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**From:** Diane Solomon [REDACTED]  
**Sent:** Wednesday, October 30, 2024 12:27 PM  
**To:** TEPublicComment  
**Cc:** Smith, Ryan; Laveroni, Kyle  
**Subject:** Correction November FOURTH BPACs Public Comment for T&E Agenda item 1. (d)(5) "Vision Zero Action Plan Status Report"

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**Monday November Fourth BPAC's Public Comment for  
Transportation and Environmental Services Committee's  
Agenda item 1. (d)(5) "Vision Zero Action Plan Status Report"**

Good afternoon, my name is Diane Solomon and I'm publicly commenting on behalf of your Bicycle and Pedestrian Advisory Committee.

Despite limited funding, the Vision Zero Program has met many of our City's goals over the last five years.

We appreciate the improvements and effectiveness that Jesse Mintz-Roth and Team Vision Zero have brought to this program. However, like many Vision Zero cities, San José's average number of bicycle and pedestrian traffic fatalities have not significantly decreased. In our City, the number of traffic fatalities exceed the number of its homicides.

With respect to the Vision Zero Action Plan, it is silent with respect to the departments that it collaborates with and silent with the more concrete actions that it will undertake going forward to reduce traffic fatalities within our city.

Our members respectfully bring the following to your attention:

- 1] We believe that this program deserves more financial support and should be capital budgeted
- 2] Given only nine of the 30 safety corridors have been redesigned, we are concerned about the length the time it will take to complete the redesign of all corridors
- 3] We ask that this program's dashboard be updated more than two times per year
- 4] Engineering for safety should be a high priority
- 5] The allowance of right-turns-on-red-lights are unsafe for cyclists and pedestrians in or near street corners and crosswalks. Please revisit the restricting of right turns on red. Please fund and organize a pilot program like what the City of San Francisco began with.

6] Given the numbers of those seriously injured or killed haven't significantly decreased and given cost of the Vision Zero program's public messaging that we've seen, we question the effectiveness of this program's public messaging efforts. Last July, Jesse told our BPAC that his team received citation data from our Police Department that will be analyzed to rate the effectiveness of this program's messaging campaigns and its communication modalities. We appreciate this effort and look forward to learning more.

We thank you for your Service to our City, and for your attention and consideration...

cc:

Ryan Smith, City of San José, DOT, Active Transportation Program Manager

Kyle Laveroni, City of San José District 9 Deputy Chief Of Staff and the City Council's Liaison to the BPAC

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**From:** [Jordan Moldow](#)  
**To:** [TEPublicComment](#); [Agendadesk](#); [District4](#); [District 6](#); [District5](#); [District8](#); [District9](#); [Cohen, David](#); [Davis, Dev](#); [Ortiz, Peter](#); [Candelas, Domingo](#); [Foley, Pam](#); [Laveroni, Kyle](#); [Harkness, Kip](#)  
**Cc:** [Ristow, John](#); [Hoshii, Heather](#); [Mintz-Roth, Jesse](#); [Cruz, Lam](#); [Scherry, Nqui](#)  
**Subject:** Public Comment - Item (d)4. "Vision Zero Action Plan Status Report." - T&E 11/04  
**Date:** Monday, November 4, 2024 11:36:10 AM  
**Attachments:** [Abridged Copy for T&E 2024-11-04 - Vision Zero Action Plan 2025.pdf](#)

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Attached is an abridged version of the public comment letters submitted in August by 16 safe streets advocates, including myself, for the draft Vision Zero Action Plan 2025.

Thank you,  
Jordan Moldow (speaking on behalf of himself) - District 3 (95112)

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Below is an abridged version of the public comment letters submitted in August by 16 safe streets advocates, including myself, for the draft Vision Zero Action Plan 2025. Copies of the full letters can be found at <https://drive.google.com/drive/folders/11ti6giHxWNdOfkjOxlzT6CtkmbUF6NPn> .

Jordan Moldow (speaking on behalf of himself) - District 3 (95112)

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## Council action

With the dissolution of the Task Force, these Transportation & Environment Committee meetings have been heralded as a way to get Council to take action more quickly on Vision Zero. With that in mind, here are my recommendations for actions that T&E and Council should take action on ASAP.

### Speed Limit Reduction (CA AB 43)

Effective July 1, 2024, CA Vehicle Code AB43 expanded laws allowing greater flexibility in implementing speed limit reductions city-wide. AB43 allows cities to:

- Round *down* to the nearest 5 mph from the measured 85th percentile vehicle speed
- Consider reducing the speed limit by **another** 5 mph based on the road's proximity to vulnerable populations such as schools or elder care facilities or bike-ped infrastructure

Assessment and implementation of this law should, at a minimum, be along every identified VZ corridor. This should ideally be done before the deployment of speed cameras, in order to maximize their effectiveness.

Council action is required for implementing AB 43. As an example, [here is an article about how Menlo Park](#) has already passed an ordinance to take advantage of the new July 2024 provisions of AB 43. And [here is a toolkit published by UC Berkeley](#) about how to utilize the new provisions of AB 43 (see sections 5 and 6).

### Daylighting (CA AB 413)

Daylighting of roads near intersections is CA state law (AB 413). [Effective Jan 1, 2024, AB 413](#) requires drivers to leave at least 20 feet (or one large car length) between a marked or unmarked crosswalk and their vehicle, so approaching vehicles can see the pedestrians. Daylighting is also complemented well by [sidewalk extensions](#) (aka bulbouts, or curb extensions), whereby moving and parked vehicles are both excluded from a bulbous area at the intersection corner, creating more space for pedestrians, decreasing the pedestrian crossing distance, and slowing the vehicle turning speed by decreasing the turning radius.

We applaud SJ DOT's use of sidewalk extensions in some projects. But from our observations, sidewalk extensions are still the exception, not the default. Council should provide staff with the direction and political commitment to incorporate daylighting and curb extensions at all intersections for all future projects.

All repaving/restriping should include application of white paint on the asphalt to mark out a sidewalk extension / no parking zone. This has been done in select areas, but needs to be a guaranteed standard for all streets.

On Vision Zero corridors, and wherever else possible, physical barriers or concrete sidewalk extensions should be used to implement daylighting.

### **No Turn on Red**

Council should provide the political support, and any needed ordinances/resolutions, to allow staff to implement “No Turn on Red” as the norm (and not the exception) in more places throughout the city. The most important locations would be Downtown; along all Vision Zero corridors; and along the bicycle network.

### **Seek out process efficiencies**

The Council, recognizing that it takes too much time for private development projects to get city approval, has kicked off multiple initiatives to eliminate unnecessary bureaucracy. The Council should bring this same energy towards identifying ways of building more roadway safety project, for less money, in a shorter amount of time.

### **Legislative policy for the state**

We'd like the city to leverage the Intergovernmental Relations (IGR) team to advocate for state law changes that address methods for additional speed reduction as it relates to the built environment and/or make it even easier to install safe infrastructure.

### **2026 Visionary timeline**

In 2026, the San José metro area will host Super Bowl 60 and matches for March Madness and FIFA World Cup. Huge amounts of visitors and pedestrian traffic should be expected in San José. We don't want San José to be associated with dangerous streets that put our visitors at risk. Nor do we want the corresponding traffic increases to lead to more of our community members being harmed.

Though it is unrealistic to expect us to achieve Vision Zero by early-2026, the Action Plan should still set ambitious yet reachable goals to achieve by that time. Council should direct that this work be included in the workplan for the 2026 preparations, and allocate necessary funding. City expenditures on marketing, cleanup, etc. will need to be continually repeated every time the City hosts big events, but infrastructure improvements will pay dividends for decades.

## **Overview of requested improvements for Vision Zero Action Plan**

We strongly believe that San José's draft Vision Zero Action Plan 2025 needs a clearer and bolder vision. At a time when San José experienced a record 65 traffic deaths in 2022 and currently has a 3-year average of 58 deaths per year, 60% of those being pedestrians and bicyclists, the plan needs to provide clear and actionable goals.

As the guiding document for the next five years, we expect the plan to meet the following criteria:

1. Provide a renewed focus on highest risk corridors, with standardized solutions that can be easily replicated without bureaucratic delays.
2. Show strong connections between each objective and those actions required to achieve the objective.

3. Specific, measurable, accountable, relevant and time-bound (SMART) steps that clearly show how the actions will reduce fatalities.
4. Reflect on shortcomings of the 2020 Vision Zero plan and explain how/why this plan is better.
5. Prioritize accountability and engineering, including the creation of public-facing dashboards to track the progress of Vision Zero projects and the implementation of equitable engineering solutions.
6. Address funding challenges by outlining steps to secure additional resources or by proposing cost-effective, timely solutions within existing budgets.
7. More effectively address vehicular speed, the primary cause of traffic violence, through targeted infrastructure improvements and policy changes.
8. Build upon and push beyond current efforts and embrace innovative approaches.

At a high-level, we want the City to prioritize the Key Action Area that can directly save lives 24/7: **Engineering for safe streets**. Equally important are Key Action Areas that allow Staff to improve their efficiency at delivering that objective:

- **Communication and leadership commitment** - Strong, uncompromising leadership from staff and elected officials, and a commitment to removing whatever internal or external barriers are preventing a swift delivery for Vision Zero
- **Metrics, Analytics, Analysis, and Project Management** - for staff, Council, partner agencies, and the public to better understand what has been done, what will be done, what has been successful (and how successful), and what can be done to improve efficiency
- **Prioritizing Equity and Vulnerable Road Users (pedestrians and cyclists)** - provide first class pedestrian and cycling infrastructure maintenance, urgency of service, and creation, especially in underserved areas, providing for a paradigm shift where they are preferred and more expedient than single or low-occupancy motor vehicles modes

## Engineering

Speed (not speeding) kills. Presentations to T&E and the Vision Zero Task Force consistently note that over 80% of fatal collisions occur on roads with speed limits of at least 35mph (real speeds are even higher). Yet the staff reports don't indicate whether speeds have been reduced as a result of major projects.

### Apply the USDOT Safe Systems Approach as a guiding paradigm

The USDOT Safe System Approach to roadway safety was not in place at the time of the last SJVZ Action Plan. We think it is important that San José include this approach as a guiding paradigm as it focuses on both human mistakes AND human vulnerability to design systems with many redundancies in place to protect everyone.

### Develop and maintain a consistent (cookie cutter) policy for all safety corridor treatments

Vision Zero is not effective or efficient, in large part due to lack of cohesion across the program. It feels like most projects start from scratch, and require extra engineering effort to create a design that is unique. To exemplify this, here are two Vision Zero projects that have been recently proposed or completed:

- Saratoga Ave (2017 Priority Safety Corridor (PSC); 2 deaths and 9 serious injuries from 2019 - 2023)
  - 2023 road restriping project: Lane diet 3 -> 2 lanes, created separated bikeway using plastic posts.

- Tully Road (2017 PSC; 5 deaths and 37 serious injuries from 2019 - 2023)
  - 2023 road restriping project: No lane diet, created buffered bikeway with no vertical separation elements. No sidewalk extensions.

The current draft is a perfect representation of this. The section for “Key Action Area #4: Engineer for Safety” lists some tactics that could be used, but does not say whether any of those tactics will be used across most/all projects, or only select projects.

We applaud the deployment of Leading Pedestrian Intervals city-wide, and would like to see more of this kind of systematic initiative. Given that most Vision Zero corridors are 6-lane roads, the projects should not have as much variability as what we’ve been seeing.

### **Follow safe design recommendations**

The following engineering design recommendations should be adopted for all street designs with exceptions for rare circumstances in which incorporating may impede safety in that particular application:

- Enhance crosswalks to include refuge islands and/or flashing yellow lights [under all applicable conditions](#).
- Implement better bikeway and aggressive traffic calming on the most unsafe roads, as guided by data.
- “[Don’t Give Up at the Intersection](#)”. All VZ projects should make every intersection safer, by using quick-build materials to implement protected intersections and well-designed minor-street intersections.
- Require installation of physically protected bike lanes on any roads with 3+ travel lanes in each direction or speed limit of 35 mph+. Otherwise, lanes should be reduced to 2 travel lanes in each direction, and speed limits should be decreased.
- The current pace of implementing quick-build projects is not keeping up with the urgent need of lowering the death rate on our streets more quickly. One idea for addressing High Priority Corridors (HPCs) with quicker solutions is to implement “Ultraquick” builds that allow for experimentation and quick iterative design changes using readily available and less expensive materials.

### **Visionary infrastructure**

Select one of the high risk corridors that also has extensive bike/ped traffic to fast-track the most effective, state-of-the-art methods for speed reduction and protection for the most vulnerable users (bikes and peds). Create protected bikeways (sidewalk-level bikeways and/or curb-protected bikeways) and [protected intersections](#) through the entire length of the chosen corridor. This can act as a shining example of where San José is headed that can act as a driver for increased funding, public outreach, etc. ([See Fremont Walnut Ave project](#))

### **Cross-city communication and Vision Zero leadership commitment**

Our goal cannot be achieved by DOT alone, or by different independent departments. Department leaders need to meet frequently, with one leader unambiguously taking charge, and the leadership team actively directing the Vision Zero program.

[Vision Zero Network recommends](#), “An official city Vision Zero Taskforce (or Leadership Committee) is created and charged with leading the planning effort for Vision Zero.” Despite using the name “Task Force”, San Jose’s Task Force has not been “leading the planning effort”, but instead is a tangential oversight body.



Our neighbors in the City of Fremont use [a five-person Core Leadership Team](#). A department Director (their Director of Public Works) serves as the Executive. The Lead Transportation Engineer serves as the Vision Zero Program Manager. Three other members, representing Public Works, the City Manager's Office, and the PD Traffic Unit, serve other roles in the leadership team.

The new Action Plan should commit to implementing a Leadership Committee that is more in-line with the VZN recommendation. These leaders should be driving Vision Zero and accelerating meaningful progress. This would not be much different from how the City Manager's office has assembled a cross-department scrum team for addressing the homelessness crisis.

## **Measurement / Tracking / Project management**

We believe that the VZ team and action plan need to take additional steps to be more transparent and accountable. This includes goal setting, tracking progress, and prioritization of needs as demonstrated by data or network gaps, not based on repaving schedules or other non-safety, non-equity considerations.

## **Conclusion**

Within the next five years, we want to have a year with zero traffic deaths and significantly fewer severe injuries. That is not possible without a bold, concrete Action Plan that prioritizes the Key Action Area that can directly save lives 24/7: **Engineering for safe streets**. Incorporating the suggestions in this letter should lead to better Vision Zero designs, as well as a more effective Vision Zero program to better direct the engineering projects.

We appreciate the work of the Vision Zero team, and as part of the San José bicycling community, we are happy to engage with our City colleagues wherever we may be able to bring in some value.



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**From:** [REDACTED]  
**Sent:** Tuesday, November 5, 2024 7:33 AM  
**To:** TEPublicComment  
**Subject:** 11/05/2024 Transportation and Environment Agenda Item 4  
**Attachments:** Public Comment.pdf

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## **Public Comment: Agenda Item 4 Vision 0**

**I recommend to remove messaging as a primary focus in favor of a more robust emphasis on education and advocacy. While messaging has its place, its effectiveness is limited without the context, depth, and continuity that educational initiatives provide. Education empowers individuals with understanding, leading to more informed choices and long-term commitment. Advocacy, similarly, amplifies voices and fosters change, creating lasting impacts that messaging alone often cannot achieve.**

**In addition, I express strong need for decisive, visionary leadership in this endeavor. Effective leadership is essential to drive meaningful progress, foster collaboration, and inspire confidence among stakeholders. Leadership can ensure that resources are directed where they will have the most significant impact, and that the focus remains on outcomes that truly serve the community. This Leadership committee can develop the training to build future leaders across all departments**

**Finally, I recommend establishing clear metrics for success and a transparent system for evaluating progress. By doing so, we can ensure accountability, adjust our strategies as needed, and demonstrate the tangible benefits of shifting focus to education, advocacy, and strong leadership. Thank you !**

**James Kirk Campbell**