



## 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 July 10, 2025 | 10:00 a.m. – 11:30 a.m.

Zoom Link: [Join Meeting](#) | Meeting ID: 878 5400 6083 | Passcode: 979602

### AGENDA [NOTES]

#### 1. Introductions (All)

10:00 a.m.

[Shruti introduced Vision Zero and the restart of the Vision Zero Working Group (VZWG). Introduced two new staff who will be leading MTC's Vision Zero efforts: Uyen Ngo, Principal Program Coordinator and Brian Xi, Transportation Data Analyst/Coordinator.]

#### 2. Presentations

- a. Speed Safety Camera Pilot | Justin Horng, SFMTA

10:05 a.m.

*SFMTA update since launching last March ([AB No. 645](#))*

[SEE SPEED CAMERA SLIDES - This pilot is run by local transportation departments, not police departments. Speed penalties are consistent across all pilot cities (SF, Oakland, San Jose, Los Angeles, Glendale, Long Beach), and they are civil penalties and not moving violations, meaning the ticket is issued to the vehicle owner and not the driver. Tickets therefore aren't connected to DMV or police department records. SF hopes to see behavior change over revenue generation.

Camera placement: Cameras are placed on HINs and couldn't be placed on state-owned streets like 19th Avenue, Lombard, or Van Ness. SF was the 1st out of the 6 pilot cities. They installed cameras quickly and efficiently by using existing city-owned poles with existing electrical power and clear sight distance. They had ~80 initial locations and narrowed it down to 33.

Public information campaign: State law requires 30 days notice, but SF did theirs for 60 days. Tools included billboards, ads on transit station digital screens and bus shelters, social media, in-language ads, as well as a video. Garnered 43M digital impressions over 2 months.

Timelines and program statistics: SF wanted to wait for all 33 cameras to be installed before starting the 60-day warning period. Citations will be issued August 5 onwards. In terms of statistics, warning numbers jumped in June when all cameras became operational. They hope to see a downward trend in events going forward.

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Webpage: [MTC Vision Zero](#)

## Q&A:

- For locations where a camera might be removed after the 18-month window, is SFMTA planning to conduct post-removal monitoring to see if speeding behavior changes back to pre-camera levels at these locations?
  - o SFMTA doesn't anticipate needing to move any cameras, as locations selected have a high number of speeders that they believe will easily meet one of the three metrics set by the state. If a location doesn't, they'll continue to collect data across all locations to examine the effect of adding/removing cameras.
- How many citations is each location generating?
  - o The top five locations by volume had an average of 900 warnings per day. Among the top five, some were closer to 700 and some were over 1100. Warnings are instances where the vehicle was going 11mph or more above the speed limit.
- Are any pilot cities sharing excessive speed data (including repeat offenders) with law enforcement?
  - o State law prohibits all pilot cities from sharing private information with other agencies. SFMTA will work with appropriate authorities to help address trends they see.
- Who will get the infraction fine funds and what can they be used for?
  - o AB 645 says that revenue can only be used to recover program costs and/or improve the streets with traffic calming measures.
- Would SFMTA legal counsel interpret daylighting and its associated paint as traffic calming measures (as under AB 645 law) as an allowable expenditure?
  - o AB 645 provides examples of potential traffic calming measures, and they are generally all capital/infrastructure improvements. SFMTA can run this question by their legal team.
  - o According to AB 645, traffic calming measures include, but are not limited to: bicycle lanes, chicanes, chokers, curb extensions, median islands, raised crosswalks, road diets, roundabouts, speed humps or speed tables, traffic circles, flashing beacons for school zone speed limits.
- What other factors were analyzed alongside the observed change in speeding? Were there other factors that might have influenced that change (e.g. changes in traffic volumes or roadway design, etc.)?
  - o Generally, SFMTA tried to avoid selecting camera locations where they knew there were upcoming capital projects. To evaluate camera effectiveness, they'll be conducting another round of counts across all locations. They'll compare the results of the camera locations with non-elected camera locations, which both may have had similar capital improvements to nail down if the change in speeding was due to cameras or other factors.

- What's the process for reporting data back to the state? How will MTC use pilot data to move the program forward, if data shows a benefit?
  - o Each camera is required to meet one of three metrics outlined by the state: 1. Reduction in 85<sup>th</sup> percentile speeds compared to pre-cameras 2. 20% reduction in vehicles that exceed posted speed limit by 10mph compared to pre-cameras 3. 20% reduction in repeat offenders. This 18-month report will be posted to SFMTA's website. They also plan to do yearly reports on the program and submit monthly data reporting to [DataSF](#).
- If citations aren't issued to police departments, is SFMTA staff handling appeals?
  - o SFMTA's citations team is handling initial review, after which a hearings team will work with customers who protest a second time. If it's a third time, it'll go to the superior court. SFMTA is handling appeals with existing staff and won't be hiring new.]

b. Daylighting | Christy Osorio & Zoe Costello, SFMTA 10:25 a.m.  
*SFMTA implementation update (AB No. 413)*

[SEE DAYLIGHTING SLIDES - SF has been daylighting since 2009; the guideline used to be 10 feet, but earlier this year SFMTA decided to daylight the entire city with 20 feet as the new guideline. Currently wrapping up phase 2, which involves painting all intersections within 600 feet of schools. Phase 2 kicked off mid-March 2025 and is moving ahead of schedule. Lessons learned include needing to improve reporting and creating a database of every daylit curb in the city. There hasn't been significant opposition to state law or the loss of parking spaces, which was surprising.

SF is exploring other ways to enforce red zones and activate pedestrian safety zones (PSZs), including adding delineators and potentially legislating the use of bike racks/corrals in these zones. The goal is to have daylighting completed by 2026.

**Q&A:**

- How is street sweeping handled if streetsweepers can no longer reach the curb where delineators are placed?
  - o There's some tension, and they're looking into issuing permits.
- Lessons learned you can share regarding communicating potential on-street parking loss?
  - o They are leaning on the fact that daylighting is now state law.
- What's the anticipated increase in red curb maintenance needed with the additional painting?
  - o Maintenance and repainting of these curbs are projected for every 3-5 years.
- Is the 20' of daylighting just on approach to intersections, per state, or all legs?
  - o Red zones will be on the approach side, not on all sides.
- What factors/issues is SFMTA considering when putting bike parking or micromobility parking in new daylighting zones?

- SFMTA supports putting bike and micromobility parking in the new daylighting zones. We are exploring ways to legislate them so that a public hearing is not required to install them in current and future daylighting zones.
- How is SFMTA handling alleys and commercial loading?
  - On main roads, daylighting is not required at an alley with or without an unmarked crosswalk. If the alley has on-street parking, then daylight the alley approach to the main street.
- Is SFMTA concerned about limiting visibility from placing bike racks in daylighting zones?
  - Not presently. The spacing and openness of the racks maintain visibility to the sidewalk.
- Will they be enforcing daylighting at curbs that aren't yet painted?
  - No, SFMTA is enforcing curbs once they're painted.]

c. Legislation Update | Rebecca Long, MTC  
*MTC update on safety-related legislation*

10:45 a.m.

[NO SLIDES - Overall, it seems clear to the state legislature that speed is a primary concern and more will be known by the end of September in terms of what specific bills will be on the governor's desk. MTC can give another briefing after the end of session in October.

**AB 289-Haney**: Until 2032, proposes a pilot for Caltrans to develop speed safety automated enforcement in construction zones, with up to 75 monitors.

**AB 382-Berman**: Lowers prima facie speed limit in school zones to 20mph and allows local agencies to go lower than that; can adopt 15mph in school zones under certain circumstances.

**AB 544-Davies**: Requires e-bikes always be equipped with a flashing red light, not just at night.

**AB 891-Zbur**: Quick Build pilot program for Caltrans to speed up bike/pedestrian projects.

**AB 1379-Nguyen**: Expands speed safety cameras to Sacramento, 2-year bill with the potential to move forward next year, but currently stalled.

**AB 954-Bennett**: Bike highways proposal that got watered down – to the extent feasible, requires Caltrans to assess incorporating bike highways into interregional corridors. Leaves it up to department discretion to see what's feasible, so likely won't be meaningful beyond planning.]

d. Bay Area Active Transportation & Vision Zero  
 Regional Coordination & Knowledge Sharing | Dee Dohm, MTC  
*MTC update on upcoming peer exchanges and workshops*

11:05 a.m.

[SEE ATVZ SLIDES - The AT & VZ co-collaboration project will last for 5 years. This contract will provide county-focused trainings to help reach MTC's regional active transportation plan goals: implementing the active transportation network, implementing the complete streets policy, and achieving vision zero. Additionally, a case study approach will be done in Alameda, and related toolkits and webinars will be recorded and posted on the project webpage once it's available.]

- e. Regional Fatal and Severe Crashes Update | Brian Xi, MTC 11:15 a.m.  
*Update on recent fatal and severe crashes*

[SEE GENERAL SLIDES - In general, severe injury numbers are higher post-pandemic than pre-pandemic, while fatalities seem to be trending at the same level. In recent years, there's been a slight drop in fatal and severe injuries regionally. In terms of per capita fatal crashes, the Bay Area is trending significantly below the national average while following general trends.]

- f. Quick Build On-Call Bench | Lily Brown, MTC 11:25 a.m.  
*MTC resource on design and engineering services bench*

[SEE QUICK BUILD SLIDES - MTC's [quick build bench](#), available for use by all public agency partners. The bench will be available until 2028, with the option to extend it for another 2 years. MTC is tracking usage of the bench, so please let them know if you use it. Please contact Lily Brown at [lbrown@bayareametro.gov](mailto:lbrown@bayareametro.gov) or Noah Cohen (Contracts Manager) at [ncohen@bayareametro.gov](mailto:ncohen@bayareametro.gov) with any questions.]

### 3. Close

- a. [Survey](#) to inform future VZWG meeting and program (new date: closes 7/31/25)
- b. Meeting notes and slides will be shared after the meeting