

**SAN JOSÉ VISION ZERO TASK FORCE**

**Meeting Minutes**

**Monday, December 16, 2024: 1:30 pm – 3:30 pm PST**

**Call to Order and Chairperson Report**

The Fifteenth Vision Zero Task Force Meeting was called to order on December 16, 2024, 1:30 pm in-person at San José City Hall Wing Rooms and via Zoom.

**Attendees**

Chair — CM Pam Foley (CD 9)	Member (SCC Emergency Medical) – Nick Clay
Member (CSJ Fire) — James A. Williams	Member (SCC Medical Examiner) — Candace Garcia
Member (CSJ Transportation)—John Ristow	Member (County Public Health) Michelle Wexler
Member (CSJ PRNS) - Andrea Flores Shelton	Member (Silicon Valley Bike Coalition) — Anthony Montes
Member (CSJ Police) — Lt. Nqui Scherry	Member (AARP) – Joe Glynn
Member (CSJ Housing) - Cupid Alexander	Member (Advocate: Bay Area Families for Safe Streets) – Gina LaBlanc
Member (CSJ City Manager’s Office) – Dolan Beckel	Member (VTA) – Aston Greene
Member (SCC Roads & Airports) – Ananth Prasad	

**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.
- Meeting minutes of the previous Task Force meeting were adopted.

**Reports / Updates**

- **Traffic Fatality Trends in recent years (Jesse Mintz-Roth, DOT)**
  - In 2023 there was a 25% reduction of traffic fatalities (49) from 2022 (65) the peak year for traffic fatalities in San Jose.
  - In 2024, the cumulative monthly traffic fatalities are trending similar to 2023. By end of November 2024, there were 46 fatalities in both 2023 and 2024.
  - These numbers are better than the national trend, which has an upward trend.
  - Pedestrian fatalities are usually the highest among all street users, but in 2024, the cumulative monthly pedestrian fatalities are much lower than 2023.
  - The same number for bicyclist is much higher than 2023.
  - Fatalities on roadways with 35+ mph speed limits, on PSC and during dark hours remain high.
- **2025 Action Plan draft:**
  - The 2025 Action Plan is San Jose’s fourth Vision Zero Action Plan, and it kicks off the program’s 10<sup>th</sup> year in San Jose.
  - Highlights of new items on the 2025 Action Plan:
    - Federal Grant Compliance – 2025 Vision Zero Action Plan is structured to comply with the requirements of the Federal Grant Safe Streets for All (SS4A). It includes the following required sections:
      - Leadership commitment and Goal Setting
      - Planning Structure

- Safety Analysis
- Engagement and Collaboration
- Equity Considerations
- Policy and Process Changes
- Strategy and Project Selections
- Progress and Transparency

Action Plan is required to pass Council by the end of April.

- Leadership Commitment and Goal Setting –
  - 30 by 30: 30% reduction in fatal and severe injury (KSI) by 2030
  - Zero by 2040: Eliminate fatal and severe injuries by 2040  
To achieve the goal of 30% reduction of KSI by 2030, current KSI number should reduce by about 80. This is a challenging and ambitious goal because San Jose has not seen a number as low since 2014.
- Shift in Oversight
  - The San José Vision Zero Task Force spent 2024 developing the 2025 Vision Zero Action Plan through the June, October, and December 2024 meetings.
  - Future implementation oversight and monitoring:
    - Transportation and Environment (T&E) Council Committee
    - Bicycle and Pedestrian Advisory Committee (BPAC)
- Safe System Approach
  - Aligning with USDOT/Caltrans’ lead beyond the traditional “E’s” approach (Engineering, Enforcement, Education, Engagement, Evaluation), to embrace using the *Safe System Approach*, which emphasizes shared responsibility across silos, reducing kinetic energy through redundant strategies, and working proactively to identify and address risks.
- Expanded Priority Safety Corridors, Equity Focus
  - In 2023, San Jose expanded their Priority Safety Corridor (PSC) network, doubling the mileage of the previous network.
  - Identifying and focusing on vulnerable road users through safety analysis
  - Implementing recommendations of Walk Safe San Jose, the San Jose Pedestrian Safety Plan, which suggests a focus on our equity work in Districts 3, 5, 6, and 7.
  - Engagement: Additional Deliverables
    - **Data Sharing Across Jurisdictions**: Incorporate external injury data
    - **Innovation**: Pilot new types of safety projects
    - **Messaging**: Pedestrian safety, speeding, distraction
    - **More**: Traffic calming, pedestrian projects, walk audits
    - **Proactive Work**: identify and address high-risk areas
    - **Quicker**: Complete Quick Build projects faster in high-injury locations
    - **Learn and Adapt**: Assess severe injuries (~220/year) in addition to all traffic fatalities (~50/year) currently reviewed
    - **Transparency**: More project progress reporting on web/dashboard
    - **Vulnerable Road Users**: Walk Safe San José: Pedestrian Safety Plan, top five killed/severely injured (KSI) locations for unhoused people and older adults
- Priority Action Areas: Strategy and Project Selections
  - Prioritize Equity, vulnerable road users
  - Center Data Analytics, report metrics
  - Strategize traffic enforcement
  - Engineer for safety
  - Engage the community, message safety

Several projects/strategies have been proposed under these priority action areas, which include short, mid, and long-term projects. Some of these require additional staff resources.

- Greater Emphasis on Implementation
  - A stronger emphasis on addressing severe injuries and supporting vulnerable road users, ensuring a targeted and effective response through:
    - Evaluation of built projects by conducting Before & After Studies
    - Long-term strategy to transform Quick Build projects to permanent/capital installations
- After today's review this action plan will be presented to City Council for adoption. It must be passed by Council by April 2025 to be compliant before next federal funding round opens.

**Public comments:**

- Diane Solomon:
  - Thank you for the draft Action Plan. The Vision Zero team has listened to the recommendations made by the bike coalition and the BPAC.
  - Appreciate the specificity of its goals and the means to reach them, which had not been done in previous Action Plans.
  - San Jose's traffic fatalities exceed the number of homicides each year. Hope that the program will be capital budgeted some day and will have sufficient funds to make the much-needed infrastructure improvements to ensure the safety of the road users.
- Jordan Moldow:
  - Report has improved but needs more improvement before adoption.
  - According to the report, KSI has increased by 40% in the last 10 years and only decreased in two years, and fatalities have never decreased for more than two consecutive years before rising again.
  - In addition to achieving 30% reduction of KSI, we need to find means to achieve repeatable improvements annually.
  - To meet that goal, we would need to:
    - decrease the number of deaths by 3 consistently each year
    - remove 7 of our PSC from the network.What is the plan to achieve these?
  - How the strategies and projects combine into a cohesive action to achieving the goals is not clear from the report. We need a cohesive plan that addresses how the goals will be achieved.
  - Given the budget shortfall, how will we have more and quicker improvements that was suggested during the last meeting.
- Mayra Pelagio:
  - Happy to see that the community feedback has been taken into account.
  - More smart goals for each priority action areas are required.
  - All the communities in San Jose should be represented and catered to with this plan.
  - Include language stating community engagement and outreach is done in multiple languages to reflect the diversity of San Jose population.
  - Ensure non-English speaking communities are engaged in the process. Plan should commit to implementing culturally responsive traffic safety and Quick Build infrastructure.
  - By providing education on infrastructure improvement aspects such as refuge islands, daylighting, the community will become aware of why those measures are being implemented.
  - Ensure enforcement strategies do not inadvertently perpetuate harm or inequity.

### **Task Force member feedback:**

- Anthony Montes:
  - Thank you for the plan. Would like to see more goals and metrics and associating budgets for specific items.
  - What would the transition to Safe Systems Approach look like? What are the current procedures that are inline with the approach and what needs to be modified?
  - What are the resources required to make that transition?
  - Is it possible to note how each of the priority action areas are part of the switch to Safe Systems Approach?
  
- Jesse Mintz-Roth:
  - More staff exposure to Safe Systems Approach is needed.
  - Collaborative efforts between agencies to improve traffic safety is one aspect we are already doing, for example: working with Medical Examiner- Coroner's Office to identify unhoused traffic fatality victims, who are a vulnerable road user group.
  - Multi-departmental approaches to resolve common issues to eliminate redundancy.
  - Safe Systems Approach is a change of viewpoint towards safety and taking a more proactive approach.
  
- CM Pam Foley:
  - Comments made at the comment will be noted by staff and will be incorporated to the document where applicable when it is presented to the City Council.
  - The Mayor and the City Council will need to know the expected budget requirement of this fully funded plan is.
  - Funding is required for Quick Build and other infrastructure needs, education programs, staffing requirements and currently augmented budget requests are not favorable. Hopefully we will continue to receive grants to fulfill the budget requirements.
  
- Anthony Montes:
  - Our main investment should be on Improving infrastructure and reducing the speeds to protect vulnerable road users is our main concern and we want to meet the goals documented here. Therefore, we should continue to push ourselves to do more with less.
  
- Joe Glynn:
  - Thank you to Jesse and Vision Zero team for the Action Plan, which is a testament to the steady and diligent work they have been carrying out over the years.
  - As a Task Force, we should take the next step and present the Action Plan, as is, to the Council as soon as possible, to that the work towards achieving the goals can commence soon.
  - The Task Force has completed its mission and objective. What is the plan to transfer the knowledge gathered from this Task Force to the T&E committee members and BPAC members.
  
- Jesse Mintz-Roth:
  - With today's technology, all these meetings are recorded and can be referred to by anyone, and are available on one City of San Jose Youtube link (<https://youtube.com/playlist?list=PLn4hnkJ4Do4wj1TgcUcOCbBzKcZvL8GdX&si=-H1SE2tE7eNyPytX>). A lot of content discussed at the Task Force are also presented at the T&E meetings. As part of transition, we also encourage members of the Task Force to take part in the BPAC when seats are available.
  
- CM Pam Foley:
  - As the City Council liaison to BPAC, I attend and get information from these meetings and we working to bring BPAC into T&E.

- Gina La Blanc:
  - Appreciate the details in the Action Plan and for listening to our feedback.
  - Several of projects on the Engineer for Safety priority area require additional staff resources and it is concerning given the impending budget constraints.
  - Would like to see the results of the before and after studies soon.
- Jesse Mintz-Roth:
  - We have presented some results to Chair Foley, efforts will be made to present them to a wider audience.
- Jim Bittner:
  - Data Dashboards are a key improvement where we will be a lot more transparent with the information about all our corridors by showing progress and data.
  - We can improve in showcasing our successes and our stories better. San Jose is very innovative, with many technological advancements and we need to showcase that. Finding ways to do more with less has been our mantra and we will try to find ways to achieve our goals.
- Andrea Flores Shelton:
  - Hope to continue interdepartmental collaborations in addressing issues and achieving the goals set in the action plan. Parks, Recreation & Neighborhood Services Department would like to continue working with Vision Zero, especially related to older adult, unhoused, and youth programs.
- Aston Green:
  - VTA proudly supports this initiative. This Action Plan aligns with VTAs internal priorities. Look forward to championing the elements of the plan.
- Dolan Becker:
  - In addition to the fiscal situation of the city, we must also take into consideration the federal grant environment we are heading towards. We should highlight these challenges when presenting to City Council.
- CM Pam Foley:
  - Providing multi-lingual materials in addition to having interpreters at community meetings should be added to the deliverables.
- Task Force member Joe Glynn presented the motion that the Task Force would adopt and support this Action Plan as written but also reflect some of today's comments and forward it to City Council at the council meeting on February 25<sup>th</sup>. Member Aston Green seconded the motion.
- Anthony Montes:
  - In addition to the infrastructural improvements, we would like to see more measures and figures defining roadway accessibility, such as number of projects, number of engagement, etc.
- All members unanimously voted yes on this motion through a voice vote.

**Open Forum (Public):**

- Jordan Moldow:
  - Suggest the draft Action Plan be informally reviewed by BPAC and add comments to the version presented to City Council.

- Several cities in west valley lowered speed limits on their roadways using the provisions of AB 43. Hope San Jose will also utilize some of the recently approved provisions of the bill to reduce posted speed limits in the near future.
- Diane Solomon:
  - In the recent years San Jose Vision Zero has made tremendous progress through specificity, collaboration, and cooperation. I wish we could have large fundraising events to gain the funding required for the improvements and goals we hope to achieve.

**Adjournment**

- Meeting adjourned at 2.32 p.m.