone speed limit effort play into the Vision Zero project?	Mayor Gillmor	15 mile per hour (MPH) speed limits in school zones is included as a short-term programmatic improvement in the draft Vision Zero Action Plan. In June 2025, City Council approved an initiative to reduce speed limits on certain streets around schools from 25 to 15 MPH when children are present. The reduced 15 mph speed limit supports the City's goal of creating safer streets for children walking and biking to school, as lowering speeds in school zones can reduce both the likelihood and severity of collisions for all road users. Installation of 15 mph speed limit signs is now complete, and the new signs have been posted around the following 28 schools:

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			1. Bowers Elementary School 2. Bracher Elementary School 3. Briarwood Elementary School 4. Buchser Middle School 5. Cabrillo Middle School 6. Central Park Elementary School 7. Don Callejon Arts and Design School 8. Eisenhower Elementary School 9. Haman Elementary School 10. Hughes Elementary School 11. Laurelwood Elementary School 12. Millikin Elementary School 13. Montague Elementary School 14. Monticello Academy 15. New Valley High School 16. Pomeroy Elementary School 17. Santa Clara Christian School - Monticello Academy 18. Santa Clara Community Day School 19. Scott Lane Elementary School 20. St. Clare Elementary 21. St. Lawrence Elementary & Middle School 22. Stratford Middle School 23. Stratford School - Dolores Avenue 24. Sutter Elementary School 25. Washington Open Elementary School 26. Westwood Elementary School 27. Wilcox High School and Santa Clara Adult Education 28. Wilson High School

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27	<p>Maps in Draft Vision Zero Report do not show details of collisions. The commenter requested release of detailed crash data to the public. The maps in the Draft Plan had shown zero KSI on sidewalks or paths of county expressways. Both Vision Zero Santa Clara and San Jose show that expressways are the safest roads to walk along, with zero crashes.</p>	Public	<p>The City utilized collision data obtained from the City's traffic collision database. Collision data included information on location (intersections, coordinates), injury severity, primary collision factor, violation, party at fault, road conditions, vehicle, safety device used, and demographics. A summary of collisions by facility type (intersections and roadway segments) is provided in the Plan's appendices.</p> <p>It is important to note that the Plan does not analyze the safety of walking on expressways as that is outside of the scope of the Citywide study on overall traffic safety. Many segments of expressways that do not have adequate pedestrian facilities prohibit pedestrians.</p>
28	<p>Engineering will make biggest impact in achieving Vision Zero. City needs to commit to redesigning infrastructure to slow speeds and improve safety.</p>	Public	<p>Noted. The Plan includes priority engineering projects and an engineering countermeasure toolbox.</p>

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29	<p>Vision Zero is all about people, and the most effective way is to make our streets safer. We need commitment from City to make City's streets safer and take immediate action. We need to build these improvements as soon as we can after the Plan is approved. I suggest utilizing repaving projects as a mechanism to implement low-cost improvements and bike lanes.</p>	Public	<p>Noted. The Plan recommends a similar implementation approach where feasible.</p>
30	<p>I applaud the Vision Zero project, and I recognized the needed urgency of Vision Zero. The City Council needs to take immediate action and should not wait for another study: (1) enforcing intersection daylighting per AB 43, (2) conducting more parking enforcement, which is locally underfunded in the city, and (3) update Traffic Calming Policy (1999).</p>	Public	<p>Noted. The Plan includes these actions, and the City has been working on these items.</p>