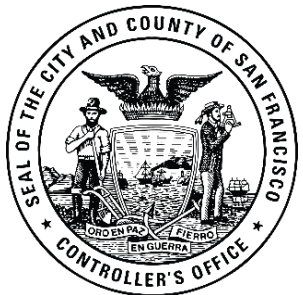# Vision Zero Benchmarking

Office of the Controller
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August 27, 2024

Agenda

1 Background

2 Process, Peer Cities, Metrics, and Approach

3 Metrics and Key Takeaways

4 Questions

City Performance

- The City Performance team is part of the City Services Auditor (CSA) within the Controller's Office.

- The team works with City departments across a range of subject areas, including transportation, public health, human services, homelessness, capital planning, and public safety.

- City Performance Goals:

    - Support departments in making transparent, data-driven decisions in policy development and operational management.

    - Guide departments in aligning programming with resources for greater efficiency and impact.

    - Provide departments with the tools they need to innovate, test, and learn.
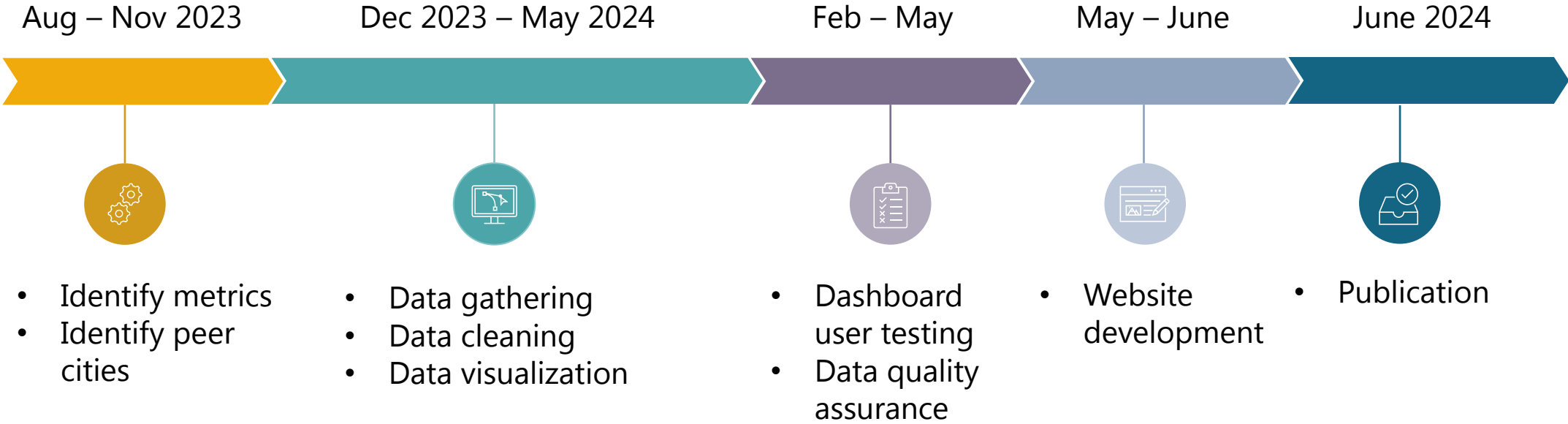
City Performance and Benchmarking

- In the City Charter, the Controller's Office is required to conduct benchmarking, which involves presenting San Francisco in context to peer jurisdictions.

- Benchmarking can help put local efforts into perspective and provide insight into consistent challenges or themes across peers.

- Benchmarking has some limitations.

  - It does not prove causality.

  - It reports the best available data, but may be subject to data collection and reporting differences among peers.

Project Background

- Prior to COVID, City Performance conducted annual benchmarking across a variety of city service areas, including some relevant to Vision Zero. Recent benchmarking has been more targeted or project-specific.

- In collaboration with stakeholders, we created an updated Vision Zero-specific benchmarking project.

- We determined metrics through close collaboration with stakeholders and review of available data.

- We identified peer cities based on similarity in population size and density.

Process Overview

Aug – Nov 2023	Dec 2023 – May 2024	Feb – May	May – June	June 2024

- Identify metrics
- Identify peer cities

- Data gathering
- Data cleaning
- Data visualization

- Dashboard user testing
- Data quality assurance

- Website development

- Publication

Peer Cities

We identified peer cities based on similarity in population size and density, as well as commonly used peers for the Vision Zero group.

Boston, MA	Chicago, IL
Long Beach, CA	Los Angeles, CA
Miami, FL	Minneapolis, MN
New York, NY	Oakland, CA
Portland, OR	San José, CA
Seattle, WA	Washington D.C.

Metrics

Injuries

Fatalities

Commute Methods

Separated Bike Lanes

Annual Public Transit Trips
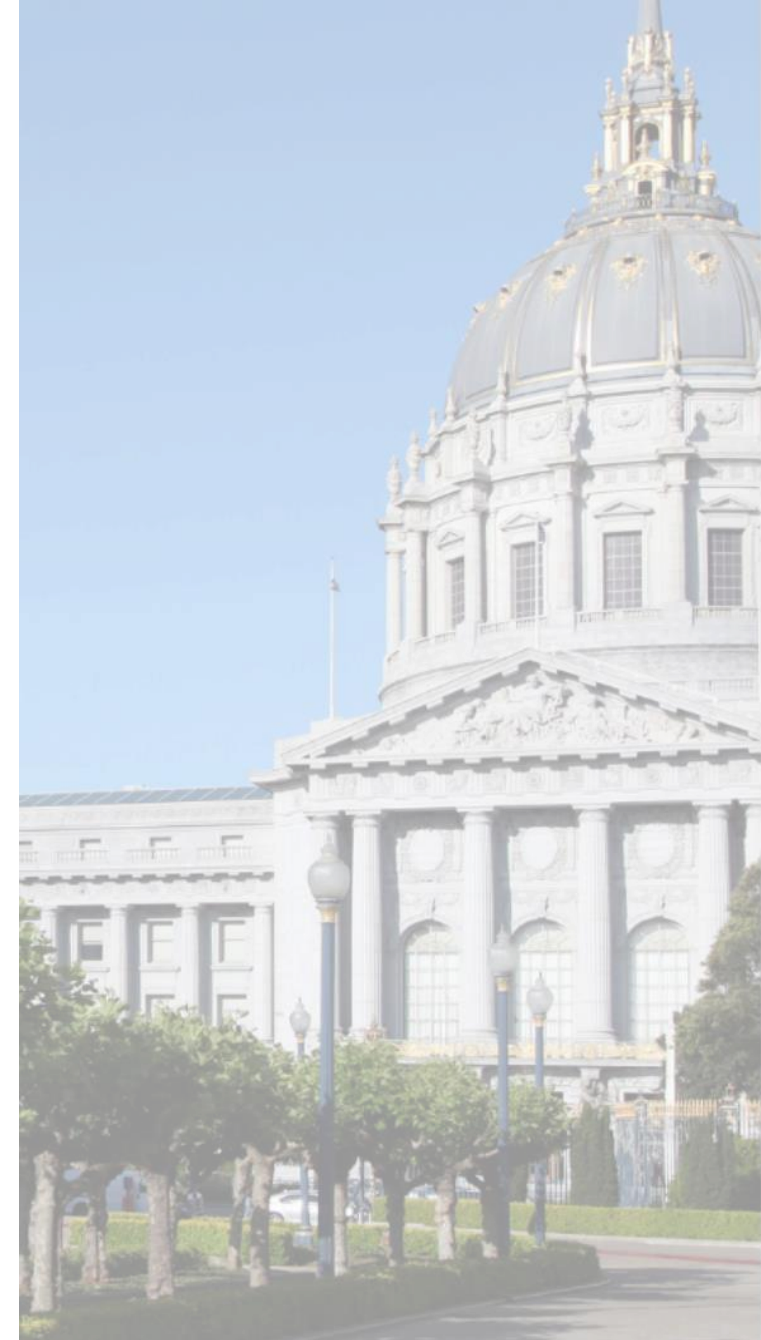
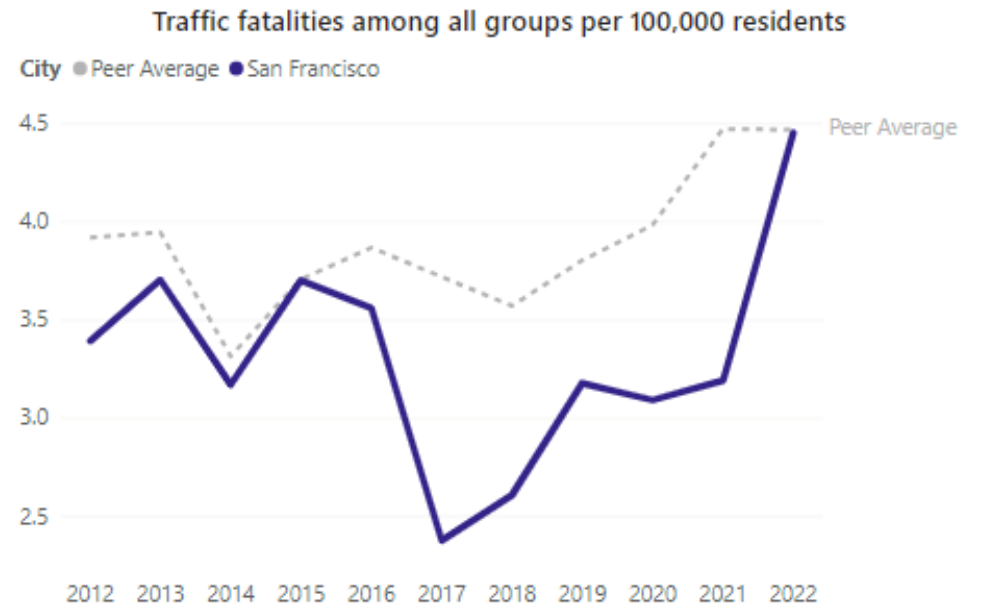Street Network Speeds

Traffic Citations

Approach

- We started by researching publicly available data for our given metrics for 2012-2022.

  - Where possible, we used national databases for consistency. These may have minor differences from SF's local reporting due to reporting criteria or definitions.

  - Where data was unavailable, we reached out directly to cities.

- Once the data was available, we:

  - Cleaned the data and normalized to per 100,000 residents

  - Created visualizations

  - Identified key takeaways

- We published the visualizations and takeaways to an sf.gov website

Explore the metrics online

- The website has interactive features.

- You can select different cities and/or categories within each metric.

- https://www.sf.gov/vision-zero-benchmarking

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Injuries

San Francisco is returning to pre-COVID traffic injury trends.

In San Francisco just over 300 people were injured per 100,000 residents in 2020. This increased to around 415 in 2021 and 2022. Some other cities have also experienced a similar increase in injuries, including San José, San Diego, Long Beach, and Fresno.

Traffic injuries among all groups per 100,000 residents

City ● CA Peer Average ● San Francisco
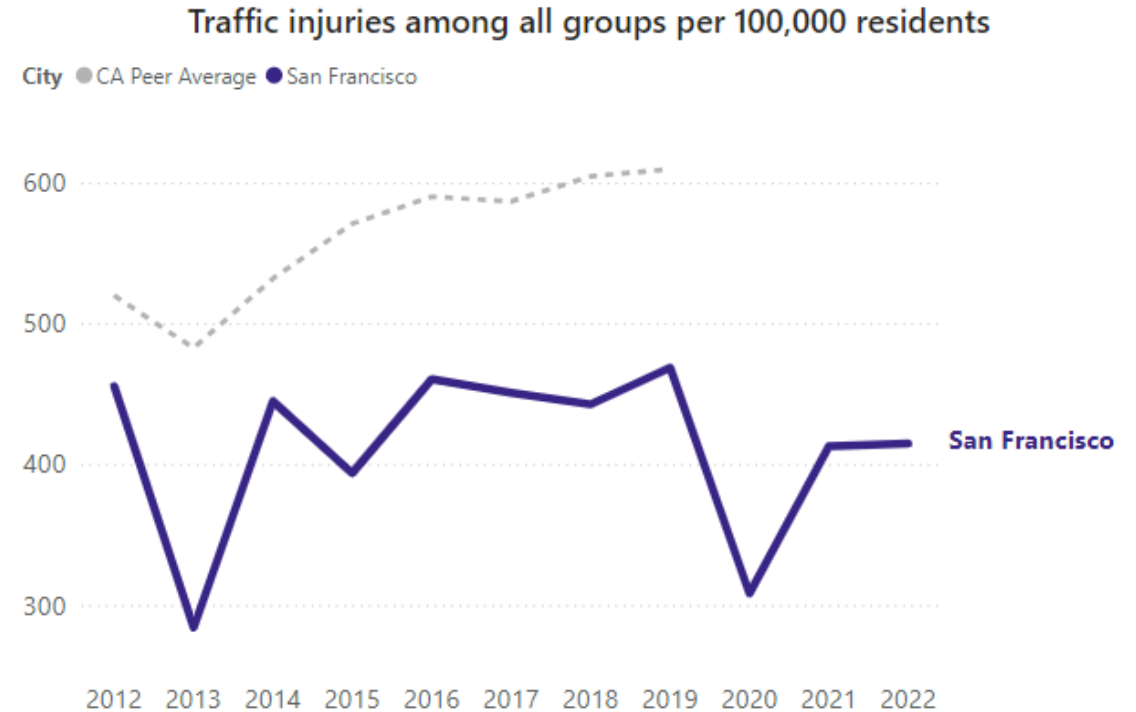
Los Angeles changed its reporting method in 2019. Therefore, Los Angeles data and the calculated peer average runs through 2019 only.

The Injuries Metric uses a unique set of California peer cities from a centralized database. Other states did not have a consistent measurement approach.

Fatalities

No peer cities have zero fatalities.

Even though the majority of the peer cities have their own Vision Zero initiatives, no cities have been able to achieve the goal of zero fatalities.

Traffic fatalities among all groups per 100,000 residents
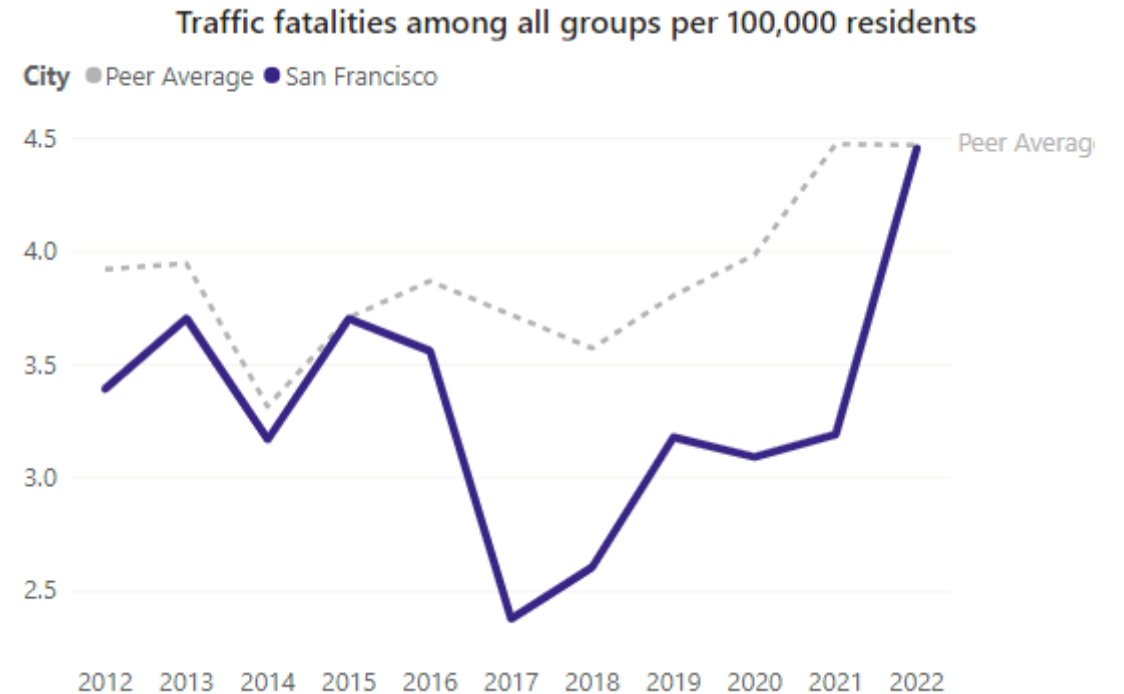
Street Network Speeds

California legislation has a major impact on a city's ability to set speed limits.

Until recently in California, state laws limited cities' ability to change speed limits.

Assembly Bill 43 (AB 43) came into effect in 2022, allowing cities to lower speeds by 5 mph in key business districts. In 2024, cities are now allowed to lower speeds by 5 mph in 'safety corridors'.

Since AB 43's implementation, San Francisco reduced the speeds for 46 miles of streets as of April 2024.

Percent of city streets with speed limits 20 mph or slower

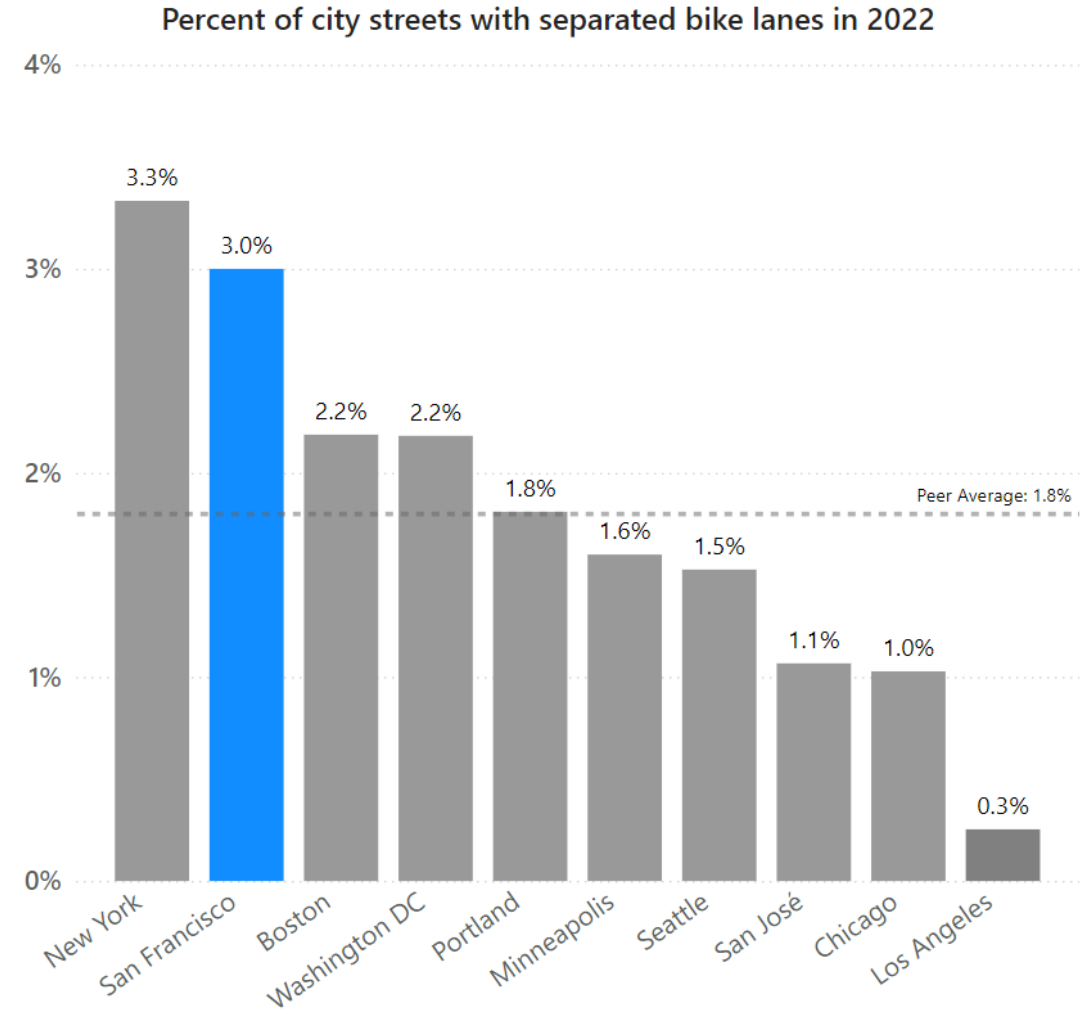| City	Default Speed	Percent of city streets 20 mph or below
Los Angeles*	25 mph	0.04%
Oakland*	25 mph	0.3%
San José*	25 mph	0.3%
Long Beach*	25 mph	0.5%
San Francisco*	25 mph	5.4%
New York	25 mph	5.9%
Washington D.C.	20 mph	60%
Seattle	20 mph	61.5%
Minneapolis	20 mph	71%
Portland	20 mph	76%
Boston	25 mph	Data not available
Chicago	30 mph	Data not available
Miami	30 mph	Data not available

*Indicates a California city, where state law limits a local jurisdiction's ability to lower speed limits. California State Assembly Bill 43, signed into law in 2021, now allows cities to lower speeds for eligible business districts and safety corridors.

Data as of April 2024.

Separated Bike Lanes

**San Francisco has one of the highest rates of separated bike lanes.**

SF's rates are similar to New York's, with about 3% of streets having separated bike lanes.

Percent of city streets with separated bike lanes in 2022

New York: 3.3%
San Francisco: 3.0%
Boston: 2.2%
Washington DC: 2.2%
Portland: 1.8%
Minneapolis: 1.6%
Seattle: 1.5%
San José: 1.1%
Chicago: 1.0%
Los Angeles: 0.3%

Peer Average: 1.8%

Public Transit Trips

San Francisco has the second-highest number of annual public transit trips among the population served by its transit system.

With 143 trips per person per year in 2022, San Francisco is only below New York, with 259 trips per person per year. The other peer cities have 70 or fewer trips per person per year.

Annual public transit trips per population served by the transit system
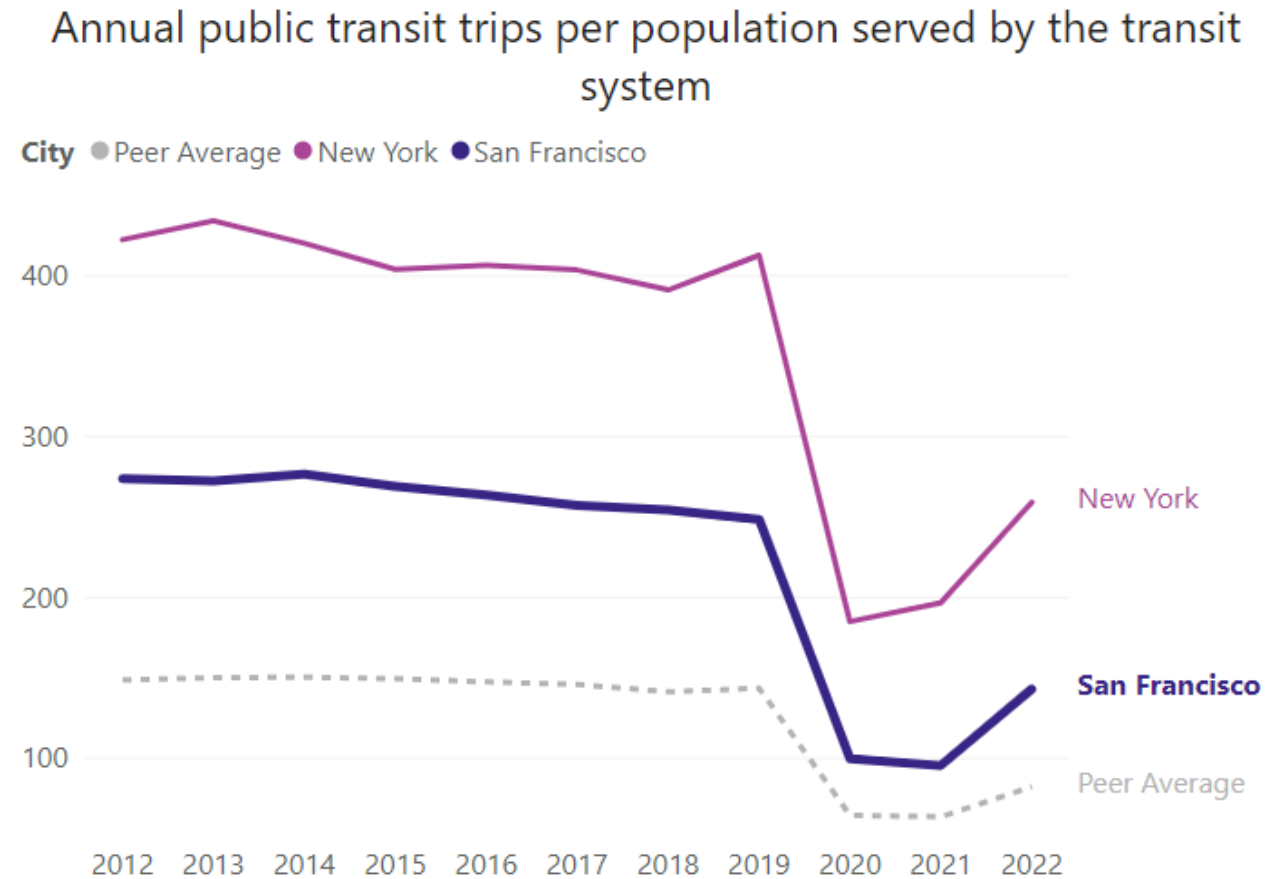
Public transit trips are normalized by the population served by that transit system. This is different from the other metrics, but still provides a consistent comparison.

Commute Methods

Relatively few working San Franciscans use their car to commute.

San Francisco's car commuting rate was its highest in 2012 at close to 45% and has been lower in all years since. San Francisco's car commuting rate is three quarters of the average across peer cities.

Car commuting rates in 2022 increased from an all-time low in 2021 to align with 2019 rates of around 35%.
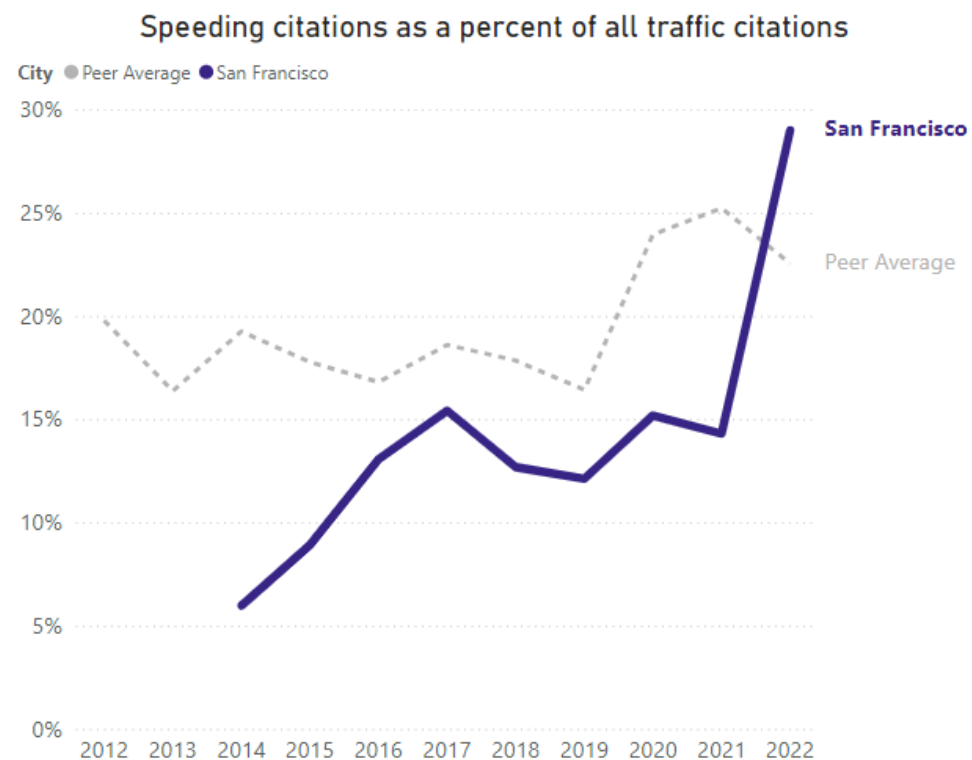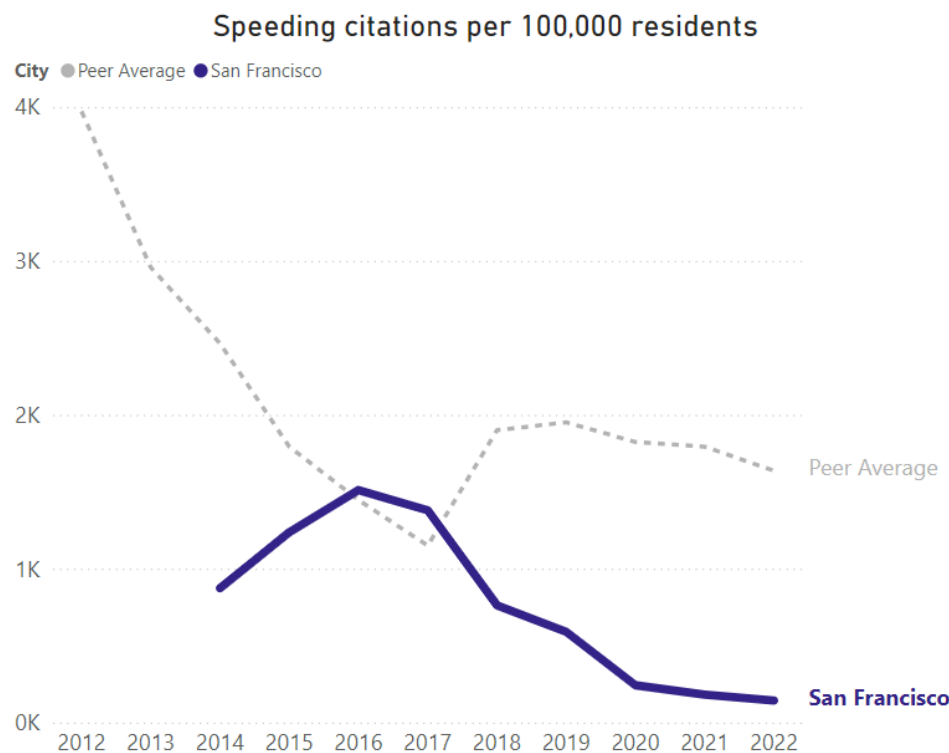

Workers who commuted by car
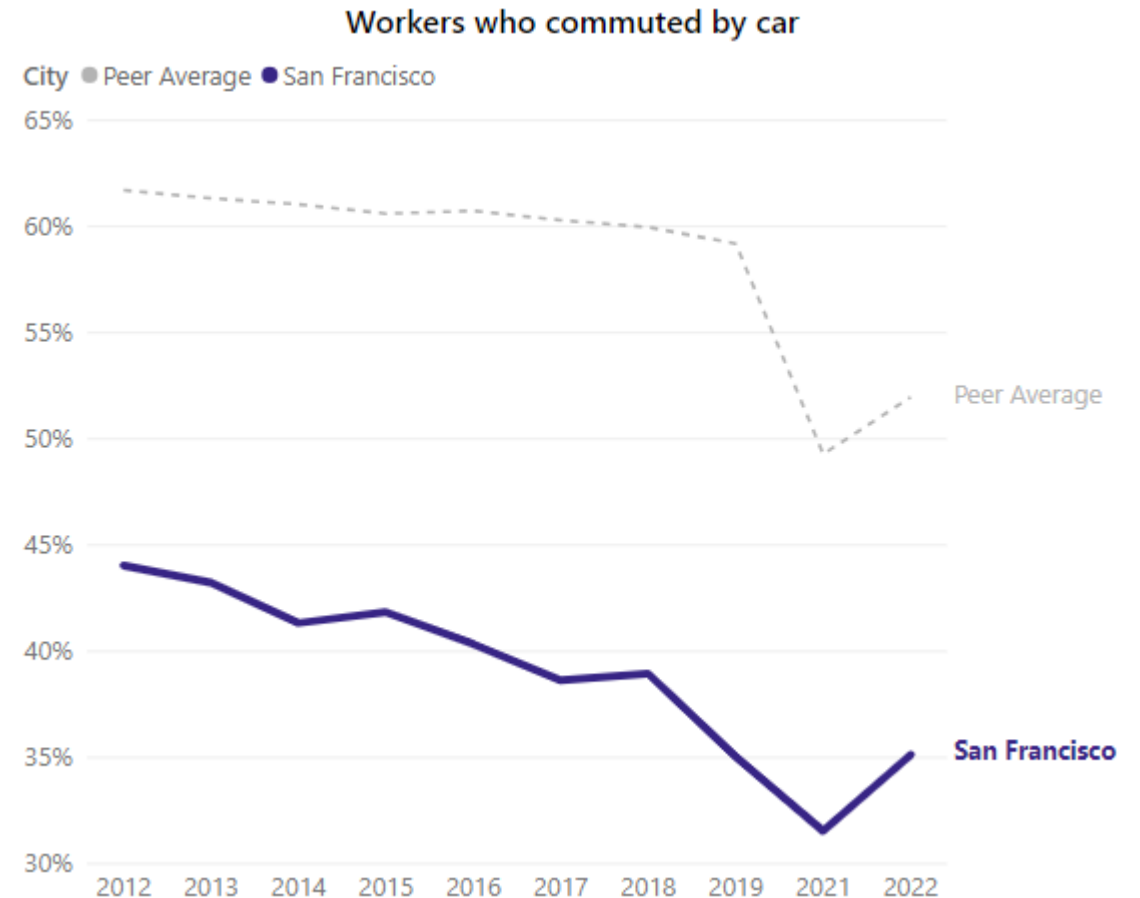
2020 data was not available due to the COVID-19 pandemic.

Traffic Citations

San Francisco issues fewer speeding citations per resident than most of its peers.

In 2022, San Francisco police officers issued around 140 speeding citations per 100,000 residents. This was the second lowest rate among its peer cities, only higher than Seattle. However, speeding citations make up a larger percentage of all citations than most peers. In 2022, speeding citations were 30% of San Francisco's total citations.

Speeding citations per 100,000 residents

Speeding citations as a percent of all traffic citations

Questions?