



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, February 19, 2026 | 1:30 p.m. – 3:00 p.m.

Zoom Link: [Join Meeting](#) | Meeting ID: 832 3948 2691 | Passcode: 786697

AGENDA [NOTES]

1. Opening 1:30 p.m.

2. Presentations

a. 2026 Legislative Update 1:35 p.m.

Georgia Gann Dohrmann, MTC Assistant Director

Jadie Moar, MTC Legislative Analyst

[Jadie introduced herself and gave an update on the state and federal landscape, with February 20 being the deadline to introduce new bills. Two bills have been introduced so far:

[AB 1837](#) – González. Indefinitely extend the existing authorization for parking enforcement for vehicles stopped in bus lanes with forward facing cameras on buses, and potentially expand it for additional violations. This is currently under a pilot program that ends in 2027, hence its introduction this year.

[AB 1942](#) – Bauer-Kahan. Introduce a vehicle registration system for Class 2 and 3 electric bicycles, with the goal of helping enforce and deter unsafe behavior.

On the federal side, the current five-year federal surface transportation funding bill will expire at the end of the fiscal year, or September. The last five-year funding bill included the stimulus package and the IIJA. It's expected that the general, regular transportation funding will stay, but many of the competitive grant programs through the IIJA could go away.

Funding like ATP, OBAG, and HSIP will generally remain steady, but competitive grant programs like SS4A could disappear.]

b. Safe Trips to BART: An Action Plan for Safer Roadways 1:55 p.m.

Kamala Parks, BART Principal Station Area Planner

Seung-Yen Hong, BART Senior Station Area Planner

Program Coordinator: Brian Xi | bx@bayareametro.gov

Assistant Director: Shruti Hari | shari@bayareametro.gov

Webpage: [MTC Vision Zero](#)

[SEE SLIDES AND [WEBPAGE](#) – Kamala and Seung-Yen presented on BART’s Action Plan for Safer Roadways, published in December 2025. Public streets that provide access to BART have twice as many life-altering crashes per mile than streets further away from stations.

This plan relates to other initiatives BART has taken regarding station access policy, including the Safe Routes to BART grant program and a walk/bike network gap study. This plan was funded by an SS4A planning grant, helping BART quantify and analyze traffic crashes through the lens of station access.

BART classifies every non-airport station as one of five access types, each with an average travel distance from 0.66 to 1.96 miles; this distance was used to define the station study area. Public streets in BART station study areas have twice as many KSI crashes per mile than the roads outside of them; BART stations have generally been located near wider, regional roads with high speeds. In developing a HIN, they found that 76% of KSI crashes happened on just 18% of public roads within the station study area.

BART developed seven focus station area action plans (FSAAPs) covering Balboa Park, Coliseum, Colma, Concord, Hayward, Milpitas, and Richmond intended to support responsible agencies in pursuing funding and implementing proposed improvements. Extensive outreach and engagement informed this process.

Q&A:

- What does BART see as next steps?
 - o BART is sharing this plan and has confirmed with FHWA this can be used by an agency to apply for funding for implementation, in addition to other funding sources at the regional and local level. BART hopes to continue partnering with local jurisdictions to improve rider access around station areas.]

c. NVTA Road Safety Risk Study 2:20 p.m.
Diana Meehan, NVTA Planning and Programming Manager

[SEE SLIDES AND [REPORT](#) – Diana presented on NVTA’s Road Safety Risk Study using connected vehicle data in partnership with Michelin Mobility Intelligence. The project goal was to identify safety risks for all road users; Napa County sees many visitors and has many roadways in unincorporated areas with high speeds and minimal lighting. The study focused on three months of data from April to June 2024. The telematics data comes primarily from mobile devices and can detect harsh braking and acceleration events, which when combined with other data (points of interest, time of day, etc.), can generate predictive risk segments for the entire county.

The study focused on school zones, and NVTA anticipates using this data going forward to conduct pre/post-project analysis in support of their Vision Zero Action Plan. Crash data oftentimes doesn’t adequately convey risk for vulnerable road users (VRUs) because there aren’t many people walking or biking, but that doesn’t negate the potential for something severe to happen; this data helps NVTA look ahead and take a proactive approach.

Q&A:

Program Coordinator: Brian Xi | bxixi@bayareametro.gov
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Webpage: [MTC Vision Zero](#)

- Did you find any explanations for discrepancies between crash hotspots versus telematics-based hotspots?
 - o Many hotspots identified in this study appeared on east/west corridors, which sometimes experience reduced visibility due to sunlight. Otherwise, this report provided an additional layer of information for staff to focus on school zones and rural areas.]

- d. MTC Updates: Complete Streets Portal, SS4A Grant 2:45 p.m.
Lee Huo, MTC Senior Planner
Brian Xi, MTC Vision Zero Data Analyst

[SEE SLIDES AND [PORTAL](#) – Lee presented on MTC’s Complete Streets (CS) Checklist Portal, which supports MTC’s CS Policy. All projects in the public right-of-way and over \$250,000 are required to complete the checklist. The new portal went live on February 2 and replaces the old Google Forms checklist. The portal also incorporates MTC’s Transit Priority Policy for Roadways (TPPR) policy. MTC hosted a technical webinar for the portal available [here](#).

SEE SLIDES – Brian gave an update on MTC’s SS4A grant. A key component of this grant is a regional corridor safety studies and implementation program across the Bay Area. As taken from the grant, program activities include:

- Identifying multi-jurisdictional arterials in need of safety improvements
- Conducting in-depth safety studies of selected arterials
- Designing quick-build projects to address identified safety issues
- Finalizing engineering and design of quick-build projects
- Implementing quick-build projects on arterials
- Analyzing project impacts

MTC has developed a preliminary approach for how this regional program may be structured and is seeking input from partner jurisdictions to ensure the approach is aligned with local needs and opportunities. There is about \$7M in funding available.

Q&A:

- What is the funding amount for each category?
 - o Funding amounts are still being determined. As a reference point, the Southern California Association of Governments (SCAG) released a similar call for quick-builds, where they offered planning and implementation awards up to \$900,000.]

3. Closing

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