



MEMORANDUM

Public Works Department

DATE: October 30, 2019

TO: Bicycle/Pedestrian Advisory Committee

FROM: Ria Hutabarat Lo, Transportation Manager
Dawn S. Cameron, Assistant Public Works Director

SUBJECT: **Vision Zero Action Plan**

RECOMMENDATION

Review and provide input on the proposed Vision Zero action plan.

BACKGROUND

On [September 26, 2018](#), B/PAC reviewed and provided input on preliminary research findings and a proposed draft policy on Vision Zero. This information was presented to Council at a [Study Session on January 15, 2019](#) along with a draft policy that incorporated B/PAC input (Attachment 1).

Preliminary research related to Mountain View traffic collisions in the period between January 1, 2006 and December 31, 2016 led to the following findings:

- There have been 3.2 traffic fatalities per year, or 4.2 fatalities per 100,000 per year;
- Most KSIs, in absolute terms, were motor vehicle drivers or passengers;
- Pedestrians and bicyclists were disproportionately represented among KSIs;
- Pedestrians were especially overrepresented among traffic fatalities;
- Men between 15 and 29 years of age and over 60 years of age were disproportionately represented among traffic fatalities;
- Key contributing factors for fatal collisions were driving/riding under the influence, unsafe speed, improper turns, or violating pedestrian right-of-way;

- Key contributing factors for KSI collisions were driving/riding under the influence, crossing a roadway divider, failure to yield to oncoming vehicles during a turn, and pedestrian failure to yield to vehicles on the roadway;
- 50% of KSI collisions occurred along six corridors in the City: El Camino Real, Central Expressway, Shoreline Boulevard, Rengstorff Avenue, Middlefield Road and California Street;
- On a per mile basis, the High Injury Network also included segments of El Monte Avenue, Old Middlefield Way, Ellis Street, and San Antonio Road within Mountain View.

As discussed on January 15, 2019, the draft policy is based on the principle that loss of life from traffic collisions is unacceptable and often preventable, with a clear goal of eliminating fatal traffic collisions in Mountain View by 2030 along with incremental goals. The draft policy also includes a goal of forming an interdepartmental committee of City staff to develop, implement and collaborate on a Vision Zero action plan, consisting of appropriate engineering, education, enforcement, encouragement, equity, and engagement programs (the 7Es). It also includes the goal of adopting a continuous improvement approach to reducing KSI through ongoing evaluation and tracking of results.

The Council generally supported the Draft Policy and directed staff to further engage the community before returning to Council for policy adoption.

Local Road Safety Plan

Like Vision Zero, a Local Road Safety Plan is a proactive approach to reducing the potential for KSI collisions based on a data-driven approach. Vision Zero tends to focus on KSI collision hot-spots and adopts a multi-disciplinary (7Es) approach to prevent future fatal collisions. The Local Road Safety Plan (LRSP) adopts a systemic approach to identifying locations throughout the City with similar characteristics to past KSI collisions, and focuses on proven engineering countermeasures to preventing future fatal collisions.

Some cities integrate their LRSP and Vision Zero efforts to provide a more robust approach to both programs. In the future, completion of a LRSP will be preferred or required for an agency to be eligible to apply for and receive federal Highway Safety Improvement Program (HSIP) funds.

Table 1: Best Practice Elements for Vision Zero and Local Road Safety Plans

Process	Vision Zero	Local Road Safety Plan
Best Practice Elements	Set clear goals with timeline	Set vision and mission
	Make public commitment	Establish leadership
	Engage multiple departments	Identify stakeholders
	Engage community	Outreach to public
	Analyze existing data (KSIs)	Conduct systemic safety analysis
	Develop action plan (7Es)	Identify & prioritize countermeasures (mostly engineering/infrastructure)
	Implement, evaluate & update	Implement, evaluate & update

ANALYSIS

In addition to existing actions related to Vision Zero, staff has recently undertaken a number of new actions based on the draft Vision Zero policy and the findings from the preliminary Vision Zero analysis. Recent actions are described in the following sections.

Inter-Departmental Committee

An inter-department Vision Zero committee has been convened and will meet on a quarterly basis to discuss strategies to reduce KSI collisions and identify opportunities for greater collaboration on Vision Zero issues. The inter-department committee is comprised of staff from the following departments:

- Public Works (Transportation, Traffic Engineering, Capital Projects, Land Development, Streets, and Construction Divisions);
- Community Development (Planning and Economic Development);
- Police (Traffic Enforcement and Analysis);
- City Manager (Sustainability and Public Information);
- Fire (Emergency Response);
- Community Services (Parks, Forestry, Recreation, Youth and Senior Services); and
- Library (Youth Services).

Pedestrian Quality of Service and Bicycle Level of Traffic Stress Analysis

As part of the work on the Comprehensive Modal Plan, the City is undertaking an analysis on pedestrian quality of service (QOS) in the vicinity of schools and city-wide bicycle level of traffic stress (LTS). This analysis will help to inform future strategies and monitoring of pedestrian and bicycle safety.

Capital Improvement Program (CIP) Prioritization based on the High Injury Network

As part of the biannual capital budget process, staff confirmed that there are a number of projects within the CIP along the High Injury Network. Additionally, a number new studies, projects or project phases were prioritized or added to the 5-Year CIP based upon their potential to improve conditions along the High Injury Network. The projects include:

- El Camino Real bike and pedestrian improvements;
- Crosswalk improvements at Middlefield Road/Tyrella and Rengstorff/Junction;
- Rengstorff Avenue grade separation;
- Bernardo undercrossing across Caltrain and Central Expressway;
- Mayfield undercrossing across Central Expressway;
- Mountain View Pedestrian Master Plan update (2021);
- El Monte corridor improvements (2021);
- California Street complete streets pilot (2021);
- Moffett Boulevard pilot protected bikeway (2024);
- Middlefield Road bikeway feasibility study (2024); and
- Middlefield Road/SR-85 sidewalk feasibility study (2024).

Enhanced Community Engagement

As a result of the inter-department committee, opportunities for enhanced community engagement related to Vision Zero have been identified and pursued. These include

tabling at the Library Spanish/English storytime and bike clinic, tabling at the Halloween “Monster Bash”, and *Transportation Tuesdays* social media posts.

Cross Jurisdictional Collaboration

New cross-jurisdictional efforts related to pedestrian safety have been undertaken. For example, staff from the Public Works and Community Services Departments are participating in efforts initiated by Stanford Health Care and the Santa Clara County Public Health Department to address pedestrian safety concerns for seniors. Additionally, Mountain View staff initiated a multi-city discussion on education and enforcement efforts surrounding the new pedestrian hybrid beacons (PHBs) that have been installed but are not yet operational at various locations along El Camino Real.

Initial Vision Zero Action Plan and Local Road Safety Plan

Based on preliminary Vision Zero and collision analysis, as well as inter-departmental collaboration a number of initial actions have been identified for inclusion in the initial Vision Zero Action Plan and Local Road Safety Plan. These actions are outlined in Table 2 below:

Table 2: Existing, Recent and Proposed Vision Zero Actions

	Engagement, Equity	Engineering (Infrastructure)	Education, Encouragement	Enforcement	Evaluation
Existing Actions	Project Coordination	General Plan, Bike Plan, Ped Master Plan (PMP)	Open Streets Events: Thursday Night Live, Art & Wine	Local Traffic Enforcement	Quarterly Collision Analysis
	Bicycle/Pedestrian Advisory Committee	Capital Projects e.g. Signal Upgrades, Castro Bikeway, Shoreline Blvd, El Camino Real, Grade Sep'n	Library Programs & Bike Clinic	Emergency Response	Speed Surveys & Neighborhood Traffic Manag't Program
	Fatal Collision Coordination (PD/Traffic)	Street Repaving, Maintenance & Operations		Regional Traffic Enforcement Campaigns	
Recent Actions	Inter-Departmental Vision Zero	Use of High Injury Network (HIN) for	August 1 Bike Summit, Pop-Up Protected	Regional Coordination on PHB	Identification of High

	Engagement, Equity	Engineering (Infrastructure)	Education, Encouragement	Enforcement	Evaluation
	Working Group	Capital Project Prioritization	Bikeway	Enforcement & Education	Injury Network
	Outreach Coordination with Library & Community Services	Planned Crossing Improvements on HIN	Safe Routes to School Program		Level of Traffic Stress Analysis
		Comprehensive Modal Plan			
Additional Proposed Actions	Vision Zero Policy Adoption	Connected Network of Low-Stress Bikeways or Pilots on HIN	Data-Driven Outreach on KSI Collision Factors	Data-Driven Enforcement on KSI Collision Factors	Action Plan Updates
	Vision Zero Action Plan Adoption	Close Pedestrian Network Gaps	Engage key stakeholders including MV TMA on Vision Zero		Bike Counters Program
		PMP Update			Pursue LRSP funding

DISCUSSION

Staff request B/PAC consideration of the following questions:

- Do these actions address the goals of Vision Zero?
- What other actions would you like to see considered?
- Which actions do you think are most critical to the success of Vision Zero?
- Who else should we be engaging in this process?

NEXT STEPS

Following B/PAC consideration of this item, staff will undertake further community engagement including a community meeting to be held on November 4, 2019, and an online survey on the City's Open City Hall portal. Staff will also return to City Council for adoption of the Vision Zero Policy.

This input will help to refine our understanding of Vision Zero issues and concerns to be addressed in the initial Vision Zero Action Plan and Local Road Safety Plan to be completed in 2020 and updated on a 3-year cycle.

Staff will also continue to work with the inter-departmental committee to identify and advance strategies to address and eliminate fatal and severe injury collisions in Mountain View.

ATTACHMENTS

1. Draft City Council Policy on Vision Zero

DRAFT CITY COUNCIL POLICY

SUBJECT: VISION ZERO

NO: X-XX

PURPOSE:

The purpose of this policy is to establish a Vision Zero goal for the City of Mountain View and to set standards to guide the City in its efforts to eliminate fatal and severe injury traffic collisions among all road users, including those walking, bicycling and driving.

POLICY:

The City of Mountain View bases the Vision Zero Policy on the principles that:

1. Loss of life from traffic collisions is unacceptable and often preventable.
2. Humans are inherently vulnerable, and the transportation system should be designed to protect human life to the extent feasible.
3. Human error is inevitable and unpredictable, and the transportation system should be designed to anticipate error so that the consequence of a collision is not severe injury or death.
4. Safe human behaviors, education, and enforcement are essential to a safe system.

To this end, the goals of the City of Mountain View are to do the following:

1. Work to eliminate fatal traffic collisions by 2030;
2. Work to decrease traffic collisions involving fatalities or severe injuries (KSI collisions) by 50 percent by 2030 from a 2016 baseline of 15 collisions;
3. Work to decrease the 3-year annual average number of people killed or severely injured in collisions by 15 percent every three years from a current 3-year annual average baseline of 19 people;

4. Form an interdepartmental committee of City staff to implement the City's Vision Zero action plan;
5. Adopt a continuous improvement approach to reducing KSI collisions with established evaluation metrics and tracked outcomes;
6. Adopt an action plan consisting of a variety of appropriate engineering, education, enforcement, encouragement, equity, and engagement programs to reduce traffic collisions in the City of Mountain View;
7. Prioritize collaboration and data-based strategies to deliver effective and equitable outcomes; and
8. Support regional, State, and Federal efforts to implement laws, policies, and regulations that promote Vision Zero objectives.

Revised: _____, Resolution No. _____

Effective Date: _____, Resolution No. _____

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