
Public Comment - City Council 10/8 - Item 3.4 "Focus Area Semi-Annual Status Report"

From Jordan Moldow [REDACTED]

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Question 8 in the survey has some alarming data, but this data didn't make it into the presentation, so I wanted to lift it up.

Question 8 ([page 55-59 in the staff memo](#); page 19-23 in the report) asks respondents to self-report "In the past 12 months, have you been involved in a traffic accident with another vehicle, bicycle, scooter, or pedestrian in San José?" Apparently, that question **consistently gets a "yes" self-reported response from 12%-14% of respondents**, which is alarmingly high. In the most recent survey, the highest-percentage demographics were:

- Ages: 25 to 34 (14.9% said yes) and Ages: 35 to 44 (14.5% said yes)
- Ethnicity: Mixed/Other (17.8% said yes)
- Language: Chinese (18.2% said yes) and Language: Spanish (17.4% said yes)
- Education: 2-year college degree (17.7% said yes) and Education: Vocational/Trade (15.9% said yes)
- Household Income: \$25K to \$49K (16.3% said yes)

East and Central San Jose had the worst results, followed by North, with South and West being the best. Council Districts 5 and 7 were by far the worst, and District 6 and 10 were by far the best.

(Disclaimer: the report only tells "within a given demographic, what percentage said yes/no". It doesn't say "for all people who said yes, what percentage were in X demographic". So this data only tells part of the story about how much certain populations might be bearing the brunt of these negative driving externalities.)

The question is a bit vague, but seems like it would include both "I was a driver/cyclist/pedestrian who was a victim of a traffic collision" and also include "I was a driver who caused a traffic collision". But since it's vague-ish, respondents might interpret it differently.

No matter what, 12%-14% (with some demographics hitting 18%) is extremely large! Even 1% of residents being in a traffic accident would be too high. Above 10% is unacceptable.

The city cannot continue with business as usual in its approach to traffic violence. It needs to double-down on engineering for safer, slower streets, by delivering better road safety projects, and more of them.

Thanks,
Jordan Moldow (speaking on behalf of himself)
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