

Attachment 1

Emphasis Areas

Time period for goals: 2030 (consistent with Vision Zero Policy)

High Injury Network (HIN) or Fatal and Severe Injury Crashes

- Goals (from VZ Policy):
 - Reduce the annual number of KSI collisions by 50 percent from a 2016 baseline of 15 collisions
 - Every three years, decrease the 3-year annual average number of people killed or severely injured in traffic collisions by 15 percent
 - Eliminate all fatal traffic collisions by 2030 on HIN (Note: Policy says all, not limited to HIN)
- Strategies:
 - Prioritize capital improvement projects that are on the HIN
 - Increase awareness of the HIN, traffic safety and the cost of inaction through an education and marketing campaign
- Potential funding sources: HSIP, ATP, OTS, local transportation measures

Equity Priority Location:

- Goals
 - Improve traffic safety for Latinx population throughout the city
- Strategies
 - Prioritize infrastructure projects around equity priority locations

School and Senior Resident Routes

- Goals:
 - Improve traffic safety along school and routes throughout the city
 - Alternative: Reduce KSI collisions along school routes throughout the city
- Strategies
 - Prioritize infrastructure projects along school routes in the capital improvement program

Local Road Safety Plan Emphasis Areas

City of Mountain View

- Develop a complementary inclusive marketing program on multimodal safety in coordination with area schools
- Potential funding sources: ATP, HSIP, OTS, local transportation measures

Pedestrian Crossings

- Goal: Reduce pedestrian crashes at intersections throughout the city
- Alternative: Reduce conflict points at intersections throughout the city
- Strategies:
 - Deploy countermeasures that reduce crossing distances and increase visibility.
 - Design countermeasures (e.g., protected left turn, RRFBs, curb extensions)
 - Operational countermeasures (e.g., LPI, No Right on Red)
 - Prioritize improvements based on HIN and systemic analysis and areas of higher pedestrian volumes (e.g., downtown) or vulnerable road users (e.g., seniors, children)
 - Implement awareness/education campaign on safe driving and crossing (yield, right of way)
- Potential funding sources: HSIP, ATP, OTS, TDA, OBAG, local transportation measures

Bicycle Safety

- Goal: Reduce bicycle crashes throughout the city
- Strategies:
 - Deploy countermeasures that provide greater integration between vehicles and bicycles at intersections and facilitate the safe movement of bicycles at and through an intersection (e.g., Protected left turn, bicycle signal phase, protected intersection)
 - Deploy countermeasures that provide greater separation between vehicles and bicycles between intersections and reduce vehicle speeds (e.g., Class IV protected bike lanes, access management, bicycle boulevards, road diets)
 - Implement awareness/education campaign on bicycle friendly driving
 - Prioritize countermeasures near schools

Local Road Safety Plan Emphasis Areas

City of Mountain View

- Potential funding sources: HSIP, ATP, OTS, TDA, TFCA, OBAG, local transportation measures

Driver Behavior

- Goal: Increase driver attention to the roadways
- Strategies:
 - Implement awareness/education campaign on safe driving and crossing (yield, right of way)
 - Deploy countermeasures that reduce vehicle speeds, reduce crossing distances and increase visibility at intersections
 - Design countermeasures (e.g., protected left turn, curb extensions)
 - Operational countermeasures (e.g., LPI, No Right on Red)
 - Deploy countermeasures that reduce speeds at intersections (e.g., Curb radius reduction or curb extensions, protected intersections)
 - Implement high visibility enforcement campaigns for known driver behaviors associated with safety: distracted driving, yielding, speeding
 - Develop TDM-type program that incentivizes mode shift and safety travel behavior
- Potential funding sources: HSIP, ATP, OTS, local transportation measures

Speed Management

- Goal: Reduce the differential between prevailing vehicular speeds and posted speeds on city of Mountain View streets
- Strategies:
 - Reduce Speed Limits by 5 mph per CA MUTCD 2B.13 in areas of vulnerable populations (schools, seniors) based on further engineering speed survey and analysis
 - Deploy countermeasures that reduce speeds at intersections (e.g., Curb radius reduction or curb extensions, protected intersections)
 - Institute speed reduction districts in areas currently allowable under [California Assembly Bill 43](#) (school areas, areas with senior facilities, railway grade crossings, business activity districts, designated safety corridors, downtown and residential areas (25 or 20 mph)

Local Road Safety Plan Emphasis Areas

City of Mountain View

- Advocate for legislative change for automated speed enforcement
- Potential funding sources: HSIP, ATP, OTS, local transportation measures

Data and Technology

- Goal: Increase transportation safety through the use of data and future thinking
- Strategies:
 - Evaluate data gaps in current data systems by coordinating with multiple city departments. (e.g., missing infrastructure data, frequency of data collection, access to system, locations, data types currently collected, whose voice is represented [quantitative, qualitative, community voice {age, race, etc}])
 - Develop data sharing/coordination agreements with partner agencies and neighboring jurisdictions
 - Develop a comprehensive systems-based data management and coordination plan within the City of Mountain View
 - Develop proactive city policy that addresses current and emerging technology used on and/or impacting the safety of the transportation system (e.g., automated vehicles, personal delivery vehicles, navigation systems, in-vehicle infotainment systems)
- Potential funding sources: HSIP, ATP, OTS, local transportation measures