



Memorandum

Date: March 25, 2020
To: Matt Kelly, CCTA
From: Eleanor Leshner, Inder Grewal and Meghan Mitman, Fehr & Peers
Subject: Best Practices Review – Contra Costa Vision Zero Framework & Systemic Safety Approach

WC16-3343.01

The Contra Costa Transportation Authority (CCTA) is advocating Vision Zero as a viable policy for adoption by local jurisdictions, one that can be integrated as standard practice in local and regional transportation planning and engineering. Developing a countywide framework for Vision Zero — which is a strategy to eliminate all traffic fatalities and serious injuries — was a key recommendation of the 2018 update of the Countywide Bicycle and Pedestrian Plan (2018 CBPP Update). The collision analysis and community outreach conducted as part of the 2018 CBPP Update highlights the need to address traffic safety issues across the county, particularly for people walking and biking. The 2018 CBPP Update recommends developing a Vision Zero Framework and Systemic Safety Approach as an implementation action to address safety issues in a proactive, systemic, data- driven, and equitable manner.

Through its role in countywide planning, policy and funding, CCTA is uniquely positioned to work with local jurisdictions to implement Vision Zero. Focusing on the three themes of planning, policy, and funding, this review explores best practices for county-level transportation authorities to integrate and promote Vision Zero. The Best Practices align with the Institute of Transportation Engineer's (ITE)



Core Elements for Vision Zero Communities, which is a national benchmark for Vision Zero efforts.¹ For each of the strategies presented in Table 1, this memorandum presents a definition, best practice example, and discussion of its applicability to the Contra Costa Vision Zero Framework.

Table 1: Summary of Best Practice Topics and Strategies

Topic	Strategy
Planning	Public, High-Level, and Ongoing Commitment
	Authentic Engagement
	Strategic Planning
	Equity-Focused Analysis and Programs
	Proactive, Systemic Planning
	Responsive, Hot Spot Planning
Policy	Complete Streets for All
	Context Appropriate Speeds
Funding	Project Delivery
	Comprehensive Evaluation and Adjustments

Key Takeaways

This section summarizes key takeaways for best practices that CCTA can employ for countywide Vision Zero-related planning, policy, and funding activities. Some of these elements are included in the scope of the Contra Costa Vision Zero Framework project (“Contra Costa VZ”), others are or could be implemented by local agencies (“Local Agencies”), and others are recommended for future consideration by CCTA (“CCTA Future”).

¹ More information on the *ITE Core Elements for Vision Zero Communities* is available at <https://visionzeronetwork.org/resources/vision-zero-core-elements/>





Planning

- Focus on achieving high-level commitment from elected officials and buy-in from the public (Contra Costa VZ; Local Agencies)
- Collaborate with relevant county agencies, such as Contra Costa Health Services (CCHS) and Contra Costa County Sheriff's Office (CCTA Future; Local Agencies)
- Coordinate countywide tasks such as data collection, marketing strategies, and technical assistance for implementation of Vision Zero and safety-related projects (Contra Costa VZ; CCTA Future)
- Meet communities “where they are” using authentic engagement and temporary demonstration projects such as “pop-up” protected bikeways or “car-free” days on main streets² (CCTA Future; Local Agencies)
- Define equity and determine how equity will be measured, integrated in the allocation of funding, and enforced (CCTA Future; Local Agencies)
- Develop collision typologies or profiles that take into consideration historical collision trends and contextual factors such as roadway type, travel mode, vehicle movement, land use characteristics, victims and/or other factors (e.g., presence of crosswalk, presence of bike lanes, time of day, lighting, etc.) to better understand countywide collision trends and prioritize safety improvements (Contra Costa VZ)
- Develop countywide High-Injury Networks (HINs) to spatially prioritize safety improvements (Contra Costa VZ; Local Agencies)

Policy

- Use the Contra Costa Vision Zero Framework to incorporate systemic safety principles and practices in Complete Streets planning, policy, and design (CCTA Future; Local Agencies)
- Develop guidelines for context appropriate vehicle speed limits by roadway type, land use characteristics, and/or Complete Streets concepts, especially as California refines statewide practices (CCTA Future)

² See examples of SCAG's Go Human! pop up events at <http://gohumansocal.org/Pages/Events.aspx>





Funding

- Select funding priorities based on the countywide HINs, collision profiles, and geographic and socioeconomic equity metrics (CCTA Future)
- Ensure consistency between Vision Zero and Local Road Safety Plans, Systemic Safety Analysis Reports, and Highway Safety Improvement Programs to maximize access to state and federal roadway safety funds (Local Agencies)
- Assess and consistently evaluate the safety, equity, and other community outcomes related to the Contra Costa Vision Zero Framework – as well as local Vision Zero Action Plans – to refine and adjust the countywide Vision Zero approach (CCTA Future; Local Agencies)

Planning

As a county-level transportation planning agency, CCTA leads collaborative, cross-jurisdictional processes that promote a safe, user-friendly, and integrated (with land use priorities) transportation system. CCTA also helps coordinate a consistent set of plans, policies, and design concepts across multiple jurisdictions to achieve a common set of goals. For example, the Countywide Transportation Plan (CTP) and the 2018 CBPP Update serve as a framework for local transportation planning efforts, and CCTA provides technical assistance to local jurisdictions in the form of data collection, management, and analysis to inform local decision-making. CCTA also leads planning for the county's Regional Routes of Significance – roadways that connect two or more planning areas of Contra Costa, cross county boundaries, carry significant through traffic, and/or provide access to a regional highway or transit facility.

The planning-related core elements of Vision Zero are:

- Public, High-Level, and Ongoing Commitment
- Authentic Engagement
- Strategic Planning
- Equity-Focused Analysis and Programs
- Proactive, Systemic Planning
- Responsive, Hot Spot Planning





The following sections outline best practices for CCTA and local Contra Costa jurisdiction consideration in support of these core elements, including Vision Zero-related actions that are in progress, as well as recommended future Vision Zero-related actions.

Public High-Level, and Ongoing Commitment

Successful Vision Zero efforts rely on having key elected officials and public agency leaders (especially from transportation, law enforcement, and public health departments) commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe. This commitment is typically the first step in developing Vision Zero as a principle and policy toward safer streets. Beyond this high-level commitment, cross-departmental and interagency collaboration enable a comprehensive approach and are critical to Vision Zero planning and implementation in respective communities. Based on peer agency interviews, effective coordination and collaboration across groups can also be a challenging aspect of implementing Vision Zero that requires continuous collaborative effort.

A best practice example of achieving this kind of commitment comes from Montgomery County, Maryland.³ In 2016, the Montgomery County Council adopted a resolution to develop a Vision Zero Action Plan. The County Executive's Office spearheaded the effort based on their direct access to and ability to coordinate across a diverse group of stakeholders. The County Executive's office organized six working groups consisting of representatives from various County departments including transportation, planning, public health, and law enforcement, as well as state-level agencies and advocacy groups. These stakeholder groups developed a holistic understanding of systemic traffic safety issues within the county to craft a multi-agency effort to address these issues. By taking leadership at a regional level, Montgomery County has further inspired and supported local jurisdictions to adopt Vision Zero policies and implement safety projects.

Likewise, CCTA is leading the way for Vision Zero adoption and implementation by spearheading the Contra Costa Vision Zero Framework and by incorporating and acknowledging Vision Zero in the 2018 CBPP Update and Countywide Transportation Plan (CTP). While CCTA is not the executive administrative body for Contra Costa County, it is similarly well positioned to coordinate a diverse group

³ See Montgomery County's Vision Zero Action Plan at <https://www.montgomerycountymd.gov/visionzero/action.html>





of stakeholders like in Montgomery County’s case. CCTA’s Board of Commissioners – comprising 11 appointed Mayors, Councilmembers, and County Board of Supervisors – can also help lead the county and local jurisdictions toward Vision Zero goals.

CCTA has formed a Vision Zero Working Group (VZWG) of representatives from each of Contra Costa’s four Regional Transportation Planning Committees (RTPCs) as well as key advocacy groups and regional partners such as Bike East Bay, Bike Concord, the Metropolitan Transportation Commission (MTC), and UC Berkeley Safe Transportation Research and Education Center (SafeTREC). Furthermore, CCTA has an established relationship with the California Department of Transportation (Caltrans) to coordinate countywide planning efforts with state-level policymaking. By engaging stakeholders from the start of the process, CCTA is achieving high-level commitment to Vision Zero. Moving forward, CCTA plans to coordinate with and seek feedback from local jurisdictions, RTPCs, and other key county agencies such as Contra Costa Health Services (CCHS) and the County Sherriff’s Office.

Authentic Engagement

Authentic engagement is important to Vision Zero and goes beyond traditional community engagement efforts to connect with diverse communities “where they are” and in a culturally relevant manner. This is especially important in Contra Costa, which is home to many diverse communities; safety challenges and opportunities vary across urban, suburban, and rural communities, and open space areas. Many communities are moving away from the more traditional weeknight community meeting outreach strategy, and are focused instead on “meeting people where they are” through pop-up events such as temporary demonstration projects or information booths at local events, and community “hubs” such as farmers markets, transit stations, and community centers.

A best practice example of a regional approach to authentic community engagement comes from the Southern California Association of Government’s (SCAG) *Go Human!* Campaign,⁴ which promotes safe active transportation in Southern California communities. This campaign has focused on temporary demonstration projects at locations identified on their Regional High-Injury Network and a countywide safety marketing campaign. Demonstration projects provide temporary “living previews” or “pop-ups” of

⁴ See SCAG’s Go Human! Campaign at <http://gohumansocal.org/Pages/About.aspx>





potential strategies to address specific safety issues identified at their locations. By partnering with local advocacy groups and community-based organizations (CBOs), SCAG has demonstrated benefits of potential safety improvement projects and strategies in real-time, as well as feedback gathered from people that use the area, effectively “meeting the community where they are.” These types of demonstration projects have been successful both at generating excitement about safety projects as well as assisting local jurisdictions in winning grant proposals to implement longer-term improvements.

Vision Zero marketing and education campaigns are also highly important... and based on peer agency interviews these are sometimes overlooked. In Southern California, SCAG has played a strong role in developing a consistent road safety brand, messaging, and marketing campaign that local jurisdictions and partner organizations (e.g., schools) can use throughout the region. SCAG used focus group testing to develop its road safety brand and marketing campaign, and also conducts an online survey to evaluate how well their campaigns are reaching people driving, walking, and biking regionwide.

Several Contra Costa jurisdictions are already employing innovative public engagement strategies for safety studies. For example, in developing *Pittsburg Moves*, the City of Pittsburg’s active transportation plan, the city conducted several pop-up outreach events at community events and implemented a temporary demonstration project near the Pittsburg Center BART Station to test recommended safety strategies and gather feedback from the community. The City initially considered a more traditional outreach effort, such as hosting weeknight community meetings. However, these types of events have typically attracted a smaller number of participants – for example, it would not be uncommon for the number of City staff and consultants at an evening meeting to outnumber members of the public. To encourage broader public participation, the City decided to test-host a pop-up event, which proved to be successful in reaching more people – and a more representative sample of the City’s population. Some of the elements of the demonstration project on Railroad Avenue have also become permanent. For instance, the City, in collaboration with Caltrans, installed a leading pedestrian interval (LPI) at a Caltrans signal on the corridor, which has since become a permanent feature at this intersection. The success of the *Pittsburg Moves* demonstration project has inspired the City to organize additional pop-up events as part as the ongoing Railroad Avenue Complete Streets study. Other recent examples of demonstration projects as effective tools for public outreach and refining ultimate project design and implementation include the Yellow Brick Road project in Richmond’s Iron Triangle neighborhood, the





Telegraph Avenue Complete Streets project in nearby Oakland, and the Safer Taylor Street project in San Francisco.

Similar to SCAG, CCTA could further promote authentic public engagement activities and support local project implementation by leading demonstration projects or providing local jurisdictions and community groups with the best practice resources, materials, and/or funding to implement these types of projects. In the future, CCTA could also help further education and marketing efforts by developing a regional Vision Zero and safety marketing campaign, similar to SCAG, and provide local jurisdictions with marketing and outreach materials that they can tailor to their respective communities.

Strategic Planning

Strategic planning for Vision Zero often takes the form of a Vision Zero Action Plan, which typically consists of explicit goals, measurable strategies, and a clear timeline for achieving Vision Zero and often follows the “Safe Systems” approach.⁵ A Safe Systems approach acknowledges that people make mistakes and focuses on influencing system-wide practices, policies, and designs to lessen the severity of crashes, such as encouraging safer, more context-appropriate travel speeds and building “safety nets” into street design to prevent or mitigate severe and fatal collisions.

Best practices for developing local Vision Zero action plans are well documented by the *Vision Zero Network*.⁶ These action plans also reflect specific priorities and concerns unique to each jurisdiction. In the Bay Area, the cities of Fremont and Berkeley are examples of small-to-medium sized cities that have recently developed Vision Zero Action Plans. Fremont’s Vision Zero Action Plan focuses on technology-oriented strategies, as well as implementing quick-build projects, separated bikeways, and protected intersections. Berkeley’s Vision Zero Action Plan focuses on equity as well as engineering strategies to reduce speeds on higher speed arterials. Berkeley’s Plan also prioritized engagement of victims’ families and committed to post-crash care and victim remembrance.

To support Vision Zero action planning at the local jurisdiction level, CCTA can provide technical assistance to ensure these plans reflect best practices and are consistent with countywide transportation

⁵ See “Systems Approach” at <https://www.ite.org/technical-resources/topics/safe-systems/>

⁶ See Vision Zero Network Case Studies at <https://visionzeronetwork.org/resources/case-studies/>





plans. As part of the Contra Costa Vision Zero Framework, CCTA is developing countywide High Injury Networks (HINs), a Vision Zero Database, and a Vision Zero “How to” Guide to assist cities in developing local Vision Zero action plans. By leading key aspects of data collection, management, and analysis, CCTA will enable local jurisdictions to focus on “core elements” that are best suited for local jurisdictions to lead, such as authentic engagement and project delivery.

Equity-Focused Analysis and Programs

Elevating equity and meaningful community engagement, particularly in low-income communities and communities of color, should be a priority in all stages of Vision Zero work. Nationwide studies have concluded that low-income communities, communities of color, and immigrant communities often carry a disproportionate burden of traffic-related injuries and fatalities, lack infrastructure to facilitate safe access and mobility, and are more likely to be stopped by law enforcement.⁷ In Contra Costa County, many neighborhoods – such those located in Antioch, Bay Point, Concord (Monument Corridor), Martinez, Pittsburg, Richmond and San Pablo – have been identified as disadvantaged communities⁸ and continue to grapple with a legacy of community underinvestment. Countywide collision trends indicate that lower-income, non-white communities in Contra Costa carry a significant burden of fatal and serious injury collisions, especially those adjacent to high speed arterial roadways. While strategic enforcement can be an important tool for Vision Zero programs, ITE’s *Core Elements for Vision Zero Communities* recognizes that achieving zero traffic fatalities should focus primarily on roadway safety infrastructure investment, innovative engineering, and effective programming in neighborhoods most impacted by unsafe roadway conditions. Residents across Contra Costa should be included in the development of Vision Zero-related projects, from planning, design, and construction, in order to best meet community needs. At a countywide level, geographic equity is also important to ensure all communities within Contra Costa benefit from investments in traffic safety projects and programs.

⁷ See Vision Zero Network for more information on disparities in collisions and safety enforcement at http://visionzeronetwork.org/wp-content/uploads/2017/05/VisionZero_Equity.pdf

⁸ See California Environmental Protection Agency’s (CalEPA) California Communities Environmental Health Screening Tool, Version 3.0 (CalEnviroScreen 3.0), accessible at <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>





Several cities, including San Francisco and Berkeley in the Bay Area, have placed equity at the forefront of their Vision Zero process by clearly defining what equity means and developing methods for incorporating equity in their decision-making process. For example, San Francisco overlays their High-Injury Network (HIN) with MTC's Communities of Concern to prioritize corridors for safety treatments.⁹ HIN corridors located in Communities of Concern are given a higher priority in Vision Zero implementation. In Berkeley, the City incorporates equity in their project prioritization process by focusing on neighborhoods that were historically "redlined" by the Federal Housing Administration (FHA). Through detailed analysis, the City found that these areas are directly correlated with the highest concentration of traffic collisions, poverty, and non-white residents. Berkeley uses this equity metric to help determine how infrastructure funding and resources will be allocated spatially as part of implementing their Vision Zero Action Plan. Some Vision Zero cities have also incorporated hospital data in their collision analyses to better understand the race and socioeconomic status of collision victims, which is not provided in California's Statewide Integrated Traffic Records System (SWITRS) database that is typically used in collision analyses.

As a planning, policy, and funding agency, CCTA can help address historical inequities in community and infrastructure investment across the county by prioritizing communities most burdened by traffic safety issues for Vision Zero-related safety improvement projects. To inform project prioritization, CCTA is developing a HIN and collision profiles to better understand countywide trends; the HIN helps determine where investment need to be made based on historical collision trends, and the collision typology analysis will inform which roadway users and contexts are most likely impacted by fatal and serious injury collisions. CCTA should further consider prioritizing projects based on whether they fall in a disadvantaged community and/or would benefit vulnerable roadway users (e.g., communities of older adults, Safe Routes to School projects, etc.).

Proactive, Systemic Planning

A proactive, systems-based approach to safety is integral to Vision Zero as it identifies top risk factors to mitigate crash severity and potential collisions. Instead of reactively focusing only on where collisions

⁹ See Page 2-1 of MTC's Plan Bay Area 2040 Equity Report for definition of Communities of Concern at http://2040.planbayarea.org/sites/default/files/2017-07/Equity_Report_PBA%202040%207-2017.pdf





have occurred in the past, systemic safety analysis proactively identifies potential safety issues based on travel behavior, roadway design, and other built environment factors that contribute to fatal and serious injury collisions. Systemic safety data is used to determine and address the underlying risk factors that influence roadway safety: the where, how, and why serious collisions happen, along with who is likely to be affected.

A best practice example of proactive, systemic planning comes from the Orange County Transportation Authority (OCTA). OCTA recently developed a data-driven Systemic Safety Plan to improve transportation safety countywide, with a focus on people walking and bicycling. The Plan analyzed collision data to develop crash typologies that identify key trends and specific conditions that place people walking and biking most at risk. OCTA was then able to develop focused countermeasures to address the most prevalent collision typologies, which included strategies such as: signal timing adjustments, intersection design measures, new signage, innovative bikeway designs, new pedestrian crossings, and low-cost, quick-build strategies.

CCTA is currently developing collision typologies to identify trends associated with serious and fatal collisions in Contra Costa County. Achieving a Vision Zero goal of zero traffic fatalities will require investments that proactively address the underlying risk factors related to fatal and serious injury collisions. Understanding the trends associated with fatal and serious injury collisions will help CCTA and local jurisdictions to address underlying traffic safety issues – even at locations that have not yet experienced fatal or severe injury collisions – to develop a system that is safer for all users.

Responsive, Hot Spot Planning

Responding to historic collision patterns and “hot spots” complements systemic, proactive planning and is therefore also important to achieve Vision Zero goals. A common Vision Zero approach to understand geographic collision trends is to map – and regularly update – a community’s fatal and serious injury crash locations to guide priority actions, funding, and track jurisdictional traffic safety performance. Vision Zero agencies typically develop a High-Injury Network (HIN) to determine which roadways carry a disproportionate burden of fatal or serious injury collisions based on collision data and community input.





For instance, Denver’s HIN shows that 50% of all traffic fatalities in Denver occur on just 5% of roads.¹⁰ Other cities also show that traffic fatalities disproportionately effect pedestrians and cyclists, despite the two groups representing a smaller commute mode share. In this way, HINs can help spatially pinpoint any collision “hotspots” that need to be addressed.

CCTA is currently developing three Countywide HINs as part of its Vision Zero effort: one focused on all collisions (including vehicle-to-vehicle collisions), one focused on bicyclist-involved collisions only, and one focused on pedestrian-involved collisions only. The Countywide HINs will identify roadways where fatal and serious injury collisions have been – and are likely to be – located. Note that since the Countywide HINs identify roadways at an aggregate, countywide level, local jurisdictions may find value in developing their own HINs that may identify additional locations and local safety trends that require attention at a local level.

Policy

From a Countywide policy perspective, CCTA can focus on advocating for policy-related core elements of Vision Zero such as:

- Complete Streets for All
- Context Appropriate Speeds

¹⁰ See Pages 3 to 10 for Denver’s HIN at <https://www.denvergov.org/content/dam/denvergov/Portals/705/documents/visionzero/Denver-Vision-Zero-Action-Plan.pdf>





Complete Streets for All

Vision Zero promotes the integration of Complete Streets concepts into communitywide plans and projects to encourage a safe, well-connected transportation network for people using all modes of transportation. A Complete Street is one that is designed to be safe for all users including people walking, biking, taking transit, and driving. Another aim of Complete Streets is to transform day-to-day transportation decisions so that all users are considered at every stage of the design process for all road projects. The adoption of Complete Streets policies has increased significantly over the past 10-15 years. For example, the State of California passed the State Complete Streets Act, Assembly Bill 1358, in 2008, which requires municipalities to incorporate a Complete Streets policy in their general plan.

The 2018 CBPP update identified potential Complete Streets project locations based on the Low-Stress Countywide Bicycle Network and provides design guidelines for bicycle and pedestrian facilities that can be referred to in Complete Streets planning. Many of the Complete Street studies were identified for right-of-way-constrained arterials, where collisions are concentrated but multimodal tradeoffs will be required to develop recommendations.

Further integrating Complete Streets planning and design with Vision Zero goals can help ensure roadways are safe for all users. To better inform Vision Zero and Complete Streets planning efforts, CCTA is developing a Vision Zero database including safety and built environment data. As part this effort, CCTA is developing an inventory of sidewalks and crosswalks in Priority Pedestrian Areas (PDAs), which were identified in the 2018 CBPP Update, using a big data vendor (Ecopia Tech). This type of data will help identify gaps in the pedestrian network and assist future local planning efforts. By developing this database, providing technical assistance to local jurisdictions, and funding Complete Streets and safety projects, CCTA can help encourage and facilitate Complete Streets implementation.

Context Appropriate Speeds

Context appropriate speeds refers to travel speeds being set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in collisions such as people walking and biking. Speeds are critically important since the likelihood of a fatality or severe injury increases substantially the faster a vehicle is moving at the time of collision. Studies have shown that a person walking is 90% likely to survive a collision if the vehicle is traveling at 20 mph,





compared to 60% if the vehicle is traveling at 30 mph and 20% if the vehicle is traveling at 40 mph.¹¹ Proven speed management policies and practices, such as road diets, traffic calming measures, speed limit reductions, and automated speed enforcement (ASE) are often prioritized by Vision Zero plans to reach this goal.

Outside of the State of California many jurisdictions, such as Boston, have worked to reduce speed limits; in 2017, Boston reduced the default speed limit on city streets from 30 mph to 25 mph, in an effort to reduce the probability of fatal and severe injury collisions. A study conducted by the Insurance Institute for Highway Safety (IIHS) analyzed the effects of Boston speed limit reductions and found that after the speed limit was lowered, the odds of vehicle speeds exceeding 35 mph decreased by approximately 30 percent.¹² Vehicle speeds exceeding 30 mph decreased by approximately nine percent and vehicle speeds exceeding 25 mph decreased by three percent.

As another example, Montgomery County has reduced speed limits on County-owned roadways to adjust to changing land use context surrounding specific roadways, especially in locations with new residential and/or mixed-use development. In addition, Montgomery County, Washington D.C., New York City and Philadelphia, have adopted Automated Speed Enforcement (ASE) to reduce speeds on higher-speed corridors. ASEs have reduced speeds and traffic fatalities on these corridors by providing constant speed enforcement while reducing the need to dedicate limited police resources to speed management.

California has historically set vehicle speed limits based on the 85th percentile speed, which is a metric based on how fast people drive on a given roadway; as a result, the faster people tend to drive on a roadway, the higher the speed limit. Moreover, California does not currently permit the use of ASEs to manage speeds. However, AB 2363 required California's Secretary of Transportation to establish and convene a Zero Traffic Fatalities Taskforce to examine the use of the 85th percentile methodology for establishing speed limits. In January 2020, the Taskforce released a report concluding that California's

¹¹ Kumfer, W., LaJeunesse, S., Sandt, L., and Thomas, L. (2019). "Speed, Kinetic Energy, and the Safe Systems Approach to Safer Roadways." ITE Journal, Vol 89, No. 4, 32-36.

¹² See the Insurance Institute for Highway Safety study on Boston's speed limit reduction at <https://www.iihs.org/news/detail/city-drivers-slow-down-for-lower-speed-limit-in-boston>





speed limit policies need to evolve to promote safety over expeditious mobility on roadways, and to give local jurisdictions greater autonomy in managing speeds on local roadways. As findings from the Taskforce begin to permeate through actionable policy, CCTA can take a leading role in defining context appropriate speeds on different types of roadways, with consideration of the land use context, proactive and systemic planning, and collision hotspots.

Funding

Although CCTA does not have jurisdiction over local roadways and state highways, one of the main ways CCTA can influence the adoption of Vision Zero policies and implementation of related projects is through funding. Its role as a funding agency enables CCTA to effectively partner with local, regional, and state agencies for project implementation and influence municipal-level policy and decision-making. As a funding agency leading the Contra Costa Vision Zero Framework, CCTA can support the following funding-related core elements of Vision Zero:

- Project Delivery
- Comprehensive Evaluation and Adjustments

Project Delivery

Project delivery refers to how decision-makers, planners and engineers advance projects for safe, equitable, multimodal travel by prioritizing projects that address the most pressing safety issues, securing funding, and implementing these projects on the ground. Project delivery is essential to achieving Vision Zero goals around safety, health, and equity-related outcomes, and is typically spearheaded by local jurisdictions. However, project delivery begins with how funds are allocated, which is often decided at a regional or county level.

Regional funding agencies, such as the Mid-America Regional Council (MARC) in the Kansas City Area and Atlanta Regional Commission (ARC), have taken innovative approaches to project funding to further Vision Zero goals. For example, MARC has developed quantitative measures of safety and equity for roadway asset management and ARC has determined and monitored the percentage of funding allocated to environmental justice communities. As another example, Los Angeles' Vision Zero program uses the HIN to assign an intersection score to prioritize intersections in their funding process. In addition to considering the number of fatal collisions, additional "points" are added if a fatality at the





intersection involved vulnerable roadway users such as a child or senior, or if the intersection is in a disadvantaged community. This strategy ensures that vulnerable roadway users and disadvantaged communities are prioritized through Vision Zero project delivery.

Contra Costa HIN and collision profiles, alongside equity metrics such as MTC's *Communities of Concern*,¹³ can help guide project prioritization at the countywide level. CCTA could also weave equity goals into its funding decisions by tracking what percentage of the HIN falls within Communities of Concern or allocating a certain percentage of Vision Zero-related safety funding to Communities of Concern, or a combination thereof.

CCTA and local jurisdictions can also implement Vision Zero goals by leveraging resources developed as part of the Contra Costa Vision Zero Framework on active transportation plans, corridor studies, Local Road Safety Plans (LRSPs), Systemic Safety Analysis Reports (SSARs), and Highway Safety Improvement Programs (HSIP) projects. Consistency between these programs and different project types would help leverage additional state and federal grant funding opportunities to implement safety projects.

Comprehensive Evaluation and Adjustments

Vision Zero is an iterative process and should include routine evaluations that can inform any needed adjustments. The process of comprehensively evaluating and adjusting Vision Zero plans and priorities should be collaborative and engage a variety of stakeholders.

For example, after San Francisco adopted Vision Zero in 2014, the City undertook numerous interventions and programs to help achieve their goal, ranging from public education campaigns to upgrading pedestrian and bicycle facilities. While San Francisco had seen some successes toward this goal by 2017, local stakeholders voiced concerns whether Vision Zero could be achieved by 2024 based on the progress thus far. To address these concerns, San Francisco organized a one-day workshop to bring stakeholders from City departments, local advocacy groups, and leading transportation safety researchers to discuss what “Bold Ideas” could be implemented to help achieve Vision Zero by 2024.¹⁴ In this

¹³ See MTC's Communities of Concern at

<http://opendata.mtc.ca.gov/datasets/mtc-communities-of-concern-in-2018-acs-2012-2016>

¹⁴ For more information, see the *Vision Zero San Francisco Bold Ideas Workshop Summary Report* at





context, Bold Ideas referred to transportation policies and technologies that would require significant public investment and/or cross-agency cooperation to realize. Through this workshop – and subsequent working groups – San Francisco has worked to update its Vision Zero strategy, which shows how Vision Zero is an iterative process.

Vision Zero frameworks and action plans should be reevaluated and adjusted to meet the fluidity of community needs, collisions trends, and travel behavior. For example, several years ago, Vision Zero action plans may not have considered the influence of emerging mobility trends such as shared e-bikes and e-scooters or transportation network company (TNC) services (e.g., Uber, Lyft). As shared e-bikes are implemented in Richmond later this year, for example, this may be an important topic to monitor in Contra Costa. As a county-level funding agency, CCTA can monitor and evaluate how funds allocated to traffic safety projects and programs are being used and the outcomes they produce, such as those related to safety, equity, and other community outcomes. CCTA can use these evaluations to strategically tailor traffic safety planning and funding priorities moving forward.

<https://visionzerosf.org/wp-content/uploads/2018/06/Bold-Ideas-for-Vision-Zero-Workshop-Report-2018.pdf>

