Outlook

Request to Share Draft Vision Zero Actions with Commissions

From Dorji, Babak <BDorji@berkeleyca.gov>

Date Fri 10/30/2026 9:31 AM

To theodore.a.gordon@gmail.com <theodore.a.gordon@gmail.com>; tomyamaguchi@mac.com <tomyamaguchi@mac.com>; ren@renzaro.com <ren@renzaro.com>; hannahfsw@gmail.com <hannahfsw@gmail.com>; emilymarthinsen@comcast.net <emilymarthinsen@comcast.net>; vjcoleman@gmail.com <vjcoleman@gmail.com>

Cc May, Keith <KMay@berkeleyca.gov>; Helmbrecht, Mark <MHelmbrecht@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Bronson, Darlene <DBronson@berkeleyca.gov>; Bryant, Ginsi <GBryant@berkeleyca.gov>; Gregory, Thomas <TGregory@berkeleyca.gov>; Planning Commission <PlanningPC@berkeleyca.gov>

1 attachment (31 KB)

101526 DRAFT VZ Actions - Public .xlsx;

Hello VZAC Members and Commission Secretaries,

Following our discussion with VZAC members yesterday, we agreed that the most practical approach would be to share the draft Vision Zero Action Plan Actions with each commission and invite commissioners to provide written feedback directly to me.

It has been approximately six years since the City adopted its current Vision Zero Action Plan, and we want to ensure the updated plan reflects relevant perspectives from across the City. Commission input is particularly valuable in helping us identify potential implementation challenges, clarify roles and responsibilities, and ensure the proposed actions reflect the expertise and priorities of the commissions involved.

As the City's sole staff member dedicated to the Vision Zero program, I have limited capacity to attend individual commission meetings to present the draft Actions. Having commissioners review the materials and send their feedback directly to me will allow us to gather input from across commissions while keeping the update process moving forward.

If you are able to share the attached draft Actions with your commission, please invite commissioners to send any comments **directly to me by November 11, 2026**, referencing the specific action number(s) or title(s) where possible. There is no need to consolidate comments on my behalf.

I will consolidate the feedback received and use it to help refine the draft Actions as we continue through the review process. This is one opportunity to provide input; there will also be opportunities for public comment and additional feedback as the Action Plan is considered by the Transportation & Infrastructure Commission and City Council.

I recognize that commissions have different meeting schedules and processes, and not every commission may be able to provide feedback by that date. Please share the materials as you are able; there is no need to request a special agenda item or arrange a separate presentation for this purpose.

Thank you for helping us bring these important perspectives into the Action Plan update. I appreciate your time and partnership.

Best,
Babak Dorji *(Pronunciation)* (he/him)
Vision Zero Program Manager
Transportation Division
City of Berkeley Dept. of Public Works
1947 Center St
Berkeley, CA 94704

As a cost savings measure, City offices are closed the second Friday of every month. We appreciate your patience with any resulting delays.

From: Dorji, Babak <BDorji@berkeleyca.gov>
Sent: Monday, October 26, 2026 8:51 AM
Cc: May, Keith <KMay@berkeleyca.gov>; Helmbrecht, Mark <MHelmbrecht@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Bronson, Darlene <DBronson@berkeleyca.gov>; Bryant, Ginsi <GBryant@berkeleyca.gov>; Gregory, Thomas <TGregory@berkeleyca.gov>; Planning Commission <PlanningPC@berkeleyca.gov>
Subject: Re: Scheduling Next Vision Zero Advisory Committee Meeting & Draft Vision Zero Actions - Feedback Requested by November 4

Hello VZAC Members,

You should have received a meeting invite for this Thursday at 2PM. Looking forward to seeing you all.

Best,
Babak Dorji *(Pronunciation)* (he/him)
Vision Zero Program Manager
Transportation Division
City of Berkeley Dept. of Public Works
1947 Center St
Berkeley, CA 94704

As a cost savings measure, City offices are closed the second Friday of every month. We appreciate your patience with any resulting delays.

From: Dorji, Babak <BDorji@berkeleyca.gov>
Sent: Friday, October 23, 2026 9:30 AM
Cc: May, Keith <KMay@berkeleyca.gov>; Helmbrecht, Mark <MHelmbrecht@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Bronson, Darlene <DBronson@berkeleyca.gov>; Bryant, Ginsi <GBryant@berkeleyca.gov>; Gregory, Thomas <TGregory@berkeleyca.gov>; Planning Commission <PlanningPC@berkeleyca.gov>
Subject: Re: Scheduling Next Vision Zero Advisory Committee Meeting & Draft Vision Zero Actions - Feedback Requested by November 4

Action #	Action Title	Detailed Description	Implementation Tier	Implementation Horizon	Lead / Supporting Dept
		Safe System Pillar: Safer Speeds			
1	Safe System Speed Management	Adopt a policy where Design Speed must equal the posted speed limit for all HIS. Leveraging statutory authority to implement AB 43 and AB 382 to establish context-appropriate reduced speed limits across all neighborhood commercial districts, school zones, and senior safety zones, pairing speed limit reductions with physical self-enforcing design changes. Manage kinetic energy so that mistakes aren't fatal; physical elements must self-enforce these speeds. Recognize that people will inevitably make mistakes, and design streets to minimize the likelihood that those mistakes result in fatal or severe injuries through self-enforcing roadway design and management of crash forces.	Tier 1 – Core Program	Immediate	Public Works (Vision Zero & Transportation Engineering)
2	Proactive Traffic Calming; Traffic Calming Evolution	Update residential traffic calming guidelines by transitioning from a reactive, petition-based process to a proactive, data-driven opt-out program for High Injury System (HIS) corridors on local streets. Replace restrictive speed and volume thresholds with flexible engineering and equity criteria to accelerate the delivery of roadway-appropriate countermeasures on local streets.	Tier 1 – Core Program	Near-Term	Public Works (Traffic Calming)
3	Signal Progression "Green Waves"	Coordinate signal timing on High Injury Streets to progress vehicle traffic at the posted speed limit while minimizing delay and discouraging speeding.	Tier 2 – Opportunity Driven	Near-Term	Public Works (Vision Zero & Transportation Engineering)
4	Automated Speed Enforcement	Partner with MTC and other jurisdictions to advocate for state-wide traffic safety legislation expanding the use of automated speed enforcement by local agencies & establish readiness of ASE for future HIS expansion (AB 645) on collector and arterial streets once State expands pilot cities.	Tier 3 – Resource / Legislative Dependent	Long-Term	CMO / Public Works (Vision Zero & Transportation Engineering) / Police
5	Automated Red-Light Enforcement: Feasibility & Regional Coordination (SB 720)	Participate in Alameda County Transportation Commission's (Alameda CTC) multi-jurisdictional working group on automated traffic-signal enforcement and develop Berkeley-specific recommendations on whether and how to proceed under SB 720.	Tier 3 – Resource Dependent	Near-Term	Public Works (Vision Zero & Transportation Engineering) / Police
		Safe System Pillar: Safer Roads			
6	Systematic Leading Pedestrian Intervals (LPI) & No Turn on Red (NTOR)	Deploy 3–7 second Leading Pedestrian Intervals (LPIs) and establish 24/7 No Right Turn on Red (NTOR) as default conditions across all signalized High-Injury Street (HIS) intersections (opt-out only via documented engineering exception). Prioritize implementation within 300 feet of schools, senior centers, parks, community centers, public pools, and high-pedestrian activity zones.	Tier 1 – Core Program	Near-Term	Public Works (Vision Zero & Transportation Engineering)
7	Intersection Safety Enhancements: Physical Daylighting, Turn Calming & Protected Left	Install physical daylighting barriers (bollards/curbs) and modular turn-slowing elements at High-Injury Street (HIS) intersections to slow and channel vehicle movements, improve visibility and predictability among all users of the roadway, and create more forgiving conditions when conflicts occur. Systematically convert permissive or protected-permissive left-turn phases to fully protected (green arrow only) signal phasing on multi-lane HIS corridors, prioritizing locations with documented left-turn collision histories.	Tier 1 – Core Program	Near-Term	Public Works (Vision Zero & Transportation Engineering)

8	Enhanced Midblock Crossings	Install enhanced crossing treatments—including RRFBs, PHBs, traffic signals, raised crossings, or other engineering-approved treatments—as appropriate for all uncontrolled midblock crossings on High-Injury Streets.	Tier 2 – Opportunity Driven	Near-Term	Public Works (Vision Zero & Transportation Engineering)
9	Bus Stop Bulbs	Consistent with the Transit First Policy Implementation Plan, establish a coordinated, citywide bus stop improvement framework to standardize safe boarding infrastructure. Install bus bulbs and 20ft daylighting treatments at prioritized transit stops to improve pedestrian visibility, reduce crossing distances, and facilitate in-lane boarding. Coordinate with AC Transit on design guidelines.	Tier 2 – Opportunity Driven	Near-Term	Public Works (Vision Zero & Transportation Planning & Transportation Engineering)
10	Vision Zero Repaving Safety Checklist	Establish a Vision Zero Safety Repaving Checklist to ensure proactive and reactive Vision Zero safety infrastructure for people of all ages and abilities are included with each repaving project. As part of the checklist, outline a City staff coordination process that establishes clear responsibilities and timelines across departments, including public works, police, and fire, to integrate a Safe System approach into routine street repaving.	Tier 1 – Core Program	Immediate/ Ongoing	Public Works (Vision Zero, Engineering, & Measure FF)
11	Mini-Sweeper Procurement	Purchase sweepers capable of maintaining protected bike lanes that only need bike lanes to be 6 feet to ensure usability, when purchasing new sweepers.	Tier 3 – Resource Dependent	Long-Term	Public Works (Fleet)
12	Curbside Management	Develop Curbside Management Guidelines and incorporate them into the Vision Zero Guidelines to eliminate severe crash risks caused by curbside conflicts, specifically addressing sightline obstructions at intersections and double-parking violations that impact bicycle and transit lanes. Integrate physical design controls (daylighting and commercial loading zones) with automated enforcement technology and camera-based monitoring along critical bike and transit corridors to eliminate sightline obstructions and ensure high compliance.	Tier 2 – Opportunity Driven	Long-Term	Public Works (Parking)
13	Pedestrian Crossing Lighting Upgrade	Establish a systemic program to audit and upgrade pedestrian crossing lighting to high-visibility, intersection-specific LED standards. Prioritize uncontrolled crosswalks on High-Injury Streets (HIS), near transit hubs, schools, senior centers, and within Equity Priority Areas (EPAs). Ensure all installations maximize pedestrian contrast and visibility during dawn, dusk, and nighttime hours.	Tier 1 – Core Program	Near-Term	Public Works (Vision Zero & Engineering)
14	State Highway Safety Coordination & Relinquishment Study	Formalize a programmatic coordination framework with Caltrans District 4 to streamline and accelerate encroachment permitting for quick-build and capital VZ safety interventions on State Routes 13 (Ashby Ave) and 123 (San Pablo Ave). Concurrently, evaluate the long-term feasibility, financial maintenance obligations, and legislative pathways for Caltrans relinquishment (transfer of control) of these segments to Berkeley's jurisdiction to secure full local design and speed-setting authority.	Tier 3 – Resource Dependent	Long-Term	Public Works / City Manager's Office (CMO)
		Safe System Pillar: Safer People			
15	School, Campus & Senior Safety Zones	Establish targeted safety zones with reduced speed limits and updated traffic signal timing, specifically extending pedestrian WALK signal durations and clearance intervals to provide pedestrians more time to cross, near senior centers, Berkeley Unified School District (BUSD) schools, and the University of California, Berkeley (UCB) campus. Establish automatic pedestrian recall at all signals in high-volume pedestrian zones	Tier 2 – Opportunity Driven	Near-Term	Public Works (Vision Zero & Transportation Engineering)
16	Micromobility Geofencing	Require operators to implement geofenced speed limits, sidewalk riding detection where technologically feasible, and designated slow-speed (schools, senior centers, parks, community centers, public pools, and high-pedestrian activity zones) or no-ride zones through permit conditions.	Tier 2 – Opportunity Driven	Ongoing	Public Works (Electric Mobility)
17	Scooter/Bike Corrals	Expand on-street bicycle and scooter parking corrals within high-demand areas, prioritizing the placement of corrals within intersection daylighting zones to preserve ADA sidewalk clearance and enhance pedestrian visibility.	Tier 2 – Opportunity Driven	Ongoing	Public Works (Transportation Parking, Electric Mobility)

18	Safe Routes to Schools (SR2S)	Coordinate with the Alameda CTC Safe Routes to School (SR2S) program to conduct and review School Safety Assessments (SSAs), update recommended school walking/biking routes to reflect existing and proposed safety enhancements, and integrate a Safe System approach and high-priority physical improvements identified in SSAs in project development and design.	Tier 2 – Opportunity Driven	Ongoing	Public Works (Transportation Planning) / BUSD / ACTC
19	Targeted HIS Enforcement	Target traffic enforcement on behaviors connected to fatal and severe injury collisions in Berkeley, with particular focus on High-Injury Streets. Continue and regularly update a collision data-driven enforcement strategy. Conduct traffic enforcement consistent with the City of Berkeley's Fair and Impartial Policing Policy.	Tier 2 – Opportunity Driven	Ongoing	Police
20	Vision Zero Education, Targeted Campaigns & Community Outreach	Develop and execute an equity-centered, data-driven Vision Zero public education and messaging program aligned with best practices. Shift away from passive or victim-blaming messaging to focus on speed management, yielding to vulnerable road users, and public awareness of key safety policy rollouts. Partner with UC Berkeley, BUSD, transit agencies, and local CBOs to conduct targeted, outreach along High Injury System corridors. Integrate safety and etiquette education for e-bikes, e-scooters, and micromobility users.	Tier 3 – Resource Dependent	Long-Term	Health, Housing & Community Services / Public Works / CMO / Police / Fire
		Safe System Pillar: Safer Vehicles			
21	Safer Fleet Vehicles	Update the City's fleet procurement policies to ensure that new vehicles purchased by departments include safety features, speed limiters, and are compatible with Safe System design. Require side guards on all new City trucks over 10k pounds and evaluate inclusion in large-scale franchised municipal service contracts to prevent underride fatalities. Prioritize high-vision cab designs for all new heavy vehicle replacements to eliminate blind spots.	Tier 2 – Opportunity Driven	Near-Term	Public Works (Fleet)
		Safe System Pillar: Safe System Management			
22	VZ Rapid Response Program	Refine and operationalize the Vision Zero Rapid Response Safety Project Protocol utilizing data from the renamed Fatal Accident Investigation Team. The protocol shall outline a two-phase framework: (1) immediate Public Works response for infrastructure repair and (2) a multidisciplinary site audit conducted by Public Works staff and Police Department crash investigators. Establish joint Safe System crash analysis training to ensure collision evaluations identify roadway design factors. Implement rapid-response quick-build projects at locations with recent severe and fatal collisions and proactively scale verified engineering treatments to locations across the city with identical geometric profiles to prevent systemic recurrence.	Tier 1 – Core Program	Immediate	Police; Public Works; Fire; CMO/Communications
23	Pre-Approved Design Toolbox; NACTO Street Design Standards & Guidance	Establish a pre-approved toolbox of traffic safety infrastructure design treatment improvements to streamline the implementation of projects. For quick-build projects, enable systematic countermeasure deployment across multiple locations with similar characteristics using treatments listed in the Quick Build Action Manual and design quick build projects on rolling basis where data shows necessity. Following Measure FF language, adopt NACTO street design standards, including applicable NACTO design guidance, as the City's default framework for street design and transportation projects to support safer, more multimodal, and context-sensitive streets. Integrate NACTO standards with applicable City policies, Municipal Code, State and Federal requirements, accessibility requirements, and other adopted technical standards, using engineering judgment where site-specific conditions require modification.	Tier 1 – Core Program	Ongoing	Public Works (Vision Zero & Transportation Engineering)
24	Police Crash Data Transparency	Build on the substantial progress already made by the Berkeley Police Department (BPD) through its existing Transparency Hub to maintain and improve public access to Berkeley crash data. Evaluate the Berkeley Police Department crash reporting system and identify opportunities to expand data reported publicly to align, where appropriate and legally permissible, with data available in the Statewide Integrated Traffic Records System, (e.g., lighting conditions; race, age, and sex of victims, etc.).	Tier 3 – Resource Dependent	Near-Term	Police / IT / PW
25	Vision Zero Project Evaluation & Reporting	Establish a consistent process for evaluating completed Vision Zero safety projects using before-and-after safety and operational measures and, where appropriate, equity measures. Publish project evaluation results through the Public Works/Vision Zero webpage and/or periodic Vision Zero reporting to document project performance, identify lessons learned, and inform future project prioritization and design.	Tier 1 – Core Program	Near-Term	Public Works (Vision Zero & Transportation Engineering)

26	Vision Zero Program Capacity	As the budget allows, expand the Vision Zero Program's delivery capacity beyond the current 1.0 VZ FTE to accelerate rollout of safety projects. Achieve this expansion through new dedicated hires or by formalizing partial VZ FTE Vision Zero tasks directly into the core work scopes and position descriptions of personnel in collaborating departments (including CMO, IT, Police, and Fire). This capacity expansion would improve the City's ability to advance and deliver high-priority Vision Zero actions and support implementation of the City's Quick-Build program. Conduct a citywide Vision Zero Action Plan assessment of existing staffing and funding capacity to complete Vision Zero action items. • Create a staffing matrix of existing and proposed staff for the delivery of high-priority Vision Zero action items. • Establish a milestone staffing and funding schedule to complete high-priority Vision Zero action items, including City and grant funds.	Tier 1 – Core Program	Immediate	HR / Public Works / CMO
27	Equity-Driven Capital Prioritization	Establish a scoring framework prioritizing capital projects on High-Injury Streets (HIS) intersecting with Equity Priority Communities (EPCs). Weigh safety investments serving vulnerable users (BUSD/UCB schools, senior centers, transit, high-ADA corridors) citywide. Track spending annually.	Tier 1 – Core Program	Immediate	PW
28	Safe System Staff Training; NACTO City Membership & Peer Exchange; Bay Area VZ Network; VZ Subcommittee Coordination; Inter-departmental and inter-agency VZ Integration	Establish an annual inter-departmental training program (delivered via qualified external experts or peer-vetted frameworks) for Police, Health, CMO, and Public Works Staff on Safe System fundamentals to ensure all City departments understand their role in VZ. Join the National Association of City Transportation Officials (NACTO), an association of North American cities and transit agencies improving city transportation through street design, policy, and project delivery. Authorize Vision Zero staff attendance at the annual Designing Cities Conference to ensure Berkeley is aligned with regional peers like Alameda, Fremont, Cupertino, Palo Alto, Oakland, San Francisco, and San Jose. This membership is a high-yield strategic investment where the $10,500 annual cost is marginal compared to the hundreds of professional staff hours saved by utilizing proven, peer-vetted national design templates rather than engineering unique solutions locally. 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 coordinated regional safety messaging campaigns, and collaboration on countywide and regional initiatives such as a public health analysis of collision victim hospital data. Coordinate Vision Zero Action implementation with the members of the Transportation and Infrastructure Commission and with a cross-departmental Vision Zero Working Group: Utilize the Vision Zero Advisory Committee and/or the Transportation Infrastructure Commission - Ad-Hoc Vision Zero Subcommittee Develop protocol for City staff to incorporate Vision Zero goals and actions into plan and policy updates of all departments and look for opportunities to integrate Vision Zero into workplans of partner institutions, such as UC Berkeley. Institutionalize the Safe System Approach by integrating Vision Zero principles into departmental policies, standard operating procedures, project development processes, annual work planning, and staff onboarding to ensure long-term organizational continuity beyond individual staff or leadership changes.	Tier 2 – Opportunity Driven	Ongoing	HR / Public Works; CMO
29	Fire Response Standards & Vision Zero Coordination	Continue coordinating with the Fire Department to incorporate and periodically revisit Standards of Coverage findings and fire-response considerations as part of Vision Zero planning and project development. Support an iterative process to improve emergency response while advancing safer street design, using data, operational experience, and project-specific analysis to identify and address potential conflicts between fire access and Vision Zero improvements.	Tier 2 – Opportunity Driven	Ongoing	Fire / Public Works (Vision Zero)

Column D — Implementation Tier: Identifies the level of priority and implementation commitment for each action. Tier 1 actions are core components of Berkeley's Vision Zero program; Tier 2 actions should generally be advanced when opportunities,

Column E — Implementation Horizon: Identifies when the City can realistically begin advancing an action and the anticipated period for substantial progress. The horizon is not a commitment to fully implement an action within that timeframe and depends

Column F — Lead Department: Identifies the City department or departments primarily responsible for advancing or coordinating the action. A lead department does not necessarily mean that department is responsible for providing all funding, staffing,