



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

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, August 13, 2026 | 1:30 p.m. – 3:00 p.m.

Zoom Link: [Join Meeting](#) | Meeting ID: 859 6694 1509 | Passcode: 255263

Last Updated: August 25, 2026

AGENDA

1. Opening 1:30 p.m.

2. Presentations

- a. Sonoma County Crash Dashboard, Action Plan/Progress Metrics 25 min
Adam Garcia, SCTCA Data Analyst

[SEE SLIDES – Adam presented SCTCA’s Vision Zero efforts, including their crash dashboard, story map, Action Plan, and development of a progress metrics tracker that can measure Vision Zero progress beyond just crashes using an SS4A grant. SCTCA plans to use a survey (e.g. Survey123) shared with its jurisdictions to calculate its progress metrics. SCTCA plans to develop a Vision Zero Hub integrating its resources and websites.]

Q&A:

- **How receptive are local jurisdictions and Public Works departments to tying their budget to Vision Zero implementation and integrating these metrics?**
 - o Sonoma County has different scale jurisdictions; larger ones have their own GIS departments and track metrics, whereas smaller ones may not. SCTCA’s goal is to make this as seamless as possible. For instance, if a city already has a bike lane dataset, SCTCA would want their county-level dataset to match and be updated in tandem.
- **What reception has SCTCA seen from the community, including members of the public, businesses, and elected officials?**
 - o It’s still early in the process, but part of the intent with progress metrics is to improve understanding of what Vision Zero is to the public in tangible ways. As this work continues to develop, SCTCA can provide more updates.]
- b. City of San José Vision Zero Progress and Crash Data Dashboards 25 min
Thao Nguyen, San José Interim Senior Transportation Specialist
Lam Cruz, San José Traffic Safety Programs Division Manager

Point of Contact: Brian Xi | bx@bayareametro.gov

Program Coordinator: Fabian Gallardo | fgallardo@bayareametro.gov

Webpage: [MTC Vision Zero Working Group](#)

[SEE SLIDES – Thao presented San José’s Vision Zero work, including their website, crash data dashboard, and how they use data to prioritize safety treatments like speed cameras, speed management, and quick-build projects. San José adopted its fourth Vision Zero Action Plan, with a bigger focus on implementation and the Safe Systems approach. San José sources its crash data from the police department, resulting in a faster turnaround (3-6 months). They are investigating data sharing opportunities with hospitals.

San José has used crash data to identify priority safety corridors where speed limit reductions and speed cameras can be placed. They overlay these corridors with other priorities (e.g. Ped/Bike Plans, pavement programs) to coordinate safety improvements faster.

Q&A:

- What has the process for partnering with public health departments and local hospitals looked like?
 - o San José has been working on this for years. The biggest challenge isn’t just the HIPAA requirements; it’s also getting meetings scheduled and maintaining consistent communication. San José has resurfaced this work as a priority and intends to establish an MOU to incorporate hospital data into their crash records.
- What did establishing crash data agreements with the police department look like?
 - o San José has had an agreement with the police department. Each department has its own work priorities, but they align around shared issues like DUIs, including messaging and implementation.
- What challenges have you encountered on the website and data dashboard side?
 - o San José: San José uses ESRI for its dashboards and visualizations. The city has built assets using ESRI tools and ArcGIS Hub, but some features have deprecated, making it challenging to migrate and restore. The city’s solution has been to create a city-owned webpage that hosts Vision Zero with the dashboards embedded into the site. This allows the city to still meet its language and accessibility requirements.
 - o SCTCA: SCTCA also uses ESRI for its story maps and data assets. They have found story maps helpful in compiling different media formats and providing an intuitive way to convey Vision Zero efforts. SCTCA is aware of state crash records transitioning from SWITRS to CCRS, which may impact some of the source data ingestion processes.]

- c. Safe Routes to Transit and Bay Trail Program (SR2TBT) 5 min
Karl Anderson, MTC Senior Transportation Planner

[SEE [WEBSITE](#) – Karl presented an update on the RM3 SR2TBT program, giving a reminder that the call for projects is currently open until October 5, 2026. \$75M is available this cycle, and it will be the last cycle as MTC intends to program all of the remaining funding.]

- d. MTC Updates: Legislation, SS4A, Funding Opportunities 25 min
Fabian Gallardo, MTC Principal Program Coordinator
Brian Xi, MTC Transportation Data Analyst

[SEE SLIDES – Fabian presented the legislative and SS4A update. With eight e-bike bills introduced this year, the California State Legislature showed a lot of interest on this topic. MTC released a survey earlier this summer soliciting quick-build project proposals as part of MTC’s SS4A grant. MTC received 49 submissions from 29 jurisdictions in 7 counties. MTC expects to finalize project selections, communicate all funding decisions, and enter into agreements with selected partners by the end of the year.

Brian presented an update on other MTC topics, including a recap of the survey shared with the VZWG over the summer regarding work planning and legislative priorities. MTC also has INRIX Roadway Analytics access that can be shared with local jurisdictions.

Resources from the AT-VZ Regional Coordination Project include [recordings and materials](#) from the San Mateo County Best Practices Workshop, which was held in June. VZWG meetings, going forward, will be held on the second Thursday of every quarter. The February meeting will be in-person.

Caltrans has two safety-related funding opportunities currently open: HSIP Cycle 13 and the Sustainable Transportation Planning Grant Program (STPG).]

e. General Discussion (All)

10 min

[There was discussion around cities with protocols for post-crash analysis done in coordination with the police department, as well as the value of near-miss data in providing a more complete understanding of crash risk.]

3. Closing

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

To be added to the Vision Zero Working Group (VZWG) list, please contact Brian Xi. Past meeting materials are on the VZWG webpage. Next meeting: November 5, 2026.