

SAN JOSÉ VISION ZERO TASK FORCE

Meeting Minutes

Thursday, June 27, 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 June 27, 2024, 1:30 pm in-person at San José City Hall Wing Rooms and via Zoom.

Attendees

Chair — CM Pam Foley (CD 9)

Vice Chair — CM Bien Doan (CD7)

Member (CSJ Transportation)—John Ristow

Member (CSJ City Manager’s Office) – Kristina Gallegos McCaffrey

Member (CSJ Fire) — James A Williams

Member (CSJ Police) — Lt. Nqui Scherry

Member (PRNS) - Yitong Zhang

Member (SCC Roads & Airports) – Harry Freitas

Member (VTA) – Aston Greene

Member (VTA) – Ian Lin (delegate)

Member (SCC Emergency Medical) – Jackie Lowther

Member (SCC Medical Examiner) — Candace Garcia

Member (Silicon Valley Bike Coalition) — Diana Crumedy

Member (AARP) – Joe Glynn

Member (SCC Public Health) – Rhonda McClinton Brown

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 February 2024 are posted.
- Introduction of new representatives.

Reports / Updates

- **2024 Traffic Collision Data Trends (Jesse Mintz-Roth, DOT)**
 - 22 Fatalities YTD. Lower than the last 5 years.
 - Pedestrian fatalities considerably low as compared to last two years. Bike fatalities are higher than last year, but similar to 2022.
 - Fatalities on roadways with 35+ speed limits, on PSC and during dark hours remain high.
- **Vision Zero Action Plan Updates**
 - Completed Street Safety Projects in FY 2023-2024 - 228.
 - Planned Safety Projects for FY 2024-2025 - 218.
 - Walk Safe San Jose: Pedestrian Safety Plan conducted pop-up demonstrations February 2024, in collaboration with VTA to help understand project benefits/impacts.
 - Five pop-up demonstrations are planned in August-September.
 - Update on other work carried out by the Walk Safe San Jose Project. Plan to implement the defined recommendations in 2025-2029 Vision Zero Action Plan (VZAP) update.
 - By end of 2023, 100% of City of San Jose operated traffic signals that have a crosswalk with pedestrian-vehicle turn conflict have a Leading Pedestrian Interval (LPI) of 4 seconds or more installed.
 - In May 2024, City of San Jose received \$8.5 million (total project \$10.6 million) from a federal grant (Safe Streets for all - SS4A) to fund the Speed Camera program.

- This program will begin in 2025 and with the receipt of the grant enabled the city to conduct extensive data collection and public outreach, as well as racial equity and socioeconomic assessment.
- **Task Force comments:**
 - CM Pam Foley –
 - LPI treatment is commendable. Can the LPI timing be increased? Is it dependent on location? How is the LPI length determined?
 - Jesse Mintz-Roth –
 - The Signal Operations Division can provide a better answer. Pedestrian crossing time is determined by location, it is a fixed time in the downtown area but more adjustable in other areas. Where there are vulnerable road users such as older adults, the crossing time is sometimes timed at a slower walking speed.
 - John Ristow –
 - There is a minimum crossing time set by the state. Crossing time in areas where vulnerable road users are (e.g.: near Senior Housing), will be increased to accommodate them. LPI timing is chosen by the city engineers based on how long it takes for a pedestrian to get to a point in the crosswalk to be more visible to the motorist, and it is roughly about 4 seconds.
 - CM Pam Foley –
 - Does County-operated signals have LPI?
 - Harry Freitas –
 - County uses Adaptive Signal Timing. The sensors detect if the pedestrian is moving slow and lengthens the timing until the pedestrian is safely across the roadway.
 - CM Pam Foley –
 - The City of San Jose received significant amounts of grant money in the recent past, what do we attribute this success to? Are there other funds that we can apply to?
 - Jesse Mintz-Roth –
 - The next opportunity to apply for SS4A would be in 2025. Receiving two SS4A grants in quick succession was due to applying to different categories of the grant in 2023 and 2024. We reached out to cities in Connecticut that had written successful applications to write our application.
 - John Ristow –
 - Grant success can be attributed to having a grants team who diligently keep track of all available grants and work with project managers submit competitive applications, a very engaged intergovernmental-relations team that work with lobbyists at state and federal level and having elected officials who support these applications with their votes and active advocacy.
 - Diana Crumedy –
 - What safety improvements have led to the lower fatality numbers since last year? How can we break the trend of two years of low fatalities followed by a record-breaking high? What attributes to the higher bike fatalities in 2024?
 - Jesse Mintz-Roth –
 - Uncertain if we have enough data to note a trend of two low-fatality years followed by a spike. The dip in 2020 can be attributed to the pandemic, although other cities had higher fatalities.
 - It is too early in the year to determine the reasons for higher bike fatalities. Following other cities, we can consider categorizing bike fatalities into traditional and non-traditional (i.e., motorized scooters & e-bikes) bikes to gain further insight into what is happening.

- Erik Solivan –
 - Do we have data to distinguish housed and unhoused fatal victims? Are fatalities occurring near encampments?
- Jesse Mintz-Roth –
 - That data is available in an online data map, which look at fatalities near encampments, interim housing, and live-in vehicles. It also observes many other data variables, and these findings can be presented at a future opportunity.
- CM Bien Doan –
 - Can we attribute the lower fatality numbers to safety improvements? Have bike volumes increased post-street redesigns/improvements?
- Jesse Mintz-Roth –
 - Successful safety improvements resulting in lower number of fatalities is a possibility.
 - The Active Transportation Group would have bike volume data at all improved sites.
 - After redesigning the streets around City Hall and San Jose State University, under the Better Bikeways project, there has been an increase in bike volumes.
- Rhonda McClinton Brown –
 - Have we mapped the locations of the fatalities to see trends geographically? Can it be used to observe the impact of new improvements?
- Jesse Mintz-Roth –
 - Yes, fatalities are mapped. A new staff member was recently hired to evaluate the effectiveness of Vision Zero street redesign projects. Further analysis will provide insights into how fatalities relate to new projects.
- **New Vision Zero Action Plan: 2025 – 2029 (Jesse Mintz-Roth)**
 - The currently on the 3rd Action Plan (AP) of City of San Jose. San Jose Vision Zero (VZ) program will be turning 10 years in 2025.
 - The current 2020 AP is the first to receive city funding enabling involving in-house staff in many projects.
 - We are creating a cost estimate for the new AP and will present it at next Task Force (TF) meeting.
 - Historically, pedestrians have been the most vulnerable road users.
 - San Jose's Priority Safety Corridors (PSC) were updated in 2023. PSC network doubled the centerline mileage. The new map includes a higher percentage of Fatal and Severe Injuries (KSI). We did this to better match the percentages covered by peer Vision Zero cities. This increases the redesigning cost of these streets. An estimate for redesigning the larger PSC map is being prepared as part of the new 2025 AP.
 - Some highlights of 2020 – 2024 accomplishments
 - Winning several grants, including two US DOT SS4A grants.
 - Worked with other California cities to advocate for Assembly Bills, such as AB 43 (more tools to lower posted speed limit) and AB 645 (pilot speed camera project).
 - Created the Vision Zero TF.
 - Created a Quick Build Project team.
 - Current Action plan identified 6 priority areas, highlights of accomplishments in each area:
 - **Build robust data analytics tools -**
 - Expanded Vision Zero data team from 1 to 4 staff.
 - Built internal data analytics dashboard with Urban Logiq.
 - Lowered speed limits in business activity districts under AB 43.
 - **Form a Vision Zero Task Force -**
 - Created this TF and conducted 14 task force meetings.
 - Collaborated with TF members within the city and other agencies to apply for grants, for engagement and outreach, data sharing and safety projects.

- **Increase Traffic Enforcement and Prioritize Fatal & Severe Injury (KSI) reduction strategies -**
 - Worked with other California cities to pass AB 43 (2021) and AB 645 (2023).
 - Increased Traffic Enforcement Unit (TEU) officers.
 - Coordinated with Police Department (PD) on enforcement following. Changeable Message Board (CMS) safety messaging campaign.
- **Increase Community Outreach and Engagement to Build a Culture of Safety -**
 - Created new San Jose VZ logo and brand.
 - Launched “Slow Down, San Jose” speed reduction messaging campaign.
 - Provide safety education to over 20,000 people annually, including students K-12, older adults and people experiencing homelessness.
 - Piloted Viva Escuela San Jose program.
 - Deployed over 458 CMS boards, reminding drivers to slow down.
 - Conducted walk audits in 15 neighborhood locations.
- **Implement Quick Build Data-Driven Safety Improvements -**
 - Created Quick Build (QB) team.
 - Redesigned nine PSC.
 - Established bi-weekly Traffic Fatality Review meetings.
 - Implemented LPI at 848 traffic signals.
 - Completed over 900 safety projects, including QB, Capital and Pedestrian Safety Enhancement (PSE).
- **Equity: Focus Resources on High KSI Corridors and Districts -**
 - Developed ‘Walk Safe San Jose’ pedestrian safety plan, focusing on high KSI districts (3, 5, 6 and 7).
 - Established Equity Steering Committee under Walk Safe San Jose project.
 - Received \$112M in safety grants and earmarks.
 - Created nation’s first data study on traffic fatalities involving people experiencing homelessness, which was selected for Federal Highway Administration (FHWA) case study.
- **Timeline to create the 2025 Action Plan:**
 - February 2024 – Announce the creating of next AP.
 - Spring 2024 – VZAP engagement/coordination (Internal, Task Force Member departments and agencies).
 - June 2024 – Review new AP draft at TF meeting.
 - July - August 2024 – Draft public comment period.
 - October 2024 – Briefing city council districts and presenting final 2025 VZAP at the last VZTF meeting.
 - December 2024 – Submit 2025 VZAP Plan for City Council approval.
- After sunsetting the VZTF, public engagement will take place at
 - Transportation and Environment Committee (T&E) – proposed twice a year.
 - Bicycle and Pedestrian Advisory Committee (BPAC) – proposed twice a year.

Chair Foley emphasized that above mentioned meetings will enable more frequent public engagement and draw more attention to the work of Vision Zero program.

- **2025 – 2029 Action Plan: Five priority action areas are proposed.**
 - **Prioritize Equity, vulnerable road users – prioritize resources to areas with high KSI, especially in areas with the highest equity score.**
 - Pilot street safety near hotspot locations involving vulnerable road users.
 - Implement “Walk Safe San Jose” Pedestrian safety study recommendations.
 - Improve roadway accessibility.
 - Provide interpreters at community meetings for engagement when needed.

- **Task Force member comments:**
 - Rhonda McClinton Brown –
 - Is there a parallel outreach process for those communities with no virtual access?
 - Jesse Mintz-Roth –
 - Will touch base with Public Information Officer (PIO) for possibilities.
 - Diana Crumedy –
 - What is the procedure to provide comments?
 - How to reach out to people who are not here?
 - Is there a metric to evaluate community engagement?
 - Jesse Mintz-Roth –
 - Go to VisionZeroSJ.org starting July 8 and fill out a form with comments about the proposed AP.
 - Work with PIO to notify the public through different outreach platforms DOT uses.
 - Rely on TF members to use their outreach platforms to create awareness.
 - Lam Cruz -
 - Work with council offices to notify through their newsletters.
 - Reach out to CBOs to use their platforms to reach focus groups.
 - CM Pam Foley –
 - Reaching out to council offices to communicate through their newsletters is a good idea.
 - Involve the Disability Affairs Officer in the Office of Racial and Social Equity to engage the disability community for feedback on new AP.
 - Engage AARP and Senior Commission for input on roadway improvements and pedestrian safety.
 - Aston Greene –
 - A public-facing dashboard indicating hotspots in attempts to prioritize resources in those areas.
 - Jesse Mintz-Roth –
 - We haven't published such a dashboard, but open to the suggestions.
 - Diana Crumedy –
 - Is there a hard push for end of year deadline to approve the new AP?
 - There is room for further development and collaboration and the time period for outreach seem insufficient to reach out to communities.
 - Jesse Mintz-Roth –
 - The deadline is to meet eligibility for the 2025 federal grant and also to align with AP updates every five years.
 - The new AP is expected to be more aligned with the federal grant requirements.
 - CM Pam Foley –
 - When should TF members respond with comments and recommendations?
 - Jesse Mintz-Roth –
 - During the same public comments period, by end of August
 - CM Pam Foley –
 - Encourage the TF members to prioritize providing feedback by end of August and reach out to their networks to do the same.
 - Council Offices can reach out to neighborhood associations and other groups through community meetings resuming in August, and during National Night Out event in August.

- Joe Glynn –
 - Seniors and children both are vulnerable communities.
 - AARP will do outreach to their communities and engage them in providing feedback.
 - Older adult community should be a focus in the next AP.
- Lam Cruz –
 - Next BPAC meeting would be another opportunity for the public to engage and provide feedback.
- **Center Data Analytics, report metrics.**
 - Increase accountability.
 - Understand project effectiveness.
 - Data sharing between agencies.
 - Improve public-facing data dashboards.
- **Task Force member comments:**
 - CM Pam Foley –
 - How would effectiveness of projects be measured?
 - Jesse Mintz-Roth –
 - It is in development currently and hope to share the results soon.
 - Require minimum one-year post-project crash data, additional 3 months for data entry, and a few more months for analysis.
 - Crash and injury data, lowered speeding, bike traffic, if bike lanes are added, etc. are metrics considered to measure effectiveness projects.
 - Will continue using traditional data collection methods through vendors and “big data” to measure the metrics.
 - CM Pam Foley –
 - If bike lanes are added, can we measure the increase of bike volumes?
 - Jesse Mintz-Roth –
 - Using big data will help to observe mode flips over time.
 - The impact of the pandemic is also something that is being observed during these evaluations.
 - CM Pam Foley –
 - Will there be a budget ask for big data?
 - Jesse Mintz-Roth –
 - There is a current budget allocation.
 - Depending on the scale of the evaluation projects, future budget requests are possible.
 - John Ristow –
 - DOT already uses “big data” different processes and would continue to purchase more up-to-date and fresh data.
- **Strategize traffic enforcement.**
 - Strategize enforcement using data-driven enforcement efforts.
 - Implement speed cameras and red-light cameras.
 - Utilize technology to enhance enforcement capabilities.
- **Task Force member comments:**
 - Lt. Nqui Scherry –
 - Request to increase the number of TEU officers.
 - Update roadway speed surveys, to be able to conduct speed enforcement.

- John Ristow –
 - We update the speed surveys periodically to validate posted speed limits and enable PD to cite speeding violators.
- Lam Cruz –
 - A consultant was hired to do the speed surveys. Prioritized updating PSCs. Validation is on hold to explore opportunities to lower speed limits. Expect to update the surveys and potentially lower the speed limits in near future.
- CM Pam Foley –
 - Would these surveys determine speed camera locations?
- John Ristow –
 - Yes. DOT hopes to go to council in the Fall with the list of locations.
- CM Pam Foley –
 - Number of available TEU officers and the vacancy number?
- Lt. Nqui Scherry –
 - 15, including 13 officers and 2 sergeants.
 - The Unit is budgeted for 30 but recruitment is challenging.
- Aston Greene –
 - FIFA World Cup, NFL Super Ball and March Madness will bring in a large number of crowds and vehicles to San Jose in 2026.
 - Enforcement would be key during this time. Highlight that year to create an urgency to support recruitment for traffic enforcement.
- CM Pam Foley –
 - 2026 is very critical and a period that brings a lot of opportunity and challenges. Worth highlighting this at the council meeting as some council members are watching 2026 very closely.
- Jackie Lowther –
 - There is a lot of preparation that go into these events. TF needs to prepare for this within the next 6 months. Willing to work with you regarding this.
- **Engineer for safety.**
 - Improve safety around K-12 schools.
 - Traffic Fatality Review.
 - Implement data-driven Quick build, Capital and Pedestrian Safety enhancement improvements.
 - Slow Down Vehicles.
 - Collaborate with County to improve top KSI locations shared with the agency.
- **Task Force member comments:**
 - Joe Glynn –
 - QB is greatly appreciated. What is the method to evaluate project impact? What is the plan beyond QB projects?
 - Positive feedback and concerns regarding Saratoga Av QB implementation. Three fatalities on Saratoga Av this year, after the implementation of the project.
 - What is the future of this project? What is the remediation plan to address the concerns and what sort of messaging is intended to make the improvements better understood by the community?
 - Jesse Mintz-Roth –
 - Include strategy to implement QB improvements, evaluate its impact and make further improvements, that may be more QB. The intent of successful QB improvements is to eventually convert into a capital project.

- More information on messaging regarding the improvement in the next section. Understand the need for more outreach and messaging regarding the use of the new improvements.
 - Lam Cruz –
 - The recent fatalities on Saratoga Av happened outside project limits.
 - CM Pam Foley –
 - Where there are bus stop pairs there isn't always a well-marked crosswalk for pedestrians to safely get across the streets. Collaboration with VTA would help prevent KSI due to unsafe road crossings.
 - Jesse Mintz-Roth –
 - Intend to collaborate with VTA to find solutions to this situation. It will need years of coordination as VTA plan their corridor projects years in advance.
 - Aston Greene –
 - VTA is happy to collaborate.
 - John Ristow –
 - DOT already is working with VTA, meeting monthly to discuss these issues. DOT provides input on VTA's annual Transit Plan, and they certain changes are made accordingly.
 - There is a budget concern that deter adding enhanced crosswalks at all locations.
 - Diana Crumedy –
 - What are the proposed locations for red-light cameras?
 - Lam Cruz –
 - Probably able to share more information once that procurement process is complete. A data-driven approach was adopted to select candidate locations.
 - John Ristow –
 - Pilot project allowing only 4 approaches to install cameras. It could be one intersection with cameras on all approaches or two intersections with cameras on two approaches each.
 - It will be impactful and would be a learning opportunity to both PD and DOT.
- **Engage the community, message safety.**
 - Increase public awareness of traffic safety issues.
 - Traffic Safety Education for school students, older adults and unhoused communities.
 - Explain the purpose and benefits of safety projects after they are built using online educational videos.
 - Encourage safer driving and mindful behavior for pedestrians and bicyclists: Partner with BPAC to create a pedestrian and bicyclist safety campaign.
- **Task Force member comments:**
 - CM Pam Foley –
 - How accessible will the educational videos be? How simple are they? Will they be short videos like TikTok?
 - Jesse Mintz-Roth –
 - The format of the videos is not yet developed, Open to suggestions.
 - A lot of interest in messaging on how to correctly use redesigned roadways. Learning from peer cities and California Office of Traffic Safety about different methods.

- Lam Cruz –
 - Posting graphics showing how to use redesigned streets. Will share them with Council Offices to include in their outreach efforts.
- Joe Glynn –
 - The added graphics on Saratoga Av have been helpful.
 - Simple messaging is very effective.
- CM Pam Foley –
 - Outreach and messaging are extremely important to enhance awareness on traffic safety among our communities.
 - Education programs at schools are very effective because through young students we also educate their adult caregivers.
- **Update on Speed Camera project timeline -**
 - Currently in the Public Review period. There will be a Stakeholder meeting in late July or early August.
 - Anticipate the program to go live in 2025. Public information campaign prior to implementation and 60-day warning period post-implementation. The ticket issued to violators is a non-moving violation ticket.
 - Detailed presentation on this effort with public review of use policy and impact report at the City Council meeting in October.
 - CM Pam Foley –
 - Many compromises were made to have this bill passed. Making it a non-moving violation was one of them.
 - Receiving the grant eliminated budget concerns on how many cameras can be installed.
- Congratulate TF member Jackie Lowther on her retirement.
- **Open Forum (Public)**
 - Jordan Moldow –
 - Speed kills not speeding. Challenge to the City and the County for to complete road diets and narrowing of lanes on VZ corridors by 2026.
 - Engineering and safe systems is more important than enforcement to save lives. Engineering should be number two priority areas of the new AP.
 - Achieve significant speed reductions prior to 2029 must be an AP goal.
 - Encourage less driving by making transit more available by 2026. Make use of Transit First priority and QB to create bus only lanes to make transit faster and more effective.
 - Jeff Boissier –
 - Focus should be to change the built environment to bring down speeds.
 - Kudos for winning the grants and installation of LPIs.
 - Would like to see bikes included among the vulnerable roadway users.
 - Look forward to data dashboard upgrades.

New Business / Updates / Future Action Items

- Next Task Force meeting Thursday, October 24, 2024, at 1:30-3:30pm.

Adjournment

- Meeting adjourned at 3.20 p.m.