



Office of the City Manager

CONSENT CALENDAR

March 10, 2020

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

Submitted by: Phillip L. Harrington, Director, Department of Public Works

Subject: Vision Zero Action Plan

RECOMMENDATION

Adopt a Resolution approving the City of Berkeley Vision Zero Action Plan and directing the City Manager to form a Vision Zero Coordinating Committee; proceed with the “Vision Zero Program”, “Safer Streets for Everyone” and “Safer Streets by Everyone: Public Awareness” priority actions as described in the Plan; and work with the Vision Zero Coordinating Committee to develop a Vision Zero Traffic Enforcement policy before proceeding with the “Safer Streets by Everyone: Enforcement” actions described in the Plan.

FISCAL IMPACTS OF RECOMMENDATION

The recommendation has no direct fiscal impacts. Vision Zero Action Plan priority actions requiring additional funding for implementation will be proposed for funding appropriations through future City Budget adoptions.

INTRODUCTION

In March 2018, the Berkeley City Council adopted the Vision Zero goal of eliminating traffic deaths and severe injuries in Berkeley by 2028, and directed staff to form a Vision Zero Task Force and develop a Vision Zero Action Plan (Resolution No. 68,371-N.S.). The resolution specified that the multi-disciplinary Task Force include members with expertise in enforcement, education, public health, emergency response, equity, and all modes of transportation; research a minimum of five years of collision data to identify behaviors most associated with traffic deaths and injuries, and geographic locations and populations which bear a disproportionate burden of fatal and severe crashes; engage the community in developing the Action Plan; develop assurances against racial profiling and targeting as it pertains to Vision Zero enforcement; and ensure that communities of color, the Police Department, and community leadership are included in the development of enforcement plans or policies. This report provides information on the resulting Draft Vision Zero Action Plan.

CURRENT SITUATION AND ITS EFFECTS

Following the March 2018 City Council meeting, Public Works convened a Vision Zero Task Force and Vision Zero Advisory Committee, and has drafted a Vision Zero Action

Plan. The Task Force consisted of government agency representatives from multiple City of Berkeley Departments and partner agencies, including the Berkeley Police Department; Berkeley Fire Department; Department of Public Works; Department of Health, Housing, and Community Services; AC Transit; the University of California, Berkeley; and the Office of the City Manager. Representatives from the Mayor's and Council Members' offices also participated. The purpose of the Task Force was to provide an agency perspective on the development of the Vision Zero Action Plan. The Advisory Committee consisted of members of the public representing various parts of the Berkeley community, including City of Berkeley Commissions, the Berkeley Unified School District Board of Directors, Safe Routes to Schools parents, business associations, and pedestrian and bicycle advocates. The purpose of the Advisory Committee was to provide a public perspective on the development of the Vision Zero Action Plan.

In partnership with these two groups, Public Works staff have drafted a Vision Zero Action Plan. The process was structured around a series of five meetings with each group, as well as focus-group meetings with specific Task Force members. Each meeting was focused on one step in the Action Plan development process:

1. Vision: *"eliminate traffic deaths and severe injuries on our city streets by 2028"*;
2. Guiding Principles: *values that guide the development of action items, such as safety, equity, sustainability*;
3. Draft Actions: *specific recommendations including administrative, data analysis, street design, enforcement, and public awareness components*;
4. Prioritized Actions: *given constrained resources, which actions are first*;
5. Draft Action Plan: *all above elements in a coherent, actionable policy document*.

One of the priority actions recommends the creation of an ongoing Vision Zero implementation committee. After consultation with the City Clerk, Public Works staff recommends continuation of both the Task Force (agency staff) and the Advisory Committee (members of the public) in one consolidated "Vision Zero Coordinating Committee", formed to advise the City Manager on Action Plan implementation. Similar to the composition of the existing Task Force and Advisory Committee, this new Committee would consist of City staff from affected departments; Commissioners selected by their respective commissions; and other members of the Berkeley community as appropriate. The Committee would be an ad-hoc non-legislative body not subject to the Brown Act, and would meet quarterly to discuss a predetermined work plan and agenda. It would provide quarterly updates to the City Manager that the City Manager would in turn report to the City Council in the form of Information Items.

Following the final Task Force and Advisory Committee meetings, the Draft Vision Zero Action Plan was presented to the Berkeley Transportation Commission. On November 21, 2019, the Transportation Commission passed a motion that the Transportation Commission recommend the draft Vision Zero Action Plan, as revised and with added language from Chair Donald Lathbury, for approval by the Berkeley City Council. The added language is as follows:

“The Transportation Commission recommends that the Vision Zero Action Plan be approved by the Berkeley City Council with the following concerns explicitly incorporated into the final plan:

- *Vision Zero prioritization is engineering first, education second, and enforcement last, only when necessary, and with the best possible data*
- *To the extent enforcement is recalibrated, it should be focused in areas where engineering and education have already been implemented.”*

Motion: B. Ghosh, Second: K. Parolek, Vote: (8 Ayes: Bruzzone, Ghosh, Greene, Hutheesing, Lathbury, Parolek, Taplin, Zander; 0 Noes; 1 Absent: Garcia; 0 Abstain)

The Draft Action Plan has been revised to reflect this added language and was provided to the Task Force, Advisory Committee, and Transportation Commission. A detailed summary of Task Force, Advisory Committee, and Transportation Commission comments on the Draft Berkeley Vision Zero Action Plan are included as Attachment 2 to this report.

BACKGROUND

Vision Zero is a safety-first approach to transportation that seeks to eliminate all traffic deaths and severe injuries. The Vision Zero approach to traffic safety was first adopted by Sweden’s parliament in 1997. By 2015, traffic deaths in Sweden dropped by over 50%, saving approximately 280 lives per year¹. The first US city to adopt a Vision Zero policy or plan was Chicago in 2012. Since then, other US Cities have followed suit, including San Francisco, San Jose, Los Angeles, and Fremont, California. Vision Zero is a paradigm shift that emphasizes a “safe systems” approach to roadway design and engineering, supported by enforcement and public awareness efforts.

From 2013 to 2017, an average of two people per year were killed in traffic collisions on Berkeley streets and an additional twenty-one people per year were severely injured. Severe injuries are often debilitating or life threatening and require hospitalization. Of the people involved in severe and fatal collisions in Berkeley between 2013 and 2017, 24% were walking, 39% were bicycling, and 37% were driving motor vehicles at the

¹ *Development of Road Safety in Sweden*. Swedish Transport Agency, Swedish Transport Administration, Transport Analysis, and Swedish National Road and Transport Research Institute. See <http://bit.ly/2yLFUmi>; *Global Status Report on Road Safety 2015*. World Health Organization. See <http://bit.ly/2ciLUp7>.

time of the collision. People walking and riding bicycles are highly overrepresented among those killed and severely injured in traffic collisions in Berkeley.

The top traffic violations reported during the years 2013 to 2017 for collisions in Berkeley that resulted in death or severe injury were: traveling at unsafe speeds; violation of pedestrian right-of-way at a crosswalk; failure to yield while making left or U-turns; failure to stop at a red light; and failure to stop at a stop sign. Vision Zero focuses on the most significant traffic violations associated with severe and fatal traffic collisions. Reducing vehicle speed is particularly important for reducing pedestrian fatalities, as a pedestrian hit by a vehicle traveling at twenty miles per hour has a 90% chance of survival, but a pedestrian hit by a vehicle traveling at forty miles per hour has a 90% chance of dying

ENVIRONMENTAL SUSTAINABILITY

Walking and cycling trips do not release air pollutants or greenhouse gasses. Implementation of the Vision Zero Action Plan aims to increase walking and cycling trips by improving the safety and accessibility of these modes. A survey for the 2017 Berkeley Bicycle Plan found that 71% of Berkeley residents are interested in bicycling, but do not ride because they are concerned about safety. Increasing cycling and walking would help the City achieve the Berkeley Climate Action Plan greenhouse gas emission reduction targets of 33% below year 2000 levels by the year 2020, and 80% below year 2000 levels by 2050. The Climate Action Plan states that transportation modes such as walking and cycling must become the primary means of fulfilling the City's mobility needs in order to meet these targets.

RATIONALE FOR RECOMMENDATION

The Draft Berkeley Vision Zero Action Plan outlines a strategic, paradigm-shift approach to eliminating severe and fatal traffic collisions by the year 2028. The Draft Action Plan was developed in close collaboration with both City staff and members of the Berkeley community. The data- and equity-driven Draft Action Plan prioritizes engineering, education, and public awareness actions before enforcement.

ALTERNATIVE ACTIONS CONSIDERED

Council could opt not to approve the Draft Berkeley Vision Zero Action Plan, and instead continue to pursue traffic safety through existing City projects and programs.

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Attachments:
1: Resolution

Exhibit A: Draft Berkeley Vision Zero Action Plan
2: Response to Comments on Draft Berkeley Vision Zero Action Plan

RESOLUTION NO. ##,###-N.S.

APPROVAL OF THE BERKELEY VISION ZERO ACTION PLAN

WHEREAS, from 2013 to 2017, an average of two people per year were killed in traffic collisions on Berkeley streets and an additional twenty-one people per year were severely injured; and

WHEREAS, in March 2018 the Berkeley City Council adopted the Vision Zero Policy with a goal of eliminating traffic deaths and severe injuries in Berkeley by 2028, and directed staff to form a Vision Zero Task Force and develop a Vision Zero Action Plan (Resolution No. 68,371-N.S.); and

WHEREAS, the Department of Public Works convened a Vision Zero Task Force and Vision Zero Advisory Committee to guide the creation of a Vision Zero Action Plan; and

WHEREAS, the Berkeley Vision Zero Action Plan outlines a strategic, paradigm-shift approach to eliminating severe and fatal traffic collisions by the year 2028; and

WHEREAS, Vision Zero is a data- and equity-driven strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, Vision Zero is founded on a Safe Systems approach that recognizes humans will make mistakes and roadway systems and policies should be designed to protect them; and

WHEREAS, Vision Zero traffic safety goals are accomplished through a combination of engineering, education, and enforcement measures; and

WHEREAS, the Berkeley Vision Zero Action Plan prioritizes engineering, education, and public awareness strategies before enforcement to achieve Vision Zero in Berkeley.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley hereby approves the City of Berkeley Vision Zero Action Plan and authorizes the City Manager to form a Vision Zero Coordinating Committee; proceed with the "Vision Zero Program", "Safer Streets for Everyone" and "Safer Streets by Everyone: Public Awareness" priority actions as described in the plan; and work with the Vision Zero Coordinating Committee to develop a Vision Zero Traffic Enforcement policy before proceeding with the "Safer Streets by Everyone: Enforcement" actions described in the Plan.

Exhibit

A: Berkeley Vision Zero Action Plan



DRIVE
LIKE
YOUR
FRIEND
DIED
HERE

CITY OF BERKELEY VISION ZERO ACTION PLAN

DRAFT - December 2019

ACKNOWLEDGEMENTS

Thank you to the Task Force and Advisory Committee for helping to shape this plan.

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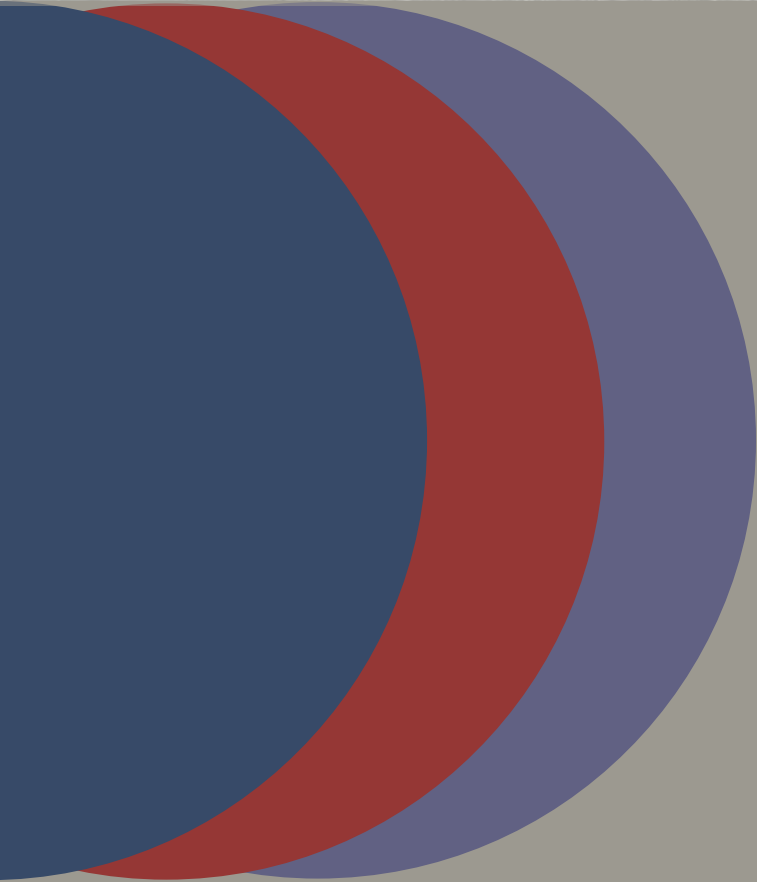


ABOUT VISION ZERO

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. Vision Zero is, first and foremost, an *engineering* strategy that aims to design and build our streets to eliminate all severe and fatal traffic injuries. These engineering efforts are supported by public awareness education and traffic enforcement. Equity-driven Vision Zero traffic enforcement utilizes the best possible data and is focused on areas of Berkeley where engineering and education efforts have already been implemented.



INTRODUCTION





CAPTURING SITES OF FATAL AND SEVERE COLLISIONS

All photos in this plan were taken at locations in Berkeley where someone lost their life or sustained a severe injury in a traffic collision. The images demonstrate that there is rarely any way for someone passing by to know a tragedy took place, since things often continue as they did before. Vision Zero challenges this status quo and strips away the societal acceptance that fatal and severe traffic collisions are a necessary byproduct of mobility. As part of this plan, rapid-response communications and safety project protocols will be established to help tell victims' stories and deliver quick-build projects where engineering countermeasures may effectively improve safety.

Every year, an average of two people die and 21 people are severely injured in Berkeley due to traffic violence. Vision Zero is about recognizing that these deaths and severe injuries are preventable and unacceptable – no one should lose their life or experience a life-altering injury while traveling on Berkeley streets, no matter who they are or how they travel.

We began our commitment to Vision Zero in 2018 through the adoption of a Vision Zero resolution to end all traffic-related deaths and severe injuries on City streets by 2028. Since then, we have established two working groups: a Task Force, comprised of key City staff, elected officials, and partner agencies; and an Advisory Committee, comprised of representatives from advocacy groups, the public, Berkeley Unified School District, and City of Berkeley Commissions. The Task Force and Advisory Committee have worked together to craft the Vision, Guiding Principles, and Actions presented in this plan. To learn more about the process, see **Appendix A: Vision Zero Action Plan Development**.

While every action item introduced in this plan is fundamental to the success of Vision Zero, the priority actions presented on the next page are the near-term focus of Vision Zero in Berkeley, based on feedback from the Task Force and Advisory Committee on existing resources, and staff and community priority. The full list of actions for the City of Berkeley is introduced later in this plan, in “Taking Action.”

Throughout the development of this plan, two key themes were frequently discussed: this plan must be accountable, and this plan must be crafted through an equity lens.

ACCOUNTABILITY

This plan takes strategic and pointed actions to keep Vision Zero front and center in the City of Berkeley – calling for continuous plan updates to remain in line with best practices and trends; an audit conducted by the City Auditor to make sure Vision Zero has the appropriate level of staff and resources to be effective; and building redundancy by integrating Vision Zero actions into other guiding documents, including the Berkeley Strategic Plan and departmental work plans.

EQUITY

This plan is equity-driven, starting with recognizing that we do not understand the full magnitude of inequities today due to gaps in key safety datasets. The plan recommends that we utilize Berkeley Police Department collision report data to better understand who are the victims of traffic collisions; perform a robust assessment of other key gaps in safety datasets as part of the first update to this plan; and elevate community voices to understand the perception of safety and personal security in our most vulnerable communities. This plan also includes actions to create a traffic ticket diversion program for bicyclists and pedestrians, and calls for partnerships with community-based organizations and culturally-relevant and context-specific outreach and educational campaigns. The plan emphasizes engineering and education actions first, supported by equity- and data-driven traffic enforcement conducted consistent with the City of Berkeley’s Fair and Impartial Policing Policy.

PRIORITY ACTIONS

- **Establish a standing Vision Zero Coordinating Committee** consisting of City staff, Commissioners, partner institutions, members of the community, advocacy groups, and community-based organizations who have a role in advancing Vision Zero action items with quarterly meetings organized around a predetermined annual agenda. Seek to establish a funding source to compensate members of the community and community-based organizations to enable their participation.
- **Conduct a citywide Vision Zero Action Plan assessment** of existing staffing and funding capacity to complete Vision Zero action items.
 - **Create a staffing matrix** of existing and proposed staff for the delivery of high-priority Vision Zero action items. New or realigned staff needs are anticipated in Public Works safety project team; Public Works Vision Zero Program support staff; Public Information Officers in key Vision Zero departments, including Police and Health, Housing, and Community Services; Berkeley Police Department Vision Zero collision data analysis; Health, Housing, and Community Service Vision Zero data analysis and public awareness programs.
 - **Establish a milestone staffing and funding schedule** to complete high-priority Vision Zero action items, including City and grant funds.
- **Proactively build capital-intensive and quick-build safety projects** on all Vision Zero High-Injury Streets on a schedule to complete such projects by 2028.

PRIORITIZATION APPROACH

This plan prioritizes engineering, education, and public awareness before enforcement to achieve Vision Zero in Berkeley. Each action item is prioritized based on feedback from the Task Force and Advisory Committee on existing resources, and staff and community priority, as well as the potential transformative impact of each item:

- **Existing Resources:** Actions are prioritized that likely already have the needed resources, both staff and funding, to deliver.
- **Staff Priority:** Actions are prioritized that are of interest and priority to the Task Force and Vision Zero Program staff.
- **Community Priority:** Actions are prioritized that are of interest and priority to the Advisory Committee.
- **Transformative/High Impact:** Actions are prioritized that would have major positive impacts on safety or City collaboration, based on the Institute of Transportation Engineer's *Core Elements of Vision Zero* and ongoing City efforts.

The actions introduced here are the near-term focus for the City of Berkeley. The full list of actions in priority order can be reviewed in **Appendix B: Prioritized Actions Matrix**.

- **Request a Vision Zero Performance Audit** to be performed during the FY21 audit period to evaluate the implementation of the Action Plan and make any additional needed recommendations, including additional and/or realigned staffing and funding, for effective Vision Zero Action Plan implementation. Provide required six-month updates to City Council.
- **Establish a Vision Zero Rapid Response Safety Communication Protocol.** Employ a communication strategy in response to recent severe and fatal collisions aimed at the human element of traffic safety, including health and prevention messaging to the Berkeley community.
- **Support statewide traffic safety legislation** allowing automated speed enforcement by local agencies, designation of speed limits on local streets based on desired safety outcomes rather than the existing prevailing speed, and the reduction of local residential street speed limits to below 25 MPH, which would allow for 20 MPH speed limit on local residential streets, consistent with “20 Is Plenty” campaigns. Utilize existing legislated automated enforcement strategies, such as red light cameras.
- **Establish a Complete Streets Repaving and Development Project Checklist** to ensure proactive and reactive Vision Zero safety infrastructure for people of all ages and abilities are included with each repaving project and in the conditions of approval for development projects. With the Vision Zero Coordinating Committee, consider establishing an equity-driven approach to prioritizing repaving projects.
- **Develop and proactively deliver a Vision Zero branding, promotional, and educational campaign** to increase awareness about Vision Zero and the top traffic violations for severe and fatal injuries in Berkeley, elevating victims’ stories. Regularly update the campaign to ensure it is context-specific, accessible, and culturally relevant. Collaborate with community-based organizations to distribute material and promote messages and public events that normalize active transportation and transit as healthy and responsible transportation choices.
- **Develop a publicly accessible matrix and map to prioritize and track projects.** Prioritize both new/existing requests/referrals and delivery of established infrastructure project lists (e.g., Five Year Repaving Program, BeST Plan, etc.) according to the Vision Zero High-Injury Streets map and equity-driven prioritization from City Council adopted plans such as the Bicycle Plan and forthcoming Pedestrian Plan.
- **Utilize the Berkeley Police Department’s collision report data on parties involved,** such as housing status or whether parties involved are disabled, to help address equity gaps in Statewide Integrated Traffic Records System (SWITRS) collision data. Confirm that Berkeley Police Department report training emphasizes consistent use of these collision report data fields and, if needed, provides training resources for avoiding transportation mode bias in collision reporting. When necessary, update the collision report form to be consistent with emerging mobility modes.
- **Focus traffic enforcement efforts proportionately on the most significant traffic violations for severe and fatal collisions by party at fault.** Focus enforcement efforts on areas of Berkeley where engineering and education efforts have already been implemented. Conduct traffic enforcement consistent with the City of Berkeley’s Fair and Impartial Policing Policy.

GLOSSARY

Equity

Race, ethnicity, gender, age, socioeconomic status, or physical or mental ability can no longer be used to predict access to safe transportation, and safety and access for all groups are improved.

This definition is adapted from the Government Alliance on Race & Equity's *Racial Equity Toolkit*. The City of Berkeley is a core member of the Government Alliance on Race & Equity (GARE).

Severe Injury

A severe injury is based on the reporting police officer's visual assessment of a victim at the scene of the collision. The California Highway Patrol's *Collision Investigation Manual* defines a severe injury as an injury other than a fatal injury which results in broken bones, dislocated or distorted limbs, severe lacerations, or unconsciousness at or when taken from the collision scene. It does not include minor lacerations. Some severe injuries may not be classified as such by the reporting officer if they are not visible or otherwise apparent.

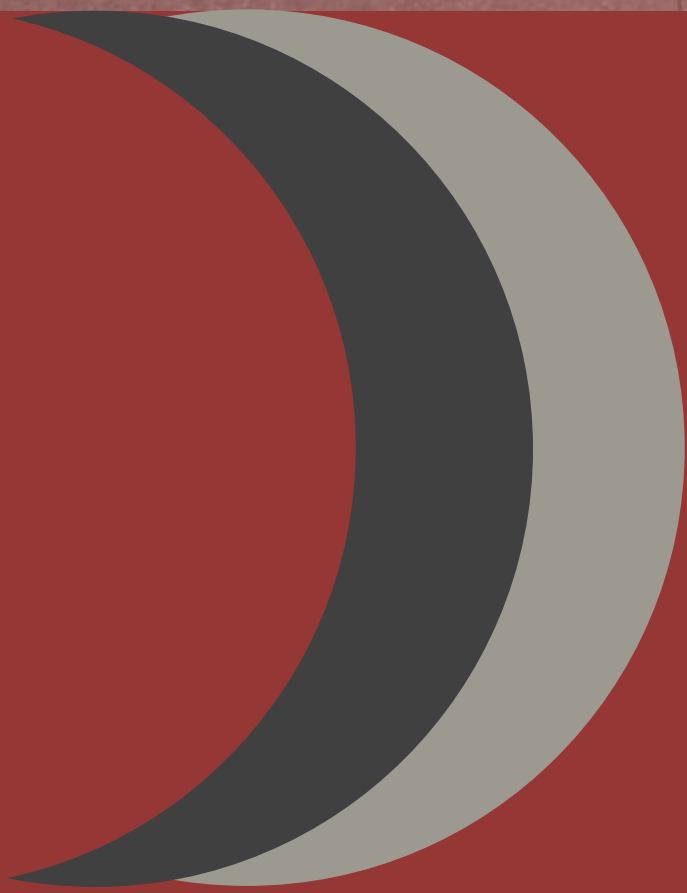
Vulnerable Users

Users of the roadway that are more vulnerable to traffic-related death or injury due to their demographic, socioeconomic status, physical or mental ability, or mode of travel. This may include people of color, people with no or low income, people with no or limited English proficiency, people experiencing homelessness, youth, seniors, people with disabilities, and people who walk and bike.





WHY WE NEED VISION ZERO?



BERKELEY NEEDS VISION ZERO

Every year, on average two people die and 21 people sustain severe injuries on Berkeley streets due to traffic violence. This is unacceptable and preventable – no one should lose their life or suffer a life-altering injury when traveling in our city. All statistics presented on this page are based on data between 2013 and 2017 - the most recent five years of collision data available through the Statewide Integrated Traffic Records System (SWITRS).

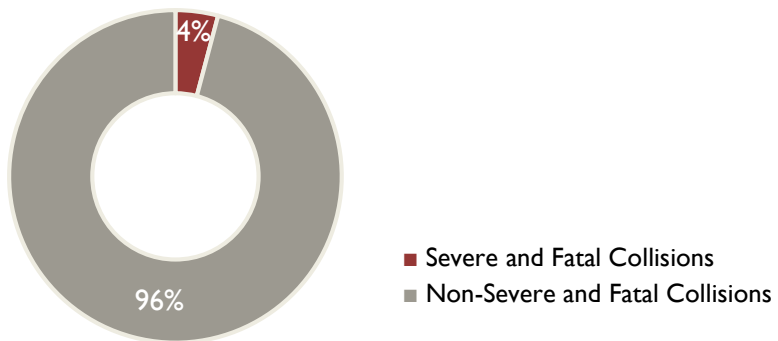
DISPROPORTIONATE BURDEN

We know that people of color, people with no or low income, people with no or limited English proficiency, people experiencing homelessness, youth, seniors, and people with disabilities are over-represented in fatal and severe injury collisions, but we currently have limited data within SWITRS collision reports to understand the magnitude of the disproportionate burden. This plan addresses those data gaps head-on and establishes strategies to start collecting and utilizing more meaningful data to understand inequities on our streets. We also are not waiting for more data to take an equity-driven approach to Vision Zero. Read more about our proposed strategies in “Taking Action.”

VISION ZERO IS ABOUT THE 4%

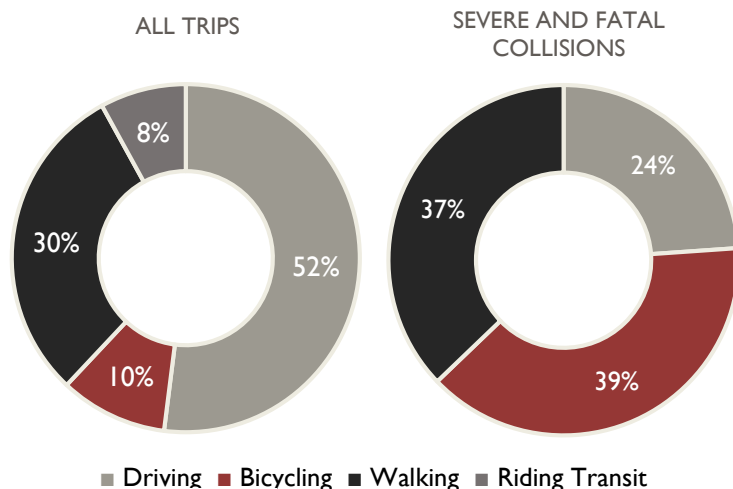
On average, 4% of collisions on Berkeley streets result in a fatality or severe injury.

That is 4% too many.



VISION ZERO IS ABOUT MODE

Collisions disproportionately impact people riding bicycles and people walking. The numbers are stark – collisions involving someone riding a bicycle or walking make up almost **80%** of collisions that result in death or severe injury, despite making up just **40%** of trips in Berkeley.



Collision Data: SWITRS five-year injury collision data, 2013-2017

Mode Data: California Household Travel Survey for the City of Berkeley, 2012

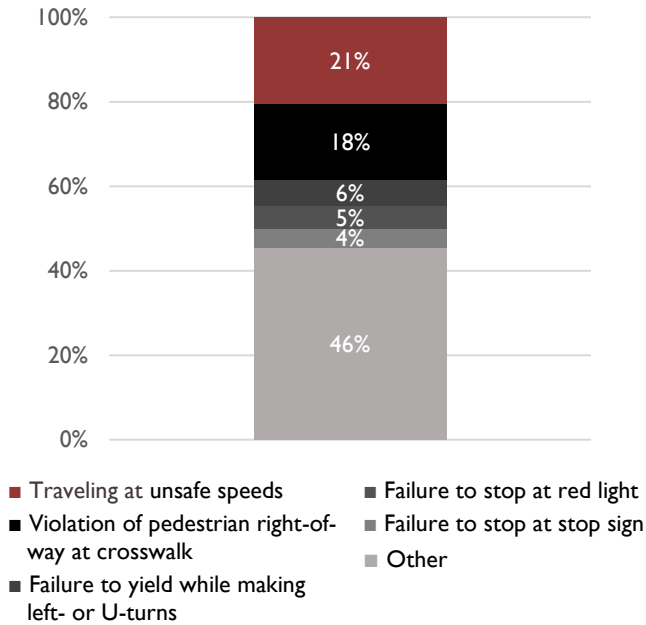
VISION ZERO IS ABOUT TRAFFIC VIOLATIONS

Every collision involves multiple factors. The top traffic violations reported during the years 2013 to 2017 for collisions in Berkeley that resulted in death or severe injury were **traveling at unsafe speeds, violation of pedestrian right-of-way at a crosswalk, failure to yield while making left or U-turns, failure to stop at a red light, and failure to stop at a stop sign**. Vision Zero focuses on the most significant factors associated with severe and fatal traffic collisions in order to make the greatest impact.

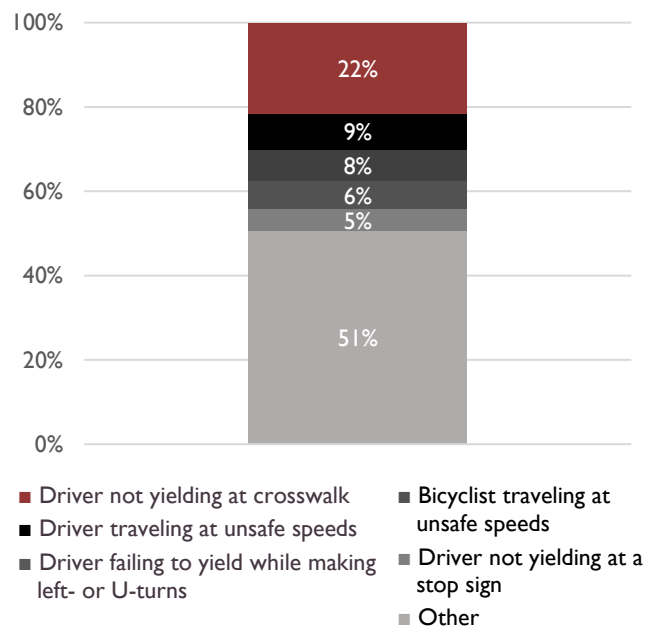
Safety is also about how we share public space and how we interact on our streets. When we consider the primary party at fault, the top traffic violations for severe and fatal vehicle-involved collisions in Berkeley were **drivers not yielding at crosswalks; drivers traveling at unsafe speeds; drivers failing to yield to oncoming traffic when making a left- or U-turn; bicyclists traveling at unsafe speeds; and drivers not yielding at stop signs**. While party at fault data is subjective and may not include the victim’s perspective, it can add to our understanding of the unsafe behaviors that result in severe and fatal collisions.

Violation data tables are provided in **Appendix C: SWITRS Violation Code Data Tables**.

TOP VIOLATIONS IN SEVERE AND FATAL COLLISIONS



TOP VIOLATIONS BY PARTY AT FAULT IN SEVERE AND FATAL COLLISIONS



Collision Data: SWITRS five-year injury collision data, 2013-2017



Source: US Department of Transportation, Literature Review on Vehicle Travel Speeds and Pedestrian Injuries March 2000



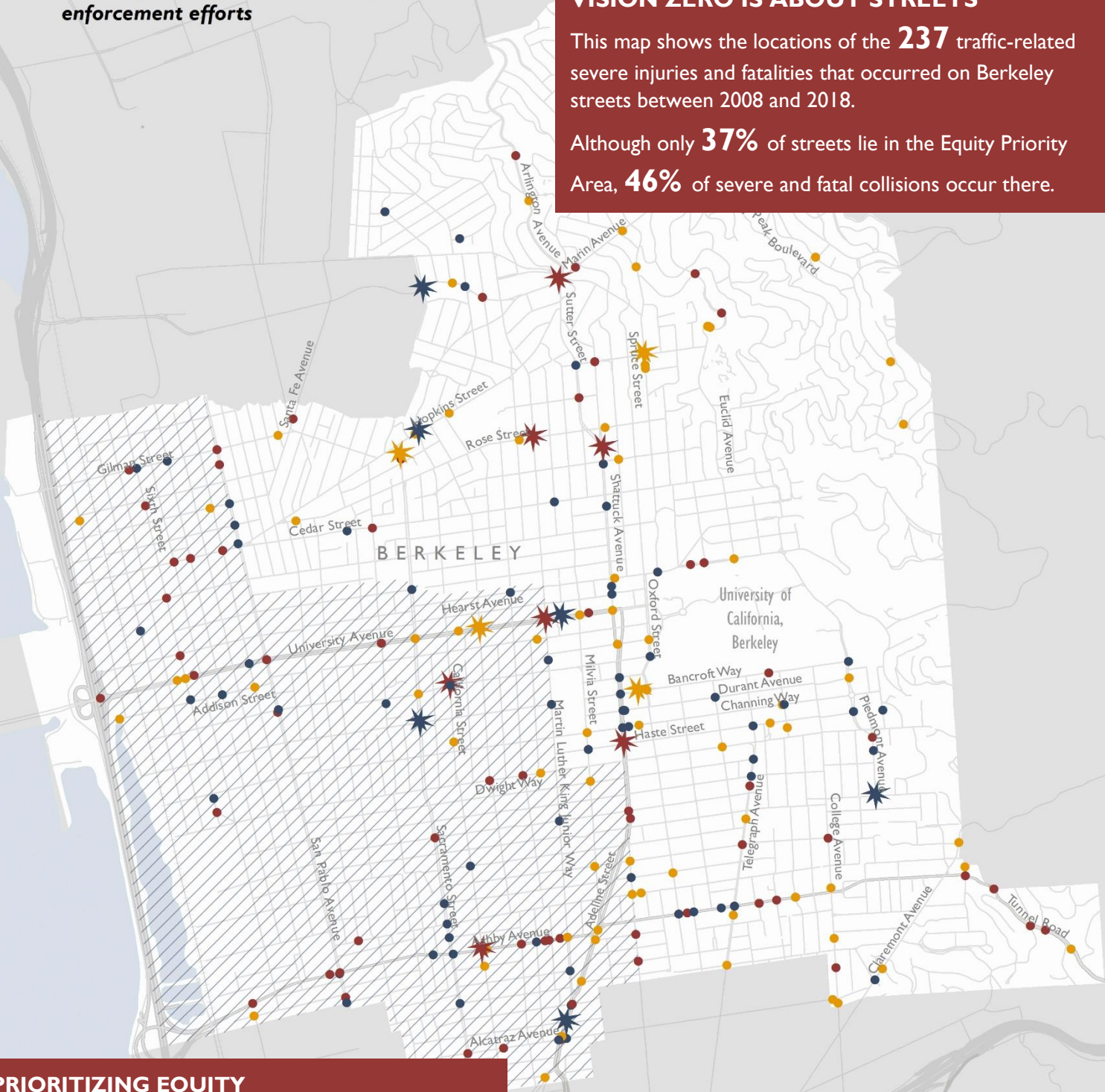
LOCATIONS OF SEVERE AND FATAL COLLISIONS

This map is not for use in developing focused enforcement efforts

VISION ZERO IS ABOUT STREETS

This map shows the locations of the **237** traffic-related severe injuries and fatalities that occurred on Berkeley streets between 2008 and 2018.

Although only **37%** of streets lie in the Equity Priority Area, **46%** of severe and fatal collisions occur there.



PRIORITIZING EQUITY

Lower income residents and people of color are disproportionately impacted by the risk of traffic injuries and fatalities. The Equity Priority Area considers historic Home Owners' Loan Corporation "redlining," racial/ethnic composition, property value, and cultural centers to guide the City of Berkeley in prioritizing infrastructure projects that remedy systemic inequity. A full description of the Equity Priority Area methodology can be found in the City of Berkeley Pedestrian Plan.

/// Equity Priority Area

Collision Type

Bicycle - Fatal	Bicycle - Severe Injury
Pedestrian - Fatal	Pedestrian - Severe Injury
Driver - Fatal	Driver - Severe Injury

Collision Data: SWITRS ten-year injury collision data, 2008-2018

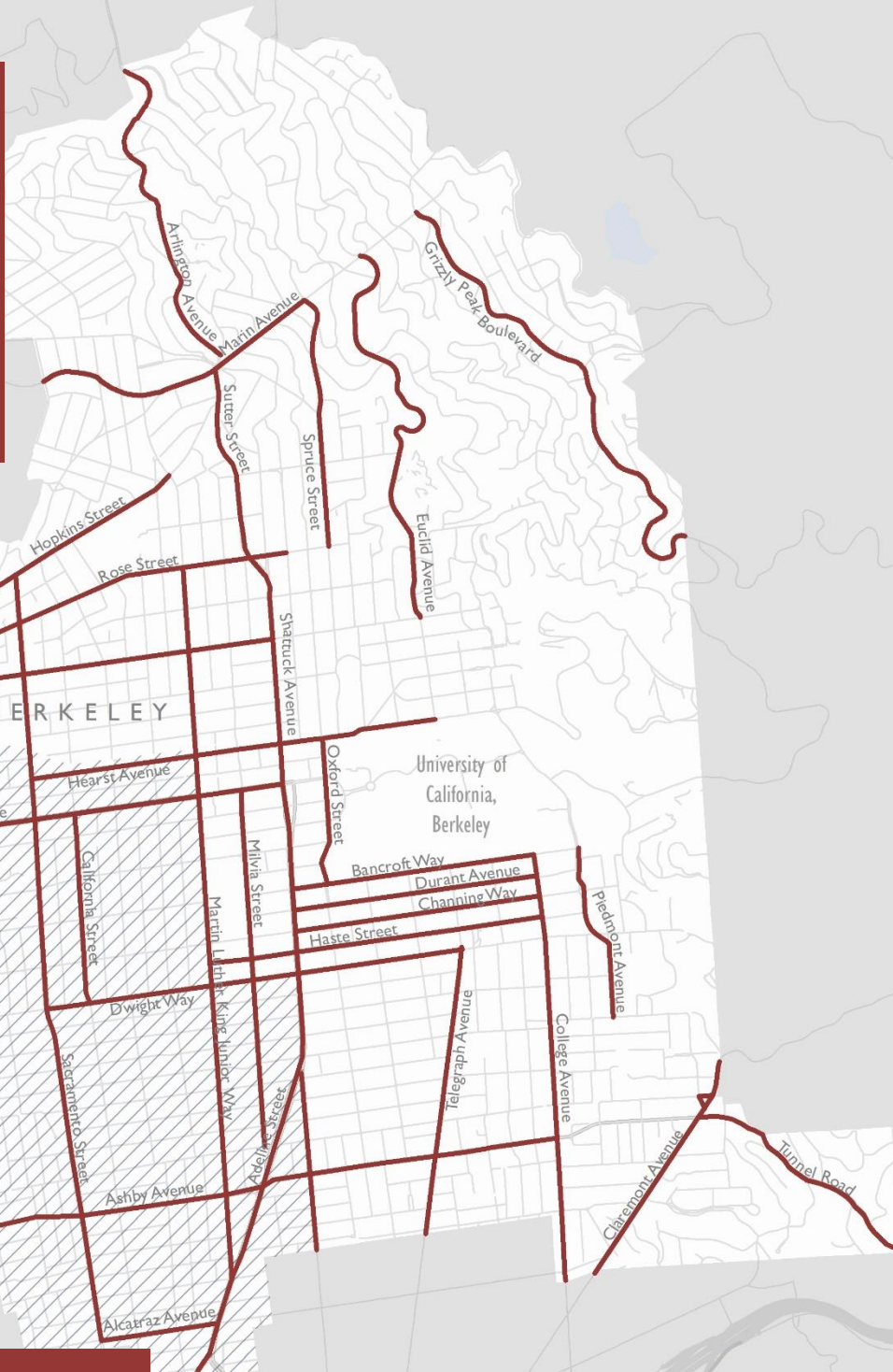
HIGH-INJURY STREETS

This map is not for use in developing focused enforcement efforts

VISION ZERO IS ABOUT STREETS

The High-Injury Streets map represents the City of Berkeley's streets with the most severe injuries and fatalities based on data between 2008 and 2018.

91% of Berkeley's severe and fatal collisions occur on just **16%** of City streets.



PRIORITIZING EQUITY

Lower income residents and people of color are disproportionately impacted by the risk of traffic injuries and fatalities. The Equity Priority Area considers historic Home Owners' Loan Corporation "redlining," racial/ethnic composition, property value, and cultural centers to guide the City of Berkeley in prioritizing infrastructure projects that remedy systemic inequity. A full description of the Equity Priority Area methodology can be found in the City of Berkeley Pedestrian Plan.

— High-Injury Streets

/// Equity Priority Area

Collision Data: SWITRS ten-year injury collision data, 2008-2018



VISION AND GUIDING PRINCIPLES

The City of Berkeley is committed to an equity-focused, data-driven effort to eliminate traffic deaths and severe injuries on our city streets by 2028.

1. **Safety is our highest priority.** Human life is more important than speed, convenience, or property. We will evaluate trade-offs and make both proactive and reactive engineering decisions about street design based on this value.
2. **Traffic deaths and severe injuries are preventable and unacceptable.** Using a holistic, data-driven, systems-level approach to street design, we will treat fatal and severe collisions as preventable and unacceptable incidents that can and must be addressed.
3. **People make mistakes.** We will design our streets so that mistakes do not result in death or severe injury.
4. **Slower streets are safer streets.** We will design, construct, and operate our streets for slower speeds with the goal of eliminating all fatal and severe collisions, and protecting our most vulnerable street users.
5. **We will create safer transportation options for people who walk, bike, and take transit.** Creating safer and more comfortable transportation options for people to walk, bike, and take transit can make these modes more attractive and reduce the number of car trips in Berkeley. Fewer car trips can mean fewer severe and fatal collisions.





6. **Street safety must be achieved equitably.** We will respond to the disproportionate burden of traffic deaths and severe injuries on people of color, people with no or low income, people with no or limited English proficiency, people experiencing homelessness, youth, seniors, people with disabilities, and people who walk and bike. Enforcement strategies recommended as part of this plan will be designed to minimize racial profiling. Further, this plan emphasizes engineering and education actions first, supported by equity- and data-driven enforcement in an effort to conduct equitable traffic enforcement consistent with the City of Berkeley's Fair and Impartial Policing Policy.
7. **Vision Zero will be accountable, transparent, and data-driven.** Actions will be data-driven to respond to the causal factors of deaths and severe injuries on Berkeley streets. This response will utilize both proven methods and innovative strategies. We will perform annual monitoring, reporting, and evaluation through an equity lens. We will communicate clearly what resources are necessary to achieve Vision Zero, why street design modifications are proposed, and the basis for prioritizing competing improvements.



TAKING ACTION

The City of Berkeley’s Vision Zero action items described on the following pages demonstrate a **comprehensive, integrated approach** to get the City to zero. They rest on three pillars: 1) The Vision Zero Program, 2) Safer Streets for Everyone, and 3) Safer Streets by Everyone. This plan prioritizes engineering, education, and public awareness before enforcement strategies to achieve Vision Zero in Berkeley.



THE VISION ZERO PROGRAM

1.1 Collaboration

Collaborate with City departments, regional and community partners, and mobility providers to achieve Vision Zero goals. Continue commitment from Berkeley elected officials.

1.2 Capacity

Build sustainable funding and staffing to complete Vision Zero action items, including program management, data analysis, infrastructure projects, and education, engagement, and enforcement.

1.3 Transparency and Equity

Establish a milestone reporting schedule. Incorporate equity into data collection, analytics, evaluation, engagement, and reporting.



SAFER STREETS FOR EVERYONE

2.1 Project Planning and Development

Prioritize high-injury streets and the most vulnerable street users.

ACTION ITEM DEVELOPMENT

These actions represent months of collaboration and coordination between the Task Force and Advisory Committee and build on opportunity areas established through a comprehensive review of best practices and Berkeley’s current safety efforts.

2.2 Project Design

Design for vulnerable users of the transportation network, including people of all ages and abilities.

2.3 Project Delivery

Deliver Vision Zero traffic safety infrastructure improvements both reactively and proactively.



SAFER STREETS BY EVERYONE

3.1 Public Awareness

Create a culture of traffic safety by promoting awareness through public information programs and campaigns.

3.2 Enforcement

Transition from a request-based to an equitable and data-driven enforcement strategy focused on the most significant safety violations resulting in fatalities and severe injuries.

I.1 THE VISION ZERO PROGRAM: COLLABORATION

Priority	Action	Lead Department	Timeline
☆	<p>Establish a standing Vision Zero Coordinating Committee consisting of City staff, Commissioners, partner institutions, members of the community, advocacy groups, and community-based organizations who have a role in advancing Vision Zero action items with quarterly meetings organized around a predetermined annual agenda. Seek to establish a funding source to compensate members of the community and community-based organizations to enable their participation.</p>	City Manager's Office	
	<p>Incorporate Vision Zero goals and actions into plan and policy updates of all departments and partner institutions, including the upcoming City of Berkeley Zoning Ordinance update and General Plan Update, UC Berkeley's Long-Range Development Plan, Berkeley Unified School District's Sustainability Plan, the City's Strategic Plan, Departmental Priority Projects Lists, and departmental and individual staff work plans.</p>	City Manager's Office	
	<p>With the Metropolitan Transportation Commission, Alameda County Transportation Commission, and Alameda County Department of Public Health, establish a peer-to-peer Bay Area Vision Zero Network for information-sharing and collaboration on countywide and regional initiatives such as a public health analysis of collision victim hospital data.</p>	Mayor's Office	
	<p>Develop a focused, strategic Vision Zero staff training plan to send key staff responsible for implementing the Vision Zero Action Plan, such as Public Works, Police, Health, Housing, and Community Services, and City Manager's Office and elected officials, to Vision Zero-related conferences and trainings.</p>	City Manager's Office	

I.2 THE VISION ZERO PROGRAM: CAPACITY

Priority	Action	Lead Department	Timeline
☆	<p>Conduct a citywide Vision Zero Action Plan assessment of existing staffing and funding capacity to complete Vision Zero action items.</p> <ul style="list-style-type: none"> • Create a staffing matrix of existing and proposed staff for the delivery of high-priority Vision Zero action items. New or realigned staff needs are anticipated in the areas listed below: <ul style="list-style-type: none"> ○ Public Works safety project team ○ Public Works Vision Zero Program support staff ○ Public Information Officers in key Vision Zero departments including Police and Health, Housing, and Community Services ○ Berkeley Police Department Vision Zero collision data analysis ○ Health, Housing, and Community Services Vision Zero data analysis and public awareness programs • Establish a milestone staffing and funding schedule to complete high-priority Vision Zero action items, including City and grant funds. 	City Manager's Office; Public Works	
☆	<p>Request a Vision Zero Performance Audit to be conducted during the FY21 audit period to evaluate the implementation of the Action Plan and make any needed recommendations, including additional and/or realigned staffing and funding, for effective Vision Zero Action Plan implementation. Provide required six-month updates to City Council.</p>	Public Works	

I.3 THE VISION ZERO PROGRAM: TRANSPARENCY AND EQUITY

Priority	Action	Lead Department	Timeline
☆	<p>Utilize the Berkeley Police Department's collision report data on parties involved, such as housing status or whether parties involved are disabled, to help address equity gaps in Statewide Integrated Traffic Records System (SWITRS) collision data. Confirm that Berkeley Police Department report training emphasizes consistent use of these collision report data fields and, if needed, provides training resources for avoiding transportation mode bias in collision reporting. When necessary, update the police collision report form to be consistent with emerging mobility modes.</p>	Public Works; Police	
	<p>Provide an annual Vision Zero Progress Report, reviewed by the City Auditor, to City Council, City Department Directors, Vision Zero Coordinating Committee, and Transportation Commission, on progress reducing fatal and severe collisions, including in historically underserved neighborhoods, equity in traffic enforcement, and on meeting the funding, staffing, and Vision Zero program delivery schedules. Include an updated Vision Zero High-Injury Streets map. Utilize Berkeley Police Department collision data to supplement the Statewide Integrated Traffic Records System dataset to avoid lag in data availability.</p>	Public Works	
	<p>Complete a full update of the Vision Zero Action Plan every three years to ensure continued relevancy of the Action Plan by integrating advancements in best practices and technologies. The first update will include an equity evaluation to identify gaps in safety and collision datasets and develop milestones to address inequities, as well as identify strategies to include hospital data provided by Alameda County Department of Public Health, linked to emergency medical services data and police reports, in Vision Zero analyses and maps.</p>	Public Works	
	<p>Maintain an understanding of the Berkeley community's perception of safety and personal security. Focus direct public engagement to residents of Berkeley's historically underserved neighborhoods and other vulnerable users.</p>	Health, Housing, and Community Services	

2.1 SAFER STREETS FOR EVERYONE: PROJECT PLANNING AND DEVELOPMENT

Priority	Action	Lead Department	Timeline
☆	Develop a publicly accessible matrix and map to prioritize and track projects. Prioritize both new/existing requests/referrals and delivery of established infrastructure project lists (e.g., Five Year Repaving Program, BeST Plan, etc.) according to the Vision Zero High-Injury Streets map and equity-driven prioritization from City Council adopted plans such as the Bicycle Plan and forthcoming Pedestrian Plan.	City Manager's Office	
☆	Establish a Complete Streets Repaving and Development Project Checklist to ensure proactive and reactive Vision Zero safety infrastructure for people of all ages and abilities are included with each repaving project and in the conditions of approval for development projects. With the Vision Zero Coordinating Committee, consider establishing an equity-driven approach to prioritizing repaving projects.	Public Works	
	Establish a Vision Zero Rapid Response Safety Project Protocol that utilizes data from the renamed Fatal Accident Investigation Team (FAIT), to identify quick-build projects if engineering countermeasures may effectively improve safety. The protocol should outline a path forward for Public Works staff to be a part of the immediate on-the-ground response to an investigation of severe and fatal collisions.	Public Works; Police	
	Conduct before and after studies of a sample of Vision Zero quick-build projects to evaluate countermeasure effectiveness where existing understanding is insufficient.	Public Works	
	Undertake a Standards of Coverage/Response Time Study to provide a data-driven understanding of how safety improvements impact emergency response times.	Fire	
	Establish a pre-approved toolbox of traffic safety infrastructure design treatment improvements with the Vision Zero Coordinating Committee to streamline the implementation of projects.	Public Works	

2.2 SAFER STREETS FOR EVERYONE: PROJECT DESIGN

Priority	Action	Lead Department	Timeline
	Establish Vision Zero Design Guidelines that consolidate policies and design guidelines from Council-adopted plans such as the Pedestrian Plan, Bicycle Plan, and Complete Streets Policy to guide Berkeley's street design, traffic, and parking procedures in order to prioritize safety and reduce the incidence of severe and fatal collisions. Ensure revisions and updates are reviewed by the Vision Zero Coordinating Committee to maintain accessibility for people of all ages and abilities.	Public Works	
	Develop Curbside Management Guidelines and incorporate them into the Vision Zero Guidelines to ensure Berkeley addresses safety concerns at the curb due to existing and emerging mobility options.	Public Works	
	Update the Berkeley Municipal Code to be consistent with the Vision Zero Design Guidelines.	Public Works	
	Refine the existing traffic calming toolbox to include design guidelines for all street types, utilizing Council-adopted plans where applicable. Ensure the traffic calming toolbox is reviewed by the Vision Zero Coordinating Committee to streamline the implementation of projects.	Public Works	

2.3 SAFER STREETS FOR EVERYONE: PROJECT DELIVERY

Priority	Action	Lead Department	Timeline
☆	Proactively build capital-intensive and quick-build safety projects on all Vision Zero High-Injury Streets on a schedule to complete such projects by 2028.	Public Works	
	Reactively build newly identified quick-build projects at locations with recent severe and fatal collisions if engineering countermeasures may effectively improve safety, based on Rapid Response Safety Project Protocol.	Public Works	
	Continue to deliver traffic calming projects. Utilize the traffic calming toolbox and evaluate requests based on an equity- and data-driven approach to implementation for both residential and Vision Zero High-Injury Streets. Increase public awareness of the traffic calming program.	Public Works	

3.1 SAFER STREETS BY EVERYONE: PUBLIC AWARENESS

Priority	Action	Lead Department	Timeline
☆	<p>Develop and proactively deliver a Vision Zero branding, promotional, and educational campaign to increase awareness about Vision Zero and the top traffic violations for severe and fatal injuries in Berkeley, elevating victims' stories. Regularly update the campaign to ensure it is context-specific, accessible, and culturally relevant. Collaborate with community-based organizations to distribute material and promote messages and public events that normalize active transportation and transit as healthy and responsible transportation choices.</p>	Health, Housing, and Community Services	
☆	<p>Establish a Vision Zero Rapid Response Safety Communication Protocol. Employ a communication strategy in response to recent severe and fatal collisions aimed at the human element of traffic safety, including health and prevention messaging to the Berkeley community.</p>	Public Works	
	<p>Partner with UC Berkeley, Berkeley City College, and Berkeley Unified School District to distribute targeted Vision Zero messaging for students.</p>	Public Works	
	<p>Integrate Vision Zero traffic safety awareness and education into training for City employees who drive City vehicles or drive while on City business, including Police, Fire, Public Works, and all City departments and divisions.</p>	City Manager's Office	

3.2 SAFER STREETS BY EVERYONE: ENFORCEMENT

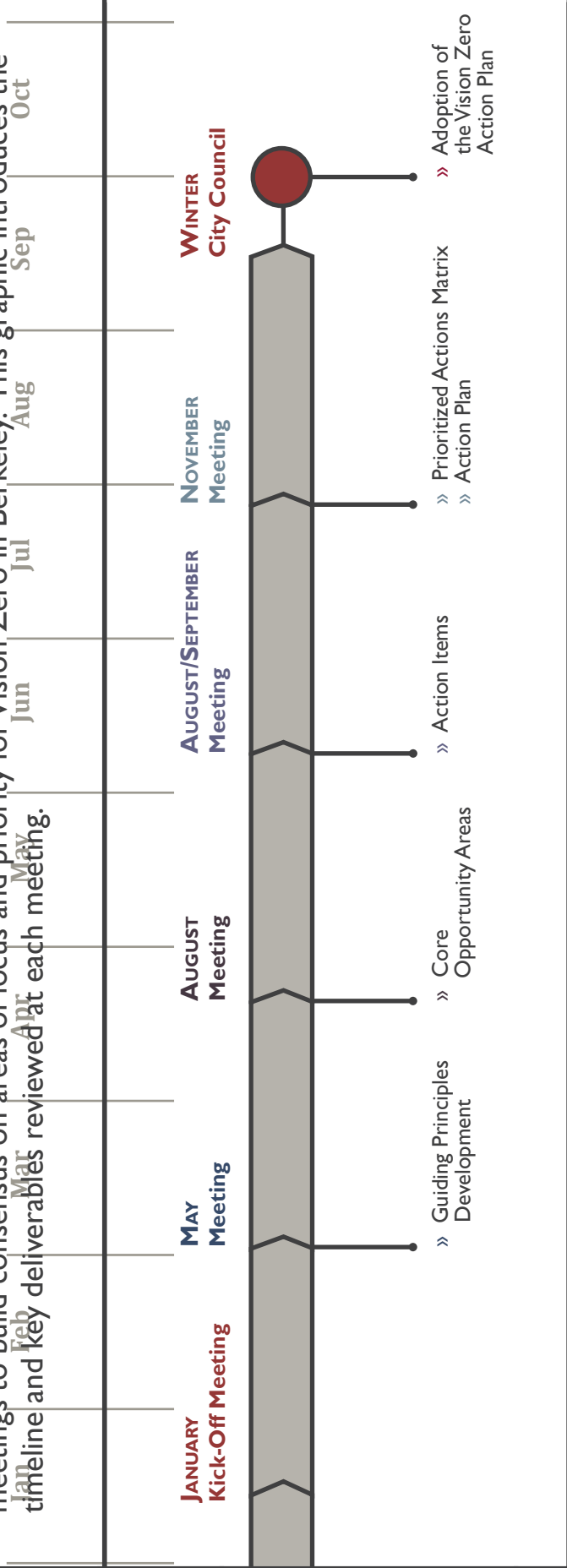
Priority	Action	Lead Department	Timeline
☆	<p>Focus traffic enforcement efforts proportionately on the most significant traffic violations for severe and fatal collisions by party at fault. Focus enforcement efforts on areas of Berkeley where engineering and education efforts have already been implemented. Conduct traffic enforcement consistent with the City of Berkeley’s Fair and Impartial Policing Policy.</p>	Police	
☆	<p>Support state-wide traffic safety legislation allowing automated speed enforcement by local agencies, designation of speed limits on local streets based on desired safety outcomes rather than the existing prevailing speed, and the reduction of local residential street speed limits to below 25 MPH, which would allow for 20 MPH speed limit on local residential streets, consistent with “20 Is Plenty” campaigns. Utilize existing legislated automated enforcement strategies, such as red light cameras.</p>	City Manager’s Office	
	<p>Rename the Fatal Accident Investigation Team to replace the word “accident” with “collision” and include reference to near-fatal and major collisions, to acknowledge that most collisions are preventable, and to be in line with Vision Zero philosophies.</p>	Police	
	<p>Continue and regularly update a collision data-driven enforcement strategy focusing on collision reports from the renamed Fatal Accident Investigation Team (FAIT) to supplement collision data from SWITRS. Focus on areas of Berkeley where engineering and education efforts have already been implemented. Conduct traffic enforcement consistent with the City of Berkeley’s Fair and Impartial Policing policy.</p>	Police	
	<p>Seek opportunities to educate before issuing citations during traffic enforcement.</p>	Police	
	<p>Develop a traffic ticket diversion program for bicycle and pedestrian traffic tickets to promote access to bicycle and pedestrian safety courses and programs.</p>	Police	



APPENDICES

APPENDIX A: VISION ZERO: ACTION PLAN TIMELINE & PROCESS DIAGRAM

The Vision Zero Action Plan development was facilitated by a series of five Task Force and Advisory Committee meetings to build consensus on areas of focus and priority for Vision Zero in Berkeley. This graphic introduces the timeline and key deliverables reviewed at each meeting.



MEETING SCHEDULE

DETAILS & DELIVERABLES

GUIDING PRINCIPLES DEVELOPMENT

An introduction to key Vision Zero concepts that resonate in the City of Berkeley. Meetings included a group exercise to develop Guiding Principles for the Vision Zero Action Plan.

CORE OPPORTUNITY AREAS

A best practices review and benchmarking assessment summarized as core opportunity areas for Berkeley Vision Zero. The best practices review focused on systemic safety strategies from other U.S. cities, while the benchmarking assessment provided an understanding of baseline safety conditions and practices in the City of Berkeley.

ACTION ITEMS

A list of actions to address the identified safety needs, as documented in the Core Opportunity Areas memo.

PRIORITIZED ACTIONS MATRIX

A matrix of prioritized Vision Zero actions for the City of Berkeley, based on input provided throughout the Task Force and Advisory Committee meeting series.

ACTION PLAN

The final summarizing document, documenting the significance of Vision Zero in Berkeley and introducing the City's Vision Zero action items.

APPENDIX B: PRIORITIZED VISION ZERO ACTIONS MATRIX

This matrix documents the action item prioritization for Berkeley's Vision Zero Action Plan. The intention of this prioritization is to help the City determine the list of near-term, immediate actions the City should embark on to achieve Vision Zero. The matrix is not intended to be static – it can be used for each Vision Zero Action Plan update to re-evaluate the near-term focus of Vision Zero for the City. The criteria the prioritization utilizes are:

- **Transformative/High Impact:** Actions are prioritized that would have major positive impacts on safety or City collaboration, based on the Institute of Transportation Engineer's Core Elements of Vision Zero and ongoing City efforts.
- **Existing Resources:** Actions are prioritized that likely already have the needed resources, both staff and funding, to deliver.
- **Staff Priority:** Actions are prioritized that are of interest and priority to the Task Force.
- **Community Priority:** Actions are prioritized that are of interest and priority to the Advisory Committee.

These criteria are based on the existing priorities of the City of Berkeley. The criteria are meant to be fluid and re-evaluated with each new Vision Zero Action Plan update. Each action item will receive a point for each criterion it fulfills. The top performing actions should be the near-term focus of Vision Zero efforts.

PRIORITIZATION RUBRIC

All actions that have a score of 3.5 or greater are considered near-term priorities for the City of Berkeley.

Metric	1	0.5	0
Transformative/ High Impact	Action directly correlates to an ITE Vision Zero Core Element <i>and</i> is an item the City is not currently doing	A Core Element, but lesser transformative impact because the City is already undertaking this effort	Not a Core Element
Existing Resources	High existing staff availability (based on Task Force and Vision Zero Program staff feedback)	Medium existing staff availability	Low existing staff availability
Staff Priority	High priority item (based on Task Force and Vision Zero Program staff feedback)	Medium priority item	Low priority item
Community Priority	High priority item (based on Advisory Committee feedback)	Medium priority item	Low priority item

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Pillar	Opportunity Area	Action	Transformative/ High Impact	Existing Resources	Staff Priority	Community Priority	Score
VZ Program	Collaboration	Establish a standing Vision Zero Coordinating Committee	1	1	1	1	4
VZ Program	Capacity	Conduct a citywide Vision Zero Action Plan assessment	1	1	1	1	4
Safe Streets for Everyone	Project Delivery	Proactively build capital-intensive and quick-build safety projects	1	0.5	1	1	3.5
VZ Program	Capacity	Request a Vision Zero Performance Audit	1	1	0.5	1	3.5
Safe Streets by Everyone	Public Awareness	Establish a Vision Zero Rapid Response Safety Communication Protocol	1	0.5	1	1	3.5
Safe Streets by Everyone	Enforcement	Support state-wide traffic safety legislation	1	0.5	1	1	3.5
Safe Streets for Everyone	Project Planning & Development	Establish a Complete Streets Repaving and Development Project Checklist	1	0.5	1	1	3.5
Safe Streets by Everyone	Public Awareness	Develop and proactively deliver a Vision Zero branding, promotional, and educational campaign	1	0.5	1	1	3.5
Safe Streets for Everyone	Project Planning & Development	Develop a publicly accessible matrix and map to prioritize and track projects	1	0.5	1	1	3.5
VZ Program	Transparency & Equity	Utilize the Berkeley Police Department's collision report data on parties involved	1	0.5	1	1	3.5
Safe Streets by Everyone	Enforcement	Focus traffic enforcement efforts proportionately on the most significant traffic violations for severe and fatal collisions by party at fault.	1	1	1	0.5	3.5
VZ Program	Collaboration	Incorporate Vision Zero goals and actions into near-term plan and policy updates	1	1	0	1	3
Safe Streets for Everyone	Project Delivery	Reactively build newly identified quick-build projects	1	0.5	0.5	1	3
Safe Streets for Everyone	Project Planning & Development	Establish a Vision Zero Rapid Response Safety Project Protocol	1	0.5	0.5	1	3
Safe Streets for Everyone	Project Design	Establish Vision Zero Design Guidelines that consolidate policies and design guidelines from Council-adopted plans	0.5	0.5	1	1	3
VZ Program	Transparency & Equity	Provide an annual Vision Zero Progress Report	0.5	1	0.5	1	3
VZ Program	Transparency & Equity	Complete a full update of the Vision Zero Action Plan every three years	0.5	1	0.5	1	3
VZ Program	Collaboration	Develop a focused, strategic Vision Zero staff training plan	0.5	0.5	1	1	3
Safe Streets by Everyone	Enforcement	Continue and regularly update a collision data-driven enforcement strategy	0.5	0.5	1	1	3
Safe Streets for Everyone	Project Planning & Development	Conduct before and after studies	1	0.5	1	0.5	3
Safe Streets by Everyone	Enforcement	Seek opportunities to educate before issuing citations	0.5	0.5	0.5	1	2.5

Pillar	Opportunity Area	Action	Transformative/ High Impact	Existing Resources	Staff Priority	Community Priority	Score
Safe Streets by Everyone	Enforcement	<i>Rename the Fatal Accident Investigation Team</i>	0.5	1	0.5	0.5	2.5
VZ Program	Transparency & Equity	<i>Maintain an understanding of the Berkeley community's perception of safety and personal security</i>	1	0	0.5	1	2.5
Safe Streets by Everyone	Public Awareness	<i>Partner with UC Berkeley, Berkeley City College, and Berkeley Unified School District</i>	0.5	0.5	0.5	1	2.5
Safe Streets for Everyone	Project Delivery	<i>Continue to deliver traffic calming projects</i>	1	0.5	0.5	0.5	2.5
Safe Streets by Everyone	Public Awareness	<i>Integrate Vision Zero traffic safety awareness and education into training for City employees</i>	0.5	0.5	0.5	1	2.5
Safe Streets for Everyone	Project Design	<i>Update the Berkeley Municipal Code</i>	0.5	0.5	0.5	0.5	2
Safe Streets for Everyone	Project Planning & Development	<i>Undertake a Standards of Coverage/Response Time Study</i>	0	0.5	0.5	0.5	1.5
Safe Streets by Everyone	Enforcement	<i>Develop a traffic ticket diversion program</i>	0	0	0.5	1	1.5
VZ Program	Collaboration	<i>With the Metropolitan Transportation Commission, Alameda County Transportation Commission, and Alameda County Department of Public Health, establish a peer-to-peer Bay Area Vision Zero Network</i>	0	1	0	0.5	1.5
Safe Streets for Everyone	Project Design	<i>Refine the existing traffic calming toolbox</i>	0.5	0	0.5	0.5	1.5
Safe Streets for Everyone	Project Planning & Development	<i>Establish a pre-approved toolbox of traffic safety infrastructure design treatments</i>	0	0.5	0	0.5	1
Safe Streets for Everyone	Project Design	<i>Develop Curbside Management Guidelines</i>	0	0	0.5	0.5	1

Berkeley Vision Zero Action Plan

APPENDIX C: SWITRS VIOLATION CODE DATA TABLES

Table I: Cited California Vehicle Code Violation by Party at Fault¹

Cited California Vehicle Code Violation	Party Cited as at Fault						Total
	Driver	Ped	Parked Vehicle	Bicyclist	Other	None Cited	
Traveling at unsafe speeds	11			12			23
Failure to yield at crosswalk	20						20
Failure to yield to oncoming traffic when making a left turn or U-turn	7						7
Failure to stop at a red light	3			3			6
Failure to yield at a stop sign	5						5
Opening door in unsafe conditions	3		1			1	5
Failure to signal	2			2			4
Crossing outside crosswalk or legal crossing	1	3					4
Pedestrian suddenly leaving curb		4					4
Failure to yield to oncoming traffic when entering or crossing road from property or alley	2			1			3
Pedestrian had flashing DON'T WALK		3					3
Passing unsafely	2						2
Driving with 0.04% or more alcohol in blood with a passenger for hire in the vehicle	2						2
Failure to proceed straight or yield properly	1						1
Driving on the wrong side of the road	1						1
Driver passes bicyclist unsafely	1						1
Disobeying traffic control device	1						1
Reckless driving causing bodily injury	1						1
Driving under the influence	1						1
Driving under the influence and driving unlawfully, leading to bodily injury to any person other than the driver	1						1
Driving a vehicle in an unsafe condition or not safely loaded	1						1
Bicyclist has same rights and subject to same rules as motor vehicles				1			1
Driver not yielding to pedestrians during right turn on red		1					1
Pedestrian crossing between signalized intersections		1					1
Failure to stop at stop bar				1			1
No violation cited	1	1		4		6	12
<i>Total</i>	<i>67</i>	<i>13</i>	<i>1</i>	<i>24</i>	<i>1</i>	<i>6</i>	<i>112</i>

Notes:

1. SWITRS five-year severe and fatal injury collision data, 2013-2017

Table 2: Cited CA Vehicle Code Violations by Parties Involved in Severe and Fatal Collisions¹

Violation by Party at Fault for Severe or Fatal Collisions		# of Severe or Fatal Collisions ³	Other Parties Involved ²					Solo Collisions
Cited Party at Fault	California Vehicle Code Summary		Driver	Pedestrian	Parked Vehicle	Bicyclist	Other	
Driver	Failure to yield at crosswalk	20	1	21	0	0	0	0
Driver	Traveling at unsafe speeds	8	3	3	3	1	0	3
Driver	Failure to yield to oncoming traffic when making a left turn or U-turn	7	5	0	0	2	0	0
Bicyclist	Traveling at unsafe speeds	6	5	0	0	1	0	6
Driver	Failure to yield at a stop sign	5	3	0	0	2	0	0
Pedestrian	Pedestrian suddenly leaving curb	4	4	0	0	0	0	0
Driver	Opening door in unsafe conditions	3	0	0	0	3	0	0
Pedestrian	Crossing outside crosswalk or legal crossing	3	3	0	0	0	0	0
Pedestrian	Pedestrian had flashing DON'T WALK	3	3	0	0	0	0	0
Bicyclist	Failure to stop at a red light	3	2	0	0	0	1	0
Driver	Failure to stop at a red light	3	1	1	0	1	0	0
Driver	Driving with 0.04% or more alcohol in blood with a passenger for hire in the vehicle	2	0	1	0	1	0	0
Driver	Failure to signal	2	1	0	0	1	0	0
Driver	Failure to yield to oncoming traffic when entering or crossing road from property or alley	2	1	0	0	1	0	0
Bicyclist	Failure to signal	1	0	0	1	0	0	1
Driver	Passing unsafely	1	1	0	0	0	0	1
Driver	Driving under the influence and driving unlawfully, leading to bodily injury to any person other than the driver	1	0	1	0	0	0	0
Driver	Reckless driving causing bodily injury	1	1	1	0	0	0	0
Other	Opening door in unsafe conditions	1	0	0	0	1	0	0
Parked Vehicle	Opening door in unsafe conditions	1	0	0	0	1	0	0
Bicyclist	Failure to stop at stop bar	1	1	0	0	0	0	0
Driver	Disobeying traffic control device	1	1	0	0	0	0	0
Pedestrian	Pedestrian crossing between signalized intersections	1	1	0	0	0	0	0
Driver	Crossing outside crosswalk or legal crossing	1	0	1	0	0	0	0

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Violation by Party at Fault for Severe or Fatal Collisions		# of Severe or Fatal Collisions ³	Other Parties Involved ²					Solo Collisions
Cited Party at Fault	California Vehicle Code Summary		Driver	Pedestrian	Parked Vehicle	Bicyclist	Other	
Bicyclist	Failure to yield to oncoming traffic when entering or crossing road from property or alley	1	1	0	0	0	0	0
Driver	Driver passes bicyclist unsafely	1	0	0	0	1	0	0
Pedestrian	Driver not yielding to pedestrians during right turn on red	1	0	0	0	1	0	0
Driver	Failure to proceed straight or yield properly	1	1	0	0	0	0	0
Bicyclist	Bicyclist has same rights and subject to same rules as motor vehicles	1	1	0	0	0	0	0
Driver	Driving a vehicle in an unsafe condition or not safely loaded	0	0	0	0	0	0	1
Driver	Driving under the influence	0	0	0	0	0	0	1
Driver	Driving on the wrong side of the road	0	0	0	0	0	0	1
	No Violation Cited	7	7	1	0	4	0	5
	<i>Total</i>	<i>93</i>	<i>47</i>	<i>30</i>	<i>4</i>	<i>21</i>	<i>1</i>	<i>19</i>

Notes:

1. SWITRS five-year severe and fatal injury collision data, 2013-2017

2. Parties involved will not sum to total number of collisions

3. This number excludes solo collisions. To understand the total number of severe or fatal collisions, sum this column with the number of solo collisions.

BERKELEY VISION ZERO ACTION PLAN

This matrix documents the response to comments received from the Task Force, Advisory Committee, and Transportation Commission on the Draft Berkeley Vision Zero Action Plan.

Received by	Comment	Response	
		Action Plan Revision Page #	Noted for Implementation
Task Force	Establish a standing Vision Zero Coordinating Committee: Change “implementing” to “advancing” to clarify this action is not limited to project delivery	4; 22	
Task Force	Apply for a Vision Zero Performance Audit: Change “Apply for” to “Request”	5; 23	
Task Force	Incorporate Vision Zero goals and actions into plan and policy updates: Add City of Berkeley General Plan update	22	
Task Force	Amend the Berkeley Police Department’s collision report: Change to acknowledge that BPD already collects information on housing and disability status of parties involved.	5; 24	
Task Force	Continue to deliver traffic calming projects: Update to maintain request-based program	27	
Task Force	Conduct before and after studies: Clarify by adding “...to evaluate countermeasure effectiveness.”	25	
Task Force	Establish a pre-approved list of safety infrastructure improvements: Update to a toolbox of traffic safety infrastructure design treatment improvements to clarify the intention of the action	25	
Task Force	Focus traffic enforcement efforts proportionately on the top violations as opposed to primary collision factors	5; 29	
Task Force	The messaging must be that all actions are important and that the prioritized actions simply represent the near-term focus	3	
Task Force	Conduct before and after studies: Increase existing resources and staff priority scores	Appendix B	
Task Force	Continue and regularly update a collision data-driven enforcement strategy: Increase staff priority score	Appendix B	
Task Force	Vision Zero branding, promotion, and education: Increase overall score	Appendix B	

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Received by	Comment	Response	
		Action Plan Revision Page #	Noted for Implementation
Advisory Committee	Establish a standing Vision Zero Coordinating Committee: Update language to clearly state that members of the community, advocacy groups, and community-based organizations will be compensated for their participation	4; 22	
Advisory Committee	Incorporate Vision Zero goals and actions into plan and policy updates: Include Berkeley Unified School District's Sustainability Plan	22	
Advisory Committee	Utilize Berkeley Police Department's collision report data on parties involved: Ensure that adequate training is provided and that adequate data is collected on emerging mobility options.	5; 24	
Advisory Committee	Proactively build already-identified capital projects and quick-build safety projects: Update language to clearly state the intention of this action item – build projects on every high-injury street by 2028.	3; 27	
Advisory Committee	Conduct before and after studies: Update language to ensure that quick-build projects are evaluated when existing understanding of effectiveness is insufficient	25	
Advisory Committee	Continue to deliver traffic calming projects: Add language to increase public awareness of the traffic calming program	27	
Advisory Committee	Make Vision Zero a household term: Consolidate this action with "Develop and proactively deliver a Vision Zero educational campaign"	5; 28	
Advisory Committee	Continue and regularly update a collision data-driven enforcement strategy: Add language to ensure traffic enforcement does not result in racial profiling.	29	
Advisory Committee	Incorporated Vision Zero goals and actions into plan and policy updates: Decrease community priority score	Appendix B	
Advisory Committee	Utilize the Berkeley Police Departments' collision report data on parties involved: Increase the transformative/high impact and staff priority score	Appendix B	
Advisory Committee	Develop a publicly accessible matrix and map to prioritize and track projects: Increase the existing resources score	Appendix B	
Advisory Committee	Focus traffic enforcement efforts proportionally on the top traffic violations for severe and fatal collisions: Decrease community priority score	Appendix B	

Berkeley Vision Zero Action Plan
December 2019

Received by	Comment	Response	
		Action Plan Revision Page #	Noted for Implementation
Advisory Committee	Develop and proactively deliver a Vision Zero promotional and education campaign: Increase existing resources score	Appendix B	
Transportation Commission	Focus on engineering and education strategies above enforcement in implementing Vision Zero	3; 4; 18; 21	
Transportation Commission	Clearly state the desired transition from the existing request-based to an equity- and data-driven Vision Zero enforcement strategy	3; 21	
Transportation Commission	Ensure that any enforcement is conducted in line with the Fair & Impartial Policing Policy	3; 5; 18; 29	
Transportation Commission	Ensure that there are black voices in the Vision Zero Coordinating Committee		✓
Transportation Commission	Remove the High Injury Streets map as an input to the data-driven enforcement strategy. Vision Zero should not result in heightened policing in the equity priority area.	29	
Transportation Commission	Ensure the City Manager's office has a large role in implementing Vision Zero	<i>Lead department on several action items</i> 21-29	
Transportation Commission	Ensure communication and education are prioritized	5	
Transportation Commission	Incorporate language on red light cameras	5; 29	