



Office of the City Manager

23CONSENT CALENDAR

June 28, 2022

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

Submitted by: Liam Garland, Director, Department of Public Works

Subject: Vision Zero Annual Report

RECOMMENDATION

Adopt a Resolution 1) accepting the City of Berkeley Vision Zero Annual Report for 2021-2022; 2) affirming the actions and priorities as stated in the 2020 Berkeley Vision Zero Action Plan; and 3) directing the City Manager to form a Vision Zero Coordinating Committee for guiding the implementation of the 2020 Vision Zero Action Plan, including coordinating with the ongoing Berkeley Department of Transportation (BerKDOT) referral response and the Reimagining Public Safety Task Force, with the goal of developing a Vision Zero Traffic Enforcement policy before proceeding with the “Safer Streets by Everyone: Enforcement” actions described in the Vision Zero Action Plan.

FISCAL IMPACTS OF RECOMMENDATION

The recommendation has no direct fiscal impacts.

CURRENT SITUATION AND ITS EFFECTS

In March 2020, the Berkeley City Council adopted the Berkeley Vision Zero Action Plan (Resolution No. 69,324-N.S). One of the recommended actions in the Plan calls for staff to provide an annual Vision Zero progress report to the Berkeley City Council, describing the City’s progress toward eliminating severe injury and fatal traffic crashes. The Vision Zero Annual Report attached to this staff report is submitted in fulfillment of this recommended action. As described in the Annual Report, the City has made substantial progress on implementing many elements of the Vision Zero Action Plan, while some elements have been temporarily delayed because of the impacts of the COVID-19 pandemic, and other actions are proposed to be elevated in priority for 2022, to strengthen the City’s ability to respond more quickly to severe and fatal traffic crashes. Public Works is supporting these efforts through a combination of City staff and on-call transportation planning and consulting staff.

BACKGROUND

Vision Zero is a safety-first approach to transportation that seeks to eliminate all traffic deaths and severe injuries. In March 2018, the Berkeley City Council adopted a Vision Zero Policy with the 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.). Following the March 2018 City Council action, Public Works convened a Vision Zero Task Force and a Vision Zero Advisory Committee. 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 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. In partnership with these two groups, Public Works staff developed a Vision Zero Action Plan.

One of the Plan's priority actions recommended the creation of an ongoing Vision Zero implementation committee. After consultation with the City Clerk, Public Works staff recommended continuation of both the Task Force and the Advisory Committee 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; staff representatives from other relevant public agencies; 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. As described in the Annual Report, this item has been delayed due to impacts of the COVID-19 pandemic, and is a high priority for the second half of 2022.

The Draft Vision Zero Action Plan was presented to the Berkeley Transportation Commission on November 21, 2019. The Transportation Commission passed a motion recommending the draft Vision Zero Action Plan for approval by the Berkeley City Council. Transportation Commissioners expressed concern about the Plan's traffic enforcement actions, based on historical patterns of racialized outcomes of traffic enforcement and other equity concerns. In response to these concerns, Public Works staff recommended that new Vision Zero traffic enforcement efforts be undertaken only after the creation of an equity-driven Vision Zero Enforcement Policy, to be developed in partnership with the Berkeley Police Department and with the guidance of the Vision Zero Coordinating Committee. As described in the Annual Report, this item has been delayed pending formation of the Vision Zero Coordinating Committee and the need to coordinate such a policy with the traffic enforcement equity components of the ongoing BerkDOT and Reimagining Public Safety Task Force processes.

As described in the annual report, staff from multiple departments continue to work to elevate in priority certain Vision Zero actions in order to strengthen the City's ability to respond to the most severe, life-changing, near-fatal, and fatal traffic crashes. These actions include the creation of a Quick-build Program as a way to accelerate delivery of traffic safety projects, as well as the development of a Vision Zero Rapid Response Safety Communication Protocol, as a communication strategy in response to recent severe and fatal collisions.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Walking and cycling trips do not release air pollutants or greenhouse gasses. Implementation of the Vision Zero Action Plan as described in the Vision Zero Annual Report 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 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 Berkeley Vision Zero Action Plan outlines a strategic, paradigm-shift approach to eliminating severe and fatal traffic collisions by the year 2028. The Vision Zero Annual report provides an update on progress in implementing the priority actions from this Plan, and affirms the actions and priorities in this Plan.

ALTERNATIVE ACTIONS CONSIDERED

Council could opt not to receive the Annual Report and/or could request updates on Vision Zero via other channels. Council could opt not to affirm the Vision Zero Action Plan actions and priorities, and instead pursue the goal of zero traffic deaths and severe injuries through other, as yet unspecified strategies.

CONTACT PERSON

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Eric Anderson, Senior Planner, Public Works, 510-981-7062

Attachments:

1: Resolution

Exhibit A: Vision Zero Annual Report 2021-2022

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

ACCEPTANCE OF THE BERKELEY VISION ZERO ANNUAL REPORT

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, in March 2020, the Berkeley City Council adopted the Berkeley Vision Zero Action Plan (Resolution No. 69,324-N.S.); and

WHEREAS, one of the recommended actions in the Plan calls for staff to provide an Annual Vision Zero Progress Report to the Berkeley City Council, describing the City's progress toward eliminating severe injury and fatal traffic crashes; and

WHEREAS, one of the recommended actions in the Plan calls for the creation of an ongoing Vision Zero implementation committee, and creation of this committee has been delayed due to impacts of the COVID-19 pandemic and is a high priority for the second half of 2022; and

WHEREAS, in response to concerns about equity in Vision Zero Traffic Enforcement, Public Works staff recommended that new Vision Zero traffic enforcement efforts be undertaken only after the creation of an equity-driven Vision Zero Enforcement Policy, an item that has been delayed pending formation of a Vision Zero Coordinating Committee and by the need to coordinate such a policy with the ongoing Berkeley Department of Transportation (BerKDOT) organizational process.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley hereby accepts the City of Berkeley Vision Zero Annual Report for 2021-2022.

BE IT FURTHER RESOLVED, that the Council of the City of Berkeley affirms the actions and priorities as stated in the 2020 Berkeley Vision Zero Action Plan.

BE IT FURTHER RESOLVED, that the City Manager is directed to form a Vision Zero Coordinating Committee for guiding the implementation of the 2020 Vision Zero Action Plan, including coordinating with the ongoing Berkeley Department of Transportation (BerKDOT) referral response and the Reimagining Public Safety Task Force, with the goal of developing a Vision Zero Traffic Enforcement policy before proceeding with the "Safer Streets by Everyone: Enforcement" actions described in the Vision Zero Action Plan.

Exhibits

A: Vision Zero Annual Report 2021-2022



CITY OF BERKELEY VISION ZERO ANNUAL REPORT 2021-2022

June 2022

VISION ZERO PROGRAM - CORE STAFF

Eric Anderson, Senior Transportation Planner, Vision Zero Program Manager

Matthew Cotterill, Assistant Transportation Planner

Beth Thomas, Principal Transportation Planner

Farid Javandel, Deputy Director of Public Works

Vision Zero is a “One City One Team” effort. In addition to the staff listed above, City workers in nearly every department, including the City Manager’s Office, Public Works, Health Housing and Community Services, the Berkeley Police Department, the Berkeley Fire Department, and others, play an integral role in achieving our goal of zero deaths and severe injuries on Berkeley streets.

TABLE OF CONTENTS

Introduction	2
Why We Need Vision Zero	4
Taking Action	12
Appendices	17
Appendix A: Vision Zero Actions	
Appendix B: SWITRS Violation Code Data Tables	

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.

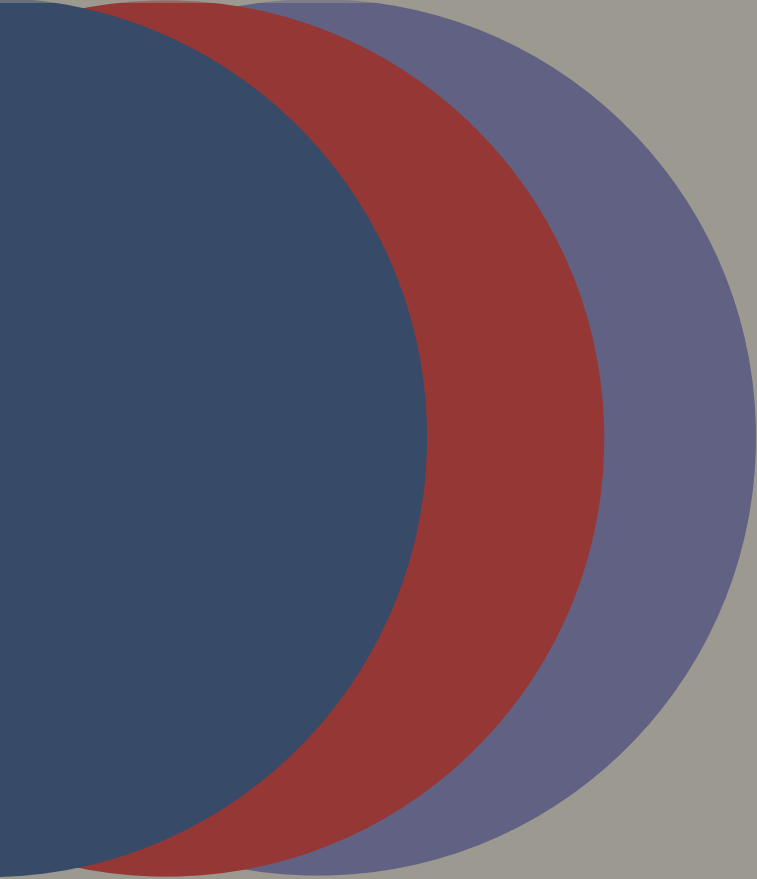


CAPTURING SITES OF FATAL AND SEVERE COLLISIONS

All photos in this report 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.



INTRODUCTION



Every year, an average of three people die and at least 33 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. We continued this commitment with the adoption of the Vision Zero Action Plan in 2020. The actions described in the Plan and this Annual Report are motivated by the following Vision Statement 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.

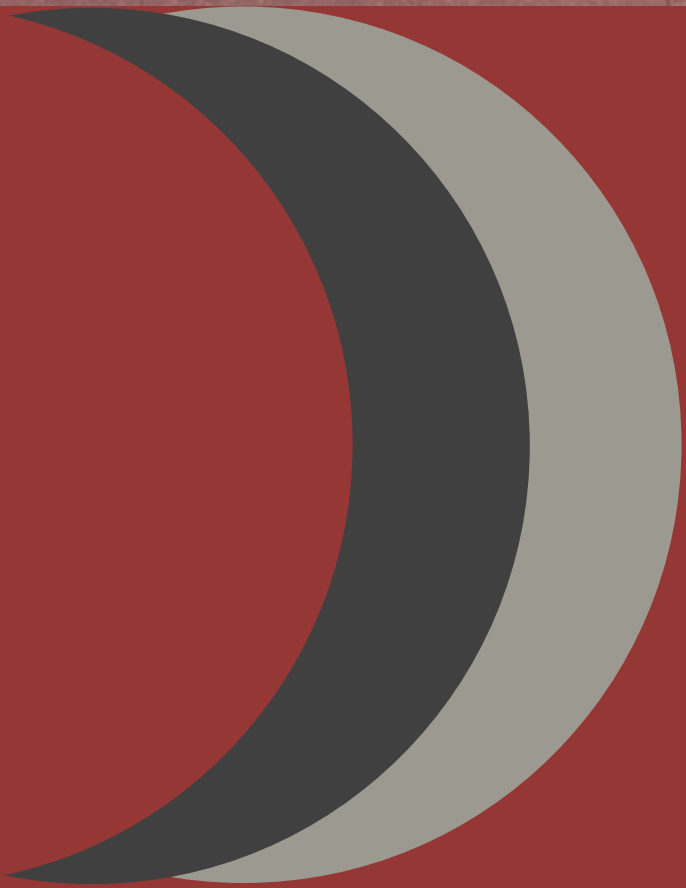
1. **Safety is our highest priority.**
2. **Traffic deaths and severe injuries are preventable and unacceptable.**
3. **People make mistakes.**
4. **Slower streets are safer streets.**
5. **We will create safer transportation options for people who walk, bike, and take transit.**
6. **Street safety must be achieved equitably.**
7. **Vision Zero will be accountable, transparent, and data-driven.**

While every action item described in the Plan is fundamental to the success of Vision Zero, the Plan's Priority Actions have been the near-term focus of the Vision Zero Program in Berkeley during the year since adoption of the Plan, and are the focus of this progress report. The full list of actions for the City of Berkeley is shown in **Appendix A: Vision Zero Actions**.





WHY WE NEED VISION ZERO



BERKELEY NEEDS VISION ZERO

Every year, on average three people die and at least 33 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. Unless otherwise noted, all updated traffic crash data in this Annual Report is from the years 2011 to 2020 - the most recent ten years of collision data available through the Statewide Integrated Traffic Records System (SWITRS).

VISION ZERO IS ABOUT THE 2%

On average, 2% of collisions on Berkeley streets result in a fatality or severe injury.

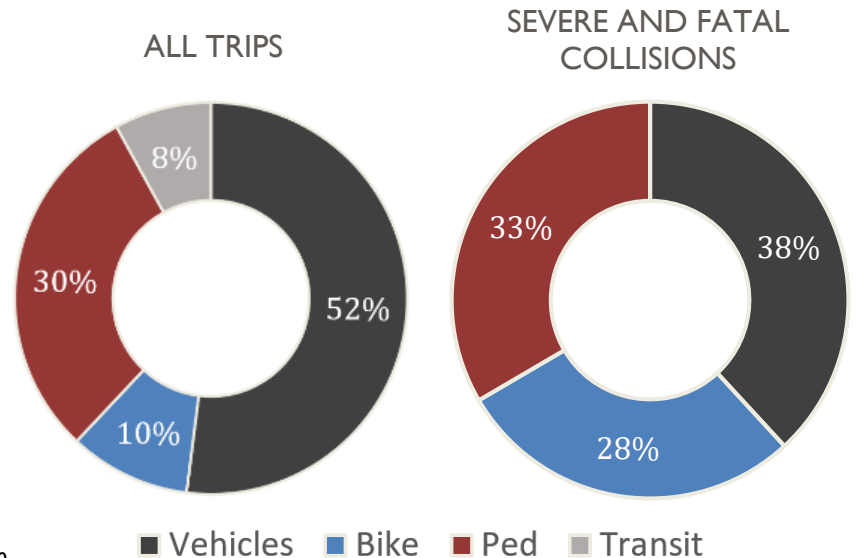
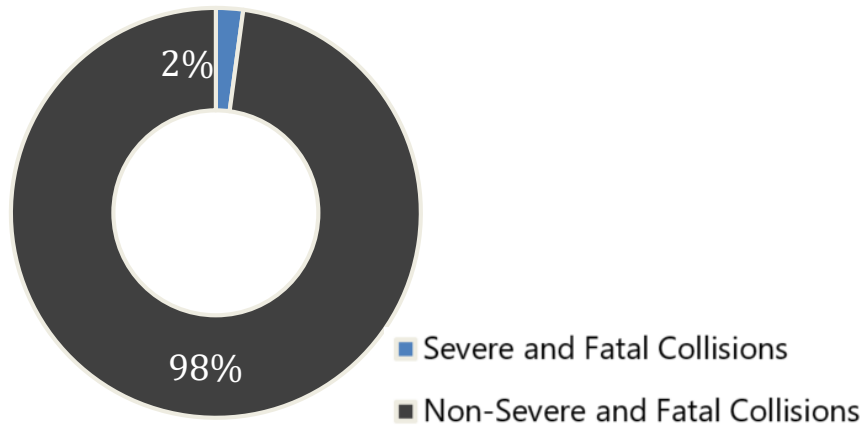
That is 2% too many.

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 **61%** of collisions that result in death or severe injury, despite making up just **40%** of trips in Berkeley.

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. The Vision Zero Action 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.



Collision Data: SWITRS ten-year injury collision data, 2011-2020

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

VISION ZERO IS ABOUT TRAFFIC VIOLATIONS

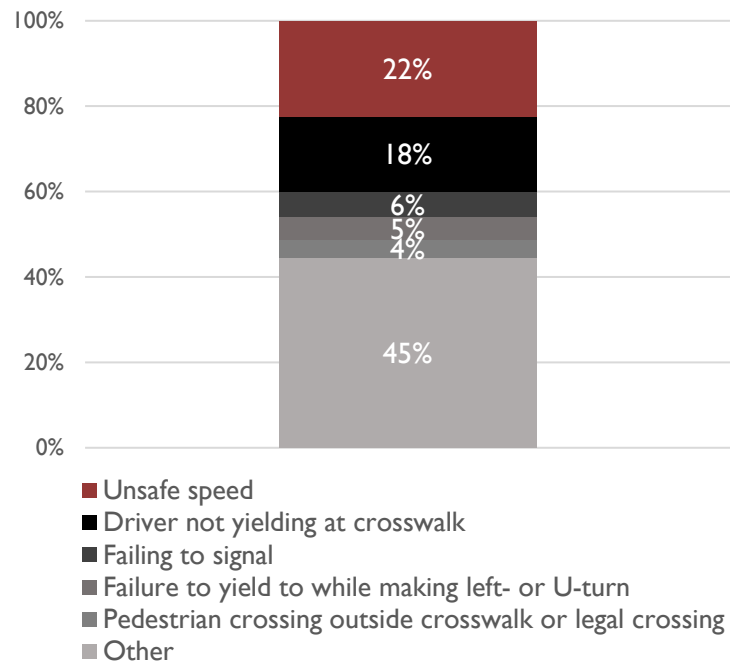
Every collision involves multiple factors. The top traffic violations reported during the years 2011 to 2020 for collisions in Berkeley that resulted in death or severe injury were **traveling at unsafe speeds; driver not yielding at crosswalk; failing to signal; failure to yield to oncoming traffic while making left or U-turns; pedestrian crossing outside crosswalk or legal crossing.**

Vision Zero focuses on the most significant factors associated with severe and fatal traffic collisions in order to make the greatest impact.

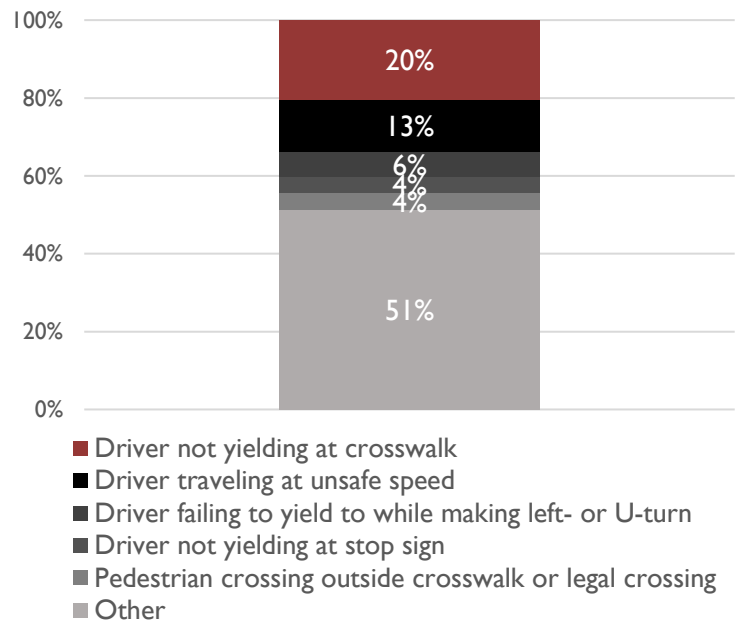
Safety is also about how we share public space and how we interact on our streets. When we consider the primary party at fault, the top traffic violations for severe and fatal vehicle-involved collisions in Berkeley were **drivers not yielding at crosswalks; drivers traveling at unsafe speeds; drivers failing to yield to oncoming traffic when making a left- or U-turn; drivers not yielding at stop signs; and pedestrian crossing outside crosswalk or legal crossing.** 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 B: 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 ten-year injury collision data, 2011-2020



GETTING TO ZERO

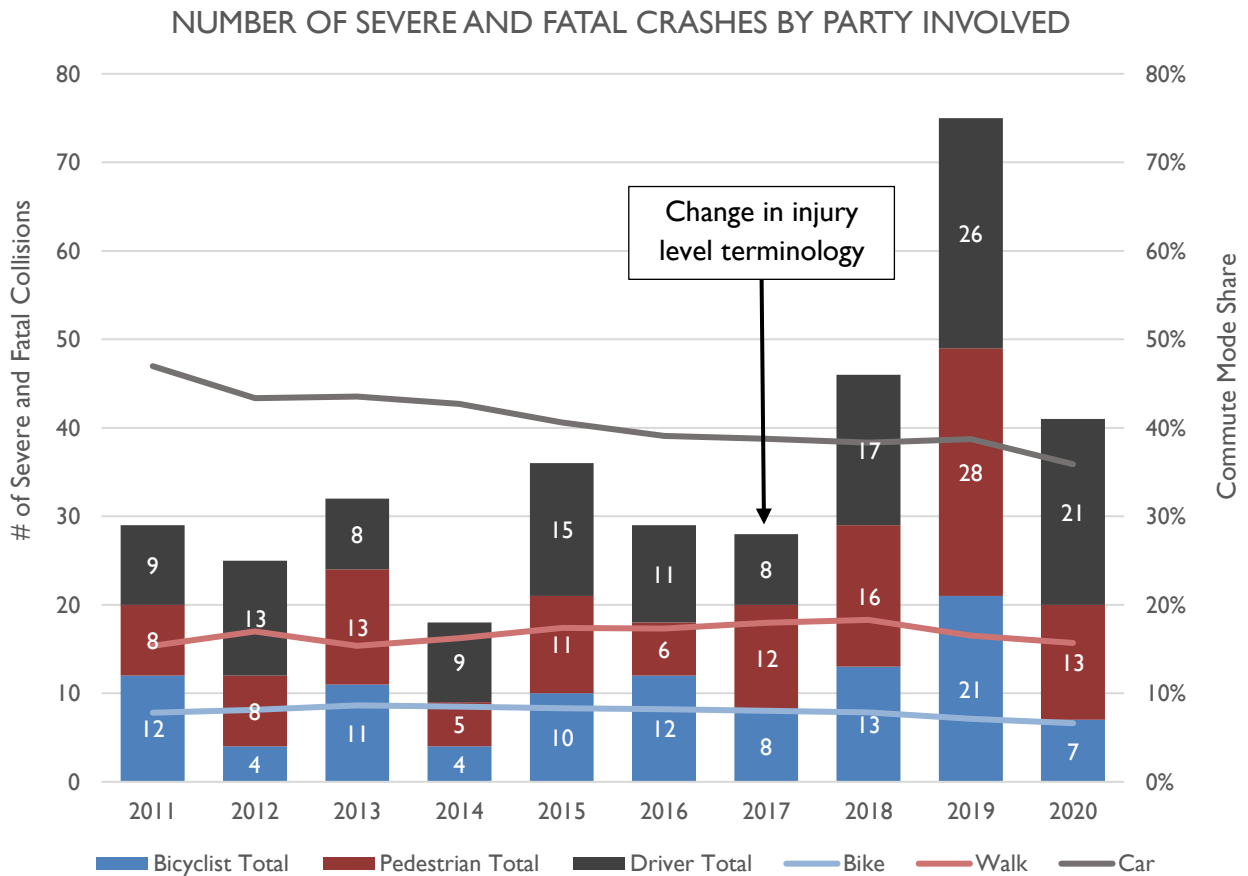
Berkeley's Vision Zero goal is to reach zero severe and fatal traffic crashes by the year 2028. To this end, the Berkeley Vision Zero Program tracks severe and fatal traffic crashes year-to-year, utilizing the most recently available 10-year SWITRS dataset. The chart on the next page shows severe and fatal crashes by mode for the last 10 years, along with US Census data "Journey to Work" mode share.

Following a peak in 2015 and an apparent decrease in severe and fatal traffic crashes in 2016 and 2017, beginning in 2018 SWITRS crash data appeared to show a substantial increase in severe injury traffic crashes for nearly all modes of transportation in Berkeley. SWITRS is a State of California data clearinghouse that gathers traffic crash data as reported by local police departments using the California Highway Patrol collision report form (CHP 555). Public Works and Berkeley Police Department staff are looking at a variety of data such as changes in mode share (e.g. the number of people walking, biking, driving, or taking public transit or ride-hailing services to work), changes in traffic volumes, or other factors to try to understand this apparent increase in severe injury traffic crashes. As shown by the "Journey to Work" transportation mode share trend lines on the graph, this change does not appear to be correlated with increases in transportation activity. Our preliminary analysis suggests that this apparent increase may be linked to changes in the crash report form (CHP 555) used by officers to record the crash data made available through SWITRS.

In 2017, California changed the terminology to describe the extent of injury on the CHP 555 form. This form previously offered the options: FATAL INJURY – SEVERE INJURY – OTHER VISIBLE INJURY – COMPLAINT OF PAIN. It was revised to offer the options: FATAL INJURY – SUSPECTED SERIOUS INJURY –

SUSPECTED MINOR INJURY – POSSIBLE INJURY. Previously, officers completing the form were required to make an informed judgment as to whether or not an injury was "severe"; the revised form now requires them to assess whether they merely suspect an injury may be "serious". The change in descriptive terminology from severe to serious and the introduction of the new term "suspected" may have inadvertently lowered the standard for characterizing traffic injuries, leading officers to characterize more injuries as "suspected serious" than would have previously been categorized as "severe". As shown on the chart on the following page, the overall number of reported traffic crashes during the 10-year period from 2011-2020 decreased from 2017 to 2020. In absolute numbers, this decrease was mostly in

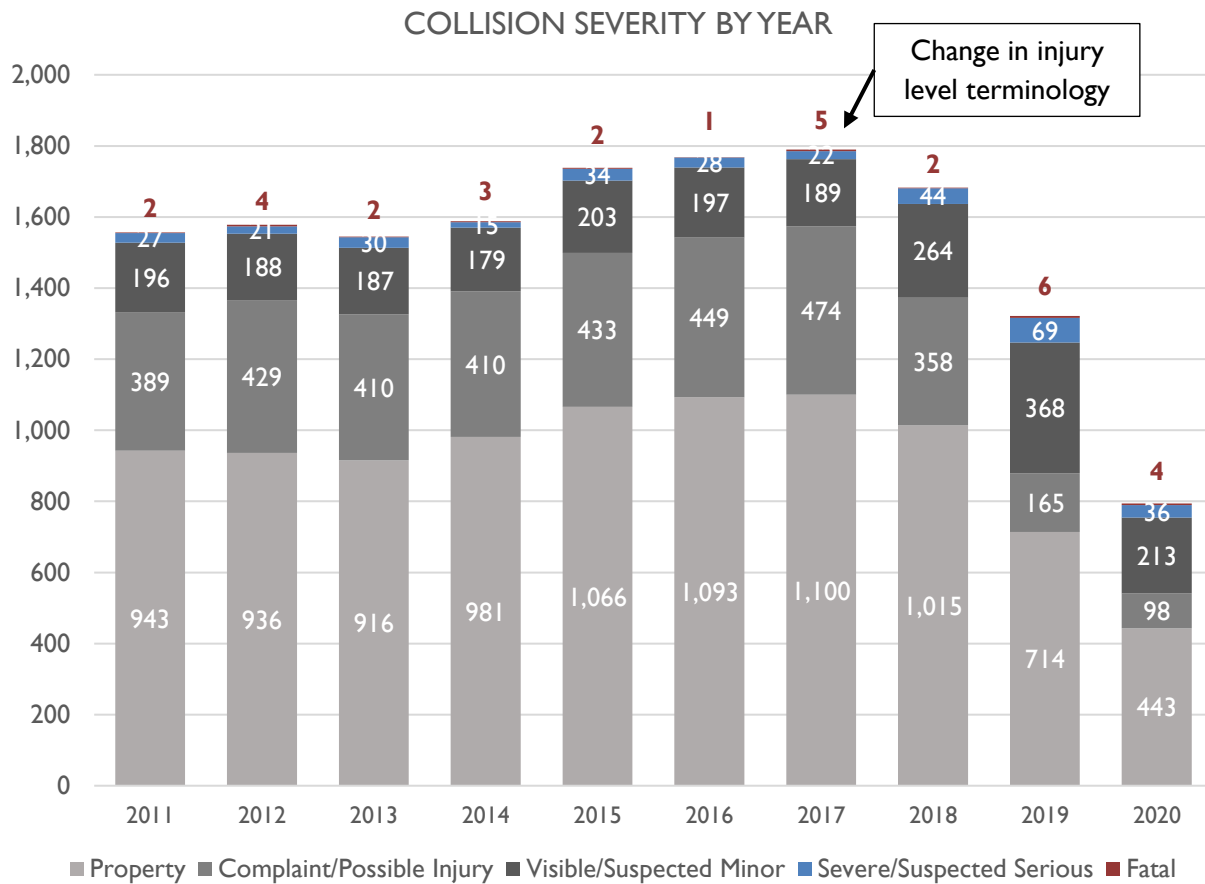
property damage crashes, from a 10-year high of 1100 crashes in 2017 to a 10-year low of 443 crashes in 2019. Importantly, the total number of injury crashes during this period also decreased: starting in 2017, the total number of injury crashes declined, reaching a 10-year low point of 601 crashes in 2019, with a moderate increase to 691 total injury crashes in 2020. During 2017-2019, while the changes in terminology in the CHP 555 Crash Report form were taking effect, "Possible Injury" crashes (formerly "Complaint of Pain") appeared to decrease dramatically, while "Suspected Minor Injury" (formerly "Visible Injury") and "Suspected Serious Injury" (formerly "Severe Injury") both appeared to increase dramatically. In 2020, the total number of crashes of all types declined, presumably due to reduced transportation activity during the beginning of the COVID-19 pandemic, but as noted above, by contrast the total number of injury crashes increased from 2019 to 2020. This increase was in the least severe category: "Possible Injury", whereas the number of "Suspected Minor" and "Suspected Serious" injuries both declined at a rate greater rate than the rate of decline of the total of all types of crashes.



Collision Data: SWITRS ten-year injury collision data, 2011-2020
 Mode Share Data: US Census, ACS 5-Year Journey to Work, 2011-2020

It is possible that some crashes formerly classified as Complaint of Pain are now being recorded as Suspected Minor Injury or Suspected Severe Injury. As such, apparent trends in crash data since 2017

may be at least in part related to changes to the terminology used on the CHP 555. Public Works staff are discussing potential strategies for working around these inconsistencies in SWITRS data. These issues put additional emphasis on the need to develop an alternative metric that indicates whether Berkeley is successfully moving toward our goal of zero severe injury and fatality traffic crashes by 2028. City staff plans to develop an alternative crash data metric based on local Berkeley Police Department crash report data for the upcoming Vision Zero Action Plan update in 2023.



Collision Data: SWITRS ten-year injury collision data, 2011-2020

VISION ZERO IS ABOUT STREETS

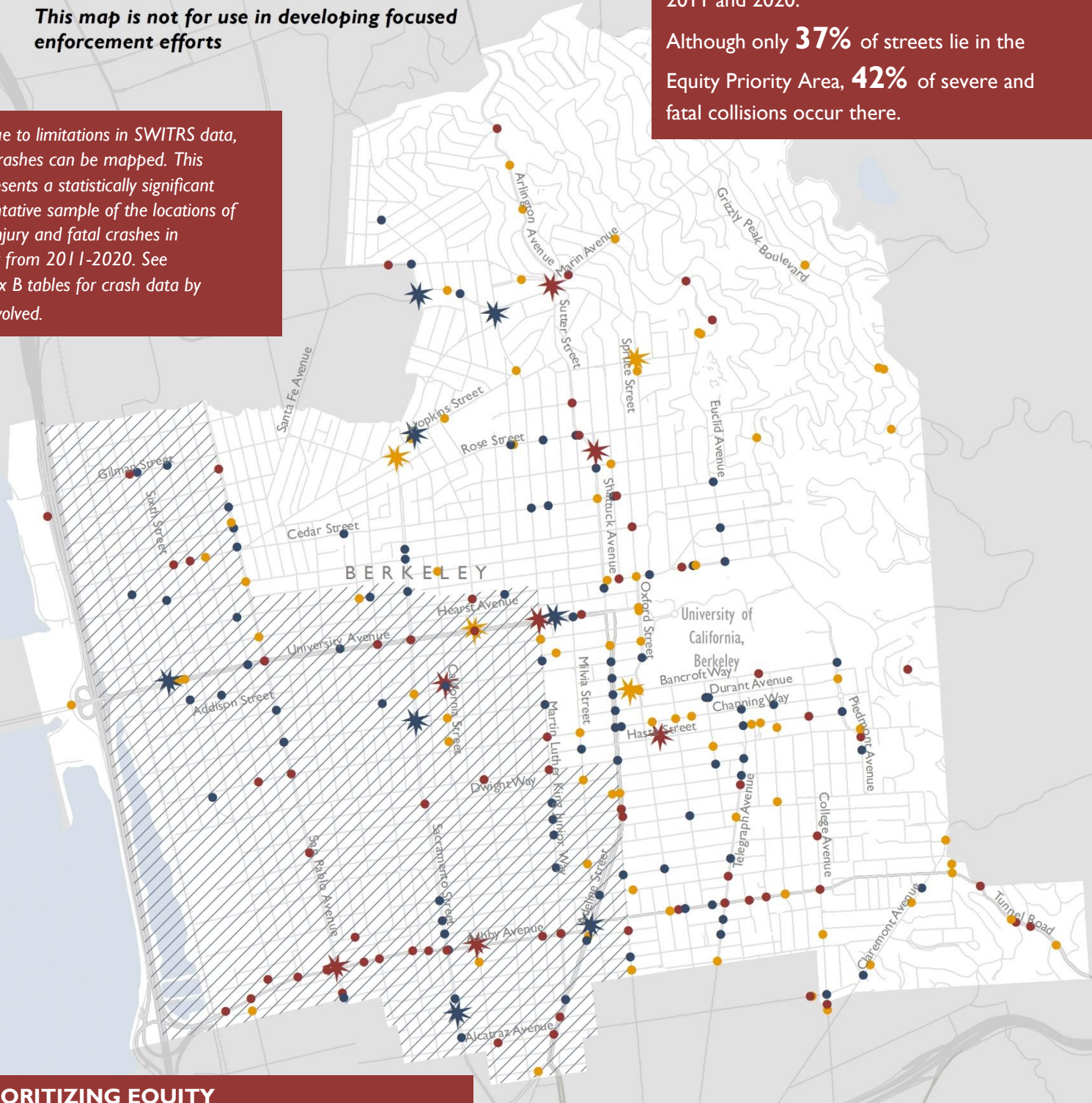
This map shows the locations of **295** of the **357** severe injury and fatality traffic crashes that occurred on Berkeley streets between 2011 and 2020.

Although only **37%** of streets lie in the Equity Priority Area, **42%** of severe and fatal collisions occur there.

LOCATIONS OF SEVERE AND FATAL COLLISIONS

This map is not for use in developing focused enforcement efforts

Note: due to limitations in SWITRS data, not all crashes can be mapped. This map presents a statistically significant representative sample of the locations of severe injury and fatal crashes in Berkeley from 2011-2020. See Appendix B tables for crash data by party involved.



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 federal Home Owners' Loan Corporation "redlining" practices, 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
 Bicyclist - Fatal Bicyclist - Severe Injury
 Pedestrian - Fatal Pedestrian - Severe Injury
 Driver - Fatal Driver - Severe Injury
Collision Data: SWITRS ten-year injury collision data, 2011-2020

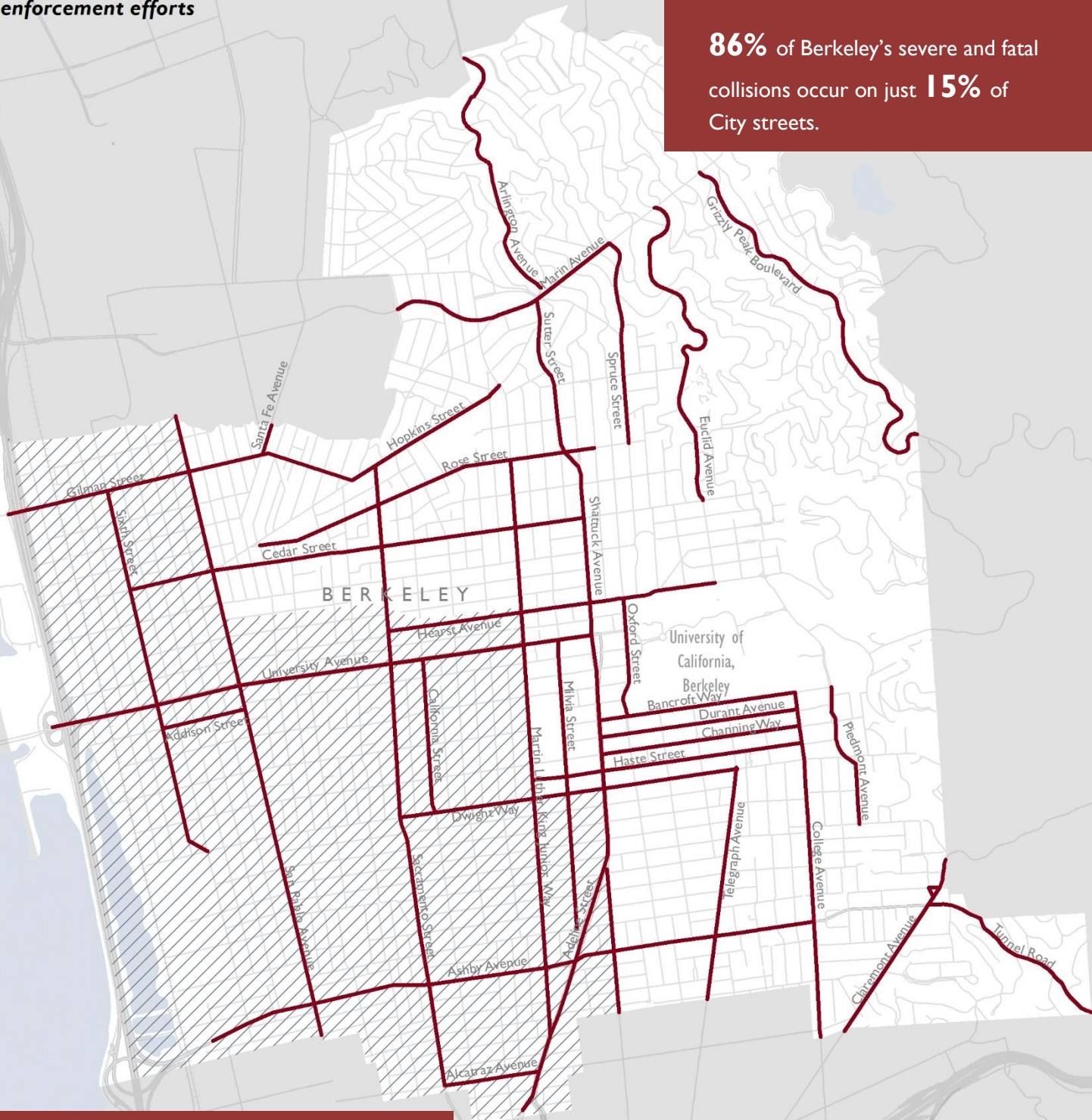
HIGH-INJURY STREETS

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 injury and fatality crashes based on data between 2011 and 2020.

86% of Berkeley's severe and fatal collisions occur on just **15%** of City streets.

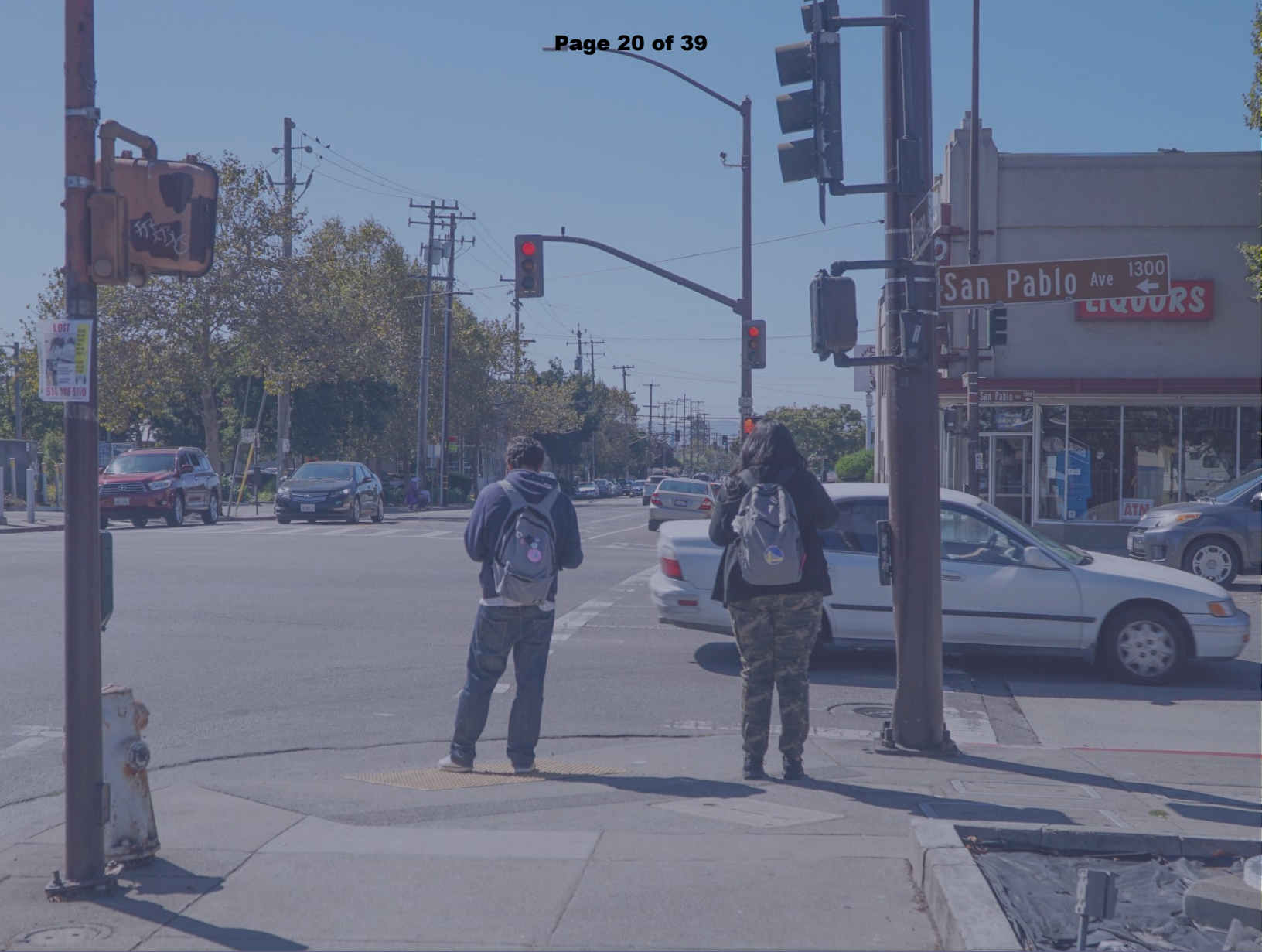


PRIORITIZING EQUITY

Lower income residents and people of color are disproportionately impacted by the risk of traffic injuries and fatalities. The Equity Priority Area considers historic federal Home Owners' Loan Corporation "redlining" practices, 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, 2011-2020



TAKING ACTION

PRIORITY ACTIONS – PROGRESS AND PRIORITIES

The Vision Zero Action Plan contains 33 recommended actions, prioritized into the 11 Priority Actions listed below. The Plan was adopted by the Berkeley City Council in March 2020, almost exactly one week before the start of COVID-19 Public Health Shelter in Place orders. Despite the ongoing challenges of this unprecedented public health crisis, the City continues to make substantial progress on Vision Zero Priority Actions. Please see Appendix A for a complete list and full descriptions of each action.

- Establish a standing Vision Zero Coordinating Committee:** During COVID-19, existing Commission and Committee meetings were temporarily suspended. Formation of a new committee was not possible during that time, and as such this item has been on hold due to COVID-19. Online Commission meetings were authorized for 2021, and it is anticipated that in-person or hybrid commission and committee meetings will eventually be authorized. The City plans to form this new Committee in 2022, with the goal of holding two quarterly Coordinating Committee meetings during the second half of 2022. Special attention will be given to equity and accessibility in recruitment and retention of members of the Berkeley community to serve on the committee. Formation of this Committee is integral to initiating certain new Vision Zero actions as well as continuing progress on some of the other in-process Vision Zero actions.
- Conduct a citywide Vision Zero Action Plan assessment, including creating a staffing matrix and establishing a milestone staffing and funding schedule:** During COVID-19, City resources were reprioritized to respond to the public health crisis. As such, a citywide assessment of staffing and resources would not have yielded results useful for the Vision Zero program in future years. In 2023 Public Works staff plans to initiate an assessment process following a return to more normal City operations in 2022. Additionally, the Department of Public Works has initiated an organizational analysis related to the possible formation of a Berkeley Department of Transportation (BerkDOT). The BerkDOT process is in response to a July 14, 2020 Berkeley City Council referral to the City Manager to “pursue the creation of a Berkeley Department

What is “Rapid Response”?

City staff from multiple departments are working to strengthen the City’s ability to respond more quickly to the most severe, life-changing, near-fatal, and fatal traffic crashes. This Rapid Response strategy incorporates several Vision Zero Actions: Quick-build Traffic Safety Projects, the Vision Zero Rapid Response Safety Communication Protocol, and the Vision Zero Branding, Promotional, and Educational Campaign.

Public Works has initiated development of a Quick-Build Program to use less expensive, less permanent materials to deliver Vision Zero traffic safety projects more quickly. The Quick-Build Program would respond to severe and fatal traffic crashes with quick-build traffic safety interventions in the hope of preventing future incidents.

Public Works has also initiated development of a Vision Zero Branding, Promotional, and Educational Campaign as well as a Safety Communication Protocol. Together, these two actions would function as a traffic safety public awareness communication strategy, pushing out relevant traffic safety messages in response to recent severe and fatal collisions.

of Transportation (BerKDOT) to ensure a racial justice lens in traffic enforcement and the development of transportation policy, programs, and infrastructure”. Where appropriate, the City intends to address remaining organizational issues related to Vision Zero through the BerKDOT process.

- Proactively build capital-intensive and quick-build safety projects:** Despite the challenges and delays related to COVID-19, the City has continued to make substantial progress delivering traffic safety and transportation improvement projects on Vision Zero High-Injury Streets. Among other capital-intensive projects, within the last year the Department of Public Works continued construction on the final phase of the 9th Street Bicycle Boulevard Pathway, and completed construction on the Sacramento Complete Streets Project and the Milvia Bikeway Project. Public Works initiated the public engagement, design, and engineering process for the Southside Complete Streets project, the City’s largest complete streets project to date, and initiated a grant-funded quick-build pedestrian crossing safety improvements project on Martin Luther King Jr. Way between Dwight Way and Russell Street. Public Works continues to approach repaving projects as “Complete Streets”. Recent repaving projects, such as Center Street in Downtown Berkeley, have included construction of the bikeways called for in the Berkeley Bicycle Plan (2017). Recent grant funding successes include funds for public engagement and preliminary engineering of Adeline Street between MLK Jr. Way and the south city limits, as described in the Adeline Corridor Specific Plan.. Public Works has recently submitted California Active Transportation Program, Alameda County Transportation Commission Capital Improvement Program, and California Highway Safety Improvement Program grant applications for new projects that improve safety along or at crossings of High-Injury Streets in Berkeley. In 2020, Public Works initiated development of a “quick-build” program to formalize the accelerated use of less expensive, less permanent materials to deliver Vision Zero traffic safety projects more quickly and affordably, in order to help meet our 2028 goal of zero traffic deaths and severe injuries. Quick-builds are sometimes called “paint and posts” projects for their use of street markings and traffic delineator posts. However, quick-build projects can include a more aesthetically-appealing toolbox of safety measures and design elements that provide a more lasting investment in our neighborhoods, such as colored pavement and more visible crosswalks; concrete pedestrian crossing islands; planter boxes; and even solar-powered streetlights and pedestrian crossing beacons. In the past, Berkeley has used a quick-build approach to incorporate protected bikeways, bus only lanes, or bus boarding islands into repaving projects such as Bancroft Way between Fulton Street and Dana Street, or Adeline Street between Shattuck Avenue and Ashby Avenue. In 2022 Public Works staff will continue development of a Quick-Build Program, to formalize a design toolbox and accelerate delivery of traffic safety projects from City Council-adopted transportation plans. The Quick-Build Program is one of the actions which Public Works staff has elevated in priority for 2022, to proactively address safety issues and to strengthen the City’s ability to respond to severe and fatal traffic crashes with quick-build traffic safety interventions. For a summary of capital-intensive and quick-build project progress, please see the City’s Vision Zero Story Map: <https://storymaps.arcgis.com/stories/13fc2f8a4eb548c68ca57a099b33b8cd>
- Request a Vision Zero Performance Audit:** Public Works planned to request an audit of the Vision Zero program at the end of year one of the program, as a companion metric to the staffing and funding assessment described above. However, due to the impacts of the COVID-19 response, this

audit request has been delayed pending completion of the assessment and other organizational tasks, potentially in 2023.

- **Establish a Vision Zero Rapid Response Safety Communication Protocol:** Public Works initiated this task in 2020 and continued to work with other City Departments by convening a Rapid Response group meeting in response to each of the fatal crashes that occurred over the last year.. The Vision Zero Rapid Response Safety Communication Protocol is one of the actions which City staff from multiple departments will continue with as a priority for 2022, as a communication strategy in response to recent severe and fatal collisions.
- **Support statewide traffic safety legislation:** Public Works initiated this task in 2020 as part of staff advocacy to encourage the Metropolitan Transportation Commission (MTC) to form a Regional Vision Zero Working Group. MTC has formed a Working Group, and as part of this group’s work plan, City staff has asked MTC to leverage the influence of Bay Area communities to influence state traffic safety legislation. This legislative agenda would include allowing cities to lower the statutory speed limit below the current minimum 25 MPH, and allowing automated traffic enforcement. Automated enforcement has also been identified as a traffic enforcement strategy to support the equity goals of Berkeley’s Reimagining Public Safety process.
- **Establish a Complete Streets Repaving and Development Project Checklist:** Public Works Transportation Division staff initiated this task in 2020 in partnership with Engineering Division project delivery staff and Planning Department staff. Public Works anticipates completion of this action in 2022 or 2023.
- **Develop and proactively deliver a Vision Zero branding, promotional, and educational campaign:** Public Works staff initiated this task in 2020 and have worked with a consultant to develop preliminary logos and taglines for program branding and preliminary public messaging. The preliminary materials were presented to the Transportation Commission in January 2021. Based on Transportation Commission feedback, before continuing further with the branding and messaging process, Public Works staff plans to seek the input of the Vision Zero Coordinating Committee in 2022, to ensure that all materials are representative of and accessible to all members of the Berkeley community. Following this, Public Works staff will be developing public awareness traffic safety messages that can be deployed as part of a proactive Vision Zero educational campaign, as well as utilized as part of a Rapid Response Communication Protocol following severe injury or fatality crashes.
- **Develop a publicly accessible matrix and map to prioritize and track projects:** In 2020 and continuing through 2021, Public Works staff initiated development of a GIS-based Vision Zero “Story Map” to track capital projects on Vision Zero High-Injury Streets that are part of the City’s Capital Improvement Program. In 2022, staff will continue to update this map to show ongoing capital project progress. Public Works Staff anticipates working with the Vision Zero Coordinating Committee to ensure this communication tool meets the needs of the Berkeley Community as articulated by Berkeley residents and stakeholders who participated in the Vision Zero Advisory Committee during development of the Action Plan. The Vision Zero Story Map can be found here: <https://storymaps.arcgis.com/stories/13fc2f8a4eb548c68ca57a099b33b8cd>

- Utilize the Berkeley Police Department’s collision report data on parties involved:** Public Works staff initiated this task in 2020 as part of Vision Zero Program liaison activities with Berkeley Police Department Traffic Bureau officers to access and better understand Police crash report data. Public Works staff continued to work on data reporting and analysis with Traffic Bureau officers in 2021, and anticipates working with Police Department officers in developing an alternative crash data metric based on local Berkeley Police Department crash report data for the upcoming Vision Zero Action Plan update in 2023. .
- Focus traffic enforcement efforts proportionately on the most significant traffic violations for severe and fatal collisions by party at fault:** The Vision Zero Action Plan includes tables of crash data organized by “party at fault” to help us better understand which of our transportation behaviors are putting others at risk on our streets. In 2020, following Council adoption of the Plan, Public Works staff provided these tables to Berkeley Police Department Traffic Bureau staff for use in implementing the 2020-2021 California Office of Traffic Safety (OTS) traffic enforcement grant. As part of the OTS-funded traffic enforcement efforts, Traffic Bureau officers have conducted DUI and distracted driving patrols, as well as traffic enforcement patrols focusing on problematic locations and behaviors, including violations identified by Vision Zero crash data analysis, such as excess speed, failure to yield, and failure to stop at stop signs/signals. These enforcement activities have included both general traffic safety patrols as well as operations focused specifically on pedestrian and bicycle safety. While enforcement activities may engage with anyone walking, biking, or driving on Berkeley streets, due to the nature of the violations these patrols often focus on the Primary Collision Factors (PCFs) where a driver is most often found at fault. Appendix C of this report updates the Vision Zero Action Plan “party at fault” crash data tables to include the most recent 10 years of SWITRS data. At the time the Draft Vision Zero Action Plan was presented to the Berkeley Transportation Commission on November 21, 2019, Commissioners expressed concern about the Plan’s traffic enforcement actions, based on historical patterns of racialized outcomes of traffic enforcement and other equity concerns. In response to these concerns, Public Works staff recommended that new Vision Zero traffic enforcement efforts be undertaken only after the creation of an equity-driven Vision Zero Enforcement Policy, to be developed in partnership with the Berkeley Police Department and with the guidance of the Vision Zero Coordinating Committee. On July 14, 2020, the Berkeley City Council made a historic commitment to reimagine the City’s approach to public safety with the passage of an omnibus package of referrals, resolutions, and directions, with the goal of achieving a new and transformative model of positive, equitable and community-centered public safety for Berkeley. One component of this ongoing process was the formation of a Reimagining Public Safety Task Force. As such, any new Vision Zero traffic enforcement efforts have been delayed pending formation of the Vision Zero Coordinating Committee and the need to coordinate with the traffic enforcement equity components of the ongoing BerkDOT and Reimagining Public Safety Task Force processes. Public Works staff anticipates working with Traffic Bureau staff to implement new Vision Zero traffic enforcement actions consistent with whatever Vision Zero traffic enforcement policy results from Vision Zero Steering Committee and ongoing organizational and public safety processes.



APPENDICES

APPENDIX A: VISION ZERO ACTIONS

I.1 THE VISION ZERO PROGRAM: COLLABORATION

Priority	Action	Lead Department	Timeline
☆	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.	City Manager's Office	
	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.	City Manager's Office	
	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.	Mayor's Office	
	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.	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
☆	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.	Health, Housing, and Community Services	
☆	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.	Public Works	
	Partner with UC Berkeley, Berkeley City College, and Berkeley Unified School District to distribute targeted Vision Zero messaging for students.	Public Works	
	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.	City Manager's Office	

3.2 SAFER STREETS BY EVERYONE: ENFORCEMENT

Priority	Action	Lead Department	Timeline
☆	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.	Police	
☆	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.	City Manager's Office	
	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.	Police	
	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.	Police	
	Seek opportunities to educate before issuing citations during traffic enforcement.	Police	
	Develop a traffic ticket diversion program for bicycle and pedestrian traffic tickets to promote access to bicycle and pedestrian safety courses and programs.	Police	

APPENDIX B: SWITRS VIOLATION CODE DATA TABLES

Cited California Vehicle Code Violation by Party at Fault¹

Cited California Vehicle Code Violation	Party Cited as at Fault						
California Vehicle Code Summary	Driver	Ped	Parked Vehicle	Bicyclist	Other	None cited	Total
Unsafe speed	50	0	0	29	0	1	80
Driver not yielding at crosswalk	62	0	0	0	0	1	63
Not Cited	6	1	0	6	0	16	29
Failing to signal	15	0	0	6	0	0	21
Failure to yield to while making left- or U-turn	19	0	0	0	0	0	19
Pedestrian crossing outside crosswalk or legal crossing	2	13	0	0	0	0	15
Driver not yielding at stop sign	13	0	0	1	0	0	14
Driving under the influence	13	0	0	0	0	0	13
Driver not stopping at line	7	0	0	5	0	0	12
Failure to drive in a single lane	11	0	0	0	0	0	11
Failure to yield to oncoming traffic when entering or crossing road from property or alley	6	0	0	3	0	0	9
Driving under the influence causing bodily injury	9	0	0	0	0	0	9
Opening door in unsafe conditions	5	0	1	0	1	0	7
Pedestrian suddenly leaving curb	0	6	0	0	0	0	6
Pedestrian had flashing DON'T WALK	0	5	0	0	0	0	5
Failure to stop at stop bar	1	0	0	4	0	0	5
Unsafe backing of vehicle	4	0	0	0	0	0	4
Driver crossing double parallel solid yellow lines	2	0	0	1	0	0	3
Driver passes unsafely	3	0	0	0	0	0	3
Pedestrian crossing between signalized intersections	0	2	0	0	0	0	2
Driving with 0.04% or more alcohol in blood with a passenger for hire in the vehicle	2	0	0	0	0	0	2
Driving under the influence of a drug	2	0	0	0	0	0	2

Cited California Vehicle Code Violation	Party Cited as at Fault						
California Vehicle Code Summary	Driver	Ped	Parked Vehicle	Bicyclist	Other	None cited	Total
Bicyclist has same rights and subject to same rules as motor vehicles	0	0	0	1	0	0	1
Bicyclist riding during darkness without front light and rear reflector	0	0	0	1	0	0	1
Driver did not proceed straight or yield properly	1	0	0	0	0	0	1
Driver not yielding to pedestrians during right turn on red	0	1	0	0	0	0	1
Failure to comply with traffic signal	1	0	0	0	0	0	1
Driving on the left-hand side of an intermittent barrier dividing opposing traffic	1	0	0	0	0	0	1
Failure to drive in a single lane	1	0	0	0	0	0	1
Unsafe following of another vehicle	1	0	0	0	0	0	1
Pass on the left with a safe distance	1	0	0	0	0	0	1
Driver overtaking another vehicle on the right where not allowed	1	0	0	0	0	0	1
Driver passes bicyclist unsafely	1	0	0	0	0	0	1
Driver passes bicyclist unsafely in violation of 3-foot rule	1	0	0	0	0	0	1
At intersection, yield to vehicles already in the intersection	1	0	0	0	0	0	1
Failure to yield to U-turning driver taking appropriate care	1	0	0	0	0	0	1
Driver did not slow down or exercise due care when approaching pedestrian in crosswalk	1	0	0	0	0	0	1
Driver overtaking a stopped vehicle at crosswalk	0	1	0	0	0	0	1
Failure to turn left as close as practicable to left edge of left lane	1	0	0	0	0	0	1
Driver disobeys traffic control device	1	0	0	0	0	0	1

Cited California Vehicle Code Violation	Party Cited as at Fault						
California Vehicle Code Summary	Driver	Ped	Parked Vehicle	Bicyclist	Other	None cited	Total
Macking a U-turn with a vehicle approaching from another direction	1	0	0	0	0	0	1
Reckless driving	1	0	0	0	0	0	1
Reckless driving causing bodily injury	1	0	0	0	0	0	1
Driving with 0.08% or more alcohol in blood causing bodily injury	1	0	0	0	0	0	1
Driving a vehicle in an unsafe condition or not safely loaded	1	0	0	0	0	0	1
Total	251	29	1	57	1	18	357
Notes: 1. SWITRS ten-year severe and fatal injury collision data, 2011-2020							

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

Violation by Party at Fault for Severe or Fatal Collisions		Total # of Severe or Fatal Collisions ³	Other Parties Involved ²					Solo Crashes
Cited Party at Fault	California Vehicle Code Summary		Driver	Pedestrian	Parked Vehicle	Bicyclist	Other	
Driver	Driver not yielding at crosswalk	62	1	66	0	0	0	0
Driver	Unsafe speed	41	33	9	8	5	2	9
Driver	Failure to yield to while making left- or U-turn	19	14	0	1	5	0	0
-	Not Cited	16	15	2	3	12	0	0
Driver	Driver not yielding at stop sign	13	10	1	0	2	0	0
Pedestrian	Pedestrian crossing outside crosswalk or legal crossing	13	14	0	0	0	0	0
Bicyclist	Unsafe speed	12	8	1	2	1	0	17
Driver	Failing to signal	10	9	0	0	2	0	5
Driver	Failure to drive in a single lane	10	14	0	0	0	0	1
Driver	Driving under the influence	8	10	2	2	0	0	5
Driver	Driving under the influence causing bodily injury	7	6	3	0	0	0	2
Driver	Driver not stopping at line	7	6	1	0	1	0	0
Driver	Failure to yield to oncoming traffic when entering or crossing road from property or alley	6	4	0	0	3	0	0
Pedestrian	Pedestrian suddenly leaving curb	6	6	0	0	0	0	0
Driver	Not Cited	5	3	1	0	1	0	1
Bicyclist	Driver not stopping at line	5	4	0	0	0	1	0
Pedestrian	Pedestrian had flashing DON'T WALK	5	5	0	0	0	0	0
Driver	Opening door in unsafe conditions	5	0	0	0	5	0	0
Bicyclist	Failure to stop at stop bar	4	4	0	0	0	0	0
Bicyclist	Failing to signal	3	3	0	1	0	0	3
Driver	Unsafe backing of vehicle	3	1	2	0	0	0	1
Bicyclist	Failure to yield to oncoming traffic when entering or crossing road from property or alley	3	3	0	0	0	0	0
Driver	Driver passes unsafely	2	2	0	0	0	0	1
Driver	Driver crossing double parallel solid yellow lines	2	2	0	0	0	0	0

Violation by Party at Fault for Severe or Fatal Collisions		Total # of Severe or Fatal Collisions ³	Other Parties Involved ²					
Cited Party at Fault	California Vehicle Code Summary		Driver	Pedestrian	Parked Vehicle	Bicyclist	Other	Solo Crashes
Driver	Pedestrian crossing outside crosswalk or legal crossing	2	1	2	0	0	0	0
Pedestrian	Pedestrian crossing between signalized intersections	2	2	0	0	0	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	Driving under the influence of a drug	2	4	0	0	0	0	0
Pedestrian	Not Cited	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
Bicyclist	Bicyclist riding during darkness without front light and rear reflector	1	1	0	0	0	0	0
Driver	Driver did not proceed straight or yield properly	1	1	0	0	0	0	0
Pedestrian	Driver not yielding to pedestrians during right turn on red	1	0	0	0	1	0	0
Bicyclist	Driver crossing double parallel solid yellow lines	1	1	0	0	0	0	0
Driver	Failure to comply with traffic signal	1	0	0	0	1	0	0
Driver	Failure to drive in a single lane	1	1	0	0	0	0	0
Driver	Unsafe following of another vehicle	1	2	0	0	0	0	0
Driver	Pass on the left with a safe distance	1	0	0	0	1	0	0
Driver	Driver overtaking another vehicle on the right where not allowed	1	1	0	0	0	0	0
Driver	Driver passes bicyclist unsafely	1	0	0	0	1	0	0
Driver	Driver passes bicyclist unsafely in violation of 3-foot rule	1	0	0	0	1	0	0
Driver	At intersection, yield to vehicles already in the intersection	1	0	0	0	1	0	0
Driver	Failure to yield to U-turning driver taking appropriate care	1	0	0	0	1	0	0
Bicyclist	Driver not yielding at stop sign	1	1	0	0	0	0	0

Violation by Party at Fault for Severe or Fatal Collisions		Total # of Severe or Fatal Collisions ³	Other Parties Involved ²					
Cited Party at Fault	California Vehicle Code Summary		Driver	Pedestrian	Parked Vehicle	Bicyclist	Other	Solo Crashes
-	Failure to yield at crosswalk or pedestrian walking into vehicle path	1	1	1	0	0	0	0
Driver	Driver did not slow down or exercise due care when approaching pedestrian in crosswalk	1	0	1	0	0	0	0
Pedestrian	Driver overtaking a stopped vehicle at crosswalk	1	1	0	0	0	0	0
Driver	Failure to turn left as close as practicable to left edge of left lane	1	1	0	0	0	0	0
Driver	Driver disobeys traffic control device	1	1	0	0	0	0	0
Driver	Making a U-turn with a vehicle approaching from another direction	1	1	0	0	0	0	0
-	Unsafe speed	1	2	0	0	0	0	0
Driver	Failure to stop at stop bar	1	1	0	0	0	0	0
Parked Vehicle	Opening door in unsafe conditions	1	0	0	0	1	0	0
Other	Opening door in unsafe conditions	1	0	0	0	1	0	0
Driver	Reckless driving	1	1	0	3	0	0	0
Driver	Reckless driving causing bodily injury	1	1	1	0	0	0	0
Driver	Driving with 0.08% or more alcohol in blood causing bodily injury	1	0	1	0	0	0	0
Bicyclist	Not Cited	0	0	0	0	0	0	6
Driver	Driving on the left-hand side of an intermittent barrier dividing opposing traffic	0	0	0	0	0	0	1
Driver	Driving a vehicle in an unsafe condition or not safely loaded	0	0	0	0	0	0	1
Total		304	204	95	20	47	3	53

Notes:

1. SWITRS ten-year severe and fatal injury collision data, 2011-2020
2. Parties involved will not sum to total number of collisions
3. This excludes solo crashes. To understand the total number of severe or fatal collisions, sum this column with the number of solo collisions.

