

**FW: Letter for agenda item 5.1 at 2-25-25 City Council meeting**

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**From** City Clerk <city.clerk@sanjoseca.gov>  
**Date** Tue 2/25/2025 8:56 AM  
**To** Agendadesk <Agendadesk@sanjoseca.gov>

 1 attachment (147 KB)

San Jose Bicycle and Pedestrian Advisory Committee Letter on 2025 Vision Zero Action Plan.pdf;

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**From:** Smith, Ryan <ryan.smith@sanjoseca.gov>  
**Sent:** Tuesday, February 25, 2025 8:55 AM  
**To:** City Clerk <city.clerk@sanjoseca.gov>  
**Subject:** Letter for agenda item 5.1 at 2-25-25 City Council meeting

Hello,

Please see the attached letter from the San Jose Bicycle and Pedestrian Advisory Committee (BPAC) for item 5.1 on today's City Council agenda.

Note - there's conflicting information on the City's website about the time that this needs to be submitted, so I'm hoping it's not too late to get this in.

Thanks,

Ryan

Ryan Smith  
Active Transportation Program Manager  
Department of Transportation  
City of San Jose

January 27, 2025

To: Honorable Mayor and City Council

**RE: 2025 Vision Zero San Jose Action Plan**

Dear Honorable Mayor and City Council:

Regarding the 2025 Vision Zero Action Plan, the San Jose Bicycle and Pedestrian Advisory Committee (BPAC) requests that:

1. The Vision Zero Action Plan and the City of San José commit to making active transportation the design user in the city's streetscape;
2. A Vision Zero leadership team with a high level of authority for day-to-day operations is established, similar to the City of Fremont.

To reduce bicycle and pedestrian fatalities, BPAC advises the City of San Jose about the needs of bicyclists and pedestrians. BPAC members are individuals who live in San Jose. They are appointed via a competitive and equitable selection process.

These requests were approved unanimously at the January 27, 2025 BPAC meeting.

Sincerely,



Aarshdeep Kahlon, Chairperson


**Additional letter from San Jose BPAC for agenda item 5.1 at the 2-25-25 City Council meeting**

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**From** Smith, Ryan <ryan.smith@sanjoseca.gov>

**Date** Tue 2/25/2025 11:48 AM

**To** City Clerk <city.clerk@sanjoseca.gov>; Agendadesk <Agendadesk@sanjoseca.gov>

 1 attachment (70 KB)

San Jose Bicycle and Pedestrian Advisory Committee Additional Letter on 2025 Vision Zero Action Plan.pdf;

Hello,

Please see the additional letter from the San Jose Bicycle and Pedestrian Advisory Committee (BPAC) for today's City Council meeting, agenda item 5.1.

Thanks,

Ryan

Ryan Smith  
Active Transportation Program Manager  
Department of Transportation  
City of San Jose



## City of San José Bicycle and Pedestrian Advisory Committee

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February 24, 2025

To: Honorable Mayor and City Council

**RE: 2025 Vision Zero Action Plan – Support for 2/21/25 Memo from the Mayor, Vice Mayor, and Councilmembers Campos, Ortiz, and Doan**


Dear Honorable Mayor and City Council:

The San Jose Bicycle and Pedestrian Advisory Committee (BPAC) supports the Memorandum submitted by Mayor Mahan, Vice Mayor Foley, Councilmember Campos, Councilmember Ortiz, and Councilmember Doan to the City Council on February 21, 2025 regarding adoption of the 2025 Vision Zero Action Plan.

To reduce bicycle and pedestrian fatalities, BPAC advises the City of San Jose about the needs of bicyclists and pedestrians. BPAC members are individuals who live in San Jose. They are appointed via a competitive and equitable selection process.

This letter was approved unanimously at the February 24, 2025 BPAC meeting.

Sincerely,




Aarshdeep Kahlon, Chairperson

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**FW: San Jose City Council Meeting, February 25, 2025 Agenda Item 5.1 2025 Vision Zero Action Plan**

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**From** City Clerk <city.clerk@sanjoseca.gov>  
**Date** Tue 2/25/2025 7:44 AM  
**To** Agendadesk <Agendadesk@sanjoseca.gov>

 1 attachment (550 KB)  
Vision Zero Action Plan 2025 SIGNED (2).pdf;

-----Original Message-----

**From:** Joe Glynn <[REDACTED]>  
**Sent:** Monday, February 24, 2025 5:33 PM  
**To:** City Clerk <city.clerk@sanjoseca.gov>  
**Cc:** Ameen Khan <[REDACTED]>  
**Subject:** San Jose City Council Meeting, February 25, 2025 Agenda Item 5.1 2025 Vision Zero Action Plan

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Sirs,

I respectfully submit the attached support letter for Agenda Item #5.1 for the San Jose City Council meeting Tuesday, February 25, 2025. I will also, fill out a yellow card to speak during the public comment period with additional support for this resolution.

Regards,

Joe Glynn  
Resident of San Jose, District 1  
AARP CA Volunteer and Vision Zero Task Force Representative

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August 29, 2024

The Honorable Pam Foley  
Vision Zero San Jose Task Force  
200 E. Santa Clara Street  
San Jose, CA 95113

Dear Councilmember Foley:

As AARP California's representative on the Vision Zero San Jose Task Force, it has been a pleasure working with you. Under your leadership, the task force has advanced its mission to reduce traffic deaths and injuries by helping to secure \$12.5 million in federal funding to redesign the four intersections in the city with the highest rates of fatalities and severe injuries. It has also successfully implemented the "Slow Down, San Jose" speed reduction campaign, which AARP CA was proud to support by promoting it to more than 25,000 AARP members in San Jose.

Although progress has been made, more work remains to reduce traffic injuries and fatalities. As San Jose prepares to transition the Vision Zero Task Force at the end of 2024, it is imperative that a robust and achievable five-year Vision Zero Action Plan is adopted to ensure that the task force's commitment to reducing traffic fatalities and injuries is adopted by the City Council's Transportation & Environment Committee.

AARP believes that effective transportation planning policy at all levels of government begins with community engagement to better understand how transportation investments and policies affect different population subgroups. Unfortunately, recent statistics show a worrying trend of older adults being disproportionately impacted by traffic fatalities. In 2022, when San Jose experienced the highest numbers of fatalities on its roadways, half of these fatalities were pedestrians, and 60 percent of those were adults over the age of 50. To counter this disturbing trend, we are asking that more resources be devoted to enhancing safety and accessibility improvements (e.g. audible pedestrian signals, ADA ramps) at locations where vulnerable users are experiencing fatal and severe-injury incidents.

Through AARP's Network of Age-Friendly States and Communities, we advocate for and support communities that seek to provide a wide range of safe mobility options by adopting and fully implementing Complete Streets policies, which benefit pedestrians, bicyclists, motorists, and public transit users. From 2020 to 2024, the city completed more than 900 safety projects, including quick-build improvements, pedestrian enhancements projects, traffic calming projects, signal modifications and enhancements, new bike lanes, and radar speed signs – projects that improved safety and accessibility for users of all ages and abilities.

The growth of ride-hailing, deliveries, micromobility devices, and outdoor dining in public spaces has underscored the importance of the use of the space between the sidewalk and vehicular traffic, commonly referred to as curbside management. Effective curbside management not only ensures efficient use of space, it also can promote livability by improving safety for pedestrians and cyclists while supporting local businesses. Conversely, poor curbside management can result in inefficient use of land, as well as double parking and passenger drop-offs away from accessible curbs and sidewalks, endangering older adults and people with disabilities. AARP recommends that the next Action Plan Update includes a thorough assessment of the impact of parked cars adjacent to busy crosswalks. The removal of parked cars from busy intersections and crosswalks, commonly known as daylighting, along with improved lighting and signage near mass transit crossings, public transit drop-off, and pickup points, could drastically improve safety on our roadways and sidewalks.

Earlier this year, as part of my participation in an AARP volunteer-led project that studied the conditions at two of the most accident prone and dangerous intersections on Monterey Road, I experienced firsthand the ample and growing interest from community members to assist policymakers in achieving transportation solutions. It is AARP's sincere hope that the city's focus on reducing traffic deaths and injuries will not be diminished by the transitioning of the Vision Zero San Jose Task Force. Instead, AARP urges the city to adopt a strong and purposeful Action Plan for the next five years, so that the important work of the task force can continue, and its legacy grow. AARP looks forward to having a constructive role in making San Jose's roadways safer and our communities more livable for all. Thank you for your leadership.

Sincerely,



Joe Glynn

AARP California Volunteer & Representative on the San Jose Vision Zero Task Force

**FW: Support for Item 5.1 2025 Vision Zero Action Plan**

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**From** City Clerk <city.clerk@sanjoseca.gov>  
**Date** Tue 2/25/2025 7:44 AM  
**To** Agendadesk <Agendadesk@sanjoseca.gov>

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**From:** Kathryn Hedges [REDACTED]  
**Sent:** Monday, February 24, 2025 10:16 PM  
**To:** City Clerk <city.clerk@sanjoseca.gov>  
**Subject:** Support for Item 5.1 2025 Vision Zero Action Plan

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My name is Kathryn Hedges and I am a District 3 resident in San José. I am writing to strongly urge the City Council to approve and adopt the 2025 Vision Zero Plan with the added recommendations on the memo by Vice Mayor Council Member Foley, Councilmember Ortiz, and others.

Although the City has made significant progress in the 10 years since the initial commitment to Vision Zero in 2015, the latest three-year average shows 54 traffic-related deaths annually—an 8% increase from 2015—while 60% of those fatalities involve pedestrians and bicyclists. This is unacceptable, and we need further investments in the San José Department of Transportation as well as cross-department coordination to meet our goal of eliminating traffic deaths. This plan is a major step forward in prioritizing the most vulnerable users in underserved San José communities with its inclusion of the Walk Safe San José plan at its core. This focus on equity, reducing vehicle speeds, and protecting pedestrians and cyclists is essential.

Although no plan is perfect, I feel there are strong elements in this plan related to the adoption of a safe system approach, a commitment to deploying quick-build infrastructure and collecting valuable data across departments to understand traffic fatality trends. These are crucial steps in moving towards a safer San José. The group memo will accelerate the Vision Zero program by directing staff to develop a new paradigm for delivering quick-build projects. Quick-builds in San Jose utilize cost-effective materials, but have often been missing a time-effective development model. Recommendation #2 will establish a true quick-build program that would design and build projects in under a year, allowing for faster results and more projects overall.

As a member of the downtown neighborhood in San José, I care deeply about eliminating traffic deaths because I hear almost every week about another pedestrian or bicyclist fatality.

Some of my friends don't want me to ride my bike or walk to the bus stop because they're afraid I'll be killed or injured. Every cyclist I know has had close calls or been road raged at by drivers. I was riding with someone once who nearly hit a cyclist when he decided to turn right suddenly without checking his mirrors. If I hadn't stopped him, he might have killed someone. Yet we need people to feel safe walking and biking to reduce our dependence on driving and help reduce climate change.

To that end, I ask the council to adopt the 2025 Vision Zero plan and prioritize safety on San José roadways. Thank you for your time and consideration.

Sincerely,



Kathryn Hedges

[REDACTED]  
San José, CA 95112


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**FW: Support for Item 5.1 2025 Vision Zero Action Plan**

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**From** City Clerk <city.clerk@sanjoseca.gov>  
**Date** Tue 2/25/2025 8:04 AM  
**To** Agendadesk <Agendadesk@sanjoseca.gov>

 1 attachment (80 KB)  
Letter to city council.pdf;

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**From:** Rachel Sussman <[REDACTED]>  
**Sent:** Tuesday, February 25, 2025 7:56 AM  
**To:** City Clerk <city.clerk@sanjoseca.gov>; The Office of Mayor Matt Mahan <mayor@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>  
**Cc:** mayra [REDACTED] jordan.moldow [REDACTED]  
**Subject:** Support for Item 5.1 2025 Vision Zero Action Plan

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Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

Dear Honorable Mayor and City Councilmembers,

My name is Rachel Sussman and I am a District 6 resident in San Jose as well as a family medicine doctor practicing here in San Jose, and a mom of three kids who attend San Jose public schools. I am writing to strongly urge the City Council to approve and adopt the 2025 Vision Zero Plan with the added recommendations on [Memorandum from Mayor Mahan, Vice Mayor Foley, and Councilmembers Campos, Ortiz & Doan](#).

In particular, I appreciate the focus on rolling out more quick-build options for improving the safety of our streets in San Jose. Every morning, my 3 kids and I bike and walk to school and I bike to work. And every day, there are moments when I feel threatened by the speed and behavior of passing cars, and I fear for my children's safety as well. However, I know the numerous benefits to both us and our community of having as many people as possible out walking and biking on our streets. Biking and walking keeps us healthier, helps build social ties with our community when we see neighbors and wave and stop to chat, and keeps our environment a little cleaner. So we make the choice to continue because for us the benefits are greater than the risks. But not everyone sees the balance this way, and making it safer to walk and bike would help more people make the healthier choice.

In my work taking care of patients of all ages, one of my most frequent recommendations is to decrease the amount of time they are sitting and increase the amount of time they are active. Becoming more active by walking and biking helps to combat some of the most common sources of illness in our society: anxiety and depression stemming both from a lack of activity and a lack of connection in the community, and chronic diseases such as type 2 diabetes, obesity, and hypertension. And yet when I make this recommendation for my patients, one of the most common replies is “but it doesn’t feel safe”. It doesn’t need to be this way.

As a family doctor in the county system, I am used to doing what needs to be done with limited resources to keep my patients safe. If the ideal form of insulin is not covered for my diabetic patient, I do not shrug and say “too bad, guess her sugars are going to go high.” Instead, I come up with a compromise treatment using a cheaper form of insulin – a good-enough way to control blood sugars that is affordable on the patient’s budget.

Similarly, even if the ideal fixes for street safety are out of reach due to budget or time, then the city still has a duty to keep its citizens safe and to support wellness in our community by finding efficient, good-enough solutions to make our streets safer, and rolling them out quickly.

Several months ago, a Lincoln High School freshman was walking back at dusk from playing football and crossing the street in a crosswalk a block from my home, when he was hit by a car and injured to the point of requiring a wheelchair for weeks. A family medicine doctor from my clinic who was biking home from work stopped to care for him until the ambulance arrived. *Quick-build tools to decrease speed near that intersection and increase the visibility of the crosswalk may well have prevented this near-tragedy.* We should keep in mind that behind every death statistic lie multiple stories of lives forever changed by near-miss accidents. Not only was a young student traumatized by being flipped onto a car windshield, but the young doctor who saw the accident and stopped to help has been scared to bike to work ever since.

Please approve and adopt the 2025 Vision Zero Plan with the added recommendations on [Memorandum from Mayor Mahan, Vice Mayor Foley, and Councilmembers Campos, Ortiz & Doan](#).

Thank you,

Dr Rachel Sussman

Family Medicine Physician at Stanford-O’Connor Family Medicine Residency Program in San Jose

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## **Subject: Support for Item 5.1 2025 Vision Zero Action Plan**

Dear Honorable Mayor and City Councilmembers,

My name is Rachel Sussman and I am a District 6 resident in San Jose as well as a family medicine doctor practicing here in San Jose, and a mom of three kids who attend San Jose public schools. I am writing to strongly urge the City Council to approve and adopt the 2025 Vision Zero Plan with the added recommendations on [Memorandum from Mayor Mahan, Vice Mayor Foley, and Councilmembers Campos, Ortiz & Doan](#).

In particular, I appreciate the focus on rolling out more quick-build options for improving the safety of our streets in San Jose. Every morning, my 3 kids and I bike and walk to school and I bike to work. And every day, there are moments when I feel threatened by the speed and behavior of passing cars, and I fear for my children's safety as well. However, I know the numerous benefits to both us and our community of having as many people as possible out walking and biking on our streets. Biking and walking keeps us healthier, helps build social ties with our community when we see neighbors and wave and stop to chat, and keeps our environment a little cleaner. So we make the choice to continue because for us the benefits are greater than the risks. But not everyone sees the balance this way, and making it safer to walk and bike would help more people make the healthier choice.

In my work taking care of patients of all ages, one of my most frequent recommendations is to decrease the amount of time they are sitting and increase the amount of time they are active.

Becoming more active by walking and biking helps to combat some of the most common sources of illness in our society: anxiety and depression stemming both from a lack of activity and a lack of connection in the community, and chronic diseases such as type 2 diabetes, obesity, and hypertension. And yet when I make this recommendation for my patients, one of the most common replies is “but it doesn’t feel safe”. It doesn’t need to be this way.

As a family doctor in the county system, I am used to doing what needs to be done with limited resources to keep my patients safe. If the ideal form of insulin is not covered for my diabetic patient, I do not shrug and say “too bad, guess her sugars are going to go high.” Instead, I come up with a compromise treatment using a cheaper form of insulin – a good-enough way to control blood sugars that is affordable on the patient’s budget.

Similarly, even if the ideal fixes for street safety are out of reach due to budget or time, then the city still has a duty to keep its citizens safe and to support wellness in our community by finding efficient, good-enough solutions to make our streets safer, and rolling them out quickly.

Several months ago, a Lincoln High School freshman was walking back at dusk from playing football and crossing the street in a crosswalk a block from my home, when he was hit by a car and injured to the point of requiring a wheelchair for weeks. A family medicine doctor from my clinic who was biking home from work stopped to care for him until the ambulance arrived. Quick-build tools to decrease speed near that intersection and increase the visibility of the crosswalk may well have prevented this near-tragedy. We should keep in mind that behind every death statistic lie multiple stories of lives forever changed by near-miss accidents. Not

only was a young man traumatized by being flipped onto a car windshield, but the doctor who saw the accident and stopped to help has been scared to bike to work ever since.

Please approve and adopt the 2025 Vision Zero Plan with the added recommendations on [Memorandum from Mayor Mahan, Vice Mayor Foley, and Councilmembers Campos, Ortiz & Doan.](#)

Thank you,

Dr Rachel Sussman

Family Medicine Physician at Stanford-O'Connor Family Medicine Residency Program in San Jose

**FW: Vison Zero Plan vote**

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**From** City Clerk <city.clerk@sanjoseca.gov>  
**Date** Tue 2/25/2025 8:35 AM  
**To** Agendadesk <Agendadesk@sanjoseca.gov>

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**From:** MaryFran Lynch [REDACTED]  
**Sent:** Tuesday, February 25, 2025 8:09 AM  
**To:** City Clerk <city.clerk@sanjoseca.gov>  
**Subject:** Vison Zero Plan vote

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My name is Mary Frances Lynch and I am a District 9 resident in San José. I am writing to strongly urge the City Council to approve and adopt the 2025 Vision Zero Plan with the added recommendations on Memorandum from Mayor Mahan, Vice Mayor Foley, and Councilmembers Campos, Ortiz & Doan.

Although the City has made significant progress in the 10 years since the initial commitment to Vision Zero in 2015, the latest three-year average shows 54 traffic-related deaths annually—an 8% increase from 2015—while 60% of those fatalities involve pedestrians and bicyclists. This is unacceptable, and we need further investments in the San José Department of Transportation as well as cross-department coordination to meet our goal of eliminating traffic deaths.

This plan is a major step forward in prioritizing the most vulnerable users in underserved San José communities with its inclusion of the Safe System Approach and the Walk Safe San José plan at its core. This focus on equity, reducing vehicle speeds, and protecting pedestrians and cyclists is essential. Although no plan is perfect, I feel there are strong elements in this plan related to the adoption of a safe system approach, a commitment to deploying quick-build infrastructure and collecting valuable data across departments to understand traffic fatality trends. These are crucial steps in moving towards a safer San José.

The group memo will accelerate the Vision Zero program by directing staff to develop a new paradigm for delivering quick-build projects. Quick-builds in San Jose utilize cost-effective materials, but have often been missing a time-effective development model. Recommendation #2 will establish a true quick-build program that would design and build projects in under a year, allowing for faster results and more projects overall.

As a member of the Cambrian neighborhood in San José, I care deeply about eliminating traffic deaths because as a member of the Almaden Cycling Touring Club, I have know cyclists who have been involved in fatal encounters with automobiles. As a cyclist, I like to use my bike for errands and local trips in an effort to have a smaller carbon footprint. I have had a number of near misses with cars and have been the target of a

few hostile drivers on our city's streets. Somedays, it is hard for me to convince myself that drivers feel that I have a right to be on the roads as much as they do.

This is why I ask the council to adopt the 2025 Vision Zero plan and prioritize safety on San José roadways. Thank you for your time and consideration.

Sincerely,  
Mary Frances Lynch

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**FW: Support for Item 5.1 2025 Vision Zero Action Plan City Council Agenda**

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**From** City Clerk <city.clerk@sanjoseca.gov>  
**Date** Tue 2/25/2025 8:35 AM  
**To** Agendadesk <Agendadesk@sanjoseca.gov>

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**From:** Jeff Boissier [REDACTED]  
**Sent:** Tuesday, February 25, 2025 8:32 AM  
**To:** City Clerk <city.clerk@sanjoseca.gov>  
**Subject:** Support for Item 5.1 2025 Vision Zero Action Plan City Council Agenda

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**Re: Support for Item 5.1 2025 Vision Zero Action Plan**

Dear Honorable Mayor and City Councilmembers,

I am Jeff Boissier, a District 10 resident in San Jose. I am writing to strongly urge the City Council to approve and adopt the 2025 Vision Zero Action Plan with the added recommendations on the memo by Council Member Foley, Ortiz, and others.

Although the City has made significant progress in the 10 years since the initial commitment to Vision Zero in 2015, the latest three-year average shows 54 traffic-related deaths annually—an 8% increase from 2015—while 60% of those fatalities involve pedestrians and bicyclists. This is unacceptable, and we need further investments in the San Jose Department of Transportation and cross-department coordination to eliminate traffic deaths.

This plan represents a significant advancement in prioritizing the most vulnerable users in underserved San Jose communities, with the Walk Safe San Jose plan at its core. This emphasis on equity, lowering vehicle speeds, and safeguarding pedestrians and cyclists is crucial.

Although no plan is perfect, there are strong elements in this updated plan that will help move toward a safer San Jose.

I applaud the updated plan's renewed emphasis on improving the efficiency of quick-build infrastructure to speed the improvement of our streets. I would encourage that DOT go even further to find creative ways to implement small, iterative changes even faster, in a more cost-effective manner if we are going to meet the stated goals.

I also appreciate the adoption in full of the paradigm-shifting USDOT Safe Streets for All (SSA) method for street design. The USDOT's SSA was founded on the principle that humans make mistakes and that the human body has limited ability to tolerate crash impacts. Those mistakes should never lead to death. Applying the Safe

System approach involves anticipating mistakes by designing and managing road infrastructure to keep the risk of a mistake low. If a mistake does lead to a crash, it doesn't result in a fatality or serious injury. Fully embracing USDOT guidelines will improve chances for meeting the stated Vision Zero goals.

As a member of the Almaden Valley neighborhood in San Jose, I care deeply about eliminating traffic deaths and serious injuries on our city streets. I've been an avid cyclist for much of my adult life. First, for recreation, but for nearly a decade I have used my bicycle as a primary mode of transportation throughout the city. Before my retirement, I commuted to work year-round by bike from my home in south San Jose to Milpitas. Since retiring, I committed to using my bike for all my local transportation needs. I have traveled significant miles throughout most areas of San Jose and know the good and the bad firsthand.

So many areas of San Jose beyond my immediate neighborhood need and deserve a safe alternative to cars for transportation. This can come in the form of public transit but it can also be accomplished through active transportation like biking. But people won't ride, especially as a means of transport through the city, if they don't feel safe. And too many people have been hurt or killed because when they have done it they have no option but to share the space they travel with heavy, fast automobiles. It shouldn't be this way. The city has a responsibility to right the wrongs of the past half-century of street design in our city by prioritizing efforts to slow cars and shield pedestrians and bicyclists from our deadliest streets and roads. I am an experienced cyclist with thousands of road miles logged and still will not travel on some of the busier roads in our city.

We are currently NOT on track to meet the action plan's 30% reduction in deaths by 2030. Lives depend on further bending the arc of progress toward that goal. Please approve and adopt the 2025 Vision Zero Plan with the added recommendations on the memo by Council Member Foley, Ortiz, and others.

Thank you for your time and consideration.

Sincerely,

Jeff Boissier

District 10, 95120

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