



COUNCIL REPORT

DATE: September 10, 2024

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Vision Zero Action Plan and Local Road Safety Plan—Final Plan**

RECOMMENDATION

Approve the Vision Zero Action Plan and Local Road Safety Plan as recommended by the Council Transportation Committee (Attachment 1 to the Council report).

BACKGROUND

On [December 10, 2019](#), Council adopted a Vision Zero Policy, which established a goal of reaching zero fatal traffic collisions by 2030. Council also received information on existing, recent, and proposed actions covering the Vision Zero 7Es: Engineering, Education, Encouragement, Engagement, Emergency Response, Evaluation, and Enforcement. One of the initial actions identified was to develop a Vision Zero Action Plan (VZAP) to identify priority projects, programs, strategies, and actions that encompass all 7Es.

Similar to a VZAP, a Local Road Safety Plan (LRSP) identifies and prioritizes local roadway infrastructure and other safety improvements. The process of developing a VZAP or LRSP includes identifying and engaging stakeholders, analyzing collision data, identifying safety countermeasures, and recommending safety improvements. In 2024, the federal and state departments of transportation made completion of a VZAP or LRSP an eligibility requirement for Highway Safety Improvement Program grants and the new Safe Streets 4 All grant program.

In 2020, the City contracted with Nelson\Nygaard Consulting Associates, Inc., to prepare an integrated VZAP and LRSP. VZAPs typically use a multi-pronged hotspot approach to transportation safety by addressing key crash factors and improving conditions along High-Injury Network (HIN) corridors using the 7Es. By comparison, LRSPs use a systemic infrastructure approach to transportation safety by identifying locations with similar characteristics to those of where fatal or severe injury collisions occurred and treating these locations with engineering countermeasures. Building on these two approaches, this integrated plan aims to:

1. Identify priority segments and intersections based on systemic crash analysis and prioritization criteria;

2. Develop infrastructure and noninfrastructure “emphasis areas” that are based on crash analysis and that need to be addressed in order to achieve Vision Zero goals; and
3. Recommend multi-pronged infrastructure and noninfrastructure actions.

Throughout the plan process, the project team provided input and received feedback from the Vision Zero Working Group, Bicycle/Pedestrian Advisory Committee (BPAC), Council Transportation Committee (CTC), and the broader Mountain View community.

Vision Zero Working Group

As part of the initial Vision Zero policy adoption, a Vision Zero Working Group was established to review and provide feedback on Vision Zero-related projects. This working group includes staff from multiple departments, including Public Works, Community Development, Police, Fire, City Manager’s Office, Community Services, and Library. Over the course of plan development, the Vision Zero Working Group met five times to review and provide feedback on key project deliverables, including infrastructure and noninfrastructure recommendations.

Community Meetings

While the VZAP/LRSP approach is largely a data-driven process based on Caltrans LRSP direction and Federal Highway Administration Proven Safety Countermeasures, staff held two community engagement events for the public to provide feedback. The first community meeting was held virtually on March 22, 2022 with 100 participants. Community members reviewed crash analysis findings, expressed their personal experience on recent crashes, and provided feedback on prioritization criteria and proven safety countermeasures. The second community meeting was an in-person open house on March 27, 2023 with 20 participants. Community members reviewed and provided feedback on scored segments and intersections, infrastructure projects, and potential noninfrastructure program recommendations. Outreach for both events included postings on social media platforms, email blasts, and Citywide yard signs.

Bicycle/Pedestrian Advisory Committee and Council Transportation Committee

The BPAC reviewed and provided feedback on key deliverables, including systemic collision analysis, a safety countermeasures toolbox, prioritization criteria, scored locations, and draft recommendations at their meetings on [January 27, 2021](#), [March 30, 2022](#), [August 22, 2022](#), and [February 22, 2023](#). On [March 27, 2024](#), BPAC reviewed the draft VZAP/LRSP report. At this meeting, BPAC members:

- Expressed support for draft recommendations and adoption of the draft report;

- Requested addition of a recommendation related to implementing “No Right Turn on Red” prohibitions at certain locations in the City;
- Emphasized the importance of reporting traffic collisions involving pedestrians and bicyclists, even if there are no apparent injuries; and
- Requested ongoing tracking and progress updates regarding implementation of VZAP/LRSP recommendations.

The CTC also reviewed and provided feedback on the VZAP/LRSP prioritization framework and draft infrastructure recommendations on [May 3, 2022](#). This input was incorporated into the draft report, which the CTC reviewed on [June 4, 2024](#). At the June 2024 meeting, CTC members:

- Emphasized the importance of ongoing coordinating between the VZAP/LRSP and forthcoming Active Transportation Plan;
- Requested to include recent collision data between 2020 and 2022; and
- Recommended that Council approve the report with recent collision data included. The collision data is now updated and reflected in the VZAP/LRSP report and recommendations.

ANALYSIS

The VZAP/LRSP compiles the analysis, findings, and recommendations developed through the robust integrated process, which are summarized below.

Systemic Safety Analysis and Safety Corridors

Based on the Caltrans LRSP methodology, a systemic safety analysis identifies risk factors associated with crashes to guide Citywide investments in countermeasures that could prevent crashes in similar locations. In Mountain View, the systemic analysis was initially conducted from 2014 to 2019.

The systemic safety analysis also identified the City’s High Injury Network (HIN), which is largely equivalent to [Safety Corridors](#), as described in Assembly Bill 43 (AB 43) and the California Vehicle Code (CVC). Based on the CVC and as defined in the California Manual on Uniform Traffic Control Devices ([CA-MUTCD](#)),¹ a Safety Corridor is a roadway segment within an overall roadway network

¹ California Vehicle Code (CVC) [Section 22358.7\(a\)\(1\)](#) instructs Caltrans to define safety corridors in the revised California Manual on Uniform Traffic Control Devices ([CA-MUTCD](#)) based on considerations regarding the number of serious injuries and fatalities.

where the highest number of serious injury and fatality crashes occur. In Mountain View, the City's Safety Corridors include the following:

1. Rengstorff Avenue from El Camino Real to Garcia Avenue/Charleston Road;
2. Shoreline Boulevard from El Camino Real to North Road;
3. California Street from San Antonio Road to Hope Street;
4. Ellis Street from Middlefield Road to Manila Avenue;
5. El Monte Avenue from Springer Road to El Camino Real;
6. San Antonio Road from El Camino Real to Central Expressway;
7. Middlefield Road from western City limit (400' east of San Antonio Road) to Central Expressway; and
8. Old Middlefield Way from Middlefield Road to U.S. 101.

The City's Safety Corridors represent approximately 7% of the overall roadway network, which is significantly below the 20% limit established by the CVC for safety corridor and is consistent with the equivalent proportion for safety corridors in surrounding jurisdictions such as Palo Alto and Sunnyvale.

In addition to the above Safety Corridors, El Camino Real and Central Expressway are also listed in the City's HIN but do not meet Safety Corridor criteria due to being outside of the City's authority. El Camino Real is owned and operated by Caltrans, and Central Expressway is owned and operated by the County of Santa Clara.

Figure 1 shows the HIN and high-crash intersections for walking and biking. Figure 2 provides the number of fatal and severe injury crashes for all modes in Mountain View from 2014 to 2022.



Figure 1: High-Injury Network and High Crash Locations in Mountain View, 2014 to 2022

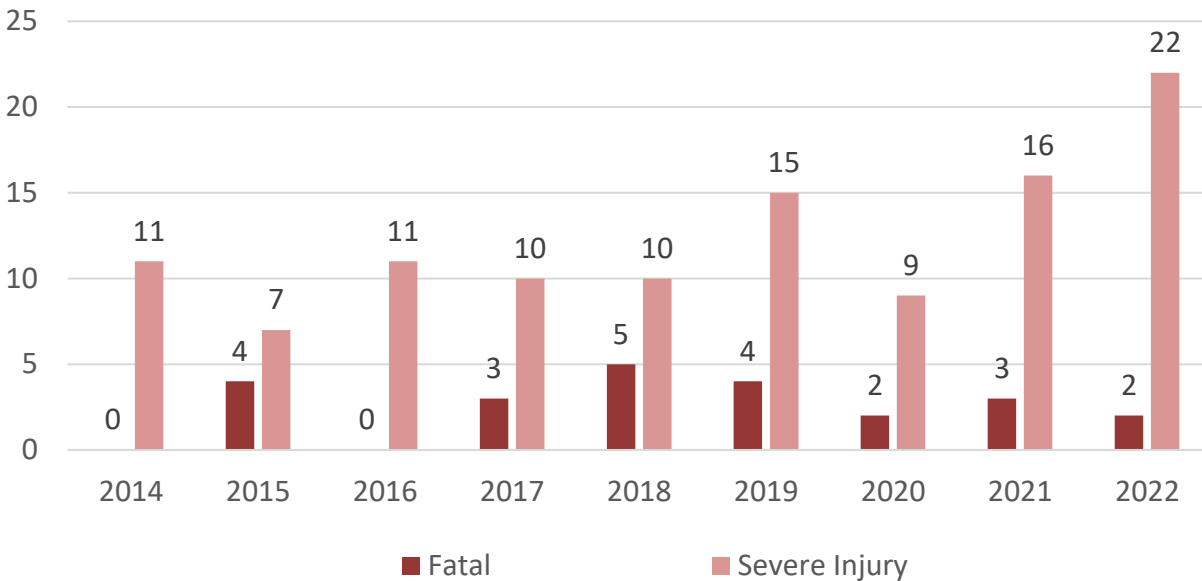


Figure 2: Fatal and Severe Injury Collisions from 2014 to 2022¹

¹ Includes collisions on City streets, El Camino Real, and Central Expressway. Does not include collisions on railroad crossings and state freeways.

Emphasis Areas

The crash analysis was also used to identify emphasis areas, which reflect key topics, areas, or maneuvers that are overrepresented among fatal and severe injury collisions. The eight emphasis areas are:

1. High-Injury Network
2. Equity Priority Locations
3. Safe Routes for Schools and Older Adults
4. Pedestrian Crossings
5. Bicycle Safety
6. Driver Behavior
7. Speed Management
8. Data and Technology

Analysis of Collisions from 2020 to 2022

Based on feedback from CTC, staff expanded and updated collision data shown in Figure 1 and in the VZAP/LRSP to include traffic collisions from 2020 to 2022. Adding these more recent collisions did not result in any changes to the HIN or findings regarding Primary Collisions Factors.

However, two changes were noted in relation to the more detailed segment-level high-injury locations:

- The Castro Street corridor (both north and south of El Camino Real) had been identified as a location with a high rate of collisions involving people walking between 2014 and 2019. When the analysis period was extended to 2022, the corridor was no longer identified as a high-crash corridor.

In 2017, protected bikeways were installed on Castro Street between El Camino Real and Miramonte Avenue. The reduction in crashes after 2017 seen in this corridor segment is consistent with crash modification factors for Class IV protected bikeways reported by the Federal Highway Administration (see Appendix B of Attachment 1). North of El Camino Real, Castro Street between Evelyn Avenue and California Street was closed to traffic in 2020 to allow for outdoor dining during the COVID pandemic and to establish the pedestrian mall thereafter. This led to a reduction in crashes in this segment post-2020.

- Several collisions on Latham Street between 2020 and 2022 resulted in Latham Street emerging as a high-collision corridor for the expanded period from 2014 to 2022 (shown as a segment with a high Killed or Seriously Injured (KSI) rate in Figure 1). However, the corridor remained below the threshold for the HIN.

Traffic-calming improvements were implemented on Latham Street in 2023. These improvements include new school zone markings and signage near Castro and Mistral elementary schools, a new crosswalk at the Latham Street/Toft Street intersection, a new stop-controlled intersection at the Latham Street/Chiquita Avenue intersection, and new high-visibility crosswalks at other locations. Additionally, speed humps were installed along Latham Street in 2024. Further improvements are planned for the signalized intersections of Latham Street/Shoreline Boulevard and Latham Street/Rengstorff Avenue in 2025.

Recent Actions to Address Road Safety

Staff has already been using the collision data and VZAP/LRSP findings regarding the HIN and crash-contributing factors to inform and enhance City programs and projects. For example, staff has:

- Developed educational materials for the Safe Routes to School program;
- Selected locations for expansion of the City's crossing guard program;
- Launched a Vision Zero marketing and outreach campaign to "Drive wisely";
- Prioritized infrastructure improvements along the HIN; and
- Used the data to support grant funding applications for priority projects.

Table 1 lists Capital Improvement Program (CIP) projects along the HIN that are currently in process or recently completed:

Table 1: Current or Recent City Projects Along the High-Injury Network

CIP Project	Capital Project Description
El Camino Real Pedestrian and Bicycle Improvements (Projects 20-61 and 22-29)	High-visibility crossings, bulb-outs, new pedestrian crossings with pedestrian hybrid beacons, protected bikeways on El Camino Real. (Under construction)
Stierlin Road Bicycle and Pedestrian Improvements (Project 17-41)	Protected intersection at Shoreline Boulevard/Montecito Avenue, protected bikeways on Shoreline Boulevard from Montecito Avenue to Middlefield Road. (In final design)
California Street Complete Street Improvement Pilot (Project 21-40)	Pilot road diet, high-visibility crossings, midblock crossings, parking-protected bikeways, and protected intersections. (Ready for construction)
Active Transportation Improvements (Shoreline Pathway) (Project 21-37)	Shoreline Boulevard pathway from Wright Avenue to Villa Street reconstruction and ADA improvements. (In final design)
El Monte Corridor Improvements (Projects 19-61 and 21-38)	Road diet, high-visibility crossings, buffered bike lanes, green street elements, slip lane removal, protected intersections (where feasible). (Starting design)
Street Reconstruction (Middlefield Road) (Project 24-28)	High-visibility crossings, protected bikeways, and protected intersections on Middlefield Road from Moffett Boulevard to Bernardo Avenue. (Starting design)
Grant Road and Sleeper Avenue Intersection Improvements (Project 21-39)	Pedestrian hybrid beacon at Grant Road/Sleeper Avenue. (In design)
Shoreline Boulevard and Villa Street Intersection Improvements (Project 16-27)	High-visibility crossings and slip lane removal. (Completed)
Street Resurfacing (Miramonte Avenue) (Project 20-01)	Intersection improvements with rectangular rapid flashing beacon, bulb-outs, and high-visibility crosswalks at Hans Avenue; road diet and buffered bike lanes from Cuesta Drive to Castro Street; two-way protected bikeway (east side) from Hans Avenue to Castro Street; sidewalk gap closure from Starr Way to Barbara Avenue. (In final design)

CIP Project	Capital Project Description
Charleston Road Improvements (Project 16-59)	Protected bikeways, protected intersections, sidewalks, dedicated transit lanes from Shoreline Boulevard to Huff Avenue. (In final design)
Annual Traffic Infrastructure Maintenance/Neighborhood Traffic Management Program (Projects XX-15 and XX-16)	High-visibility crosswalks on Latham Street (Complete); buffered bike lanes on Cuesta Drive from Springer Road to Miramonte Avenue (Complete); LED-enhanced crosswalk at Middlefield Road and Independence Avenue (Complete); eight-phase signal at Shoreline Boulevard and Latham Street. (In construction)
Development-Related Improvements	Protected bikeways on Amphitheatre Parkway; protected intersections at Amphitheatre Parkway and Shoreline Boulevard; signal upgrade at San Antonio Road and Fayette Drive. (Completed)

Infrastructure Recommendations

Caltrans guidance for LRSPs requires recommendations for specific infrastructure improvements at prioritized street corridors and intersections. The draft VZAP/LRSP includes recommendations for infrastructure projects and noninfrastructure programs based on technical analysis and input from the Vision Zero Working Group, community meetings, BPAC, and CTC.

Recommended corridor projects are listed in Table 2 and Figure 3, and recommended intersections projects are listed in Table 3 and Figure 4. The recommended improvements column in Tables 2 and 3 also references existing or planned CIP projects, if applicable. Each recommendation is subject to further engineering feasibility analysis.

Following input from BPAC members, staff added implementation of the “No Turn on Red” countermeasure at El Camino Real and Grant Road (Recommendation I-16 in Table 2). This strategy is also included in the VZAP/LRSP Safety Countermeasure Toolbox (Appendix B). Staff will work with Caltrans on potential implementation options such as “blank out signs” and signal timing adjustments to minimize roadway operational issues or other concerns at upstream driveways and intersections on northbound Grant Road.

Table 2: Recommended Corridor Projects and Description

ID	Corridor	Segment/Location	Recommended Improvements (Existing or Planned CIP Project) ²
S-1	Rengstorff Avenue	El Camino Real—Leghorn Street	Green Complete Streets (27-xx)
S-2	Shoreline Boulevard	El Camino Real—Montecito Avenue	Protected Bikeways (US-17)
S-3	California Street	Showers Drive—Shoreline Boulevard	Permanent Complete Streets Installation (26-xx)
S-4	El Monte Avenue	City Limits to El Camino Real	El Monte Corridor Improvements (21-38 and 22-29)
S-5	Ellis Street	Full Extent	Protected bikeways
S-6	San Antonio Road	Full Extent (in Mountain View)	Complete Streets overpass (by Caltrain with County of Santa Clara and City of Palo Alto)
S-7	East Middlefield Road	East of State Route 85	Midblock crossing at LRT and sidewalk over State Route 85 and Stevens Creek Trail (25-XX)
S-8	Latham Street	West of Shoreline Boulevard	Sharrows, Curb Extensions or Splitters, Advance Stop Bar, High-Visibility Crosswalks, Bike Boulevard Signs and Markings and Speed Humps West of Escuela Avenue (16-38)
S-9	Grant Road	City Limits—El Camino Real	High-visibility crosswalks, new bikeways, Martens Avenue to El Camino Real
S-10	Central Expressway	Shoreline Boulevard—Bernardo Avenue	High-visibility crosswalks, protected bikeways (by County of Santa Clara)
S-11	Old Middlefield Way	Full Extent	High-visibility crossings, protected bikeways
S-12	East Evelyn Avenue	Full Extent	Bikeways (26-XX and 27-XX)
S-13	Amphitheatre Parkway	Full Extent	Protected bikeways

² Capital Improvement Program (CIP) references are based on the Council-adopted Fiscal Year 2023-24 Budget as outlined in the [June 13, 2023](#) City Council meeting, Item 6.2, Attachment 1.

ID	Corridor	Segment/Location	Recommended Improvements (Existing or Planned CIP Project) ²
S-14	North Whisman Road	Central Expressway—Fairchild Drive	Complete streets
S-15	Miramonte Avenue	El Camino Real—City Limit	Complete Streets Upgrades Castro to El Camino Real (23-31) and City limits to Cuesta Drive
S-16	Sierra Vista Avenue	Full Extent: Silverwood Avenue—Rengstorff Avenue	Bike Boulevard Treatments (US-16)
S-17	Cuesta Drive	Miramonte Avenue—Grant Road	Potential road diet (where feasible), high-visibility crossings, protected bikeways from Miramonte Avenue to Grant Road
S-18	East Dana Street	Calderon Avenue—Moorpark Way	Speed reduction, potential road diet, curb radii reduction, high-visibility crossing, slip lane removal, protected bikeways over State Route 85
S-19	Garcia Avenue	Bayshore Boulevard—Amphitheatre Parkway	Protected bikeways

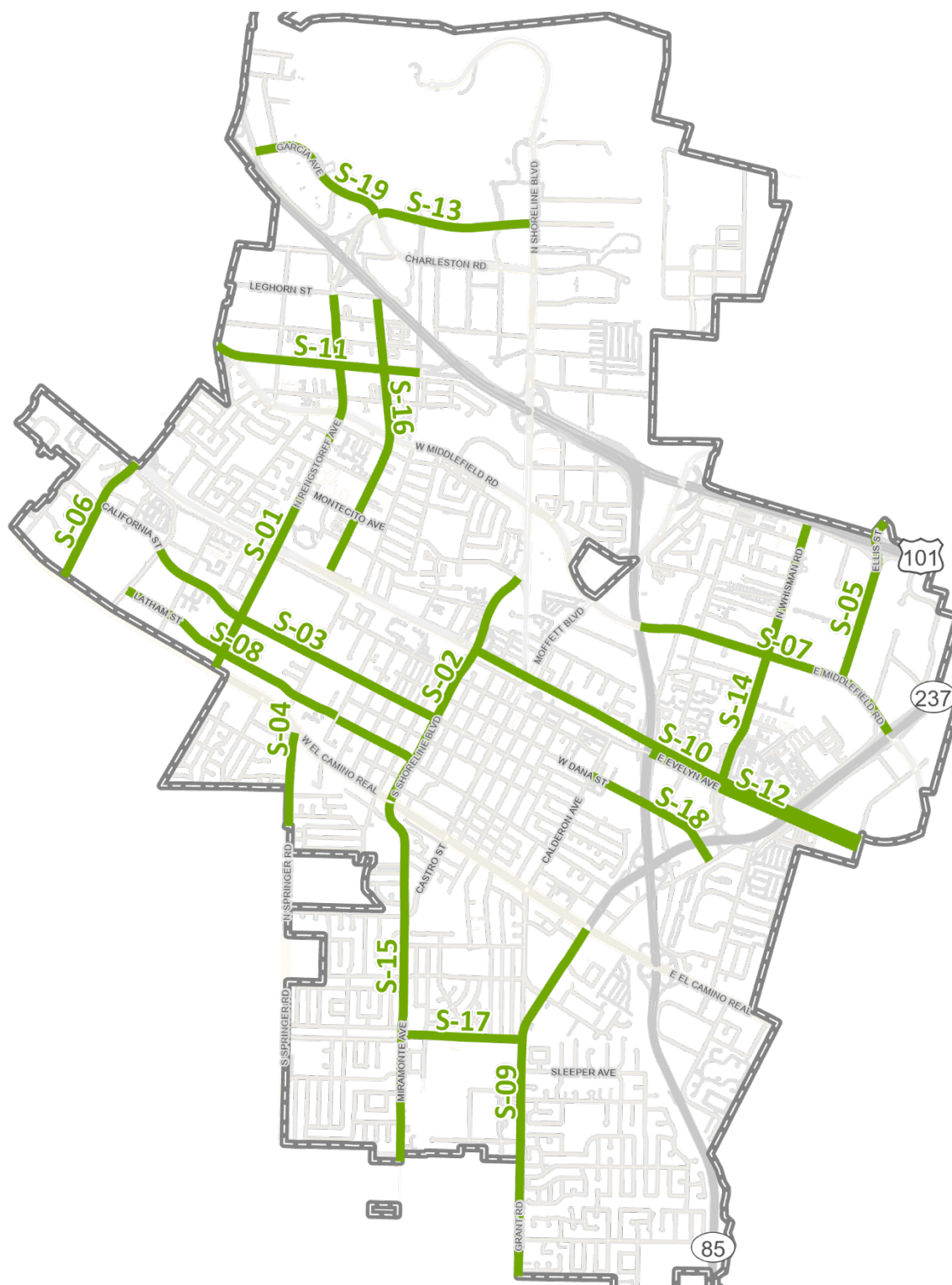


Figure 3: Recommended Corridor Projects

Table 3: Recommended Intersection Projects and Description

ID	Corridor	Segment/Location	Recommended Improvements (Existing or Planned CIP Project) ³
I-1	El Camino Real	Castro Street	Protected Intersection (25-XX)
I-2-3	El Camino Real	Escuela Avenue, El Monte Avenue	Protected Intersections (22-29)
I-4-6	El Camino Real	Shoreline Boulevard, Calderon Avenue, Sylvan Avenue	Protected Intersections (27-XX)
I-7	Middlefield Road	Independence Avenue	Median crossing island, rectangular rapid flashing beacon, pedestrian hybrid beacon, and improved intersection lighting
I-8	Charleston Road	Amphitheatre Parkway	High-visibility crossing, protected intersection
I-9	Ortega Avenue	Latham Street	Diverter, curb extension, high-visibility crosswalk, traffic-calming with traffic circle
I-10	Moffett Boulevard	State Route 85	Protected Bikeways (24-03)
I-11	Rengstorff Avenue	Old Middlefield Way	High-visibility crossing
I-12	California Street	Pacchetti Way	Pedestrian signal modification, high-visibility crosswalk, median crossing, curb radius reduction, bike signal phasing, bike treatment at intersection
I-13	Whisman Road	Middlefield Road	High-Visibility Crossing, Protected Intersection (22-01)
I-14	Whisman Road	Flynn Avenue	High-visibility crossing
I-15	Shoreline Boulevard	Amphitheatre Parkway	Curb ramp and hydrant relocation

³ CIP References are based on the Fiscal Year 2023-24 Budget as outlined in the [June 13, 2023](#) City Council Item 6.2, Attachment 1.

ID	Corridor	Segment/Location	Recommended Improvements (Existing or Planned CIP Project) ³
I-16	East El Camino Real	Grant Road	High-visibility crosswalk, reduced curb radius, curb extensions, green-colored dashed bike lanes, pedestrian signal heads, adjusted signal timing, pedestrian refuge islands, bike box, right-turn-on-red restrictions
I-17	Sierra Vista Avenue	Hackett Avenue	High-visibility crossing, bidirectional ramp, traffic circle
I-18	Shoreline Boulevard	Mountain Shadows Drive	Pedestrian hybrid beacon
I-19	Rengstorff Avenue	San Ramon Avenue	Pedestrian hybrid beacon at Junction Avenue
I-20	Charleston Road	Independence Avenue	Pedestrian refuge islands and high-visibility crossing
I-21	Bryant Avenue	Shady Spring Lane	High-visibility crossing
I-22	Rengstorff Avenue	Plymouth Street	Pedestrian hybrid beacon
I-23	Evelyn Avenue	Bernardo Avenue	High-visibility crossing
I-24	Madison Drive	Van Buren Circle	Curb extension

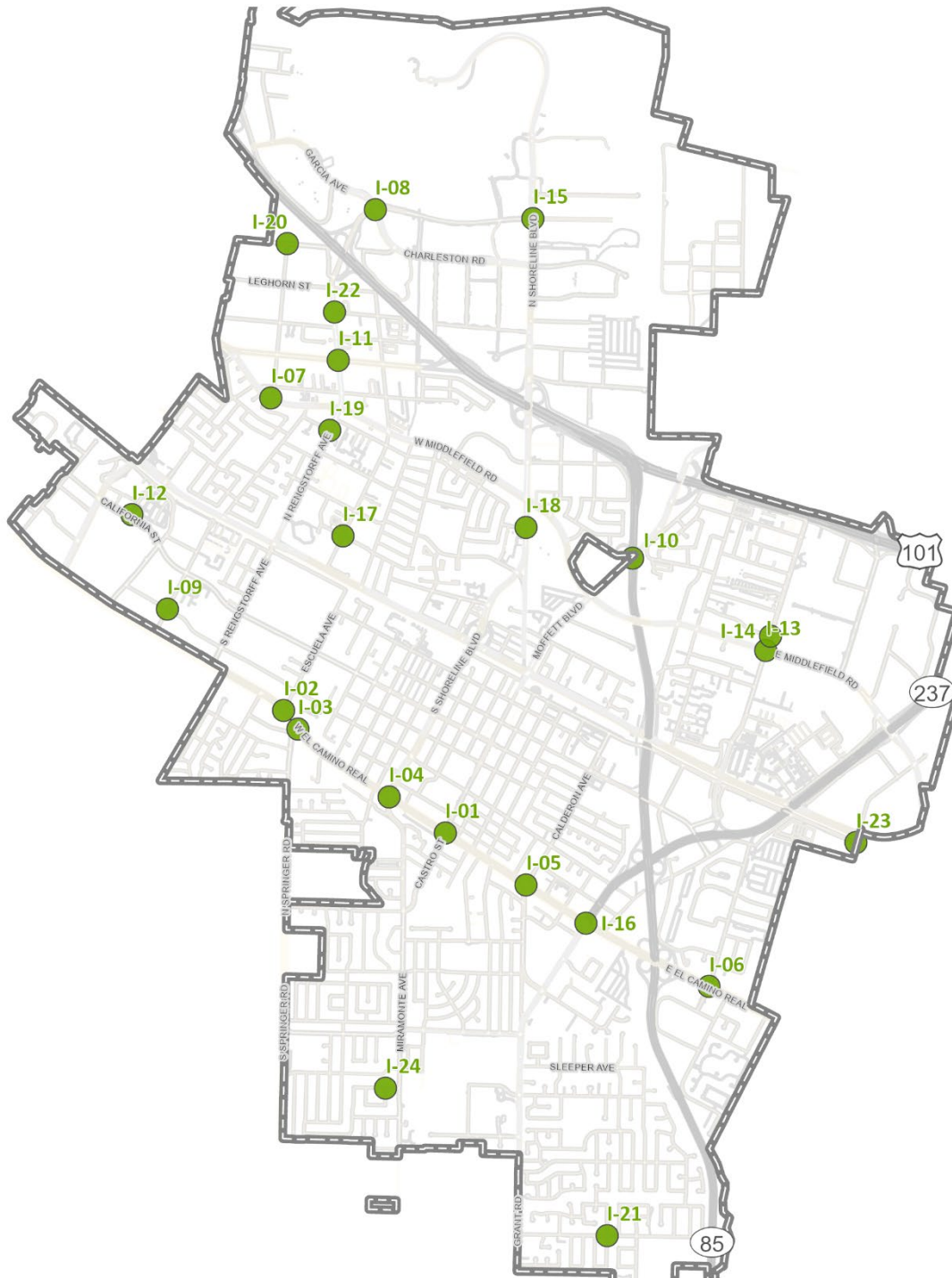


Figure 2: Recommended Intersection Projects

Noninfrastructure Recommendations

The noninfrastructure recommendations, listed in Table 4, focus on policy and programming to improve road safety for all road users. Actions include:

- Safe Routes to School training and encouragement;
- Public messaging on speeding;
- Enforcement efforts focused on behaviors associated with fatal or severe injury crashes; and
- Policy and organizational efforts to support the City’s 2019 Vision Zero Policy goals.

Noninfrastructure recommendations were developed using the VZAP/LRSP emphasis areas and cover the following “Es”: Education, Encouragement, Engagement, Enforcement, Emergency Response, and Evaluation. In accordance with the [Federal Highway Administration Safe System Approach](#), noninfrastructure recommendations are presented in relation to the five safe system elements:

- Safe Road Users (RU);
- Safe Roads (SR);
- Safe Speeds (SP);
- Safe Vehicles (VE); and
- Postcrash Care (CC).

In response to BPAC’s feedback, Table 4 includes noninfrastructure recommendations to explore a policy and process for considering and implementing “No Turn on Red,” which has been identified by the Federal Highway Administration as a proven safety countermeasure (SR-14). As suggested by BPAC, Table 4 also includes a recommendation to provide ongoing progress reports on implementation of VZAP/LRSP recommendations (SR-15).

Table 4: Noninfrastructure Recommendations

ID	Description	Timeline	Dept	Status
Safe Road Users				
RU-1	Continue Safe Routes to School (SRTS) program with a focus on traffic safety training for students walking, biking, taking transit, and driving.	Annual	PW	Under Way
RU-2	Strengthen SRTS collaboration and partnerships with parents, schools, and students to encourage safe walking, biking, and school access.	Annual	PW	Under Way

ID	Description	Timeline	Dept	Status
RU-3	Provide helmet giveaways and bicycle repairs at City or community events such as food pantries, back-to-school events, or Monster Bash.	Annual	PW/PD	Under Way
RU-4	Conduct multilingual Vision Zero Outreach and marketing behavior change campaigns and targeted media buys on emphasis areas.	2024-25	PW/CMO	Planning
RU-5	Lead community-promoted walk/bike tours in different areas of the City with a focus on encouragement and training for new users.	Biannual	PW	Under Way
RU-6	Support traffic safety workshop or walk tour at the Senior Center to identify issues and provide individualized trip planning/tips for changing abilities.	Biannual	PW	TBD
RU-7	Encourage community-based bicycle education and safety classes covering basic skills, network awareness, laws, rules, and safety tips.	Annual	PW	TBD
RU-8	Implement programs, workshops, or trainings to empower youth and address high-risk behaviors, such as riding against traffic, midblock turns, and not wearing helmets.	2024-25	PW/PD	Planning
RU-9	Conduct high-visibility enforcement on speed, distracted/impaired driving, yield compliance, red light running, and key maneuvers on HIN and school routes.	Ongoing	PD	Under Way
RU-10	Implement multilingual ambassador program related to blocked bike lanes and red zones where parking in such locations introduces safety concerns.	TBD	PW/PD	TBD
RU-11	Periodically review the crossing guard program to optimize its effectiveness.	Biannual	PW/PD	Under Way
RU-12	Provide universal graphics and/or multilingual communications regarding high-visibility enforcement activities.	Annual	PD/CMO	TBD
RU-13	Encourage residential transportation demand management strategies, including orientation on getting around without a car.	TBD	PW	Planning
RU-14	Support state legislation to incorporate pedestrian/bicycle safety training into state education standards.	TBD	PW/CMO	TBD

ID	Description	Timeline	Dept	Status
Safe Roads				
SR-1	Implement Impaired Driving Policies (for more details, see Attachment 1).	TBD	PD	TBD
SR-2	Prioritize capital projects on the HIN and equity priority locations.	Biannual	PW	Under Way
SR-3	Obtain grants to accelerate implementation of priority capital projects to enhance safety of all road users.	Biannual	PW	Under Way
SR-4	Advance SRTS walk audits observations into recommendation.	Annual	PW	Under Way
SR-5	Provide staff training on VZAP/LRSP.	2024-25	PW	TBD
SR-6	Provide staff training on defensive driving in City vehicles.	2024-25	PW	TBD
SR-7	Provide staff training on Safe Systems Approach and safety countermeasures.	2024	PW	TBD
SR-8	Coordinate periodic site visits of Vision Zero best practices with or without regional partners.	Annual	PW	Under Way
SR-9	Adopt National Association of City Transportation Officials, Public Right-of-Way Accessibility Guidelines, and/or other best practice guidance to inform engineering judgment.	2025	PW	Ongoing
SR-10	Update City standard details to reflect Vision Zero best practices.	2026	PW	TBD
SR-11	Provide multilingual Vision Zero-informed outreach.	2024-25	PW/CMO	Under Way
SR-12	Update VZAP update every five years.	Every 5 years	PW	TBD
SR-13	Support state legislation to address potential safety improvements.	TBD	PW/CMO	TBD
SR-14	Explore processes for implementing No Turn on Red (NTOR) and develop a policy for NTOR consideration.	TBD	PW	Planning
SR-15	Provide periodic progress reports on implementation of VZAP and LRSP recommendations to BPAC and CTC.	Annual	PW	Planning
SR-16	Review City protocols to improve consistency with Vision Zero policy.	TBD	PW	TBD
SR-17	Provide training to relevant staff to be well versed on Vision Zero countermeasures.	TBD	PW	TBD
SR-18	Provide input on projects that align Vision Zero goals	TBD	PW	TBD

ID	Description	Timeline	Dept	Status
Safe Speeds				
SP-1	Conduct Vision Zero marketing that encompasses speed management campaign.	2025	PW	TBD
SP-2	Share Neighborhood Traffic Management Program (NTMP) study results and study data with Mountain View’s SRTS Coordinator.	TBD	PW	TBD
SP-3	Conduct high-visibility traffic enforcement on speed along the HIN.	Ongoing	PD	TBD
SP-4	Implement speed limit reductions in accordance with AB 43.	2025	PW	Planning
SP-5	Track AB 645 automated enforcement pilot and support state legislation to expand the permanent program to all California cities.	2025	CMO/PW	Under Way
Safe Vehicles				
VE-1	Conduct public education campaign on benefits of pedestrian-friendly vehicles, such as compact cars.	TBD	PW	TBD
VE-2	Support free bicycle repair events.	2024	PW	Under Way
VE-3	Provide education for decision makers on vehicle size and design impacts.	TBD	CMO/PW	TBD
VE-4	Support state legislation for vehicle technology that addresses key crash factors.	TBD	CMO/PW	TBD
Postcrash Care				
CC-1	Provide multilingual emergency response teams for empathetic engagement with victims’ families.	TBD	FD/PD	TBD
CC-2	Provide continuing education for emergency responders to understand travel behavior, decisions, and lived experience of local pedestrians/bicyclists.	TBD	PD	Under Way
CC-3	Establish protocols for best practice communications to encourage accurate and agency-based narratives in media stories on crashes.	TBD	CMO/ PW/PD	Under Way
CC-4	Explore opportunities for acknowledgment and/or remembrance program.	TBD	CMO/PD	TBD
CC-5	Establish a rapid response crash team (MVRRT) to examine factors associated with crashes on HIN and potential solutions.	TBD	FD/PD/ PW	TBD

ID	Description	Timeline	Dept	Status
CC-6	Explore the process to have fatal and serious injury crash reports shared with Traffic and Transportation staff within 48 hours.	2024	PD/PW	Under Way
CC-7	Improve consistency of reporting for vehicle-pedestrian and vehicle-bicycle crashes.	2024	PD/PW	Under Way
CC-8	Monitor collision data on a scheduled basis to measure progress toward Vision Zero goals.	Biannual	PD/PW	Under Way
CC-9	Conduct quarterly Vision Zero Working Group meetings addressing recent activities, debriefing on recent crashes, and progress toward goals.	2024	PW	Under Way
CC-10	Collect before-and-after data when infrastructure improvements are made to measure behavior change.	TBD	PW	TBD

CMO — City Manager Office

CDD—Community Development Department

FD—Fire Department

PD—Police Department

PW—Public Works

NEXT STEPS

If Council approves the VZAP/LRSP, staff will finalize the plan and continue to work with multiple departments to identify the implementation of the infrastructure and noninfrastructure recommendations.

The VZAP/LRSP recommendations will become inputs to the City’s CIP process and the upcoming Active Transportation Plan. Staff will provide an annual update to BPAC and CTC on VZAP/LRSP recommendations.

Staff will also continue to apply for grant funding to accelerate the implementation of the highest priority infrastructure recommendations.

FISCAL IMPACT

There is no fiscal impact associated with the adoption of the VZAP/LRSP. The VZAP/LRSP will be used to help prioritize future capital projects through the City’s CIP planning efforts as well as grant-writing efforts to support these projects.

Adoption of the VZAP/LSRP will also make the City eligible to apply for certain grant funds, including current and future funding cycles of the Federal Highway Administration’s Highway Safety Improvement Program.

CONCLUSION

The Vision Zero Action Plan/Local Road Safety Plan responds to the Council’s Vision Zero Policy, which aims to eliminate fatal traffic crashes in Mountain View by 2030. The plan was developed through a data-driven process involving crash and systemic safety analyses with feedback from the CTC, BPAC, stakeholders, and community members. Based on this process, the plan identifies eight safety corridors, including Rengstorff Avenue, Shoreline Boulevard, California Street, Ellis Street, El Monte Avenue, San Antonio Road, Middlefield Road, and Old Middlefield Way. The plan includes infrastructure recommendations to address these corridors and other priority roadway segments and intersections. The plan also includes noninfrastructure recommendations to provide additional direction in relation to safe road users, safe roads, safe speeds, safe vehicles, and postcrash care.

ALTERNATIVES

1. Do not approve the Vision Zero Action Plan/Local Road Safety Plan and direct staff to make revisions and return to Council.
2. Provide other input.

PUBLIC NOTICING—Agenda posting and distribution to Vision Zero email subscribers.

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PA/LL/6/CAM
935-09-10-24CR-1
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Attachment: 1. Draft Vision Zero Action Plan/Local Road Safety Plan

cc: PWD(A)—Arango, TM, TP—Ahmed