A high-angle, black and white photograph of a person walking across a crosswalk. The person is wearing a plaid shirt, light-colored pants, and a dark backpack. They are holding a phone to their ear. The crosswalk is marked with white diagonal stripes on a dark asphalt surface. A large, stylized yellow graphic element, resembling a thick, wavy line, is overlaid on the top right of the image. The text is overlaid on the left side of the image.

CITY OF ALAMEDA

**PROGRESS
TOWARD
ZERO TRAFFIC
FATALITIES**

**ALAMEDA
VISION ZERO**

2022 ANNUAL REPORT

CONTENTS

The Alameda City Council adopted the Vision Zero Action Plan in December 2021. This is the first annual report on the performance metrics outlined in the Plan.

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ACTION PLAN VISION:

“ People of all ages and abilities can travel safely using any mode, and traffic deaths and serious injuries are eliminated by 2035.”



TRAFFIC FATALITY & INJURY REPORT

In 2022, two people lost their lives and 13 were severely injured in traffic collisions on Alameda streets. Compared to recent years, this represents a decrease in fatalities but an increase in severe injuries, specifically among people in motor vehicles.

► 2022 Fatal & Severe Injury Crashes

With this first Vision Zero Action Plan annual report, the City will begin sharing descriptions of individual crashes while respecting victims' privacy and protecting information related to any criminal investigations. After both of the crashes below, the City convened a post-collision site visit that included Caltrans staff in addition to City transportation planners and engineers and Police Traffic Unit leadership. A third crash in April 2022 on Bay Farm was not included in the Vision Zero program because it was a solo crash caused by the driver having a medical emergency that was life-threatening on its own.

1. Just before 1:00 am on January 15, 2022, a 38 year old man riding a motorcycle at a high speed lost control of his vehicle at the Webster Tube exit. He died after eventually falling off the motorcycle and being struck by an uninvolved driver. Caltrans controls this stretch of roadway.
2. On December 1, 2022, a 37 year old man died after a solo auto crash at 2227 Webster Street at 10:45 pm, also after exiting the Webster Tube. He crashed his compact sedan into a light pole at a high speed. He was alone in his vehicle. The investigation is ongoing. Caltrans controls this stretch of roadway.

Every traffic fatality represents a tragic loss for loved ones and the community as a whole, and serves as a reminder of the importance of work to increase traffic safety.



Table 1: 2022 Traffic Fatalities & Severe Injuries

DATE	LOCATION	EXTENT OF INJURY	SEVERELY INJURED PARTY*	AGE	CALTRANS ROADWAY
1/1/2022	Shore Line Dr/Grand St	Severe injury	Passenger	31	
1/9/2022	Encinal Ave/Broadway	Severe injury	Pedestrian	80	X
1/15/2022	Webster Tube Exit	Fatal	Motorcyclist	38	X
1/24/2022	Park St/Blanding Ave	Severe injury	Driver	66	
3/26/2022	High St/Jackson St	Severe injury	Bicyclist	60	
4/19/2022	Buena Vista Ave/5th St	Severe injury	Pedestrian	16	
5/12/2022	Encinal Ave/Broadway	Severe injury	Bicyclist	55	X
5/15/2022	West Midway Ave/Main St	Severe injury	Driver	54	
7/4/2022	Central Ave/Page St	Severe injury	Bicyclist	22	X

DATE	LOCATION	EXTENT OF INJURY	SEVERELY INJURED PARTY*	AGE	CALTRANS ROADWAY
8/16/2022	9th St/Santa Clara Ave	Severe injury	Driver	29	
9/26/2022	Encinal Ave/Broadway	Severe injury	Passenger	38	X
10/17/2022	8th St/Lincoln Ave	Severe injury	Passenger	23	
11/18/2022	Buena Vista Ave/ Webster St	Severe injury	Pedestrian	24	
11/20/2022	981 Market St	Severe injury	Passenger	32	
12/1/2022	2227 Webster St (after exiting Webster Tube)	Fatal	Driver	37	X

Source: APD

*"Driver" and "passenger" refer to people in motor vehicles (not including motorcycles).

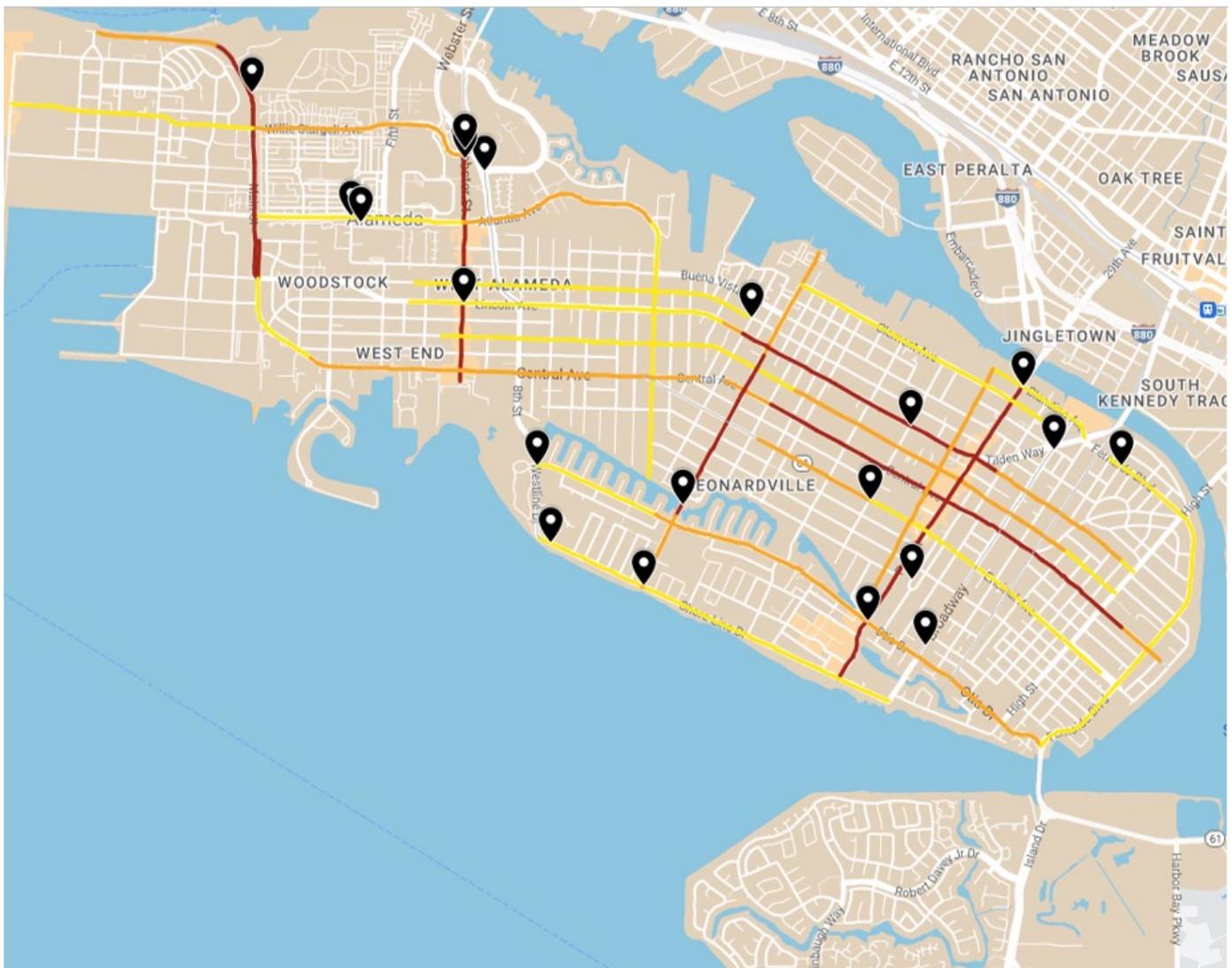


Figure 1: 2019-2021 Fatal and Severe Injury Crash Locations

Source: TIMS/SWITRS. This map will be updated with 2022 crash locations in the future.

Note: 2022 Fatal and Severe Injury Crash Map plus additional details are available [HERE](#)

► Crash Trends Overview

From 2009-2018, an average of two people lost their lives and 10 suffered severe injuries from crashes in Alameda. Following national and regional¹ trends during the pandemic, in 2020 and 2021 Alameda’s traffic fatalities rose while its overall number of injury crashes fell. In 2022, fatalities went back down but severe injuries rose, notably among people in motor vehicles.

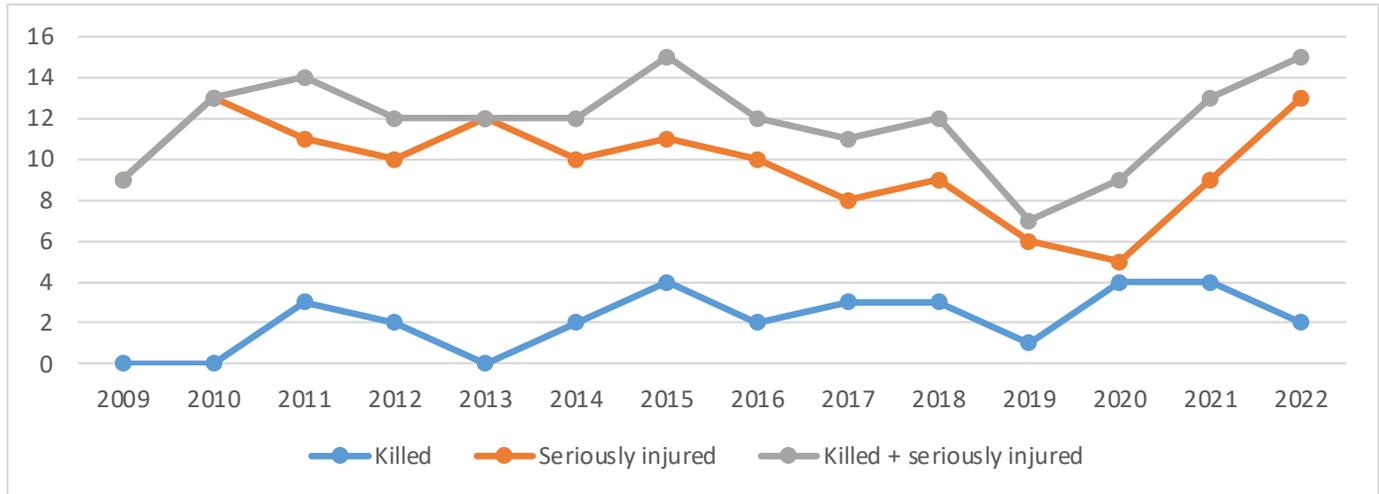
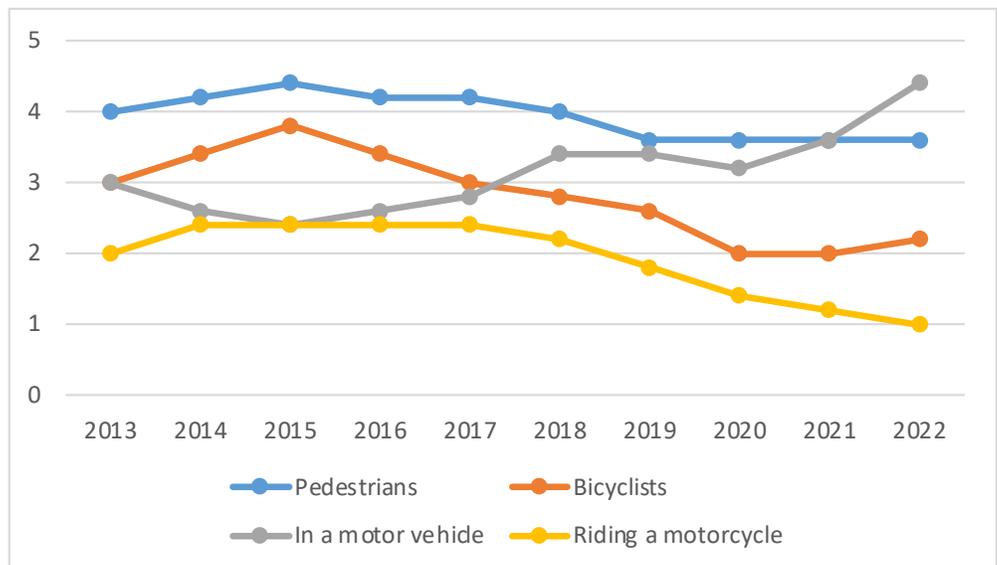


Figure 2: Traffic Fatalities + Severe Injuries, 2009-2022

Because Alameda is a small city with relatively low numbers of deaths and severe injuries, a rolling average analysis can help smooth out noise in the data and help identify trends. Each data point below represents the average of that year and the four prior years, so the 2013 figure is the average of 2009-2013; 2014 is the average of 2010-2014; etc. The analysis with combined traffic fatalities and severe injuries shows most modes generally trending down since 2015, while motor vehicle averages generally increased.

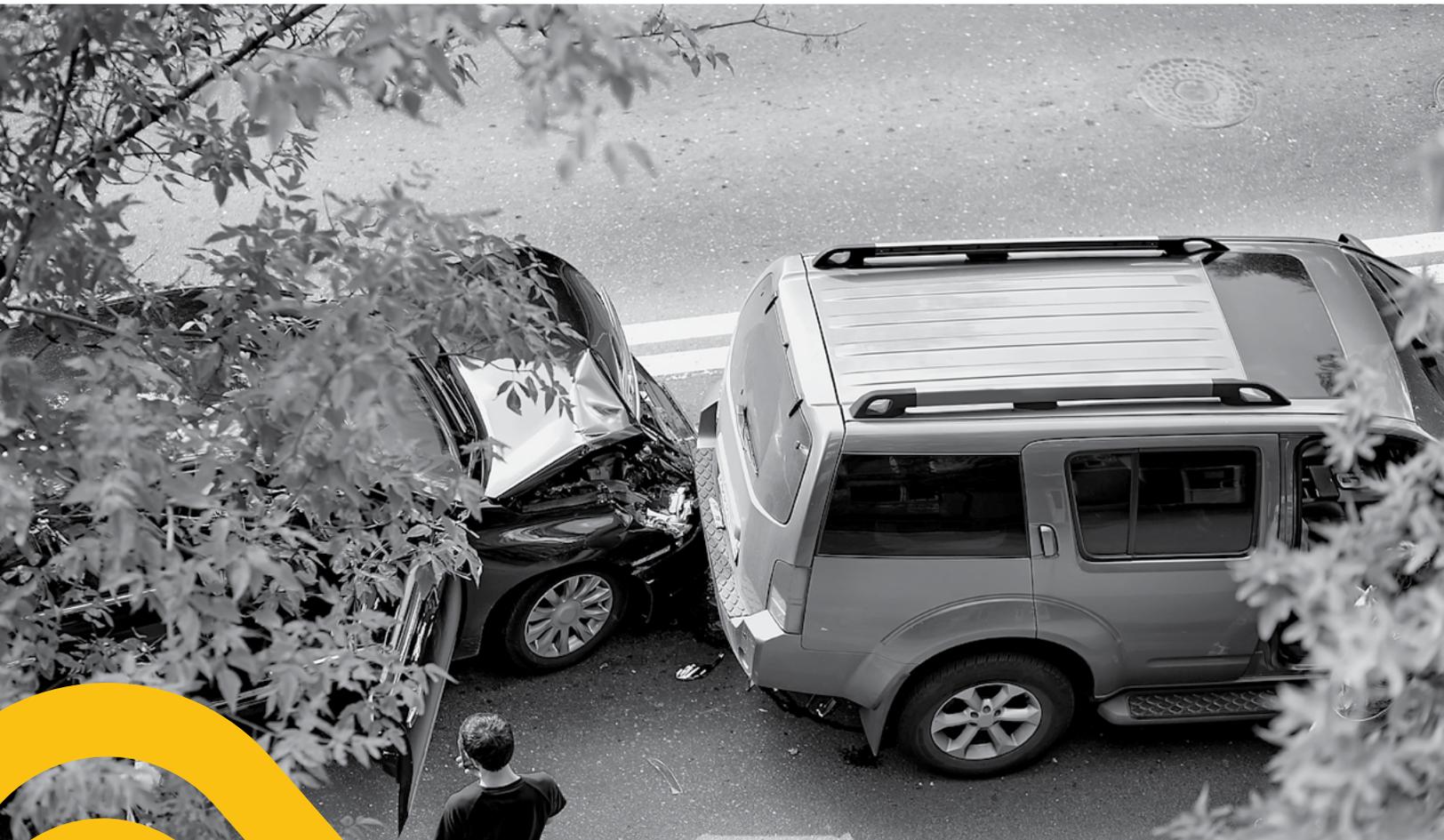
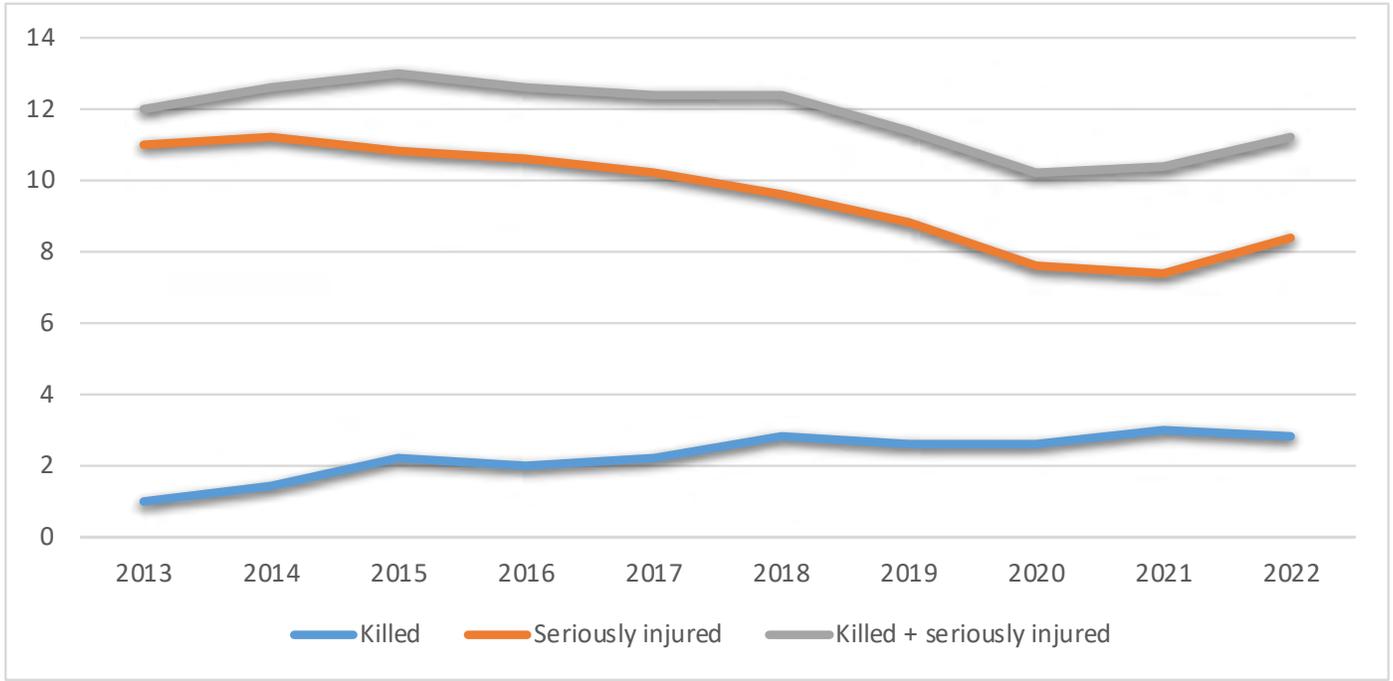
Figure 3: Rolling Five-Year Averages, Traffic Fatalities + Severe Injuries by Mode, 2009-2022 Data



¹ See slide 20, Alameda CTC 2021 Performance Report: https://www.alamedactc.org/wp-content/uploads/2022/03/2021_Performance_Report_RPT_Final.pdf

Looking at fatalities and severe injuries separately finds fatalities increasing slightly from 2009-2022 while severe injuries were trending downward from 2014-2021.

Figure 4: Rolling Five-Year Averages, Traffic Fatalities and Severe Injuries, 2009-2022 Data



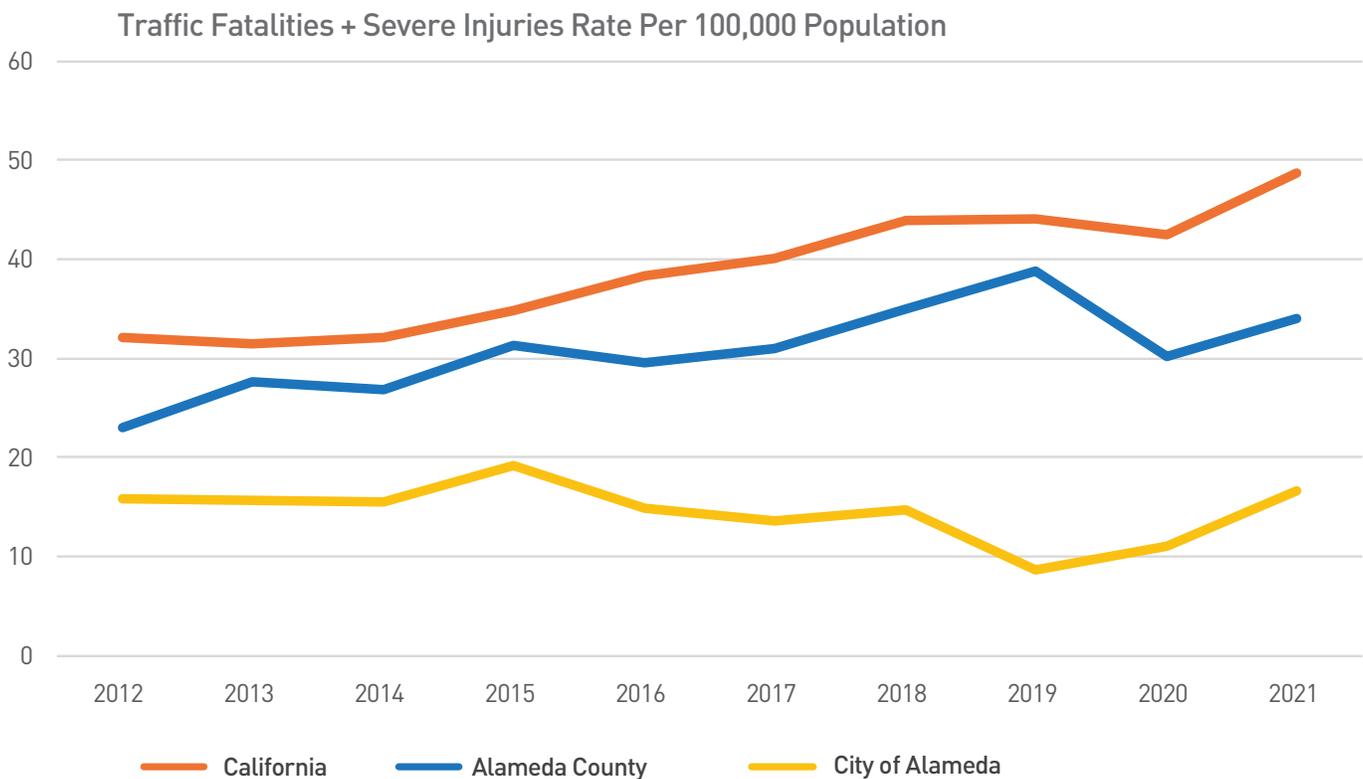
► State, County, and U.S. Comparison

The City’s rates of traffic fatalities and severe injuries are lower than those in the county, state, and country. Alameda’s fatality rate from 2016-2020 was 45% lower than the median rate for cities with more than 5,000 people, with 3.2 per 100,000 population in Alameda² compared with a U.S. median of 5.87.³

Traffic fatalities across the U.S. increased in 2020 and 2021, as happened in Alameda (four people died each year on Alameda streets in 2020 and 2021, compared to a previous average of two). According to the United States Department of Transportation (USDOT), U.S. fatalities rose 6.8% in 2020 compared to 2019, then increased another 10% in 2021 compared to 2020. Additionally, “early estimates for the first nine months of 2022 indicate deaths will remain near [2021] levels in 2022, while getting worse for incidents involving trucks as well as people walking, biking, or rolling.”⁴ In 2022, Alameda had two traffic fatalities, a reduction from the previous two years.

As of 2021, the City’s rate of traffic fatalities + severe injuries per 100,000 population was 51% lower than the rate in Alameda County and 66% lower than the California rate. From 2015-2019, the City’s rate trended generally downward while the County and State trended upwards. In 2021, rates rose for the City, County, and State.

Figure 5: City, County, and State Comparison



Source: Crash data from TIMS/SWITRS & APD; population data from State of California Department of Finance, E-4 Population Estimates.

2 Rate based on crash data from TIMS/SWITRS & APD and population data from State of California Department of Finance, E-4 Population Estimates.
 3 Our Nation’s Roadway Safety Crisis, USDOT, February 2023. <https://storymaps.arcgis.com/stories/9e0e6b7397734c1387172bbc0001f29b>.
 4 2023 Progress Report on the National Roadway Safety Strategy, USDOT, February 2023. <https://www.transportation.gov/sites/dot.gov/files/2023-02/2023-Progress-Report-National-Roadway-Safety-Strategy.pdf>

► 2009-2022 Data: Traffic Fatalities & Injuries

Table 2: Traffic Fatalities and Injuries, 2009-2022

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
All modes														
Killed	0	0	3	2	0	2	4	2	3	3	1	4	4	2
Severely injured	9	13	11	10	12	10	11	10	8	9	6	5	9	13
All injuries	225	198	207	227	228	224	190	261	241	218	273	167	158	175
Pedestrians														
Killed	0	0	1	0	0	2	2	1	0	2	0	2	2	0
Severely injured	4	3	5	3	4	3	2	4	3	1	3	2	3	3
All injuries	34	27	39	30	37	29	32	46	37	23	44	30	29	24
Bicyclists														
Killed	0	0	1	0	0	0	0	1	0	0	0	1	1	0
Severely injured	0	2	4	4	4	2	4	2	2	3	1	0	2	3
All injuries	43	40	46	38	43	43	27	37	33	28	29	24	12	25
In a motor vehicle														
Killed	0	0	0	0	0	0	2	0	3	1	0	1	1	1
Severely injured	4	6	1	3	1	2	3	2	1	3	2	3	3	7
All injuries	141	122	109	148	130	142	122	163	157	155	196	109	113	117
Riding a motorcycle														
Killed	0	0	1	2	0	0	0	0	0	0	1	0	0	1
Severely injured	1	2	1	0	3	3	2	2	2	2	0	0	1	0
All injuries	7	9	13	11	18	10	9	15	14	12	4	4	4	9

Source: 2009-2018, TIMS/SWITRS + APD; 2019-2022, APD.

Notes: All injuries" is the total of all crash injuries, including severe injuries. In 2022, a third crash with fatality was not included in the Vision Zero program because it was a solo crash caused by the driver having a medical emergency that was life-threatening on its own.

► Young People & Older Adults

The Vision Zero Action Plan's 2009-2018 crash data analysis found that older adults and young people were disproportionately vulnerable to fatalities and serious injuries in crashes. In 2022, 26 people aged 65+ were injured in traffic crashes, one of whom was severely hurt while walking. A total of 18 children and youth were injured, two severely: one was walking and the other riding a bike.

Table 3: 2022 Traffic Fatalities & Injuries, Older Adults and Youth

	OLDER ADULTS 65+	CHILDREN & YOUTH <18
All modes		
Killed	0	0
Severely injured	2	1
All injuries	26	18
Pedestrians		
Killed	0	0
Severely injured	1	1
All injuries	4	4
Bicyclists		
Killed	0	0
Severely injured	0	0
All injuries	1	12
In a motor vehicle		
Killed	0	0
Severely injured	1	0
All injuries	21	2
Riding a motorcycle		
Killed	0	0
Severely injured	0	0
All injuries	0	0

STREET SAFETY IMPROVEMENT PROJECTS

In 2022, the City implemented street design improvements as part of projects like the High Injury Corridor Daylighting Project, striping and pavement maintenance, the Clement Safety Improvement Project, and others. Per the Vision Zero Action Plan, the City prioritizes projects on High Injury Corridors and in Equity Priority Areas. In addition to City work, the maps and chart below includes Caltrans' work installing rapid flashing beacons and crossing improvements at 6 intersections.

For details about street safety projects in Alameda, see the [Alameda Transportation 2022 Annual Report and 2023 Work Plan](#).

Table 4: Safety Improvements at Intersections, 2022

INTERSECTION OR MID-BLOCK CROSSING IMPROVEMENT TYPE	INTERSECTIONS IMPROVED 2022	% ALONG HIGH INJURY CORRIDORS	% IN EQUITY PRIORITY AREAS	% WITHIN 600' OF SCHOOLS
New Daylighting (new red curb)	71	73%	38%	23%
New Concrete Bulb-outs	3	0%	0%	0%
New Striped Bulb-outs	2	100%	50%	0%
New Marked Crosswalks	17	41%	18%	0%
New/Upgraded High Visibility Crosswalks	33	61%	36%	6%
New Signal Improvements for Safety	1	100%	0%	0%
New Rapid Flashing Beacons at crosswalks	9	78%	22%	11%
All Intersections Improved*	113	68%	31%	17%

*Since some intersections get multiple improvements, "all intersections improved" is not the sum of the above

Table 5: Safety Improvements on Corridors, 2022

ROADWAY IMPROVEMENT TYPE	MILES IMPROVED 2022	% ALONG HIGH INJURY CORRIDORS	% IN EQUITY PRIORITY AREAS	% WITHIN 600' OF SCHOOLS
New road diet/roadway reconfiguration	0			
New shared-use path or separate walking/biking paths	0.4	0%	100%	0%
New/upgraded separated bike lanes	0.3	0%	0%	0%
New/upgraded buffered bike lanes	0.54	0%	0%	70%
New bike lanes	0.4	0%	1%	0%
All roadway miles improved	2.24	0%	35%	24%



Figure 6: 2022 Intersection Safety Improvements with High Injury Corridors

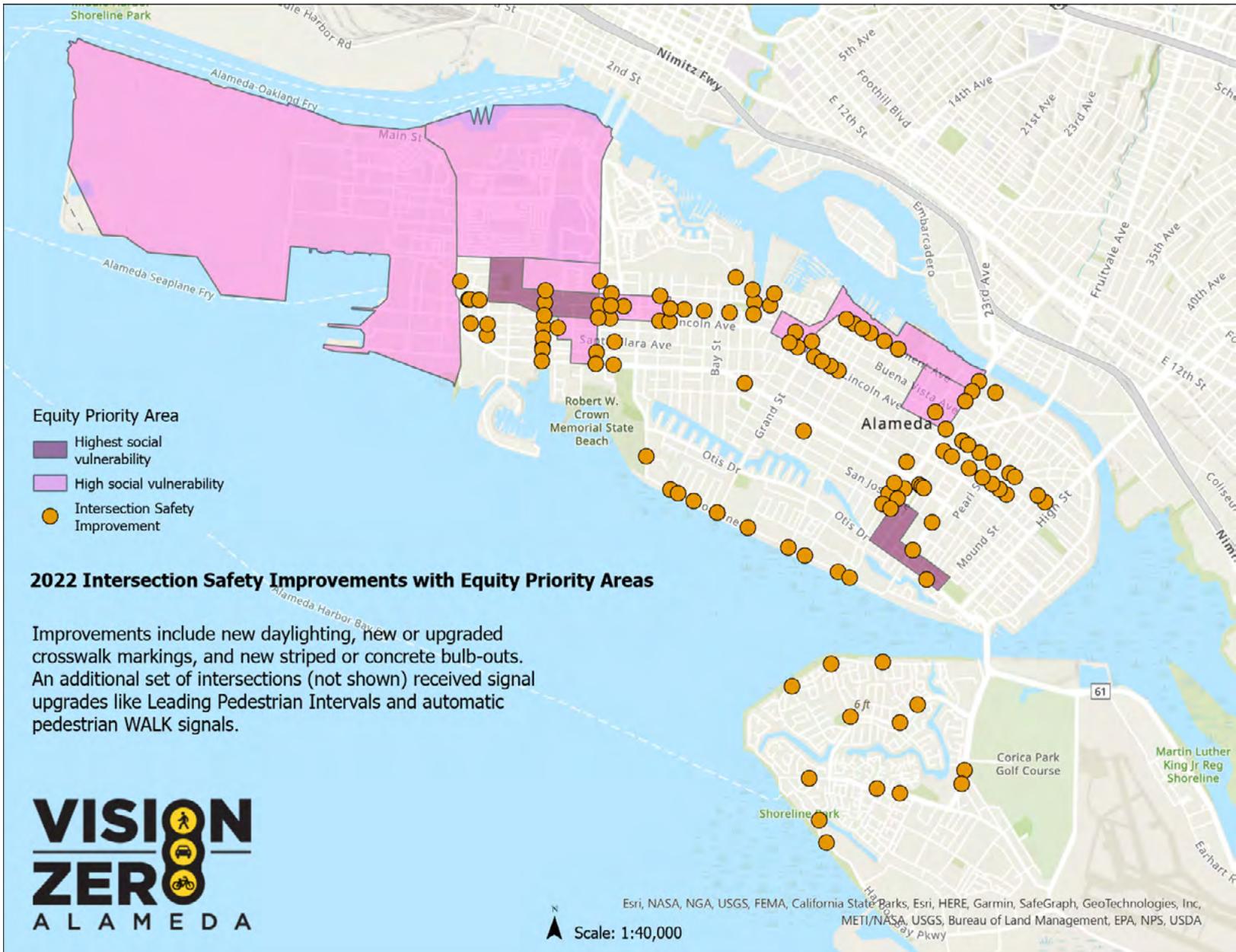


Figure 7: 2022 Intersection Safety Improvements with Equity Priority Areas

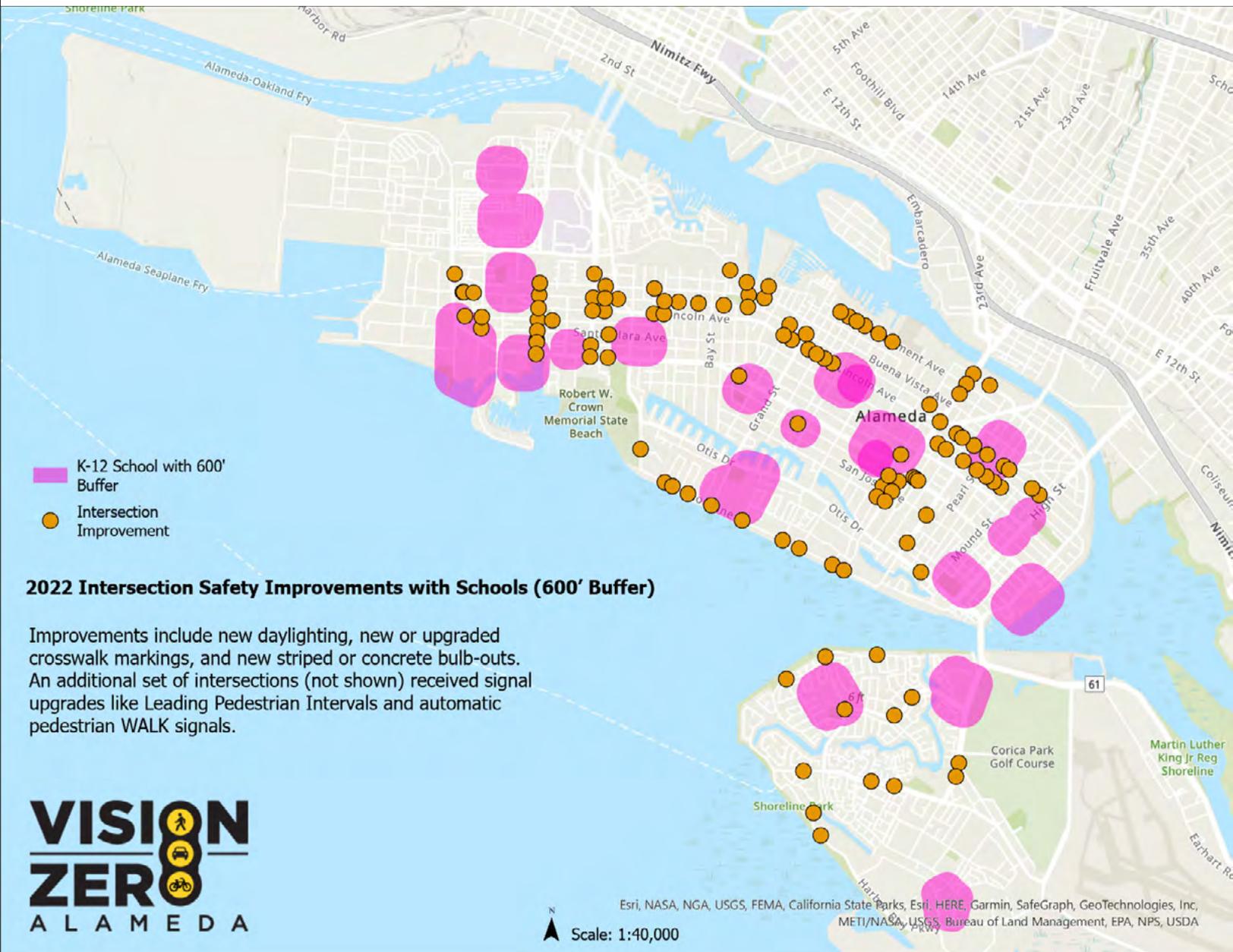
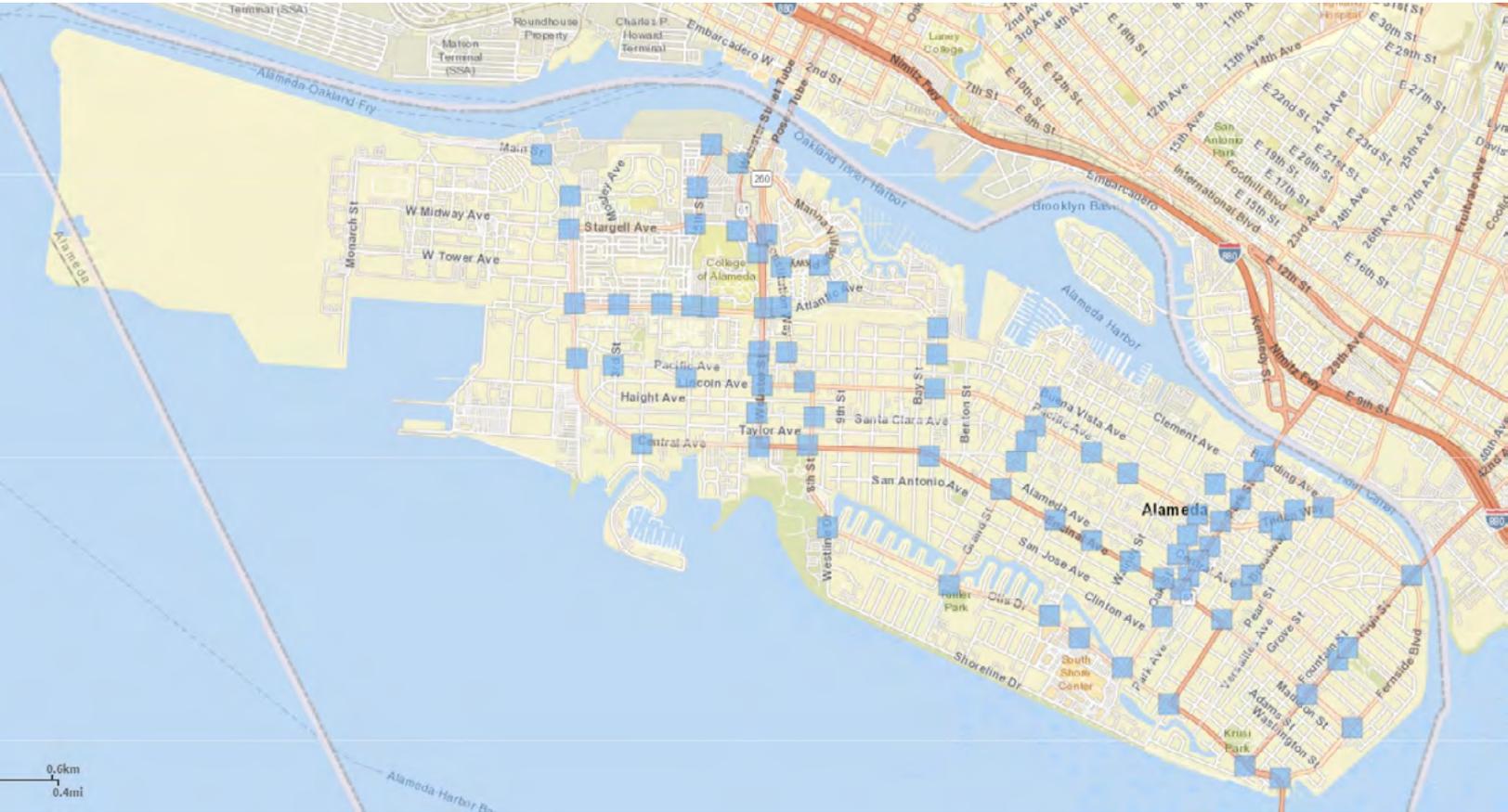
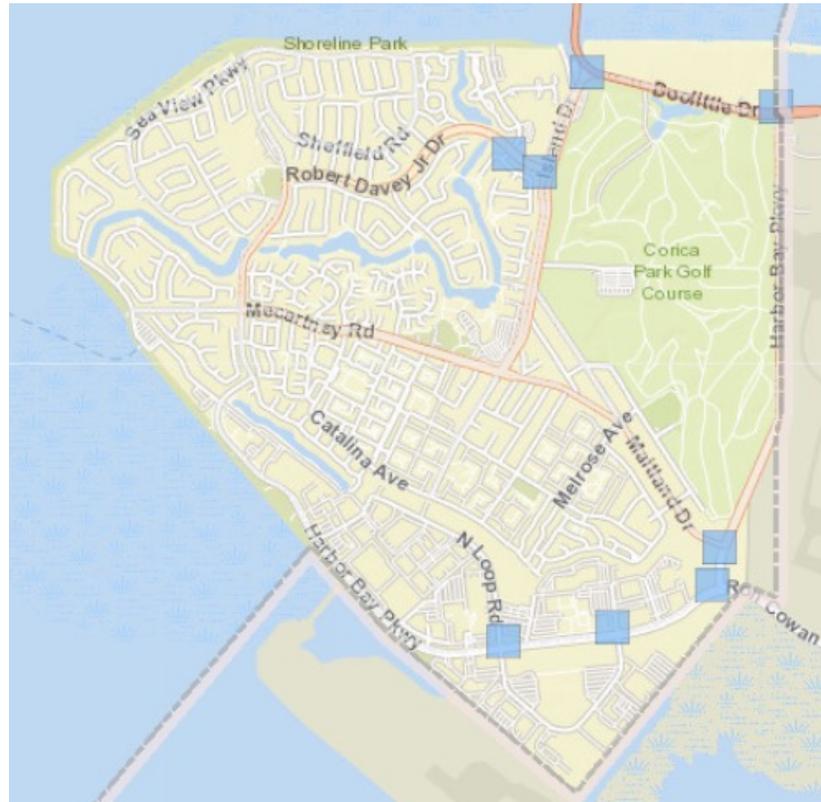


Figure 8: 2022 Intersection Safety Improvements with Schools (600' Buffer)



**Figure 9:
Leading Pedestrian Interval Locations**

As of the end of 2022, 68 of the 89 traffic signals in Alameda have Leading Pedestrian Intervals. The remaining signals do not have the technical capacity for this feature.



POLICE TRAFFIC ENFORCEMENT PRIORITIZATION

Per the Vision Zero Action Plan, the City focuses traffic enforcement on behaviors associated with severe and fatal crashes and along High Injury Corridors.

- Total moving violation citations and warnings: 3,908⁵
- Percent along High Injury Corridors: 76%



Figure10: 2022 Traffic Stops with High Injury Corridors

⁵ Does not include citations given by officers from partner agencies as part of PD’s participation in the Alameda County High Impact Traffic Team.

STREET SAFETY CONCERN REPORTS

In 2022, community members submitted 242 reports of ongoing traffic safety concerns and near-miss crashes. The City uses the SeeClickFix app to collect these community reports via the Street Safety Concern category. Self-reported data can favor people with resources and time, but still gives important insights about experiences people have on Alameda’s streets. In 2022, staff reviewed all past Street Safety Concern reports along relevant corridors when planning and designing projects such as Pavement Resurfacing & Safety Improvements and projects on Central, Clement, Clement/Tilden, Lincoln/Marshall/Pacific. An interactive map showing all Street Safety Concern reports is available via the Vision Zero webpage.

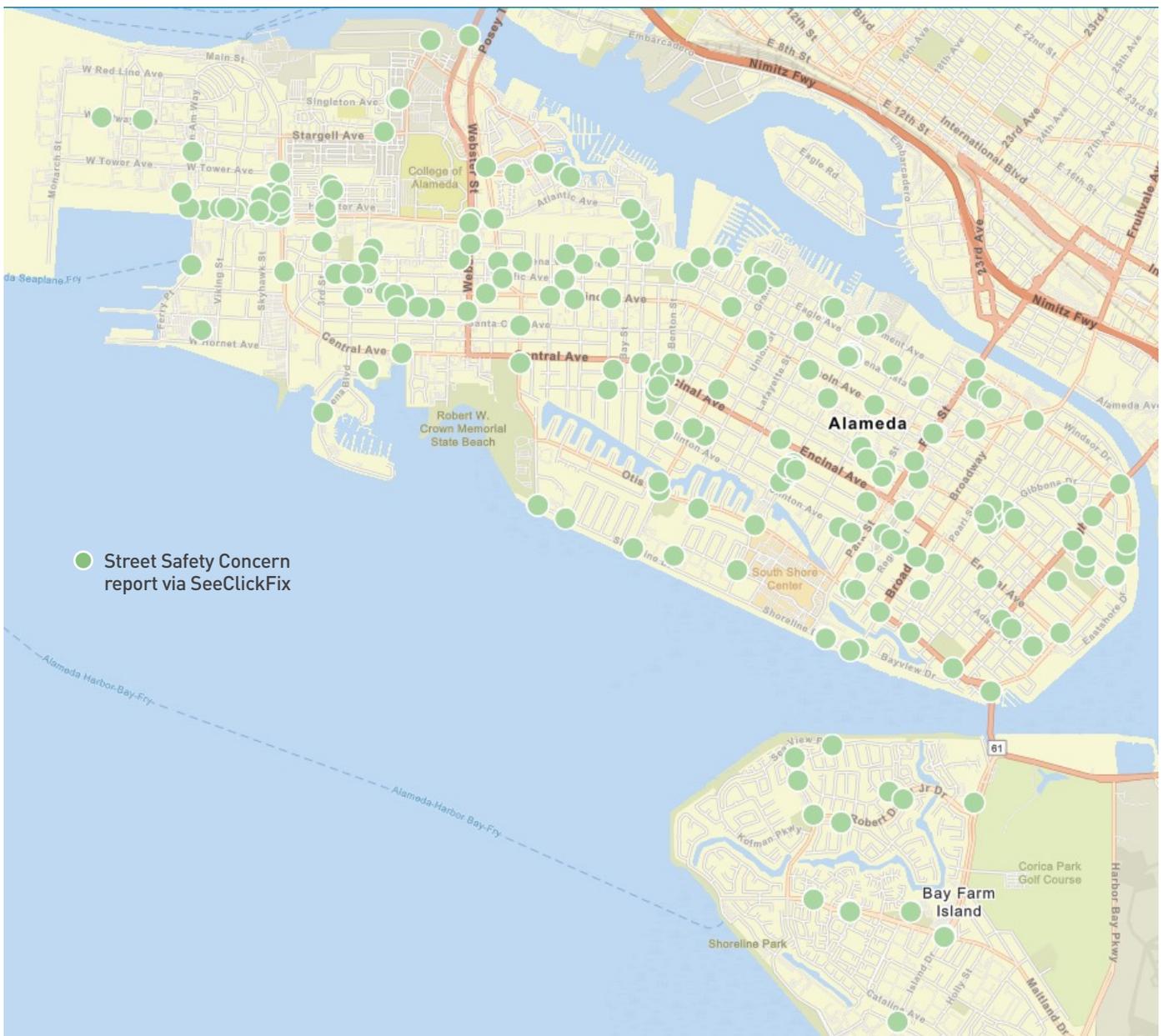


Figure 11: 2022 Street Safety Concern Reports

STATUS OF VISION ZERO ACTIONS

The Vision Zero Action Plan was adopted on December 7, 2021. Action numbering is based on related goals and time periods and does not reflect prioritization. More details about Vision Zero program and projects are in the [Alameda Transportation 2022 Annual Report and 2023 Work Plan](#).

SHORT-TERM ACTIONS (2022-2023)

The City aims to complete these actions in 2022 or 2023 (actions that are ongoing should launch during that time and then continue).

#	SHORT-TERM VISION ZERO ACTION (2022-2023)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
1.1	Use the City's most current Socially Vulnerable Populations map (or other disadvantaged community indicators) to prioritize investments, while also engaging with disadvantaged communities or community-based organizations (CBOs) representing disadvantaged groups. (Ongoing)	<ul style="list-style-type: none"> 2022: After staff evaluation, the Transportation Commission approved replacing the City's outdated social vulnerability map with the BCDC's regularly updated Social Vulnerability Map. 2021: City social vulnerability map was a prioritization factor in 2021-2023 Capital Budget project selection. 	<ul style="list-style-type: none"> Implement projects per the Capital Budget. Use equity priority community indicators to prioritize other street safety activities.
1.2	Form a Vision Zero Advisory Committee to provide guidance on Vision Zero Action Plan implementation. In addition to multidisciplinary City and partner agency staff members, work to include community members who can speak from the perspectives of equity priority communities, vulnerable road users, youth, older adults, parents of school-age children, local businesses, and traffic violence victim families. Offer seats to representatives of the Commission on Persons with Disabilities, the Social Services and Human Relations Board, and the Transportation Commission. Provide compensation to community members who need it in order to participate. (Ongoing)	<ul style="list-style-type: none"> 2022: Held one Vision Zero Advisory Committee meeting to review the Rapid Response after Fatal & Severe Crashes program proposal. 2021: The Vision Zero Task Force met three times to guide development of the Vision Zero Action Plan. 	Hold 2-3 Vision Zero Advisory Committee meetings, as needed.
1.3	Ensure that community engagement efforts include tailored messages for vulnerable road users and target all the travel modes people use (walking, biking, wheeling, driving, etc.) Make outreach materials available in accessible formats and multiple languages. (Ongoing)	<ul style="list-style-type: none"> 2021: Public engagement for the draft Vision Zero Action Plan included outreach to groups like Bike Walk Alameda and to groups representing equity priority communities. 	Ensure that any outreach materials target all travel modes and offer accessible formats and multiple languages.
1.4	Present annual Vision Zero Status Reports to groups representing equity priority communities. Solicit feedback on the Report's equity analysis, including equity of enforcement-related actions. (Ongoing)	n/a	Bring 2022 Vision Zero report to community groups and boards representing equity priority communities.

#	SHORT-TERM VISION ZERO ACTION (2022-2023)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
1.5	Through the City Council's legislative agenda, advocate for an income-based graduated traffic fine structure at the state level, so they do not disproportionately impact people with lower incomes. Evaluate whether the City can play a role making sure that Alameda County's program discounting traffic citation fines for people with low incomes is working for Alamedans. (Ongoing)		Include this in the City legislative agenda.
2.1	Through the City Council budget process, propose ongoing, dedicated funding and staffing for Vision Zero implementation and coordination. (Ongoing)	<ul style="list-style-type: none"> 2022: Appropriated the additional \$2 million for street safety approved by City Council in December 2021. 2022: Ran a recruitment process to hire the Transportation Engineer position, but were unsuccessful. 2021: Shifted the former "Traffic Calming" Capital Improvement Plan category to "Street Safety" to focus on safety projects along High Injury Corridors. It has \$500,000 in the 2021-2023 Capital Budget. (Funding for street maintenance and individual street safety projects are separate.) 2020: the City created and hired a two-year Senior Transportation Coordinator position to focus, in part, on Vision Zero efforts. 	<ul style="list-style-type: none"> Turn the two-year Senior Transportation Coordinator position into an ongoing position. Fill the open Transportation Engineer position. Provide funds for Vision Zero efforts in the FY 2024-2025 Capital Budget.
2.2	Continue holding internal, multi-departmental Vision Zero Implementation Team meetings to implement the Vision Zero Action Plan, and coordinate and prioritize traffic safety efforts. (Ongoing)	<ul style="list-style-type: none"> 2022: Invited full Vision Zero Implementation Team group to 3-4 Public Works/Transportation Planning coordination meetings for topics like Halloween traffic safety. 2021: Held regular Vision Zero Implementation Team meetings for the first ¾ of year, then started holding these as a portion of existing Public Works/Transportation Planning coordination meetings. 	<ul style="list-style-type: none"> Convene the Vision Zero Implementation Team separately from the Public Works/Transportation Planning coordination meeting 2-4 times/year. Continue to invite the full Vision Zero Implementation Team to Public Works/Transportation Planning coordination meetings when needed.
2.3	Inform City staff and elected officials about Vision Zero and preferred language about crashes (e.g., "crash" instead of "accident"). Create a one-pager for new City Councilmembers. (Ongoing)	2022: Provided this information to two new Transportation Commission members.	Work with City Clerk to provide this information.
2.4	Provide educational and discussion sessions on Vision Zero concepts and best practices to staff who review, design, and implement projects and programs, to integrate Vision Zero principles into their work. (Ongoing)	<ul style="list-style-type: none"> 2022: Staff participated in a three-day intensive Vision Zero Peer Exchange hosted virtually by FHWA, and shared findings. Ongoing: Some staff joined existing FHWA, Vision Zero Network, and other trainings related to street safety countermeasures and Vision Zero issues. 	Alameda was selected to participate in the 2022-2024 FHWA Vision Zero Community Pairing program. Meet with mentor city (NYC) and partner city (Greensboro, NC) at least monthly; participate in quarterly webinars; and participate in FHWA-funded in-person visit to mentor city.

#	SHORT-TERM VISION ZERO ACTION (2022-2023)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
2.5	Update existing Vehicle and Equipment Use Maintenance Policy to include City driver behavior expectations related to Vision Zero traffic safety.		Hire new fleet manager (starts Feb 2023). Delay policy change to 2024.
2.6	Require Alameda Police officers to participate in the NHTSA's pedestrian training for law enforcement and consider integrating Vision Zero into APD's training for new officers. (Ongoing)		Research scope.
2.7	Require staff who drive for work to review the Vehicle and Equipment Use Maintenance Policy before driving a City vehicle or driving on City business for the first time. Create a flyer highlighting the safe driving elements of this policy and require departments to post it near vehicle sign-out sheets. (Ongoing)		<ul style="list-style-type: none"> · Make a flyer highlighting general Vision Zero safe driving behaviors and post where drivers will see it. · Consider delaying policy update until 2024 due to staff limitations.
2.8	Integrate Vision Zero traffic safety into existing trainings for commercial drivers. (Ongoing)		Consider delaying until 2024 due to staff limitations.
2.9	Design and place Vision Zero bumper stickers on all City vehicles that spread safety messages. (Ongoing)		Incorporate this into planning for action 3.1
3.1	Develop a citywide safety campaign, based on the City's collision data, to share information with the community about traffic safety for all modes and to increase awareness about Vision Zero. Use social media, yard signs, billboards, PSAs, and giveaways to promote safe roadway behavior. Target messaging (such as billboards, signs, or murals) at access points into Alameda from Oakland. (Ongoing)	2022: Researched available funding and found none offering the flexibility to make locally relevant materials.	Plan a Vision Zero public safety campaign with a smaller scope due to lack of additional funding.
3.2	Develop and distribute educational materials and/or videos demonstrating how to navigate and interact with newer active transportation facilities (e.g. bike boxes, Pedestrian Hybrid Beacons, separated bike lanes, etc.) Include information about the purpose and goals of this infrastructure. (Ongoing)		Plan for public instruction about roundabout usage in conjunction with Central Avenue Safety Improvement Project roundabout construction in 2024.
3.3	In addition to safety campaigns, conduct communications explaining the City's Vision Zero program, prioritization, data, plans, and progress. Maintain a City webpage and a Vision Zero mailing list. Send periodic updates to the mailing list. (Ongoing)	<ul style="list-style-type: none"> · 2022: Sent 3 Vision Zero Update mailings, and grew the Vision Zero mailing list to over 1,260 subscribers, and included traffic safety information in new citywide newsletter. · 2022: 920 unique pageviews for Vision Zero webpage and 590 for the Building Safer Streets page. · 2021: Expanded and organized Vision Zero webpage. · 2021: Created the new Building Safer Streets webpage under Public Works and linked it to Vision Zero and Transportation pages. 	<ul style="list-style-type: none"> · Maintain the Vision Zero and Building Safer Streets webpages. · Send Vision Zero Update mailing (or include traffic safety information in the citywide newsletter) at least quarterly

#	SHORT-TERM VISION ZERO ACTION (2022-2023)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
3.4	Share preferred language usage for crashes (e.g., “crash” instead of “accident”), with media outlets active in Alameda to encourage balanced reporting of crash situations. (Ongoing)		When fielding media inquiries after crashes, share language preference.
3.5	Develop and follow a crash communications protocol to provide transparent public communications about fatal and severe injury crashes and to provide guidance on language usage (e.g., “crash” instead of “accident”. Assess protocol’s effectiveness as part of the annual Vision Zero Status Report and change as needed. (Ongoing)	<ul style="list-style-type: none"> 2022: As part of the Rapid Response program development, researched best practices for communications after crashes, and developed recommendation to share crash narratives about individual crashes. 2021-2022: Provided pro-active, public updates fatal crashes. Posted fatality and injury data on the Vision Zero webpage. 2020: Developed a working crash communications protocol. 	<ul style="list-style-type: none"> In the 2022 Vision Zero Annual Report, provide narrative descriptions of fatal crashes and location/age/mode for all severe injury crashes. Include crash communications protocol in the Rapid Response program.
3.6	Encourage the Alameda Unified School District to adopt a policy that supports incorporating traffic safety education into curriculum and the implementation of Safe Routes to Schools-supportive infrastructure.	<ul style="list-style-type: none"> 2022: Discussed at newly convened Safe Routes to School/AUSD/City working group. 	<ul style="list-style-type: none"> Work with school district on next steps.
4.1	Prioritize street safety investments on high injury corridors. Treatment locations should be guided by findings from crash analyses and supplemented by community feedback. (Ongoing)	<ul style="list-style-type: none"> 2021-2022: Daylighted intersections along Tiers 1& 2 corridors as part of the High Injury Corridor Daylighting Project. 2020: Use HIC map to prioritize 2021-2023 Capital Budget projects. 	<ul style="list-style-type: none"> Implement street safety projects per Capital Budgets. Use HIC map to prioritize FY 2024-2025 Capital Budget projects. Plan daylighting for Tier 3 HIC corridors to complete the High Injury Corridor Daylighting Project. Use HIC maps, supplemented by community feedback, to prioritize other street safety activities.
4.2	Create traffic engineering project checklists to use during design, review, and/or implementation that include specific safety and equity considerations.		Create checklists for street resurfacing and corridor projects.
4.3	Use Federal Highway Administration (FHWA) crash reduction factors to decide on best engineering interventions at locations chosen for improvements. (Ongoing)	2020-2022: Used FHWA crash reduction factors to create concepts and designs for projects like Central, Clement, Clement/Tilden, Grand, and Lincoln/Marshall/Pacific.	Continue to use FHWA crash reduction factors.

#	SHORT-TERM VISION ZERO ACTION (2022-2023)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
4.4	Focus enforcement on dangerous moving violations, including speeding, reckless driving, failure to yield, and any other moving violations associated with severe crashes as identified through crash analysis. (Ongoing)	<ul style="list-style-type: none"> 2022: On July 19, all officers and many staff working that day received a Vision Zero training comprising an overview, crash data findings, and details about Police-related actions & prioritization in the Vision Zero Action Plan. 2022: PD instituted periodic traffic enforcement focuses led by patrol teams or the traffic division, and including public communications about that traffic safety focus area. Ongoing: Participated in the Alameda County High Impact Traffic Team days in Alameda to enforce primary collision violations. Hosted 3 days in Alameda in 2022. 	<ul style="list-style-type: none"> Continue focusing enforcement on moving violations associated with fatal and injury crashes. Continue to participate in the Alameda County High Impact Traffic Team.
4.5	Conduct targeted enforcement actions along high injury corridors, in school zones, and near areas with concentrations of restaurant and bar establishments. (Ongoing)	<ul style="list-style-type: none"> 2022: 73% of all traffic stops were on HICs. 2022: All officers received a copy of the HIC map for traffic enforcement prioritization. 2022: January traffic enforcement focus was intoxicated driving. Ongoing: Conducted roaming morning and afternoon patrols at the schools enforce traffic violations, especially for those not yielding to pedestrians in crosswalks and distracted drivers. 	<ul style="list-style-type: none"> Continue focusing enforcement on HICs. Continue roaming morning and afternoon patrols at the schools, rotating throughout the city. Focus on DUI enforcement with designated DUI patrol officers and DUI Checkpoints.
4.6	Conduct citywide intersection study to determine suitability for roundabouts to increase safety by slowing vehicles, eliminating broadside crashes, and decreasing conflicts.	<ul style="list-style-type: none"> 2022: Presented the final citywide roundabout screening analysis, which identified top locations for potential roundabouts, to the Transportation Commission. 2022: Based on screening results, submitted a roundabout grant application to the Alameda CTC for three intersections, totaling \$13.5 million. 2022: Transportation Commission recommended City Council approval of a roundabout concept for Mecartney Road/Island Drive. 2021: General Plan update approved with policies related to roundabouts. 	<ul style="list-style-type: none"> Utilize roundabout screening when planning intersection improvements. Begin construction on two roundabouts on Central Ave. Recommend roundabouts at key intersections in the Lincoln Avenue/Marshall Way/Pacific Avenue corridor.
4.7	Deploy speed-reader trailers and use other messaging devices to discourage speeding and increase traffic law compliance along high injury corridors and other arterials. Use speed-reader trailers or other tools to track motor vehicle travel speeds, including along high injury corridors. (Ongoing)	Ongoing: APD and Public Works speed-reader trailers were moved to locations for special events and areas with significant concerns.	The City will move traffic trailers to strategic locations for high injury corridors, special events, and areas with significant concerns.

#	SHORT-TERM VISION ZERO ACTION (2022-2023)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
4.8	Aid Alameda Unified School District and other schools in developing and implementing plans to organize and standardize drop-off/pick-up at all public and private schools.		Work with school district on next steps.
5.1	Provide an annual Vision Zero Status Report to the Transportation Commission, City Council, and the public. (Ongoing)	2022: Added Vision Zero Actions tracking table to Annual Report on Transportation published in January 2022.	Provide this 2022 Annual Vision Zero Report to the Transportation Commission, SHHRB, Commission on Persons with Disabilities, Planning Board, Rec and Park Commission, and City Council. Send to transportation mailing lists, post on webpage, and hold a public Traffic Safety Open House that includes report findings.
5.2	Update Police Department crash data database configuration to allow Public Works and Transportation Planning to run up-to-date crash reports.	2021-2022: Worked with Crossroads to develop and populate an iteration of Crossroads for Public Works and Transportation Planning staff. This is meant to include the automatic transfer of approved crash reports stripped of personally identifying data. However, this feature is still not functioning, requiring PD to continue providing crash data to transportation planning staff.	Work with Crossroads to fix problems with the automatic transfer of approved/redacted crash reports to the iteration of Crossroads for Public Works and Transportation Planning staff.



Crosswalk Upgrade: Robert Davey Jr at Puddingstone

MEDIUM-TERM ACTIONS (2024-2026)

The City aims to complete these actions between 2024 and 2026 (actions that are ongoing should launch during that time and then continue). Actions left blank are planned for later years.

#	MEDIUM-TERM VISION ZERO ACTION (2024-2026)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
3.7	Incorporate roadway safety education activities into city-sponsored events, as appropriate. (Ongoing)	2022: Included street safety materials when tabling at eight events, like Pride in the Park, the AUSD Picnic for African American and Multi-Ethnic families, and the Annual Bike Festival.	Table at city-sponsored events, as appropriate.
3.9	Hold an annual Traffic Safety Open House that includes presentations from City staff and time for public comment and discussion. Consider aligning this with the annual Vision Zero Status Report. Optionally, hold an additional two to three virtual town halls to update public on traffic safety activities. (Ongoing)	2022: The transportation team organized 14 public events to get feedback on specific projects and plans, with a major focus on the draft Active Transportation Plan. Staff opted to wait until early 2023 for a Traffic Safety Open House. 2021: Mayor held a virtual Town Hall on traffic safety.	Hold a Traffic Safety Open House in early 2023, including a presentation of 2022 Annual Vision Zero Report findings.
3.11	Provide a comprehensive bicycle safety education program to all public and private schools, targeted to 5th graders. (Ongoing)	2021-2022: Offered in-school bicycle safety education to all 5th grade classes, via contract with non-profit.	Continue to offer and promote program.
4.9	Utilize the high injury corridors analysis in project selection for the City's transportation infrastructure maintenance, project development, and implementation.	2020: Used HIC map to prioritize FY 2021-2023 Capital Budget projects.	Use HIC map to prioritize FY 2024-2025 Capital Budget projects.
4.10	Conduct a best practice scan for guidance on infrastructure rapid response programs that respond to fatal and severe injury crash locations with infrastructure recommendations, and create a program reflecting best practices.	2022: Employed a Goldman School of Public Policy (UC Berkeley) graduate student to conduct this analysis as a master's thesis project. In December, the Transportation Commission discussed the final report, which includes best practice scan and program recommendations.	2023: Include rapid response program in the Street Safety Capital Improvement Plan category, and plan implementation.
4.11	Through the City Council legislative agenda, support state legislation to allow the use of automated enforcement cameras for speed violations.	Included in legislative agenda and supported AB 550, which did not progress.	Include in legislative agenda.
4.12	Conduct studies at signalized intersections along high injury corridors to assess whether signalization strategies such as protected phasing and leading pedestrian/bicycle intervals could be accommodated.	<ul style="list-style-type: none"> · 2022: Designed intersection signal upgrades for all five intersections along Ralph Appezato Memorial Parkway from Main to Constitution (Cross Alameda Trail) · 2022: Per policy, updated and deployed signal timing within a quarter mile of Community Commercial land use and within 600 feet of parks to have a pedestrian WALK signal granted at every cycle 7:00 - 7:00 pm. Also updated and deployed signal timing within 600 feet of schools to have a pedestrian WALK signal granted at every cycle at start/stop times of school. · 2021: Adopted the Signalized Intersection Equity Policy 	<ul style="list-style-type: none"> · Complete design and construction for the safety improvements at Santa Clara/Grand, Otis/Willow, Otis/Park, and Fernside/San Jose for the Traffic Signal and Pedestrian Safety Improvements project. · Complete construction along the CAT between Main St and Constitution Way for the signalized intersections to include bike phases and bike signals.

#	MEDIUM-TERM VISION ZERO ACTION (2024-2026)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
4.13	Create a program to improve bicycle and pedestrian crossings of arterials and include guidance and thresholds for crossing improvements at unsignalized and signalized crossings.	Adopted the Active Transportation Plan	Develop Neighborhood Greenway design guidance, which will include guidance for crossing improvements at all types of crossings.
1.6	Review and consider adding select visible disability statuses to the crash data form. Review Alameda Police Department's current crash data form and study any existing best practices for this. If feasible and prudent, add this field to the crash data form.		
1.6	With every five-year Action Plan update, use focus groups to develop a nuanced understanding of Alamedans' roadway safety trends and determine whether trends or safety concerns vary across groups, particularly disadvantaged communities and vulnerable road users. If budget is available, consider using polling as well. (Ongoing)		
1.7	Revive the citation diversion program for traffic safety violations for bicyclists and consider extending it to pedestrians.		
2.10	Integrate Vision Zero traffic safety awareness and education into process of contracting with vendors who provide city services and drive on Alameda's streets regularly, e.g., maintenance, etc. (Ongoing)		
2.11	Establish a policy calling for safety features on new City vehicles, as well as phased retrofits to existing vehicles, as feasible. This could include pedestrian/obstacle detection and speed tracking in vehicles of all sizes, as well as large vehicle designs or features that reduce risk of death in collisions with pedestrians and bicyclists.		
2.12	Develop a network of City staff who pledge to support Vision Zero through the dissemination of safety and educational information to their colleagues. (Ongoing)		
3.10	Provide a comprehensive pedestrian safety program to all public and private schools, targeted to appropriate grade level. (Ongoing)		
3.8	Develop campaign materials regarding impaired driving for distribution at Alameda's bars and its wineries, distilleries, and breweries that offer tastings. Work with businesses and business districts to develop.		
4.14	Implement School Zone program with 15 or 20 mph speed limits on as many streets as possible per the provisions of CVC 22358.4.		

LONG-TERM ACTIONS (2027-2032)

The City aims to complete these actions between 2027 and 2032 (actions that are ongoing should launch during that time and then continue).

#	LONG-TERM VISION ZERO ACTION (2027-2032)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
4.15	Conduct school safety assessments (SSAs) at all public and private schools; develop implementation plans for improvements up to one-quarter mile from the schools. Implement the plans focusing first on the improvements within 600 feet of the schools. (Ongoing)	SSAs have been completed at 8 schools. The City allocated its own funding, along with grant funds, to implement these 8 SSAs, conducted site assessments and improvement evaluations with design consultant.	Finalize plans and begin construction at 8 schools. Conduct SSAs at additional schools.
4.17	Through the City Council legislative agenda, support state legislation to develop a new approach to setting speed limits, including that which would provide more control for local jurisdictions and allow for greater flexibility of speed limit setting in urban areas.	2021: AB 42 became law.	
2.13	Update the Vision Zero Action Plan every five years. Revise actions to reflect current collision trends, integrate technological advancements and changes in best practices as needed. (Ongoing)		
3.12	Partner with local organizations to create a neighborhood safety ambassador program, traffic safety education kit, and other tools that community groups, schools, business groups, and others can use to promote road safety awareness and Vision Zero. (Ongoing)		
4.16	Prioritize high injury corridors and other arterials for lighting improvements, such as added lighting at signalized and unsignalized crossings, in addition to along roadway corridors. (Ongoing)		
5.7	With every five-year Action Plan update, generate new High Injury Corridor maps and conduct a major crash data analysis per behaviors, movement types, violations, alcohol-involved crashes, age, mode, and more.		

