

SAN JOSÉ VISION ZERO TASK FORCE

Meeting Minutes

Thursday, February 29, 2024: 1:30 pm – 3:30 pm PST

Call to Order and Chairperson Report

The twelfth Vision Zero Task Force Meeting was called to order on February 29, 2024, 1:30 pm in-person at San José City Hall Wing Rooms and via Zoom.

Attendees

Chair — CM Pam Foley (CD 9)	Member (VTA) – Aston Greene
Vice Chair — CM Bien Doan (CD7)	Member (SCC Education) — Dr. Jessica Bonduris
Member (CSJ Transportation)—John Ristow	Member (SCC Emergency Medical) – Jackie Lowther
Member (CSJ City Manager’s Office) – Rob Lloyd	Member (SCC Medical Examiner) — Candace Garcia
Member (CSJ Fire) — James A Williams	Member (Silicon Valley Bike Coalition) — Diana Crumedy
Member (CSJ Police) — Lt. Nqui Scherry	Member (AARP) – Joe Glynn
Member (SCC Roads & Airports) – Harry Freitas	Member (SF Family for Safe Streets) – Gina LaBlanc
Member (SCC Public Health) – Michelle Wexler	

Call to Order and Chairperson Report

- Roll Call (Departments/Agencies present)
- Names of people who lost their lives to traffic fatalities since last Task Force meeting were read out by the Chair and Vice Chair and a moment of silence was observed in their memory.
- Meeting minutes for the Vision Zero Task Force of September 28, 2023 are posted.
- Chairperson’s brief note about the future of the Task Force.
- Chairperson recognized Lily Lim-Tsao (Assistant Director, Department of Transportation) for her 31 years of service to City of San José on her last day in office.

Reports / Updates

- **2023 Traffic Collision Data Trends (Jesse Mintz-Roth, DOT)**
 - 49 fatalities from 47 crashes. When compared to 5-year range it is on the lower end. 25% reduction from 2022 total.
 - 42 (86%) on major roadways with posted speed limits of 35 mph or higher
 - 32 (65%) in dark hours
 - 31 (63%) on Priority Safety Corridors
 - 4 (8%) on Monterey Rd and White Rd
 - 3 (6%) on Blossom Hill Rd, Jackson Av and Capitol Ex
 - 16 (33%) speeding as a contributing factor
 - 27 (55%) pedestrian, third highest number after 2022 (32) and 2019 (29)
 - 6 (12% of total/22% of peds) unhoused
 - 4 (8%) Bicyclist
 - 12 (24%) Motor Vehicle Occupants (lowest number in the last decade)
 - 6 (12%) Motorcyclist
 - Traffic injuries and KSI started on the high end of the five-year range and dropped to the lower end towards the last quarter of the year.
 - Noteworthy that unhoused traffic fatalities have dropped in the last two years when total pedestrian fatalities were high.
- **Vision Zero Action Plan Updates (Jesse Mintz-Roth, DOT)**

- Unhoused traffic fatalities study was published and is a pioneering study about the subject. Details about the study are found on the Vision Zero website and on a San José Spotlight news article.
- E-citation data sharing with SJPD to take place in near future
- Walk Safe San José demonstration pop-up (Feb 8 – 10, 2024) near schools, retail, etc. – an opportunity to educate residents and students about roadway designs that would improve safety
 - Oakland Rd & Fox Ln (near Orchard School) – D4
 - Yerba Buena Rd & McLaughlin Av – D7
 - Minnesota St & Three Creeks Trail – D6
 - Coleman Av & Taylor St – D6
- Implementing Quick Build (QB) projects – Pedestrian Safety Improvement near Edenvale Elementary School with CA Active Transportation Program (ATP) grant fund (2020)
- Won \$12.9M under USDOT Safe Streets for All (SS4A) Implementation grant for improvements at four intersections:
 - Curtner Ave near VTA light rail, 87 Freeway
 - Monterey Rd and Curtner Ave/Tully Road
 - Capitol Expressway and Senter Road
 - E. Santa Clara St and 11th St

- **New Item: 2025 Vision Zero Action Plan Creation**

- CM Foley's introduction
 - The Task Force (TF) was created to work on solutions to traffic violence in San Jose and provide feedback to Department of Transportation (DOT) for their work.
 - TF has met 11 times since then and done a lot of work to move the needle on traffic safety in the City.
 - Established strong relationships with city and county agencies and will continue to work together.
 - Citywide “Slow Down” campaign was launched, in collaboration with VTA.
 - Installed 19 miles of QB improvements along segments of Priority Safety Corridors.
 - Developed a data analytics tool to better analyze data to enhance data-driven decision making.
 - Expanded the number of miles on Priority Safety Corridors, where safety investment is prioritized.
 - Around 400 Changeable Message Sign (CMS) boards alerting drivers to slow down and watch out for pedestrians, collaborating with SJPD for enforcement.
 - Received about \$90 M grant and earmarked funds for roadway safety improvements since 2021, including the SS4A implementation grant.
 - Over 1,000 pedestrian safety projects, from signal timing to crosswalk enhancements.
 - Bringing Vision Zero to the attention of the Council.
 - Appreciate the efforts and input of all the members of the Task Force and the public attending them. Urge to reflect on these accomplishments when creating the new Action Plan 2025.
 - Refocus our work and transition to being more forward-looking and proactive. As Task Forces are temporary, we will culminate the knowledge and experience gained through the Task Force to produce a final plan.
 - Task Force work will be folded into the regular work of the city with greater attention to the issue of traffic safety from City Council through the Transportation and Environment (T&E) Committee.

- New action plan will be the guiding document for Vision Zero moving forward. The new 2025 Vision Zero Action Plan will be taken to Council for approval at the end of the year.
 - Vision Zero will provide updates of this plan at the T&E meetings where 5 council members take part.
 - Changing the focus of the Task Force does not eliminate or terminate the work of the Vision Zero program.
 - Vision Zero task will also provide regular updates of the future 2025 Vision Zero Action Plan to the Bicycle Pedestrian Advisory Committee (BPAC).
- **2025 Vision Zero Action Plan Creation (Jesse Mintz-Roth, DOT)**
 - Proposed timeline for the new 2025 Vision Zero Action Plan engagement:
 - 2/29/24: VZ Task Force: Announcement (today)
 - 05/06/24: City Council Transportation and Environment
 - Spring 2024: VZ Action Plan public outreach/engagement (gather public input)
 - 6/27/24: VZ Task Force: Review 2025 Action Plan Draft
 - 10/24/24: Present final version of the 2025 VZ Action Plan (last TF meeting)
 - Winter 2024: Submit for Council vote – with the intent to apply for the USDOT Safe Streets for All (SS4A) grant in early 2025
 - Would like to get input from the TF members and the public about the types of engagement.
 - Preliminary 2025 Action Plan Considerations:
 - Priority Action Areas / Update
 - 2023 Priority Safety Corridor Map Update– establishing the new PSC
 - Deliverables (e.g., number of miles of quick build per year)
 - Equity
 - Engagement
 - Accountability Formats and Frequency
 - Safe Systems Approach strategies
 - Implementation Strategies and Prioritization
 - USDOT Safe Streets for All (SS4A) grant self-certification compliant.
 - Speed Camera pilot (2023 AB645)
 - Members and public encouraged to provide ideas for this list, based on their feasibility, and for engagement.
- **Task Force comments:**
 - Gina LaBlanc –
 - The new action plan should be measurable.
 - Using AB 43 to actively reduce speed limits.
 - Setting up speed cameras (AB 645) aligning with SF timeline. Moving forward with this project sooner than later.
 - Daylighting Bill (AB 413) – Not allowing parking within 20’ of the intersection will help increase traffic safety.
 - Hoboken, New Jersey is focusing on daylighting, not just painting red curbs but using bike racks etc.
 - In San José, perhaps we can initiate this effort focusing on Priority Safety Corridors and near schools.
 - Joe Glynn –
 - KSI involving pedestrians and bicyclists is becoming alarming. There are unknowns about the increase of pedestrian fatalities, which should be investigated.

- Directing attention to older adults among fatalities, what can be done proactively with community engagements and outreach.
 - Daylighting is an obvious solution for pedestrian crash reduction. Another focus area for implementing Daylighting measures should be near parks.
 - Conducted successful community engagement in Branham Ln and Curtner Av areas, engaging community and neighborhood associations to identify the dangers faced by residents. This type of engagement should be incorporated into the action plan.
- Diana Crumedy –
 - How can we make sure the community advocates will continue to make their voice heard in this discussion?
 - Pam Foley –
 - BPAC and T&E are committees where public comments can be made. Council offices and city departments, particularly, DOT is open to receiving public comments at any point of time.
 - Considering the possibility of starting a similar chapter in San José to the San Francisco’s Safe Streets Program
 - John Ristow –
 - DOT has always been open to community feedback to carry a wide range of improvements, be it suggestions coming through council offices, community meetings, resident complaints, or council meetings.
 - Lily Lim-Tsao –
 - Flyer with DOT contacts for any kind of safety concerns or operational concerns is here and on website for the public to reach out.
 - Lam Cruz –
 - Under the Traffic Safety Division we have the Walk ‘n’ Roll Program that works with schools for education and outreach and Traffic Safety Program which conducts traffic calming projects for pedestrian safety enhancement. We welcome you to work closely with us when you have any concerns.
 - Pam Foley –
 - Full funding for QB projects, either through grants or city funds.
 - Start advocating for getting funding for Vision Zero as we go through the budget cycle.
 - Last year budget allocation for hiring a grant writer helped in generating substantial amount of grant money to make improvement.
 - Agree with implementing Speed cameras as early as possible.
 - Expanding the Traffic Enforcement Unit (TEU), as enforcement impacts behavior. Funding for more Police officers is important.
 - Lily Lim-Tsao –
 - Update on Speed Camera implementation; in 2 weeks issuing a RFI to the vendors
 - Lt. Scherry –
 - TEU has only 13 officers currently. The TEU has the budget to employ 30 officers, but we are lacking recruits. Enforcement is powerful. Moving forward with Vision Zero there should be a balance between Education, Engineering and Enforcement.
 - Increasing lighting on roadways and installing median fences has helped reduce traffic fatalities.

- CM Bien Doan -
 - Possibility of enforcement intermittently, as if helps behavioral change. Does PD continue to do this kind of enforcement.
- Lt. Scherry –
 - PD gets a lot of special requests each month, due to staff shortage all requests are not met but the officers try to carry out enforcement at different locations. With OTS grant funding they also do overtime assignments, focusing on primary collision factors, such as DUI etc.
- CM Pam Foley -
 - Considering lowering speed limits to 15 mph around schools
 - Legalizing Jaywalking sounds scary for the drivers, especially during dark hours
- Lt. Scherry –
 - Jaywalking is still illegal, but officers cannot cite you for crossing mid-block unless a pedestrian is impeding traffic, posing a danger to other roadway users and to themselves while crossing the street.
- Diana Crumedy –
 - Penalizing pedestrians for lack of infrastructure is unfair.
 - Community engagement to identify their desired paths and making infrastructure improvements in those areas is important.
- Candice Garcia –
 - What is the definition of Daylighting?
- Gina LaBlanc –
 - Increasing visibility of people who are stepping off the curb by pushing back the distance from the intersection where cars can park
- Jesse Mintz-Roth –
 - One car-length parking space from the intersection will be removed to enhance visibility of drivers to notice pedestrians/bicyclists waiting to cross the street.
 - Can we discuss more about the intended establishment of the safe streets program similar to that in San Francisco?
- Gina LaBlanc –
 - I am part of the San Francisco Bay Area Families for Safe Street program, which focuses on conditions in San Francisco.
 - If more advocates would express interest a San José chapter of this program can be established, and the focus can be on San José.
- Jackie Lowther –
 - Another cause for unsafe roadways is distracted driving and April is the Distracted Driving Awareness month.
 - Santa Clara County and EMS will begin a campaign around distracted driving and around mid-March. Would like Vision Zero to endorse this campaign. Happy to share content that is being developed.
 - Working on the data sharing efforts with Vision Zero program.
- CM Pam Foley –
 - Can include the content in newsletters and would continue our efforts to recognize Distracted Driving Awareness, as done last year.
- Jesse Mintz-Roth –
 - There are two awareness months, Distracted Driving Month in April and Pedestrian Safety Month in October: we do outreach for both.
 - We continue to work with EMS as well as some other departments in data sharing opportunities. That is something we can do more of.
- Pam Foley:
 - Please reach out with ideas regarding 2025 Vision Zero Action Plan

- **Open Forum (Public)**
 - Jordan Moldow –
 - o Conflicting feelings about the Task Force coming to an end.
 - o Feel the Task Force could have been more effective than it has been. Not sure whether closing the Task Force and going to T&E with a new action plan is better.
 - o There needs to be some reflection on what has not gone well, what are the barriers, red tape that prevents Vision Zero from implementing certain policies, what makes other cities like Fremont and Hoboken are doing more effectively to avoid bureaucratic challenges? Reflections on these is important before dissolving the Task Force.
 - o While education and enforcement are important, implementation of infrastructure improvement is key.
 - o Ensure bike lanes are cleaned and devoid of trash.
 - o Fire trucks should not block pedestrian crossings when they stop for a break
 - Rob Lloyd –
 - o T&E has the authority to incorporate actions into city department work. Moving to T&E gives the opportunity to formalize and strengthen the impact of the actions taken.
 - Jeff Boisier –
 - o Like the idea of reviewing other success stories around the country. Have an action items to research what other cities are doing successfully.
 - o Speed is killing, it is important to slow down people. To do that make improvements through infrastructure, with good design plans.
 - o Bike lanes need to be clear and cleaned, not be blocked. Blocked bike lanes force cyclists to get into the roadways posing a threat to safety.
 - Sayanan Sivaraman –
 - o Bike lanes are used as parking spaces after dark when there is no parking enforcement. This forces cyclists to get on the roadway making cycling unsafe. A bill was passed to allow parking enforcement vehicles to have cameras to generate tickets for illegally parked vehicles. San José should pursue this and enforce ticketing vehicles that illegally park in bike lanes.
 - Gail Osmer –
 - o Volunteered at the pop-up event at Coleman Av and Taylor St. Closing of Right turn slip-lane was effective. Vehicles slowed down to make right turns. No drivers complained about the set up. A bicyclist spoke to us to inform how safe she felt with this new set up. Encourage to implement this roadway design to enhance safety.

New Business / Updates / Future Action Items

- Next Task Force meeting Thursday, June 27, 2024, at 1:30-3:30pm.

Adjournment

- Meeting adjourned at 2.47 p.m.