



## BAY AREA VISION ZERO WORKING GROUP

*Bringing together Bay Area cities, counties, and other public agency staff to share wins, challenges, and work together regionally in support of Vision Zero.*

Thursday Oct 30, 2025 | 1:30 p.m. – 3:00 p.m.

Zoom Link: [Join Meeting](#) | Meeting ID: 815 7024 0183 | Passcode: 304290

### AGENDA [NOTES]

**1. Opening** 1:30 p.m.

**2. Presentations**

- a. 2025 Legislation Session Summary 1:35 p.m.  
*Georgia Gann Dohrmann, MTC Legislation & Public Affairs  
Assistant Director*

[Georgia gave an update on state and federal legislation, after the California state legislature finished its 2025 legislative session in September.

**SB 720** – Ashby. Automated traffic enforcement system programs. Provides additional authorization to city, county, or city and county who meet specified requirements to establish an automated speed enforcement system program.

**AB 382** – Berman. Pedestrian safety: school zones: speed limits. Authorizes local authority to determine and declare a prima facie speed limit of 20 miles per hour in a school zone.

**SB 63** – Wiener. San Francisco Bay Area: local revenue measure: public transit funding. Authorizes Bay Area voters to consider a regional public transportation revenue measure in November 2026 via sales tax. Most of the measure funds transit operations, but ~30% is flexible and could fund road repaving, transit capital, etc. in the 5 counties: Alameda, Contra Costa, San Mateo, Santa Clara, and the City and County of San Francisco.

**SB 71** – Wiener. California Environmental Quality Act: exemptions: transit projects. Extends the existing CEQA exemptions for many transportation projects.

**SB 79** – Wiener. Housing development: transit-oriented development. Makes it easier for developers to take advantage of CEQA exemptions to build housing near transit.

On the federal side, most safety funding comes through the HSIP formula that Caltrans distributes. Formula funds have not seen changes, but many discretionary programs have. The current Surface Transportation Authorization expires in September 2026, and writing for the reauthorization bill is currently underway. MTC is finalizing its advocacy program.

#### Q&A:

- Can we expect delays in the development of the bill because of the shutdown?
  - o No, as legislature and committee staff are continuing to work.
- Is anyone working on state legislation that requires motorists to yield to pedestrians or bicyclists in a crosswalk?
  - o Unsure, but jurisdictions can follow up with MTC if they have seen similar occurrences.]

b. BayVIZ Feedback Summary and Demo

1:50 p.m.

*Brian Xi, MTC Vision Zero Data Analyst*

[SEE BAYVIZ FEEDBACK + DEMO SLIDES - Brian gave an update on BayVIZ, the user feedback MTC gathered from the working group in the last couple months, and a demo of the platform. BayVIZ, launched in 2023, is MTC's safety data system for city/county staff to develop safety plans and identify countermeasures.

In terms of feedback, BayVIZ is generally used for HIN development/validation, analyzing the economic impact of collisions, and site-specific analysis. Useful datasets to consider at the regional level include near miss data and better bike/pedestrian count data. Overall takeaways include improving the BayVIZ platform interface and its datasets and sharing MTC's safety data in an automated way to complement existing safety work that local jurisdictions have developed.

For the demo, Brian explained how city/county staff can access [BayVIZ](#) and generate a custom dashboard for their area of interest. Requested dashboards are sent via email, and a password is required to access them; email [bayviz@bayareametro.gov](mailto:bayviz@bayareametro.gov) for the user agreement form and password.

The dashboard link contains sections for collision summary, community (demographic and equity factors), streets (street characteristics and infrastructure), and countermeasures.

#### Q&A:

- Do staff from the same jurisdiction have access to dashboards generated by other staff?
  - o Whoever requests the dashboard on the site will receive the custom link, but the link can be shared with other staff.
- Are all data updated annually?
  - o Yes; crash and demographic data is updated annually. Street infrastructure data, provided by MTC, is also generally updated when available.]

c. Transportation and Economics Research Opportunity

2:10 p.m.

*Michael Anderson, UC Berkeley Professor*

[SEE UC BERKELEY SLIDES – David Long (SFCTA) introduced Michael Anderson and their effort to scope studies researching the effectiveness of common safety interventions by coordinating with Bay Area jurisdictions. Michael Anderson gave a presentation about vision zero experiments by evaluating high-impact policies using the best research design (ex: randomized controlled trials) and data. Michael's team brings funding (\$125K and possibly more) and research expertise, and they're particularly interested in policies with lower implementation costs (e.g. \$1K/site) and higher uncertainty on benefits/costs. Some examples include but are not limited to no turn on red (NTOR), daylighting,

leading pedestrian intervals, and reduced speed limits. Please reach out to Michael if you have questions or ideas for a project.

**Q&A:**

- Does this project only cover policy enforcement, or does it include quick builds?
  - o Any intervention of modest cost with potentially significant impact qualifies.
- What is the end product of this project?
  - o Research findings and published articles, but also dissemination of these findings and the discussion of their practical implications and translation into practical recommendations for the larger community.
- Are you interested in studying projects cities are planning to do anyways?
  - o Yes. However, projects that are rolling out in a very short period might preclude the opportunity to study impacts.]

d. Portland HIN Update + Opportunities Analysis

2:30 p.m.

*Alyssa Pichardo, PBOT Data Analyst*

[SEE PORTLAND SLIDES – Alyssa is a Vision Zero Data Analyst with the Portland Bureau of Transportation (PBOT). Alyssa gave a presentation about Portland’s safe streets opportunities analysis, which was initiated to update their HINs, create reasonable segment lengths to prioritize quick builds, and understand the full investment needed for a safety baseline. Portland’s original HIN was developed over a decade ago and did not weight injury severity; it’s also a large network, making it difficult to prioritize crash needs. Portland tested multiple weighting alternatives and settled on 10x per fatal/serious injury and 3x per bike/ped minor/moderate injury.

The opportunities analysis involved scoring four areas on a scale of 0-3: pedestrian safety, bicycle access, safe speeds, and visibility. This scoring leveraged existing work at PBOT, using GIS-based datasets, the PedPDX Plan, Traffic Design Manual, speed limit directives, and lighting evaluations.

Portland recently finished this analysis and convened a working group to prioritize 5-10 miles of infrastructure investment each year. This analysis will also inform current capital projects and automated enforcement camera expansion on HINs.

**Q&A:**

- What percentage of your street mileage is on the HIN?
  - o 8%, which is still 220 miles long.
- Any methodology best practices to incorporate when updating HINs?
  - o SCAG has a set of [recommendations for HINs](#). Cities have used many different methods, including sliding window analysis (Minneapolis), city block level (SF), and only arterials/collectors without segmentation and collision rates (Seattle). The common theme was weighting based on injury severity, as well as some percentile cutoff into what street segments are selected.]

e. Other MTC Updates

2:50 p.m.

*Uyen Ngo, MTC Vision Zero Lead*

[SEE GENERAL SLIDES – Katelyn Costa, Program Coordinator for Safety and System Reliability at MTC, started off by announcing a call for projects and [micro-grant opportunity](#). Any public service department is eligible to apply for grants (ranging from \$5K to \$100K) to improve traffic incident

response. Applications are due 11/21, with an informational workshop on 11/6. Technical assistance is available; please let Katelyn know by 11/7.

Uyen shared that the SAFE ROADS list was finally submitted by Caltrans to FHWA. Caltrans narrowed the list further to one project per MPO, so ~20 projects total were submitted. MTC also secured the \$10M SS4A grant, which includes deliverables like regional corridor safety studies/implementation. MTC will start by looking at the SAFE ROADS list and then following up with jurisdictions. Two other deliverables from MTC's SS4A grant include improving the regional safety data system and building a regional countermeasure toolkit.

MTC is also organizing [peer exchanges/workshops](#) with the Active Transportation team. The next peer exchange will happen in San Mateo County in December. Finally, MTC is developing a resource library on the [Regional Safety/Vision Zero](#) and [working group](#) sites; materials will include speed camera campaign materials from SFMTA and past working group materials.

### 3. Close

- a. Meeting notes and slides will be shared after the meeting