



**SANTA CRUZ COUNTY**  
Civil Grand Jury

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## **Walking in the County of Santa Cruz is Not for the Faint of Heart**

### **Can Vision Zero Help?**

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#### **Summary**

Pedestrian fatalities and serious injuries are a persistent public safety issue in the County of Santa Cruz. While the County and its cities have adopted modern transportation policies and safety frameworks, pedestrian safety outcomes remain poor relative to other California counties.

The 2025-2026 Santa Cruz Civil Grand Jury finds that pedestrian safety deficiencies stem from lack of a comprehensive multi-disciplinary strategy to improve pedestrian safety. Implementing a [Vision Zero Strategy](#)<sup>i</sup> would benefit the Santa Cruz Community. [Vision Zero](#)<sup>ii</sup> is an approach being adopted across the world. It is a commitment to reducing traffic fatalities and severe injuries to zero. The County of Santa Cruz, the City of Santa Cruz, and the City of Watsonville have committed to pursuing Vision Zero but have yet to adopt Vision Zero action plans. Implementing approved Vision Zero action plans will incentivize these communities to develop metrics and timelines to achieve the goal of zero pedestrians killed or seriously injured. It will also provide access to additional funding from the [Department of Transportation](#)<sup>iii</sup>. The Santa Cruz Civil Grand Jury recommends that the County Board of Supervisors and the City Councils of Santa Cruz and Watsonville instruct the Community Traffic Safety Coalition to ensure current Vision Zero Action Plans are in place, including metrics with timelines to measure progress and achieve accountability against Vision Zero-defined goals.

## Background

***The U.S. is dangerous for pedestrians, and the County of Santa Cruz is no different.***

People walk! They walk to run errands, travel from point A to point B, commute to work and for pleasure and exercise. Walking is beneficial to both individuals and communities. It promotes physical health and community cohesion, while reducing local vehicle traffic and pollution.<sup>iv v</sup> Many residents depend on walking for daily transportation. Despite this reliance, pedestrians remain among the most vulnerable road users, accounting for almost one-third of traffic deaths and serious injuries nationwide.

Nationwide, speed, location and alcohol are major risk factors for pedestrian accidents. Sixty percent of pedestrian deaths occur on high-capacity urban roads with speed limits between 45-55mph. Many of these roads suffer from a design conflict between providing pedestrian access to destinations such as stores and restaurants and allowing high travel speeds that often prioritize vehicle movement.

Alcohol is also a major risk factor. For pedestrian traffic deaths nationally in 2022, about one of six (18%) drivers and one of three (30%) pedestrians were legally intoxicated.<sup>vi</sup>

Closer to home, Santa Cruz County is among the worst 20% of California counties for pedestrians killed and seriously injured (KSI) in traffic collisions. Although absolute KSI numbers show a downward trend, Santa Cruz County's ranking compared to other California counties is consistently poor.

### **County of Santa Cruz and Cities of Santa Cruz and Watsonville Rankings for Pedestrians Killed or Seriously Injured (KSI)**

As shown in Table 1, the County of Santa Cruz is among the highest 20% of the 58 California Counties for pedestrians killed or seriously injured, based on [Office of Traffic Safety \(OTS\) rankings](#).<sup>vii</sup>

**Table 1- County of Santa Cruz Rank for Pedestrians Killed or Seriously Injured**

Year	2017	2018	2019	2020	2021	2022	2023
Rank	17	12*	31	11*	5*	5*	11*
# KSI	111	125	92	84	92	94	80

Table 1 shows the pedestrian safety ranking of the County of Santa Cruz from 2017 to 2023 compared to all 58 California Counties, based on [OTS rankings](#). In five of the seven years reported, Santa Cruz is among the top 20% of California Counties for

pedestrians killed or seriously injured. Ranks for years in the top 20% are marked with an asterisk. The table also shows the absolute number of pedestrian KSI in each referenced year.

As shown in Tables 2 and 3, Watsonville and the City of Santa Cruz account for a significant number of pedestrian KSI and are correspondingly high in KSI ranking compared to other California cities of comparable size.

**Table 2- City of Watsonville Rank for Pedestrians Killed or Seriously Injured**

Year	2017	2018	2019	2020	2021	2022	2023
Rank	15	5*	1*	6*	2*	3*	4*
# KSI	24	30	39	23	25	31	27

Table 2 shows the pedestrian safety ranking of the City of Watsonville from 2017 to 2023 compared to 103 California cities of comparable size, based on [OTS rankings](#). In six of the seven years reported, Watsonville is among the top 10 California cities for pedestrians killed or seriously injured. Ranks for years in the top ten are marked with an asterisk. The table also shows the absolute number of pedestrian KSI in each referenced year.

**Table 3- City of Santa Cruz Rank for Pedestrians Killed or Seriously Injured**

Year	2017	2018	2019	2020	2021	2022	2023
Rank	2*	2*	43	12	16	7*	29
# KSI	52	48	18	21	24	34	21

Table 3 shows the pedestrian safety ranking of the City of Santa Cruz from 2017 to 2023 compared to 103 California cities of comparable size, based on [OTS rankings](#). In three of the seven years reported, Santa Cruz is among the top 10 California cities for pedestrians killed or seriously injured. Ranks for years in the top ten are marked with an asterisk. The table also shows the absolute number of pedestrian KSI in each referenced year.

***The Vision Zero Approach to eliminating traffic-related deaths and injuries.***

The County of Santa Cruz (County) and the cities of Santa Cruz and Watsonville have committed to a [Vision Zero strategy](#) under the auspices of the Community Traffic Safety Coalition (CTSC). However, none of the jurisdictions have developed Vision Zero action plans. Vision Zero is a comprehensive strategy for communities to eliminate traffic fatalities and severe injuries. It originated in Sweden and is gaining popularity across Europe and the US. The [Vision Zero approach](#) offers a new way of improving traffic and pedestrian safety.

Vision Zero is different from traditional approaches in that it recognizes that people

make mistakes. These inevitable human mistakes should not lead to severe injuries or fatalities. Vision Zero recognizes that a multidisciplinary approach is required to achieve the goal of zero traffic fatalities and serious injuries. It requires participating communities to develop an action plan with specific metrics and timelines to achieve the goal of zero traffic fatalities and serious injuries.

The CTSC Vision Zero Work Plan specifies these primary objectives:

- Safer Roads - Design roadway environments to mitigate human mistakes and reduce the chances of severe injury and death and facilitate safe travel for the most vulnerable road users: pedestrians and bicyclists.
- Safer Speeds - Promote safer speeds on all roadways through a combination of roadway design, speed-limit setting, education and enforcement.
- Safer People - Encourage safe, responsible behavior by road users and create conditions that prioritize their ability to reach their destination unharmed.
- Safer Vehicles - Expand the availability of vehicle systems and features that help prevent crashes and minimize their impact on both vehicle occupants and non-occupants.
- Post-Crash Care - Enhance the survivability of crashes through expedient access to emergency and medical care. Generate greater awareness of crashes and the impact they have on communities.

Local communities will be eligible to apply for funding from the [Department of Transportation](#) once Vision Zero Plans are in place. These grants can provide additional resources to achieve traffic safety goals.

## Scope

The Santa Cruz County Civil Grand Jury (Jury) investigation included the cities of Watsonville, and Santa Cruz, as well as unincorporated Santa Cruz County. Each of these jurisdictions has both a significant number of pedestrians killed or seriously injured (KSI) and has stated the goal of pursuing the Vision Zero strategy. Scotts Valley has agreed to pursue Vision Zero but already has very few traffic-related pedestrian KSI. For example, Scotts Valley was ranked 77<sup>th</sup> out of 103 comparable cities for pedestrian KSI in 2023. For the five-year period from 2019 through 2023 Scotts Valley had a total of five pedestrians killed or seriously injured. The city of Capitola has not yet decided to pursue a Vision Zero Strategy;

The Jury decided not to include the cities of Scotts Valley and Capitola in its report.

The Jury focused on understanding the current status and recommending improvements for three Vision Zero Objectives as they relate to pedestrian safety: Safer Roads, Safer Speeds and Safer People.

## Methodology

The Jury researched information using online materials. It also conducted interviews with appropriate city and county community members to understand:

- How local traffic infrastructure is envisioned, designed, prioritized, funded, implemented and maintained
- How law enforcement approaches pedestrian safety
- What are the existing educational efforts for pedestrian safety

## Investigation

### Safer Roads

#### ***New Infrastructure Successes and Snags***

Public works officials in all jurisdictions within the County juggle sometimes overwhelming needs with limited funding. Historically severe 2017 and 2023 winter storms each caused over \$100M of damage to roads in the overall County. The 2020 CZU fire also caused major road damage in Scotts Valley and unincorporated areas of the County. Road repairs are funded primarily from gasoline taxes, which have been decreasing with the adoption of electric vehicles and the increased fuel efficiency of gas-powered vehicles. In spite of having over 600 miles of roads to maintain overall, the County is “poor” in terms of gas tax revenue received from the state as our population is relatively small compared to other counties.

Despite these challenges, many recent pedestrian-friendly improvements have been completed and others are in progress. These improvements were funded primarily by grants from Measures D and SB1, funding measures approved in 2016 and 2017, respectively. Examples of recent improvements include: The Whale Bridge over Highway 1, pedestrian/bicycle friendly upgrades to Bay Avenue in the City of Santa Cruz, Green Valley Road in Watsonville and Soquel Drive in the unincorporated County. The Rail Trail in the City of Santa Cruz provides a pedestrian-friendly alternative to some of the most dangerous roads for pedestrians. These benefits will increase as additional segments of the Rail Trail are constructed and further improvements are made along Bay Ave from High Street to West Cliff.

Most of these improvements help separate pedestrians and bicyclists from vehicular traffic to reduce the chance of collisions. Many also contribute to reducing vehicle speeds with the goal of reducing serious injuries when collisions do occur.

The nature of grant funding creates peculiar issues for pedestrian safety infrastructure. Many grants require multi-modal improvements, including upgrades for vehicles, pedestrians, and bicycles. This provides opportunities to successfully deliver individual pedestrian improvements such as overcrossings, trail segments, or roadway modifications as part of a larger infrastructure package, but adjacent access routes or “last-mile” connections often leave “safety gaps”. These gaps can force pedestrians back into unsafe conditions immediately before or after safe pathways and lanes. The Highway 1 Whale Bridge is one such example. The Whale Bridge was funded via grants as part of the Highway 1 widening project and specifically designed for pedestrians, bicyclists, and emergency vehicles. Figure 1 shows that the bridge itself and the south side approach are pedestrian-friendly. However, upon exiting the north side of the bridge, pedestrians and cyclists encounter myriad busy driveways with cars entering and exiting various businesses and no sidewalks. Funding to fix this safety gap depends on working with local property owners to pay development fees or add sidewalks as part of future property development.



*Figure 1- Overhead view of Highway 1 Whale Bridge. The 😊 emojis show the pedestrian-friendly path to and across the bridge. The ☠️ emoji at center left shows where the path becomes dangerous due to multiple busy driveways and no sidewalks. This “safety gap” is a relic of the funding process.*

## ***How can Vision Zero help improve new infrastructure?***

Local public works departments currently adopt several Vision Zero tools. For example, Vision Zero requires infrastructure improvement decisions to be prioritized based on traffic accident data. It also requires community input to determine improvement priorities. Although not yet Vision Zero certified, several local Public Works Departments already employ these recommended practices to improve pedestrian-friendly infrastructure. Officials work hard to find creative ways to keep pedestrians safe. Watsonville, for example, is taking advantage of the existing path network joining their many sloughs to create pedestrian and bicycle-friendly paths.

What current infrastructure planning processes lack are metrics and timelines for reducing pedestrian KSI to zero. Becoming Vision Zero communities will require these metrics to ensure transparency and accountability. It will also make these communities eligible for additional grants to help fund infrastructure improvements via the [Department of Transportation \(DOT\) Safe Streets and Roads for All \(SS4A\) Grant Program](#).<sup>viii</sup>

## ***Sidewalk Maintenance***

Sidewalks are a critical component of infrastructure for pedestrian safety. Where sidewalks do exist, issues such as cracked pavement, root uplift, and vegetation encroachment can create serious hazards. Under California law, responsibility for sidewalk maintenance rests with adjacent property owners.

Local jurisdictions lack active enforcement of sidewalk hazard violations. They rely on complaints from the public. Complaint forms are available online via the [Santa Cruz County Regional Transportation Commission \(SCCRTC\)](#),<sup>ix</sup> [City of Santa Cruz City \(CRSP\)](#)<sup>x</sup> and [Watsonville Government](#)<sup>xi</sup> websites. Although easy to find via web search, residents may not be aware of the complaint process. Increasing public awareness of the reporting process is recommended.

Once a complaint is received and verified, property owners are notified and given a timeframe to fix the violation. Sidewalk repair costs can be substantial. Trimming overgrown foliage is relatively inexpensive, but larger projects such as tree removal and sidewalk replacement can cost tens of thousands of dollars. The high cost of repairs may make neighbors reluctant to report sidewalk hazards so as not to impoverish their neighbor.

The Jury recommends that local jurisdictions find ways to help reduce the financial burden for homeowners. Some jurisdictions already waive permit fees, but more is needed. Watsonville, for example, offers a loan program to homeowners along with a list of approved contractors to perform sidewalk repairs.

***Figures 2 and 3- Examples of Sidewalk Hazards***



*Figure 2- This sidewalk on John Street in the City of Santa Cruz is cracked and uplifted, causing a tripping hazard*



*Figure 3- This sidewalk on Fair Ave. in the City of Santa Cruz is blocked by overgrown foliage and a telephone pole*

***Infrastructure Paint Maintenance***

Crosswalks, “no parking” zones and other pedestrian safety-related infrastructure are often painted on roadways or curbs. Paint must be visible to be effective, but this is often not the case. Many paint markings are faded and difficult to see. Paint maintenance is funded from the constrained gas tax-based repair fund. Residents may report faded paint markings via the same [complaint process](#) used for sidewalk hazards. As with sidewalk maintenance, the Jury recommends that more proactive efforts should be employed to improve awareness and ease of reporting.

**Figures 4 and 5-Good and Bad Examples of Safety Paint Maintenance**



*Figure 4- Visible Crosswalk at the intersection of Scotts Valley Drive and Mt Hermon Road in Scotts Valley*



*Figure 5-Faded Crosswalk on Woodrow St in the City of Santa Cruz*

**Safer Speeds**

**Safe Systems Infrastructure Approach to Encouraging Safe Vehicle Speeds**

High vehicle speed is a major contributor to the overall KSI rate. High speeds reduce the amount of time drivers and pedestrians have to see each other and react to avoid a collision. Pedestrians are particularly vulnerable to high-speed collisions. A pedestrian is much more likely to be killed or seriously injured if hit by a vehicle traveling at high speed.

Vision Zero adopts the [Department of Transportation \(DOT\) Safe Systems Approach](#) to reducing vehicle speeds. Many drivers adjust their speed to what “feels” safe as opposed to the posted speed limit. A major component of the Safe Systems approach is to naturally slow drivers to the speed limit by making them perceive that higher speeds are unsafe, e.g., by narrowing roadways or adding speed bumps.

Local officials already adopt many Safe Systems approaches when designing road improvements. As shown in Figure 6, the Bay Ave upgrade in the City of Santa Cruz is a good example. The road has been narrowed and separate bicycle and pedestrian areas have been marked off. Once Vision Zero Action Plans are adopted, DOT Safe Systems funding becomes available to make additional improvements.

**Figure 6- City of Santa Cruz Bay Ave Road Improvements**



Figure 6- Photo of Bay Ave improvements in the City of Santa Cruz. The road has been narrowed to encourage slower vehicle speeds. Bicycles and pedestrians are separated from vehicles.

## ***Enforcing Safe Speeds***

Perhaps surprisingly, the CTSC vision does not emphasize enforcement of traffic laws regarding speeding, or speed-related violations (running stop signs, failure to yield), except by advocating installation of speed cameras at intersections near school zones and high accident intersections. Two factors inform this approach: limited enforcement resources and community equity concerns.

## ***Limited Enforcement Resources***

Watsonville has only one officer dedicated to traffic enforcement. The City of Santa Cruz has no dedicated traffic enforcement officers; enforcement efforts must be shared among all law enforcement efforts to control criminal activity, including Driving Under the Influence (DUI). Given these limited resources, the cities of Watsonville and Santa Cruz focus their traffic efforts on DUI enforcement.

To supplement speed-related enforcement efforts, local jurisdictions do employ electronic radar signs displaying driver speeds in areas where speeding is common. This makes drivers aware of their speed and encourages them to slow down.

## ***Community Equity Concerns for Traffic Law Enforcement***

The Vision Zero strategy includes a focus on community equity so that all communities within a jurisdiction benefit equally from community policies. Traffic law enforcement, for example, frequently falls heaviest on low-income violators. Traffic fines are set by the state of California and are not adjusted for income. A \$250 speeding ticket can be inconsequential for a wealthy speeder but devastating for a low-income person with the same offense. Given the current state fine structure, slowing vehicles via non-punitive measures improves community equity.

## ***Speed Cameras***

In spite of the CTSC advocacy for speed cameras, it should be noted that using cameras to enforce speed limits is currently illegal for most of California. However, recently passed Assembly Bill AB645 authorizes select cities to begin issuing speeding tickets via mail based on automated speed cameras. San Francisco, Oakland, Long Beach, Los Angeles and Glendale are the pilot cities for this effort. The pilot extends through 2032. Cameras are limited to problem areas in local communities only, not freeways. The law mandates a public information blitz at least 30 days before any camera is switched on. In addition to improving traffic speed enforcement, this law hopes to reduce inequities associated with traditional traffic stops.

## ***Balancing Enforcement Priorities***

Based on the 2023 [OTS rankings](#), the number of speed-related traffic accidents (19) in the County of Santa Cruz is almost the same as the number of alcohol-impaired accidents (17). The Jury recommends local jurisdictions look more closely at the data breakdown for DUI versus speed-related accidents and adjust enforcement efforts accordingly. For example, the California State Highway Patrol (CHP) implements targeted speed enforcement on Highway 17 for limited durations. This could be considered for the County as well.

## **Safer People**

### ***Awareness and Prevention Efforts***

Drivers, bicyclists and pedestrians must all behave responsibly to ensure traffic safety. Good practices for pedestrians include staying alert while walking, avoiding cell phone use, using sidewalks, walking facing traffic if there are no sidewalks, crossing streets at marked crosswalks, and making eye contact with drivers. At night, good practice for pedestrians includes wearing light-colored or reflective clothing and carrying a flashlight. Avoiding walking while intoxicated is especially important, since 30% of pedestrians killed in traffic accidents are intoxicated.

The CTSC, via the County Health Services Agency (HSA) supports public awareness and education efforts for traffic safety. Their [website](#)<sup>xii</sup> covers many of the traffic safety efforts discussed in this report but very little on how pedestrians can change their own behavior to reduce their chance of traffic injuries. Much of the website focuses on bicycle safety. Teaching bicycle riders how to safely operate their bicycles and e-bikes benefits pedestrians by reducing bicycle-pedestrian collisions, but more effort is needed to educate pedestrians on how to change their own behavior to walk safely.

## **Conclusion**

The County of Santa Cruz remains among the top 20% of California Counties for pedestrians killed or seriously injured in traffic accidents. To reduce or eliminate pedestrian traffic deaths, the 2025-2026 Civil Grand Jury respectfully submits the following findings and recommendations.

## **Findings and Recommendations**

### **Findings for the County of Santa Cruz Board of Supervisors**

F1 The County of Santa Cruz County has not implemented Vision Zero plans, possibly resulting in more pedestrian deaths and serious injuries than would have otherwise occurred.

F2 Public awareness of reporting procedures for sidewalk hazards and faded paint issues is lacking, resulting in dangerous conditions for pedestrians.

F3 The County of Santa Cruz does not take an active role in identifying sidewalk hazards and faded safety paint, resulting in dangerous sidewalks and crosswalks.

F4 Because sidewalk repairs can be expensive, repairs may be delayed or hazards go unreported, resulting in dangerous sidewalks for pedestrians.

F5 Many pedestrians are unaware of how to walk safely, resulting in higher rates of pedestrians killed and seriously injured.

### **Recommendations for the County of Santa Cruz Board of Supervisors**

R1 The Grand Jury recommends that the County of Santa Cruz Board of Supervisors direct their Public Works Department to work with the Santa Cruz County Health Services Agency to develop and publish multi-disciplinary Vision Zero Action plans no later than June 1, 2027.

R2 The Grand Jury recommends that the Santa Cruz County Board of Supervisors direct the County Health Services Agency to provide more outreach to educate the public on how to report sidewalk hazards and faded paint by March 1, 2027.

R3 The Grand Jury recommends that the Santa Cruz County Board of Supervisors direct their County Public Works Department to develop a policy to actively identify sidewalk hazards and markings with faded paint and initiate the repair process by June 1, 2027.

R4 The Grand Jury recommends that the Santa Cruz County Board of Supervisors direct their Public Works Department to create and publish a policy to financially assist homeowners with sidewalk repairs by June 1, 2027.

R5 The Grand Jury recommends that the Santa Cruz County Board of Supervisors direct the County Health Services Agency to provide more public outreach to educate pedestrians on how to walk safely, including the hazards of walking while intoxicated, by March 1, 2027.

## Required Responses

<i>Respondent</i>	<i>Findings</i>	<i>Recommendations</i>	<i>Respond Within/ Respond By</i>
Board Of Supervisors	F1, F2, F3, F4, F5	R1, R2, R3, R4. R5	90 Days

## Findings for the Watsonville City Council

F6 The City of Watsonville has not implemented Vision Zero plans, possibly resulting in more pedestrian deaths and serious injuries than would have otherwise occurred.

F7 Public awareness of reporting procedures for sidewalk hazards and faded paint issues is lacking, resulting in dangerous conditions for pedestrians.

F8 The City of Watsonville does not take an active role in identifying sidewalk hazards and faded safety paint, resulting in dangerous sidewalks and crosswalks.

F9 Law enforcement has prioritized enforcement of Driving Under the Influence laws over speeding violations, resulting in an imbalance that may lead to more pedestrian injuries and deaths.

## Recommendations for the Watsonville City Council

R6 The Grand Jury recommends that the Watsonville City Council direct their Public Works and Police Departments to work with the County Health Services Agency to develop and publish multi-disciplinary Vision Zero Action plans no later than June 1, 2027.

R7 The Grand Jury recommends that the Watsonville City Council direct their Public Works Department to provide more outreach to educate the public on how to report sidewalk hazards and faded paint by March 1, 2027.

R8 The Grand Jury recommends the Watsonville City Council direct their Public Works Department to enact a policy to annually review and identify sidewalk hazards and markings with faded paint and initiate the repair process by June 1, 2027.

R9 The Grand Jury recommends the Watsonville City Council direct the Chief of Police to annually review Office of Traffic Safety pedestrian Killed and Seriously Injured data to ensure enforcement priorities are balanced based on the Vision Zero Plan. The annual review should be published and updated each year beginning June 1, 2027.

## Required Responses

<i><b>Respondent</b></i>	<i><b>Findings</b></i>	<i><b>Recommendations</b></i>	<i><b>Respond Within/ Respond By</b></i>
Watsonville City Council	F6, F7, F8, F9	R6, R7, R8, R9	90 Days

**Findings for the Santa Cruz City Council**

- F10 The City of Santa Cruz has not implemented Vision Zero plans, possibly resulting in more pedestrian deaths and serious injuries than would have otherwise occurred.
- F11 Public awareness of reporting procedures for sidewalk hazards and faded paint issues is lacking, resulting in dangerous conditions for pedestrians.
- F12 The City of Santa Cruz does not take an active role in identifying sidewalk hazards and faded safety paint, resulting in dangerous sidewalks and crosswalks.
- F13 Because sidewalk repairs can be expensive, repairs may be delayed or hazards go unreported, resulting in dangerous sidewalks for pedestrians.
- F14 Law enforcement has prioritized enforcement of Driving Under the Influence laws over speeding violations, resulting in an imbalance that may lead to more pedestrian injuries and deaths.

**Recommendations for the Santa Cruz City Council**

- R10 The Grand Jury recommends that the Santa Cruz City Council direct their Public Works and Police Departments to work with the Santa Cruz County Health Services Agency to develop and publish multi-disciplinary Vision Zero Action plans no later than June 1, 2027.
- R11 The Grand Jury recommends that the Santa Cruz City Council direct their Public Works Dept. to provide more outreach to educate the public on how to report sidewalk hazards and faded paint by March 1, 2027.
- R12 The Grand Jury recommends the Santa Cruz City Council direct their Public Works Department to develop a policy to actively identify sidewalk hazards and faded paint and initiate the repair process by June 1, 2027.
- R13 The Grand Jury recommends the Santa Cruz City Council direct their Public Works Department to create and publish a policy to financially assist homeowners with sidewalk repairs by June 1, 2027.
- R14 The Grand Jury recommends the Santa Cruz City Council direct the Chief of Police to annually review Office of Traffic Safety pedestrian Killed and Seriously Injured data to ensure enforcement priorities are balanced based on the Vision Zero Plan. The annual review should be published and updated each year beginning June 1, 2027.

## Required Responses

<i>Respondent</i>	<i>Findings</i>	<i>Recommendations</i>	<i>Respond Within/ Respond By</i>
Santa Cruz City Council	F10, F11, F12, F13, F14	R10, R11, R12, R13, R14	90 Days

## End notes

- i. [CTSC Vision Zero Work Plan](#), Fiscal Year 2024-2026
- ii. [Vision Zero Network](#), June, 2026
- iii. [United States Department of Transportation Safe Streets and Roads for All Program](#), June 2026
- iv. Xuemei Zhu, Zhipeng Lu, Chia-Yuan Yu, Chanam Lee, George Mann, [Walkable Communities: Impacts on residents' physical and social health](#), July 2013
- v. Arup, [Cities Alive: Towards a Walking World](#), June, 2016
- vi. [CDC Website for Pedestrian Safety](#), October 29<sup>th</sup>, 2024
- vii. [California Office of Traffic Safety](#), June 2026
- viii. [United States Department of Transportation Safe Streets and Roads for all \(SS4A\) Grant program](#) June, 2026
- ix. [Santa Cruz County Regional Transportation Commission Hazard Reports](#), June, 2026
- x. [City of Santa Cruz Community Request for Service Portal \(CRSP\)](#), June, 2026
- xi. [City of Watsonville "See-Click-Fix" Website](#), June, 2026
- xii. [Santa Cruz County Health Services Agency Website](#), June, 2026