



Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

VISION ZERO 2023 PROGRAM UPDATE

SFMTA Citizens Advisory Council | December 7, 2023

Our neighbor
was killed here
in a traffic crash.



One death is too many.
We share these streets, San Francisco.

Nuestro vecino
murió aquí en
una colisión
de tráfico.

Una sola muerte
es demasiado.
Compartimos
estas calles,
San Francisco.

我們的鄰居
因車禍在此喪
生。

一人死亡都算太多。
我們共用這些三藩市
的街道。

Namatay dito
ang aming
kapitbahay nang
dahil sa banggaan
sa trapiko.

Ang isang pagkamatay
ay labis-labis na.
Para sa ating lahat
ang mga kalyeng ito,
San Francisco.

☎ 311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Kesediaan bahasa percuma
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information,
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VISIONZEROSF.ORG



IN MEMORIAM

OVERVIEW

Vision Zero Action Strategy

Quick-Build Program

Speed Safety Cameras



2021 VISION ZERO ACTION STRATEGY

Progress Update



SAFE STREETS (1/3)

ACTION	LEAD	STATUS
Apply Quick-Build Toolkit on the entire HIN	SFMTA DPW	IN PROGRESS In Planning & Design
Develop a Speed Management Plan	SFMTA	COMPLETE – March 2023
Complete 100 traffic calming devices annually	SFMTA	COMPLETE – March 2023 213 TC devices in 2021 200 TC devices in 2022 184 TC devices in 2023 (Q1-Q3)
Expand Active Transportation Network	SFMTA RecParkSF	IN PROGRESS 24 permanent Slow Streets, JFK Promenade, Great Hwy in 2022 26 bikeway miles added 2021-23



SAFE STREETS (2/3)

ACTION	LEAD	STATUS
High Visibility Crosswalks & Daylighting	SFMTA	<p>IN PROGRESS</p> <p>275 Continental Crosswalks 2021-23 1,506 Daylighting in 2021-23</p>
Slower walking speeds and leading pedestrian intervals on eligible HIN	SFMTA	<p>IN PROGRESS</p> <p>88% of signals on the HIN are timed 80% of signals on the HIN have LPI</p>
40% Accessible Pedestrian Signals & 95% Ped. Countdown Signals on HIN	SFMTA DPW	<p>COMPLETE – March 2023</p> <p>42% of signals on the HIN with APS 95% of signals on the HIN with PCS</p>



SAFE STREETS (3/3)

ACTION	LEAD	STATUS
Evaluate TL NTOR and develop expansion plan	SFMTA	<p>IN PROGRESS</p> <p>TL NTOR Evaluation – April 2022 Expanding to 200+ intersections in Downtown & North/South of Market</p>
Left-Turn Traffic Calming at 35 new locations	SFMTA	<p>IN PROGRESS</p> <p>8 left turns treatments in 2022 20 left turn treatments in 2023</p>
Red-Light Camera Program at 8 new locations	SFMTA	<p>IN PROGRESS</p> <p>Vendor proceeding with electrical design</p>



SAFE PEOPLE (1/2)

ACTION	LEAD	STATUS
50% of traffic citations for Focus on the Five	SFPD	IN PROGRESS 50% in 2021 62% in 2022 59% in 2023 (Q1-Q3)
Monthly HIN Safe Speeds Enforcement Program	SFPD	IN PROGRESS On hold (Covid) in 2021 47% in 2022 45% in 2023 (Q1-Q3)
Monthly High Visibility Traffic Safety Event	SFPD	IN PROGRESS Operations in the Mission, Stonestown, Moscone, downtown in 2023
Budget & Legislative Analyst's report analyzing data on racial disparities in traffic stops	Office of the Mayor	NO UPDATE



SAFE PEOPLE (2/2)

ACTION	LEAD	STATUS
Education Campaigns and Outreach	SFMTA	IN PROGRESS 20 MPH, Left Turns, Sunday Streets
Motorcycle Safety Skills Trainings	SFMTA SFPD	IN PROGRESS 6 trainings in 2021 8 trainings in 2022 9 trainings in 2023 Funded for 2024
Grants to CBOs	SFDPH	IN PROGRESS 14 grants in 2021 10 grants in 2022 5 grants in 2023



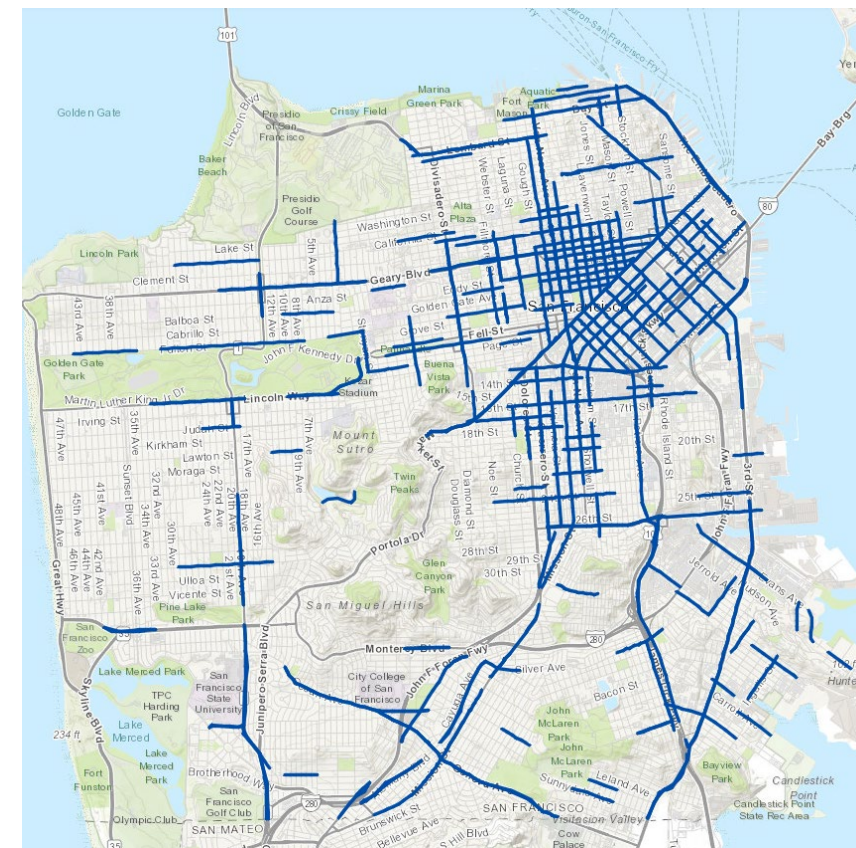
SAFE VEHICLES

ACTION	LEAD	STATUS
Inform autonomous vehicles policy	SFMTA SFCTA	IN PROGRESS Providing comments and engaging with CPUC and DMV
Annual public-facing report on driving behavior trends	City Admin Office	IN PROGRESS Report to be submitted by EOY
Correction plans against unsafe driving behavior	All City Depts	IN PROGRESS Corrective Action Plan Framework
Additional collision avoidance technologies for MTA city fleet	SFMTA	IN PROGRESS Buses with Collision Avoidance System in service by Feb 2024



DATA

ACTION	LEAD	STATUS
Adding Transportation-related Injury Surveillance System (TISS) to TransBASE	SFDPH	IN PROGRESS TISS migrated to SQL Server
Integrate SFPD Collision Data into Crime Data Warehouse	SFPD	NO UPDATE
Annual report on Severe Injuries	SFDPH	IN PROGRESS Updated with 2020 data in 2021 Next update with 2023 data in 2024
Update HIN map with 2017-2021 police, hospital, EMS data	SFDPH	COMPLETE – November 2022
Annual research brief to address traffic injury inequities	SFDPH	IN PROGRESS End of Year Fatality Reports



GETTING TO ZERO REQUIRES TRANSFORMATIVE CHANGES



**AUTOMATED
ENFORCEMENT**



**PRICING AND
REDUCING VEHICLE
MILES TRAVELLED**



**URBAN SPEED
LIMIT SETTING**



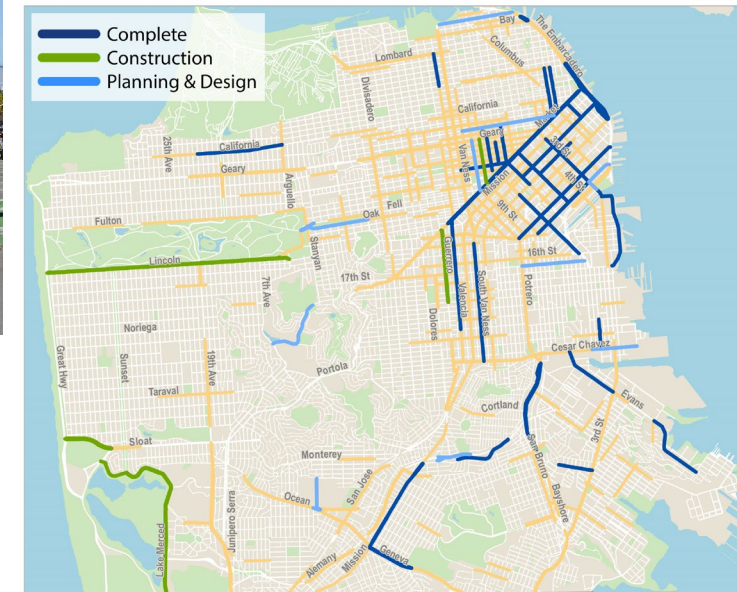
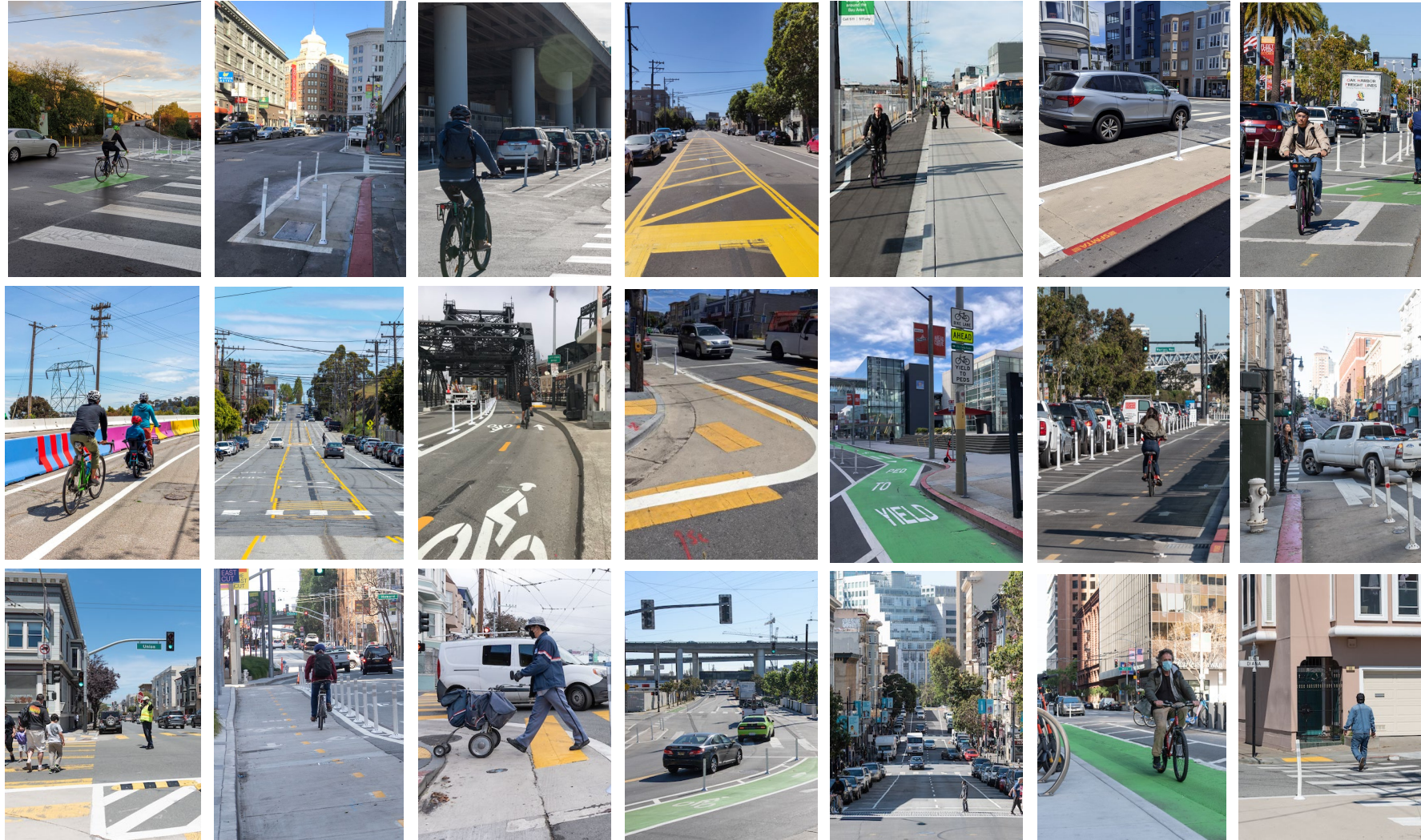
**LOCAL REGULATION
OF TRANSPORTATION
NETWORK COMPANIES**



QUICK-BUILD PROGRAM

Progress Update

QUICK-BUILD PROGRAM



- **32 corridor projects** completed since 2019
- **50 miles** of traffic safety improvements for people walking and biking

QUICK-BUILD CORRIDOR PROJECTS

#	PROJECT	PLANNING/DESIGN PHASE	CONSTRUCTION PHASE	CURRENT STATUS
1	Valencia St.	Mar 2022 – Apr 2023	Apr 2023 – Aug 2023	PILOT INSTALLED
2	Bayshore Blvd.	Oct 2021 – Mar 2023	Aug 2023 – Sep 2023	INSTALLED
3	Hyde St.	Sep 2022 – Fall 2023	Fall 2023	Construction in progress
4	Lake Merced Blvd.	Jul 2021 – Jan 2023	Sep 2023 – Winter 2023	Construction in progress
5	Lincoln Way	Sep 2022 – May 2023	January 2024	Preparing for construction
6	Sloat Blvd.	Sep 2022 – Jul 2023	Winter 2023/Spring 2024	Preparing for construction
7	Guerrero St.	Jul 2023 – Sep 2023	Summer 2024	Preparing for construction
8	17th St.	May 2022 – Fall 2024	Winter 2023/Spring 2024	Preparing for legislation
9	Frida Kahlo Way	Jan 2023 – Fall 2023	Winter 2023/Spring 2024	Planning/design in progress
10	Oak St.	Aug 2023 – Spring 2024	Summer 2024	Planning/design in progress
11	Sutter St.	Aug 2023 – Spring 2024	Fall 2024	Planning/design in progress
12	3rd/Townsend St.	Aug 2023 – Spring 2024	Fall 2024	Planning/design in progress
13	Beach St.	Oct 2023 – Summer 2024	Mid 2024	Planning/design in progress
14	Clarendon Ave.	Sep 2023 – Spring 2024	Following paving in 2024	Planning/design in progress
15	Alemaný Blvd.	Jan 2024 – Summer 2024	Late 2024	Preparing for planning/design
16	Cesar Chavez St.	Jan 2024 – Summer 2024	Late 2024	Preparing for planning/design
17	Larkin St.	Early 2024 – Fall 2024	Late 2024	Preparing for planning/design

RECENTLY COMPLETED: BAYSHORE BLVD.

Pedestrian Safety

- Painted safety zones, continental crosswalks

Bicycle Safety & Connectivity

- Parking protected bike lane

Traffic Calming

- Turn calming treatments, center median

Parking and Loading

- Reconfigured on-street zones



CONSTRUCTION IN PROGRESS: LAKE MERCED BLVD.

Segment 1 – Skyline to Winston

- Striping and concrete buffers installed

Segment 2 – Winston to Brotherhood

- Striping installation begins week of 11/20 with target completion by November

Segment 3 – Brotherhood to John Muir Drive

- Begins Mid-December with target completion in early 2024

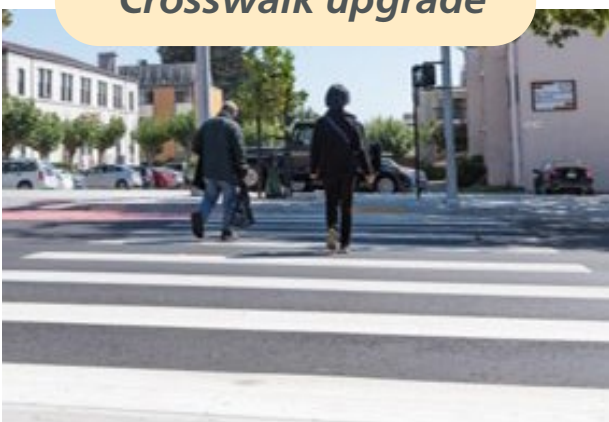
Additional work throughout corridor

- Safe-hit posts, signal lens upgrades, transit boarding islands, curb ramps



QUICK-BUILD TOOLKIT ON THE REMAINING HIGH INJURY NETWORK

Crosswalk upgrade



Pedestrian head start



Daylighting



Longer walk time



Advanced limit line



Signal lens upgrade



Painted safety zone



Turn calming



QUICK-BUILD TOOLKIT– IN PROGRESS

Planning & Design

- Quadrant approach

Implementation

- Prioritizing work with Streets Shops

Funding

- \$5.4 million funding request heard at:
 - 11/29 TA CAC meeting
 - 12/5 TA Board meeting

PUBLIC DASHBOARD

https://www.sfmta.com/vision-zero-quick-build-projects

injuries. In some cases, quick-build projects also stem from larger capital project efforts, advancing streetscape and capital infrastructure for transportation safety and livability improvements.

The Quick-Build Program is one of many efforts to help achieve the City's Vision Zero goals. Read more about other City efforts in the San Francisco Vision Zero Action Strategy.

[Read the Vision Zero Action Strategy](#)

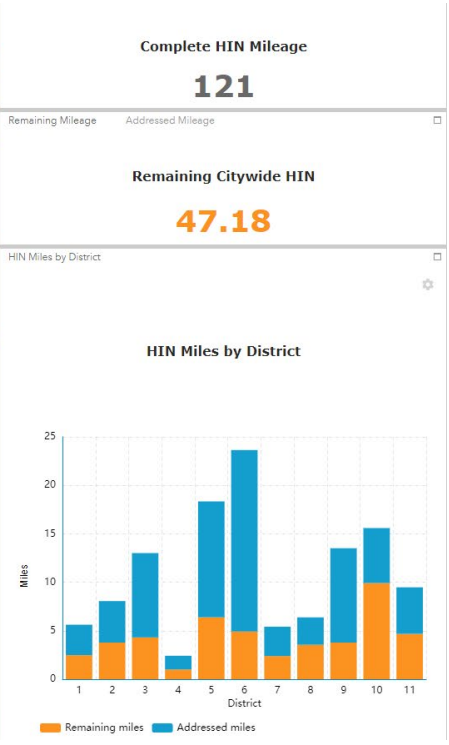
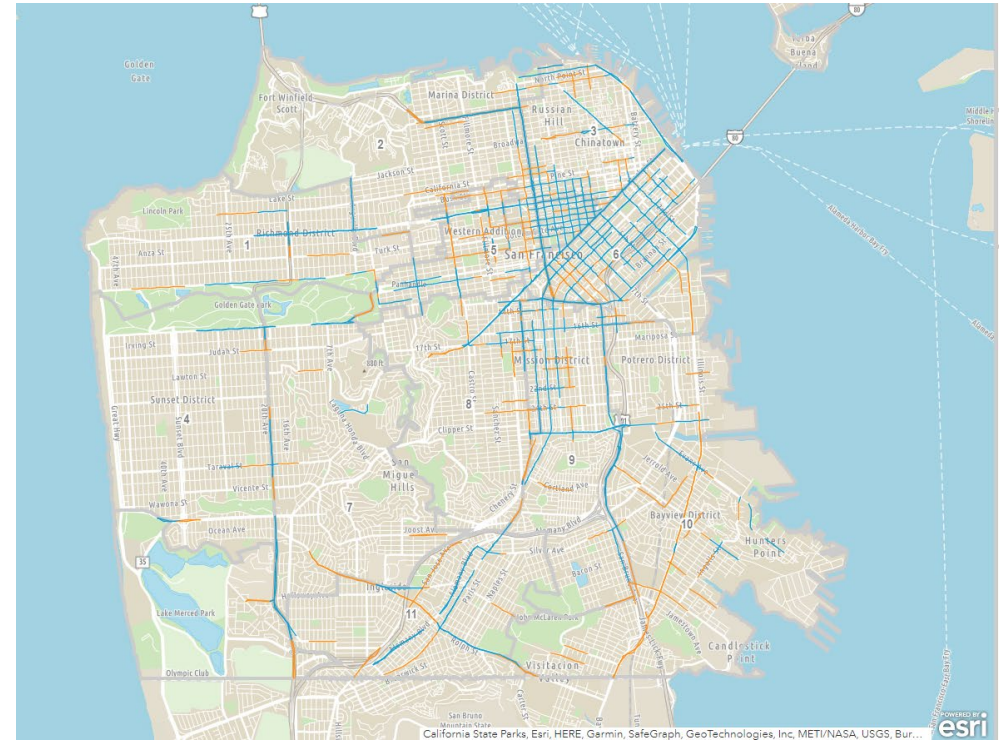
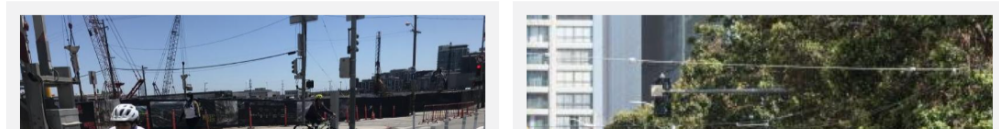
Quick-Build Projects

Below is the current set of quick-build projects that the SFMTA is committed to delivering. For a summary of current project status and scope, please check out the monthly updates posted under [Related Reports & Documents](#).

Alongside quick-build corridor projects, the SFMTA is committed to implementing quick-build toolkit improvements on all of the high-injury network where work remains. Improvements are informed by the [Vision Zero Quick-Build Pre-Planning Study](#). Click on the button below to see a map of its progress.

[High Injury Network Progress Map](#)

Completed



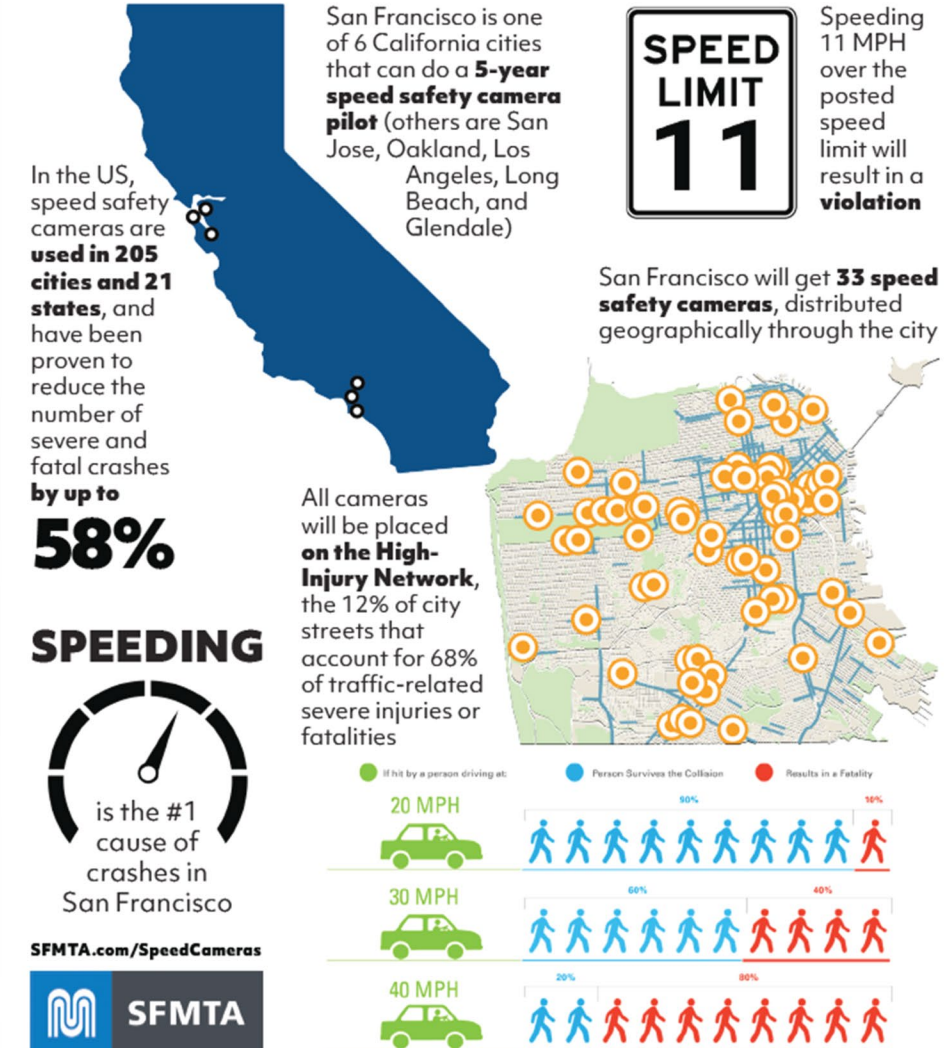
SPEED SAFETY CAMERAS

Progress Update

ASSEMBLY BILL 645

- Authorizes local departments of transportation of six cities to establish a speed safety program— **not police departments**
- Establishes a **5-year pilot** through January 1, 2032
- Driver must be **traveling at least 11 MPH over the speed limit** to receive a citation
- The number of cameras is limited based on the city's population: **San Francisco gets 33 cameras**

Speed Safety Cameras in San Francisco



SPEED SAFETY CAMERA IMPLEMENTATION PROCESS



System Planning Now – Early 2024

- Location Screening & Identification
- Speed Safety System Use Policy & Impact Report



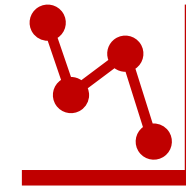
System Design 2024

- Contract Legislation
- Vendor Selection
- Design & Installation of Roadside Equipment



Implementation 2025

- 30-Day Public Education Campaign
- 33 Cameras Deployed
- 60-Day Warning Period



Evaluation 2026 - 2031

- Data Collection and Evaluation
- 18-Month Assessment
- Final Report to Legislature

SYSTEM PLANNING WORK – IN PROGRESS

Establish Outreach

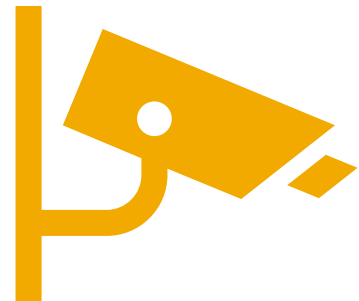
- Initiate outreach to community organizations focusing on privacy protection, economic justice, and racial equity
- Inform stakeholders of new program
- Draft Speed Safety System Use Policy and System Impact Report

Scope the Program

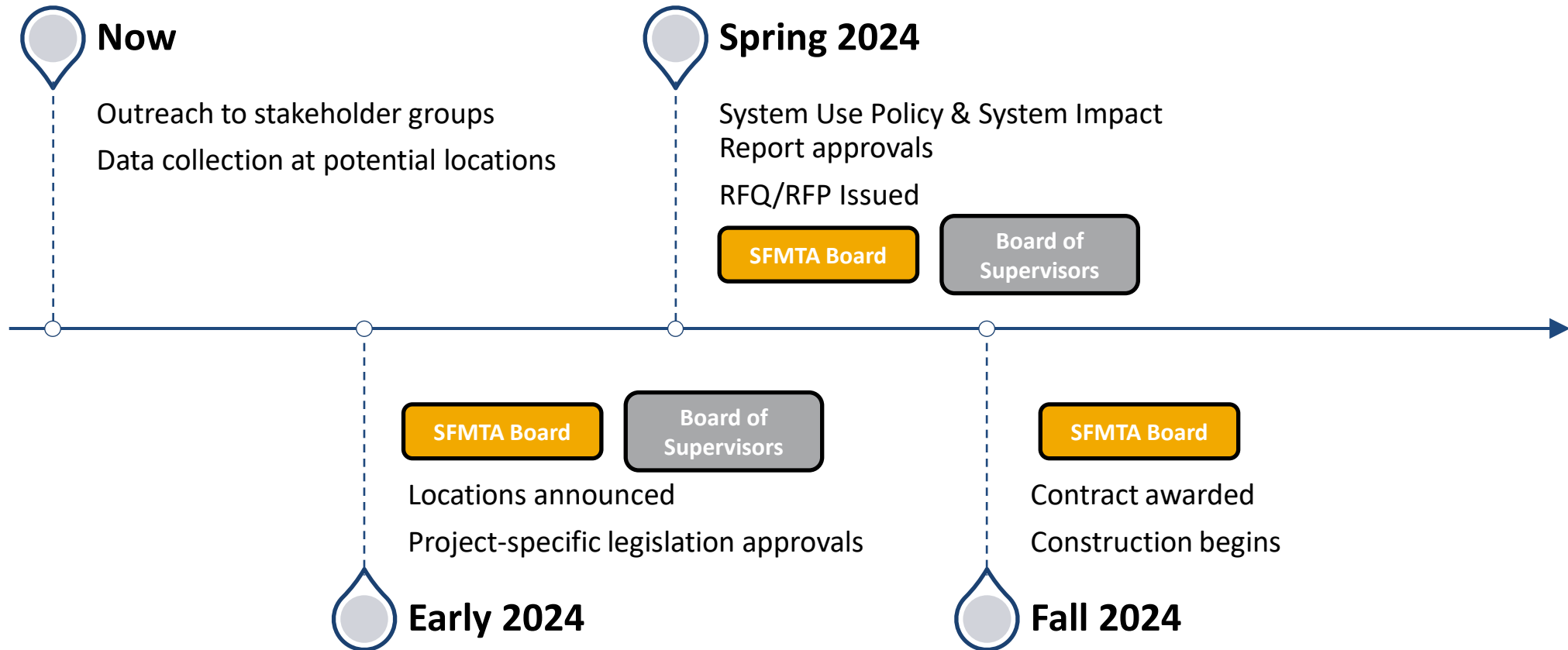
- Complete interviews with peer cities operating speed camera programs
- Determine appropriate contract mechanisms to operate speed cameras
- Establish legislative process (MTAB, COIT, BOS)

Identify Locations

- Conduct initial location screening for speed cameras (65 locations identified)
- Gather detailed speed data for screened locations
- Finalize 33 camera locations



UPCOMING MILESTONES



STATE LEGISLATION RELATED TO VISION ZERO

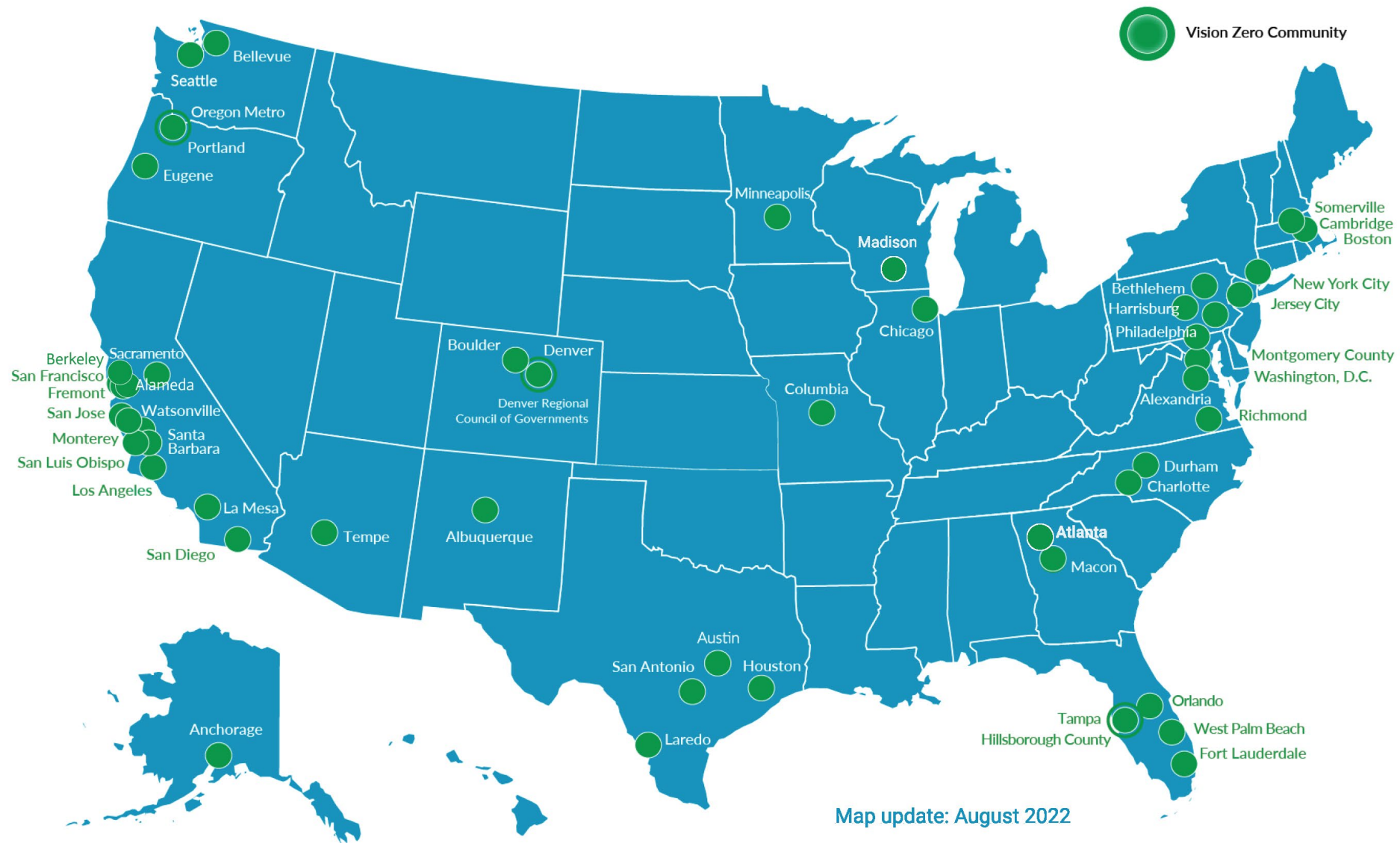
- **AB 251 (Ward)** - requires the CTC to convene a task force to study the relationship between **vehicle weight and traffic injuries**
- **AB 361 (Ward)** – authorizes a local agency to install **cameras** on city-owned or district-owned parking enforcement vehicles for the purpose of **parking violations occurring in bicycle lanes**, until January 1, 2030
- **AB 413 (Lee)** - would prohibit the stopping, standing, or parking of a vehicle within 20 feet of any unmarked or marked crosswalk (**daylighting**), or within 15 feet of any crosswalk where a curb extension is present

APPROACHING 2024

Reflections



VISION ZERO NETWORK

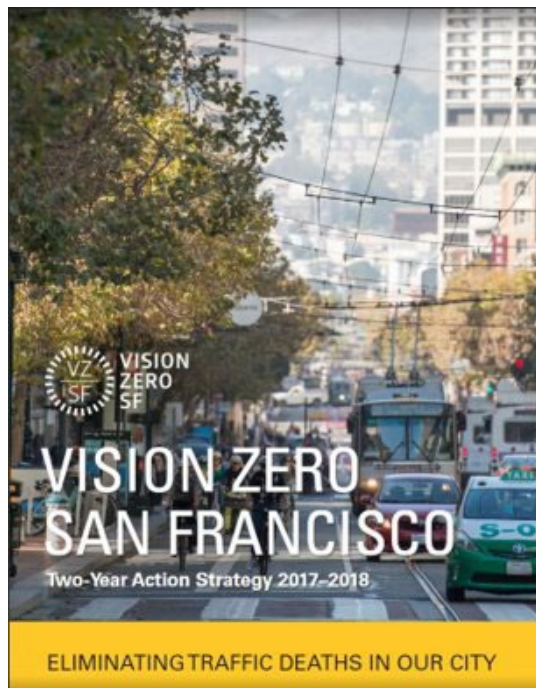


VISION ZERO ACTION STRATEGY UPDATE



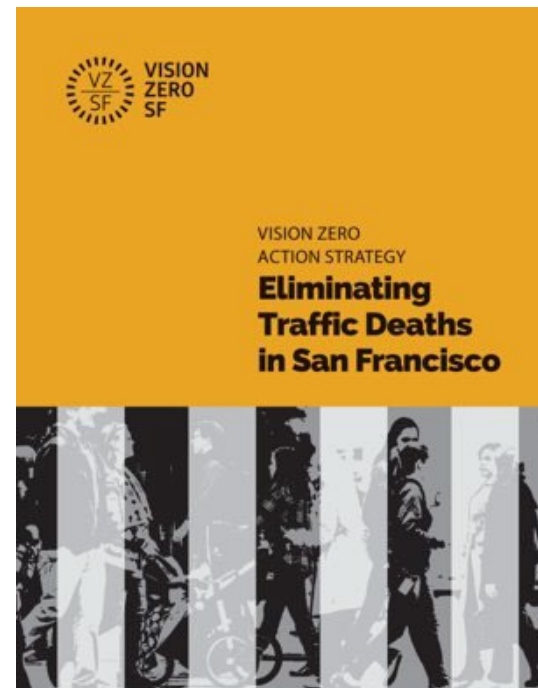
2015

What is Vision Zero?



2017

Defining a
Safe System Approach



2019

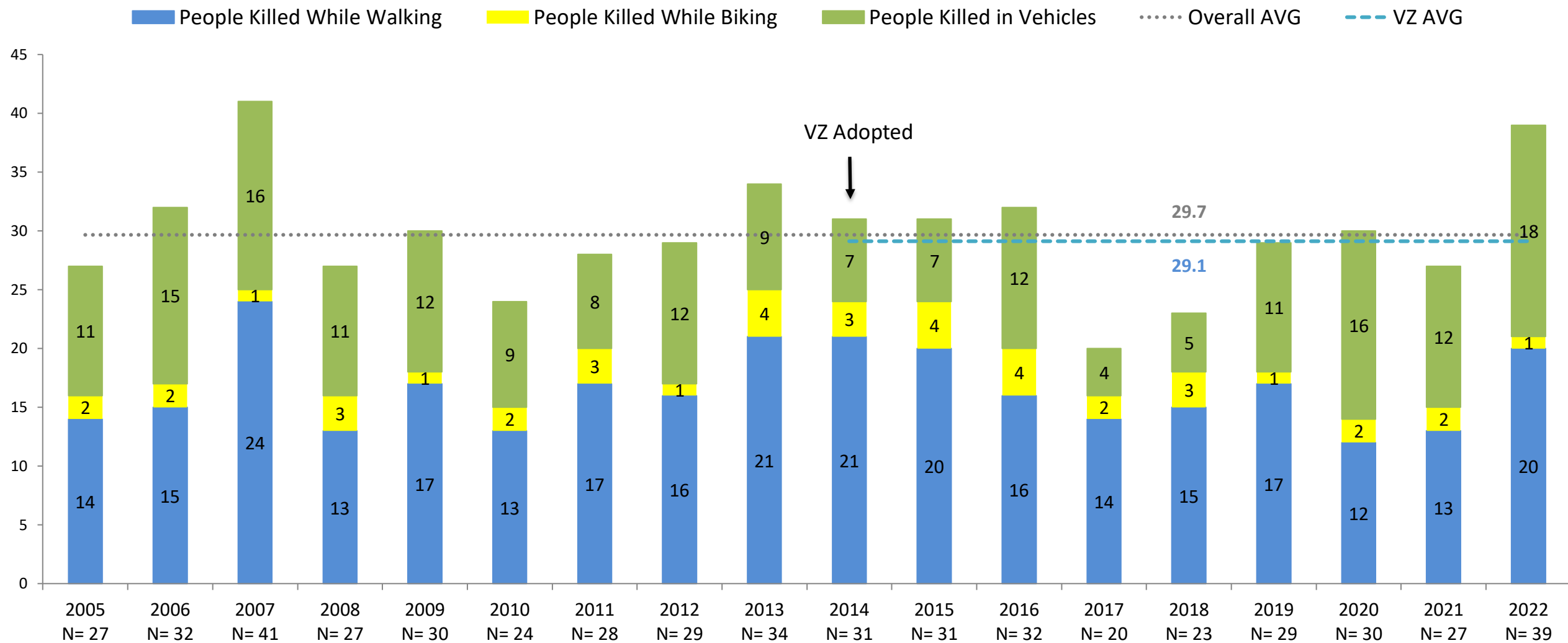
Advancing
Transformative Policies



2021

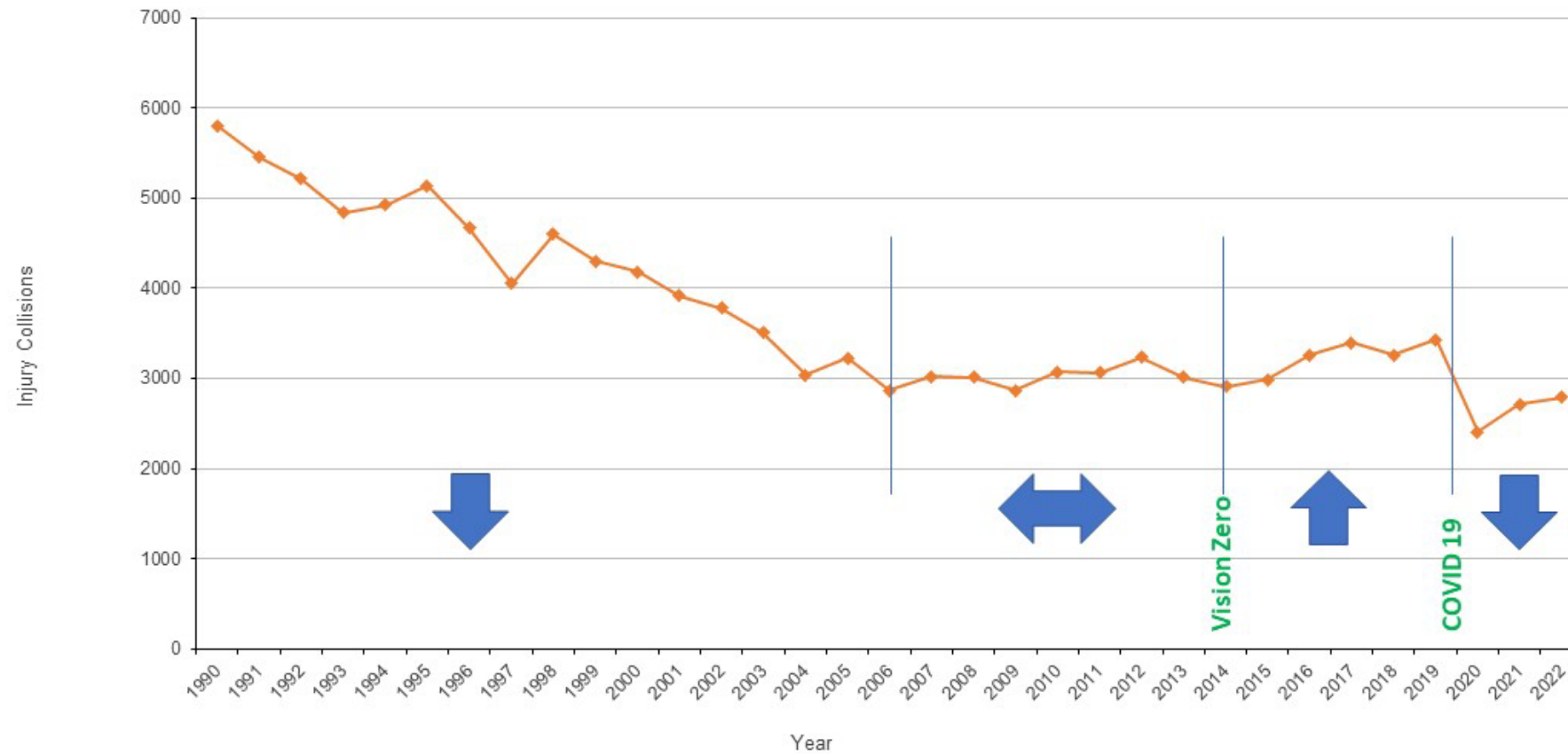
Vision Zero Action
Strategy Update

39 TRAFFIC-RELATED DEATHS IN 2022



SF INJURY TRAFFIC CRASHES TRENDING DOWN SINCE 1990

SF Injury Reported Crashes (1990-2022)



Pre and Post Pandemic Changes

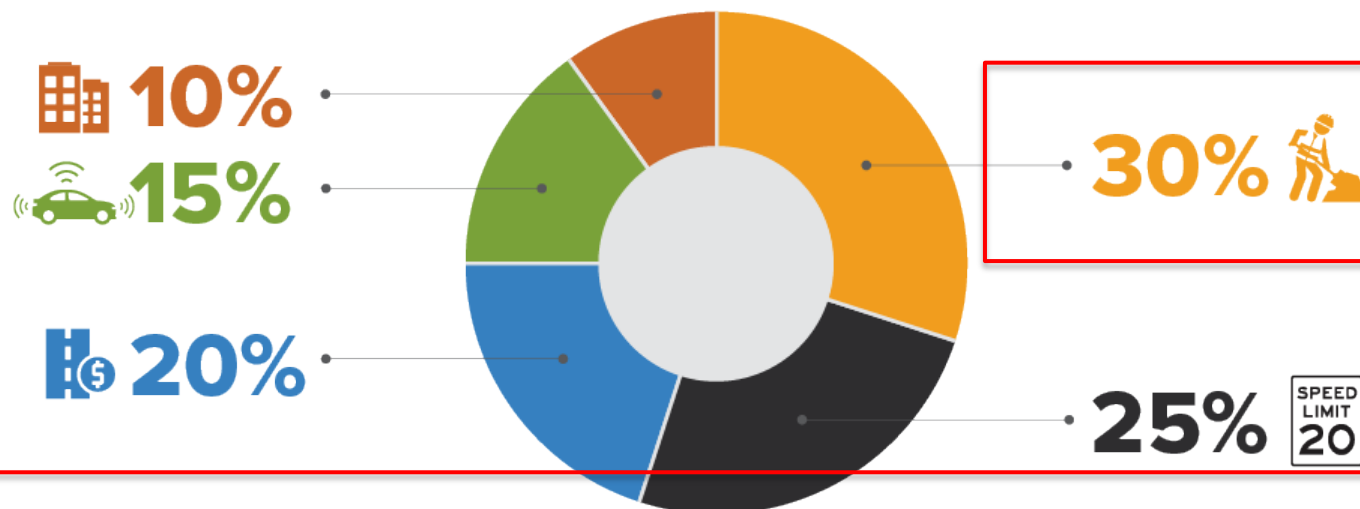
Crash Category Totals	Pre-pandemic 2017-2019	Pandemic 2020-2022	Total Change	Percent Change
Fatal	72	96	↑ 24	↑ 33%
Injury	10,091	7,905	↓ 2,186	↓ 22%
Fatal - Pedestrian	46	45	↓ 1	↓ 2%
Injury - Pedestrian	2,588	1,712	↓ 876	↓ 34%
Fatal - Person on Bicycle	6	5	↓ 1	↓ 17%
Injury - Person on Bicycle	1,747	1,255	↓ 492	↓ 28%
Fatal - Motorcyclist	7	22	↑ 15	↑ 214%
Injury - Motorcyclist	1,245	960	↓ 285	↓ 23%
Fatal – Stand Up Device	0	7	↑ 7	↑
Injury – Stand Up Device	145	454	↑ 309	↑ 213%

SAFETY IMPACT OF STREET DESIGNS

Measure	Metric	Overall Findings
Collisions	Δ Total Collisions	-18%
	Δ Bike Related Collisions	-33%
	Δ Pedestrian Related Collisions	-32%

Our findings show that **street design changes are decreasing bike and pedestrian-related collision rates by 33 and 32%, respectively.**

GETTING TO ZERO REQUIRES TRANSFORMATIVE CHANGES



Major Street Redesign: Car free zones, Quick-Build projects, Protected bike lane network, and transit only lanes



Speed Safety Cameras: Using speed cameras to enforce speed limits



Mode Shift and Pricing Tools: Moving to active transportation modes by using tools like pricing



Advanced Vehicle Technologies: Advance driver-assisted systems and smaller vehicles



Increased Housing Density: Housing near jobs/services, especially affordable housing and services for unhoused populations

VISION ZERO SINCE 2014

What we thought then

We can rebuild all our high-injury streets, curb-to-curb

Speed safety cameras will be up and running in a few years

Vision Zero is mainly about "the 3 E's"

Police enforcement would be a cornerstone

We will reach zero in 2024

VISION ZERO SINCE 2014

What we thought then	What we know now
We can rebuild all our high-injury streets, curb-to-curb	Project delivery for >100 miles of streets would take decades
Speed safety cameras will be up and running in a few years	Cameras would be a much harder lift in Sacramento
Vision Zero is mainly about "the 3 E's"	We need long-term mode shift, supported by an active network
Police enforcement would be a cornerstone	SFPD resources are scarce and police alone cannot drive change
We will reach zero in 2024	Zero was the right goal, but ten years not enough to fix deep societal issues

VISION ZERO SINCE 2014

What we thought then	What we know now	What we're doing about it
We can rebuild all our high-injury streets, curb-to-curb	Project delivery for >100 miles of streets would take decades	Launching Quick-Build program, applying proven tools on HIN
Speed safety cameras will be up and running in a few years	Cameras would be a much harder lift in Sacramento	Planning for camera implementation as we see a way forward
Vision Zero is mainly about "the 3 E's"	We need long-term mode shift, supported by an active network	Co-designing that network through the Active Communities Plan
Police enforcement would be a cornerstone	SFPD resources are scarce and police alone cannot drive change	Leading with design, focusing SFPD on worst behavior
We will reach zero in 2024	Zero was the right goal, but ten years not enough to fix deep societal issues	Reaffirming our commitment with humility and community partnership

THANK YOU

