

Vision Zero Data Dashboard Subcommittee Meeting

June 24, 2020

Attendees

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Agenda

1. Overview of proposed data dashboard components (20)
2. Data source priorities (15)
3. Resolving crash datasets (10)
4. Community Survey feedback (10)
5. Wrap-up (5)

1. Proposed Data Dashboard Components

0. Landing Page
The landing page introduces the dashboard and points users to 1. a crash map, 2. a discussion of trends and safety projects, or 3. a list of all data available to download
1. Primary Map View
Crash map will show crashes and contextual information, such as:
 - Police-reported crashes
 - Roadway context (bike facilities, signals, speed limits, SCTA Travel Model)
 - Land use and relevant boundaries (MTC Communities of Concern, High Injury Network)
2. Progress Tracking
Time-based trends in crashes, as well as a list of safety-related projects in the county.
3. Browse All Data
 - Downloadable resources from the crash map
 - Also includes other nonspatial data, or complete enough to be displayed in the map

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Eris Weaver: I like the cleanliness and simplicity of the layout. Presentation/mockup colors are difficult to read—use higher-contrast text.

Steve Birdlebough: How many incidents leads to a data-driven decision, especially in rural or less dense communities where some roadways only see one or two crashes?

- Decisions come from political processes and research. Data informs these decisions but does not define them.

Steve Birdlebough: How can we use data to prevent crashes before they happen?

- Tanya: Vision Zero team is doing research in this area.

Nancy Adams: Will the crash map and progress tracking be broken down by location or jurisdiction? Features like in TIMS but more specific to local jurisdictions would be useful.

- Crashes can be easily summarized down to city level or other boundaries.
- Adam Garcia: Crashes along a selected segment would be useful for CEQA purposes.

Nancy Adams: How will crashes not reported to police be tracked?

Nancy Adams: What is the value-added of the “Browse All Data” page?

Chris Barney: More filters in the map would be useful. Roadway characteristics (class, speed limit, etc). Maybe restrict to “power users”.

2. Data Source Priorities

Please refer to the Data Matrix and upload data from your jurisdiction to the SC VZ Data Share folder: <https://bit.ly/SCVZdata>

Priorities:

- Local PD crash data, because statewide data may have gaps
- Infrastructure and roadway context, e.g. bikeways, speed limits, signals and stop controls

3. Resolving Crash Datasets

Reconciling statewide and local data may be difficult.

Source	SWITRS	TIMS	Local PD data (Crossroads etc.)
Coding or Categorization	Consistent coding	Consistent coding	May be coded differently

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Geocoding (identifying point location)	Limited geocoding	Geocoded	Geocoding may be inconsistent
Other Notes		Does not include Property Damage Only crashes	More recent/updated

Options for resolution:

1. In jurisdictions where it is available, use local data only (completely replace SWITRS/TIMS data)
2. Manually integrate and code local data in order to merge it with SWITRS/TIMS data

Discussion

Chris Barney: Seeing both statewide and local data may be most informative. However, inconsistencies can be confusing.

Nancy Adams: Using local data for some areas and statewide data for others will be problematic.

Shruti Hari: Will a Linear Referencing System be used to specify where crashes are located?

- No, will rely on coordinates based on TIMS/SWITRS or local police department geocoding

Chet Jamgochian: In unincorporated county, Police reports are recorded by hand and then mapped in GIS in a manner consistent with SWITRS. Entered manually to get more up-to-date data than provided statewide.

Steve Birdlebough: What would it take to have uniform data gathering methods throughout the county?

4. Community Survey Feedback

First round of revisions

- added more details and options to questions 3 and 4, while maintaining brevity
- removed overlap with Street Story questions
- added question about acceptable delay for safety
- added possibly controversial enforcement and engineering strategies to gauge support

Demographic questions are included to measure diversity in respondents. Link to StreetStory.Berkeley.edu to invite respondents to share stories about crashes or near-misses.

Discussion

Minona Heaviland: During shelter-in-place, people tended to travel more by foot/bike. Suggest adding a question about mode switch during pandemic.

Steve Birdlebough: Answer for acceptable commute delay may be dependent on length of commute. Suggest adding a question about length of commute.

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Nancy Adams: Make Question 3 (Do you view Sonoma County as a safe place...) a scale of 1-5 to capture shades.

Nancy Adams: Clarify mode in question 5

Nancy Adams: Question 7, strategies that are not legal in Calif should not be options.

Adam Garcia: Suggested additions related to roadway pollution:

4. Traffic Safety Issues - Exposure to roadway air pollution when walking or biking
7. Enforcement strategies - I support using enforcement tailpipe emission monitors at freeway on-ramps to identify high polluters (maybe this is not legal in Calif)

Kiara Ryan: High-intensity crosswalks are an often-requested engineering strategy

Kevin Anderson: I heard that LTS map illustrating high-stress barriers between low-stress pockets were effective for grant applications ([link](#))

- Similar resource exists for rural LTS