

San Joaquin One Voice® Project Request

San Joaquin Regional Transit District (RTD) Pedestrian Collision and Avoidance System (PCADS) Project

Project Summary:

According to the Institute for Highway Safety, transit vehicles with collision avoidance systems are involved in fewer accidents and injury-related car crashes. This safety technology is proven to reduce serious car accidents, injuries, and fatalities. Based on the data reviewed for the 55 buses:

- The total number of moving accidents pre-installation of the PCADS (Jan 01, 2018, to Jan 31, 2019) was 24.
- Of those 24 accidents it appears that the operator could be articulated as being at fault for 20 of the accidents.
- Data reviewed for the same 55 buses post-installation of the PCADS (Feb 01, 2019, to Feb 01, 2020) the total number of moving accidents was 18.
- Of those 18 accidents it appears that the operator could be articulated as being at fault for 10 of the accidents.
- With that data, there was an overall accident reduction of 25%, and an operator at fault accident reduction of 50%.

In 2019, accidents involving fixed objects, and near misses with pedestrians were significantly reduced as a result of installing PCADS on 55 of RTD's city buses. This has led to the need of expanding RTD's pedestrian safety efforts on an additional 75 vehicles and to provide related training to operators. The PCADS is designed to protect pedestrians from blind spot collisions by installing the detections system in the remaining 75 transit vehicles. An array of strategically placed cameras will provide continuous monitoring of blind spots with real-time visual, audible, and vibrational alerts whenever pedestrians or cyclists are in the danger zone; giving operators enough time to react, resulting in the prevention of many potential injuries or fatalities.

RTD is committed to creating a safe and responsible environment for transit operators, passengers, and the community. In addition, RTD continues to optimize current technology and adopt innovation to support the agency's safety needs.

For RTD to continue to provide reliable transportation services that's meets local, regional safety requirements the addition of PCADS on the remaining 75 transit buses will assist in meeting its safety goal which is part of its Core Values:

- Customer Service
- Safety
- Positive Work Environment
- Sustainability

RTD operates services primarily in and around the City of Stockton where most of the census tracts fall within the 75th percentile or higher, especially the central and southern areas of the city where nearly all census tracts are in the 75th percentile or higher.

The project is a good use of taxpayer funds since it will add additional safety measures required to protect bus drivers, passengers and citizens.

Community Impact:

Stockton is a low-income community with a high percentage of minorities. This project will serve approximately 309,000 residents:

- 42.2% Hispanic or Latino
- 11.1% Black
- 21.2% Asian
- .2% American Indian

Percent of population with income below 150% of poverty level:

- 36.0%

The areas surrounding the Stockton, CA Transit Center and areas served by RTD are considered a collection of environmental justice (EJ) neighborhoods due to a dense area of minority, immigrant, and low-income communities that are closely integrated with polluting ports, railroads, industries and some of the busiest goods-movement pathways in the nation. RTD has their domicile zero emission bus depots in EJ neighborhoods. Urban buses and trains are the workhorses of California's public transit systems. Disadvantaged communities make up the majority of RTD's service area as well as the broader region. The California Environmental Protection Agency's (CalEPA) Cal Enviro notes that 51% (71 of 139) of San Joaquin County's census tracts are defined as SB 535 Disadvantaged Communities.

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- **Project will purchase 75 PCADS on 75 buses**
- **Project Cost**
 - \$919,767
 - \$138,000 (Local Match)

