



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

VISION ZERO PROGRAM UPDATE 2023 QUARTER #1

March 7, 2023
SFMTA Board

PRESENTATION OVERVIEW

Speed Management - MTA

2022 End of Year - DPH

Traffic Division - PD



SPEED MANAGEMENT UPDATE

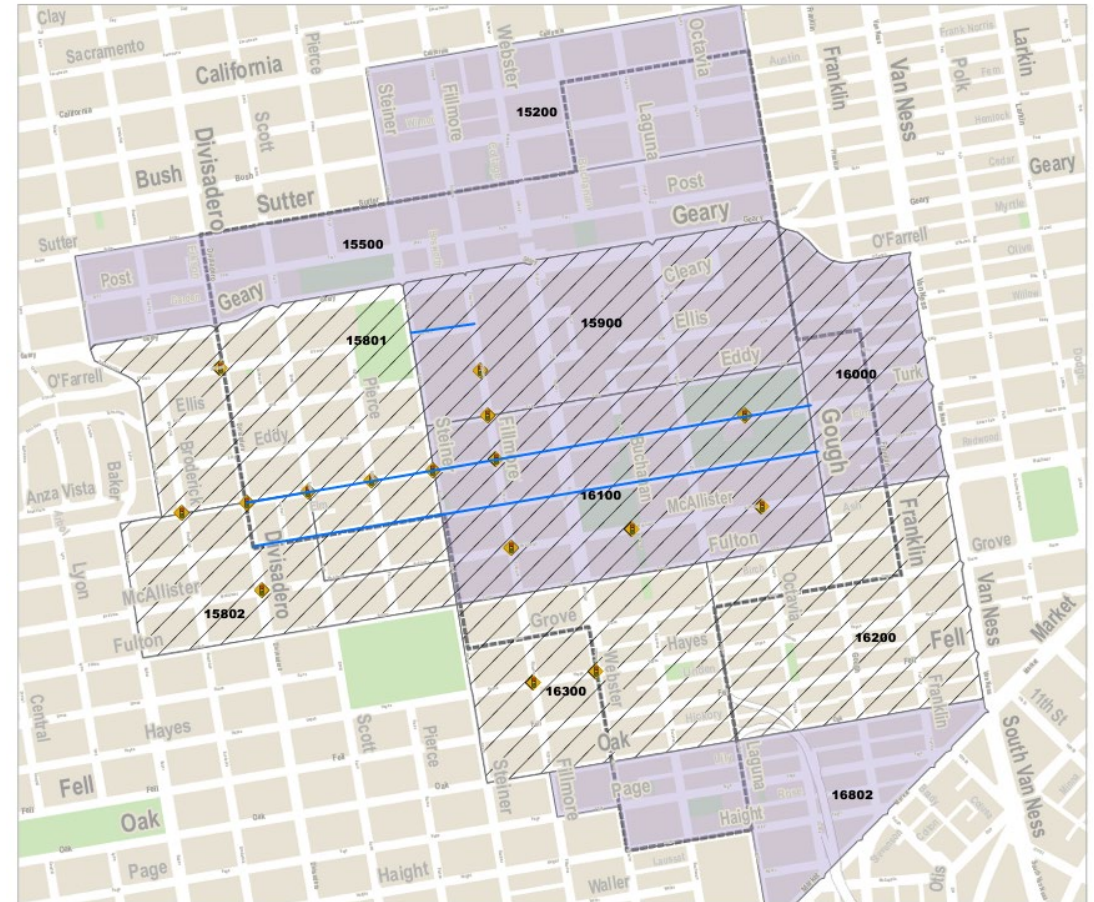
San Francisco Municipal Transportation Agency

Uyen Ngo

USDOT SAFE STREETS AND ROADS FOR ALL GRANT

Awarded \$17M for Western Addition Community Safe Streets Project:

- Traffic Signal Upgrades
- Speed Management Tools
- Education & Outreach
- Community Partnerships



Document Path: C:\Users\Romer\OneDrive - SFMTA\GIS\GISWA Underserved Communities.mxd

20 MPH CORRIDOR IMPLEMENTATION

28

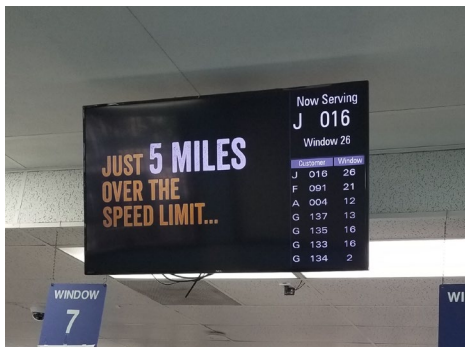
Corridors Completed

19

Street Miles

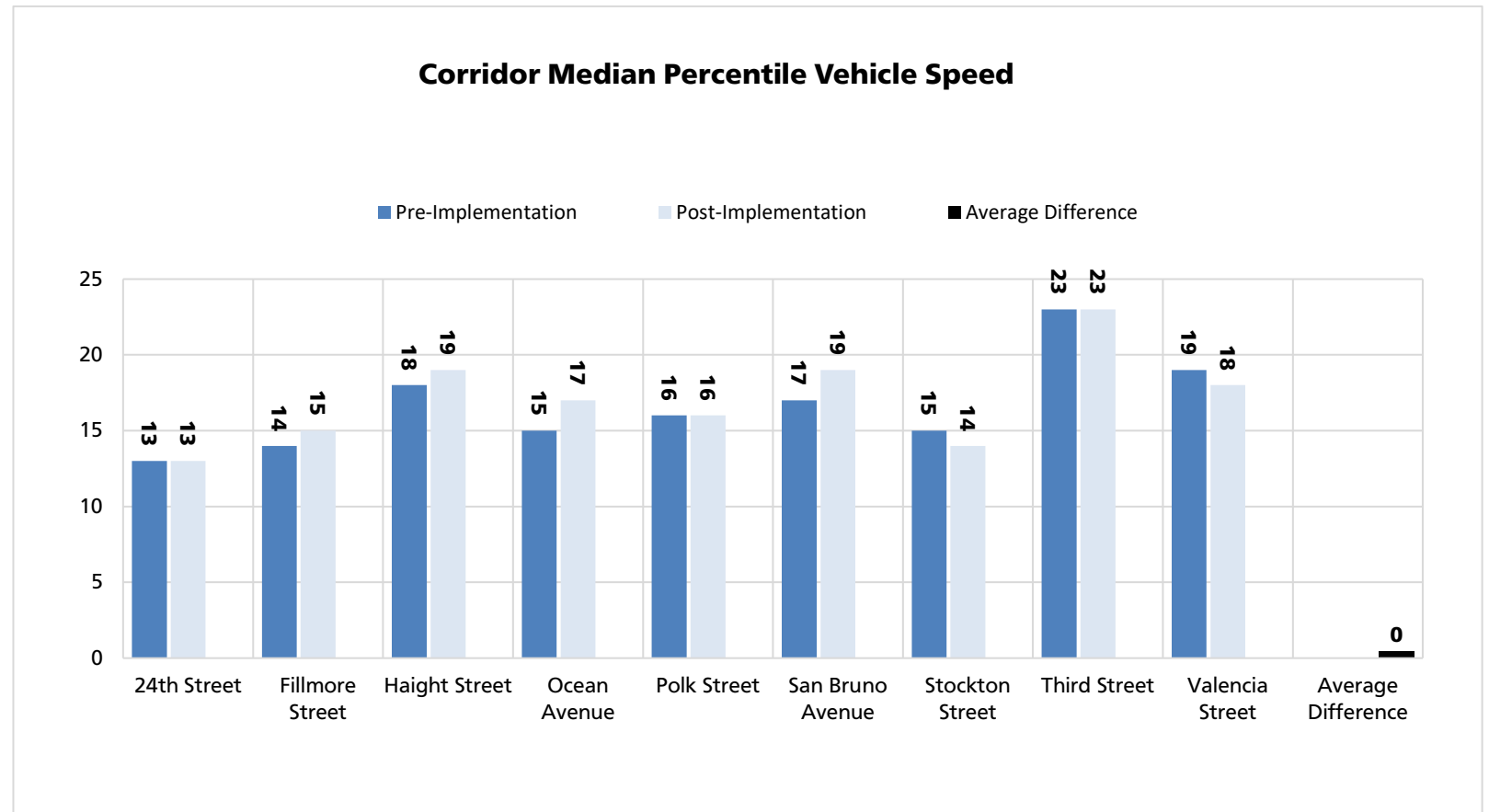
300+

Signs Installed



20 MPH CORRIDOR EVALUATION

- Most drivers are driving at or below posted speed limit
- Additional design changes needed for slower speeds



SPEED MANAGEMENT PLAN



Slower Speeds



Safer Crossings



Complementary Strategies





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VISION ZERO SF: 2022 TRAFFIC FATALITY REPORT



POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

March 7, 2023

MTA Board

Iris Tsui, MPH, San Francisco Dept. of Public Health



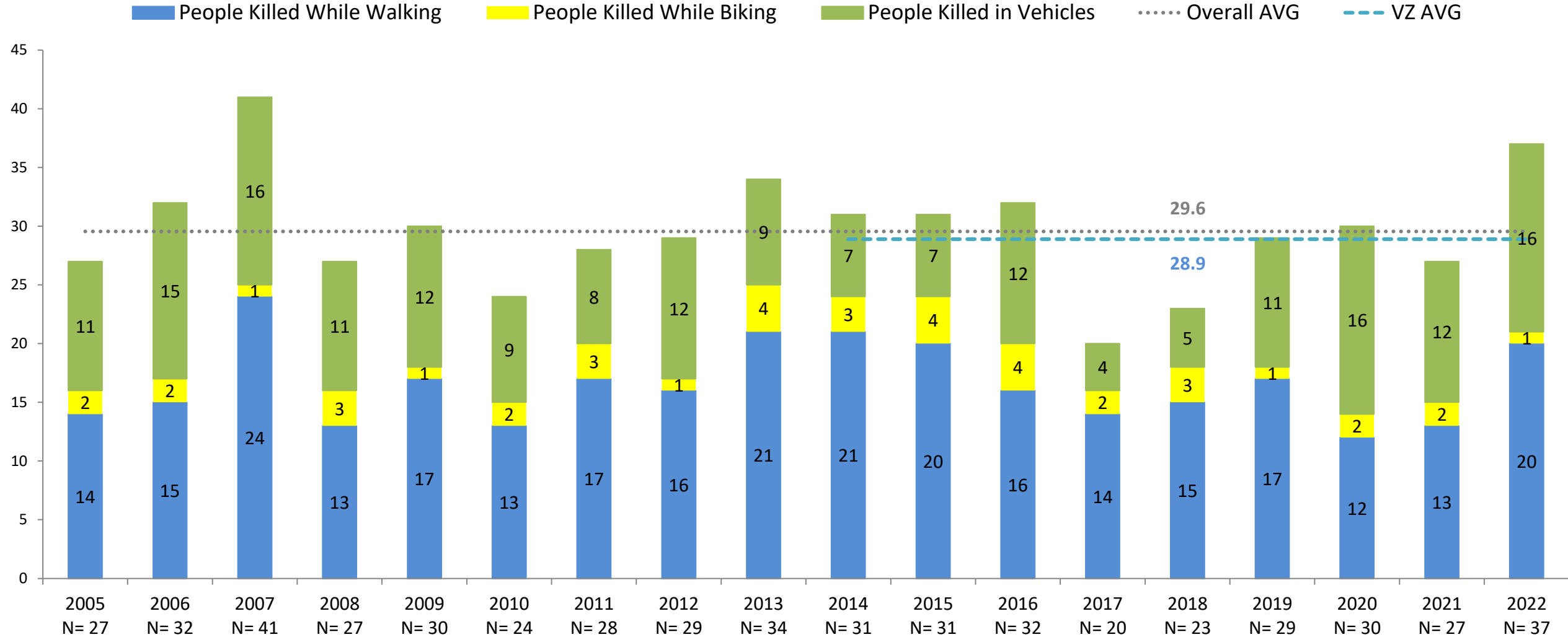
POPULATION HEALTH DIVISION

SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH



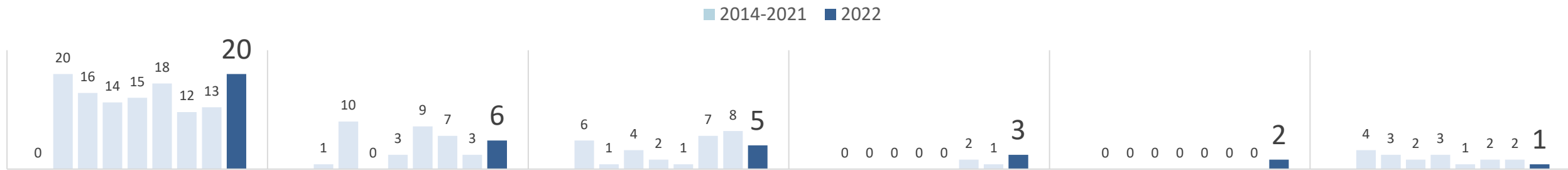
Produced by the San Francisco Department of Public Health,
in collaboration with the San Francisco Municipal Transportation Agency
and the San Francisco Police Department

37 TRAFFIC-RELATED DEATHS IN 2022



Counts for 2022 do not include two pending investigations into fatalities

FATALITIES BY TRAVEL MODE



Pedestrian

Motor Vehicle (in/exterior; driver/other)

Motorcyclist

Standing Powered Device Rider

Moped

Bicyclist



Pedestrians remain most vulnerable

Four drivers and two passengers

Five people killed while riding a motorcycle

Includes e-scooters and e-unicycles

Newly reported as separate from motorcycles

One person killed while biking

54% of total fatalities

30%

14%

8%

5%

3%

Highest since 2015

Three more than last year

Lower than the past three years

Doubles the total on record

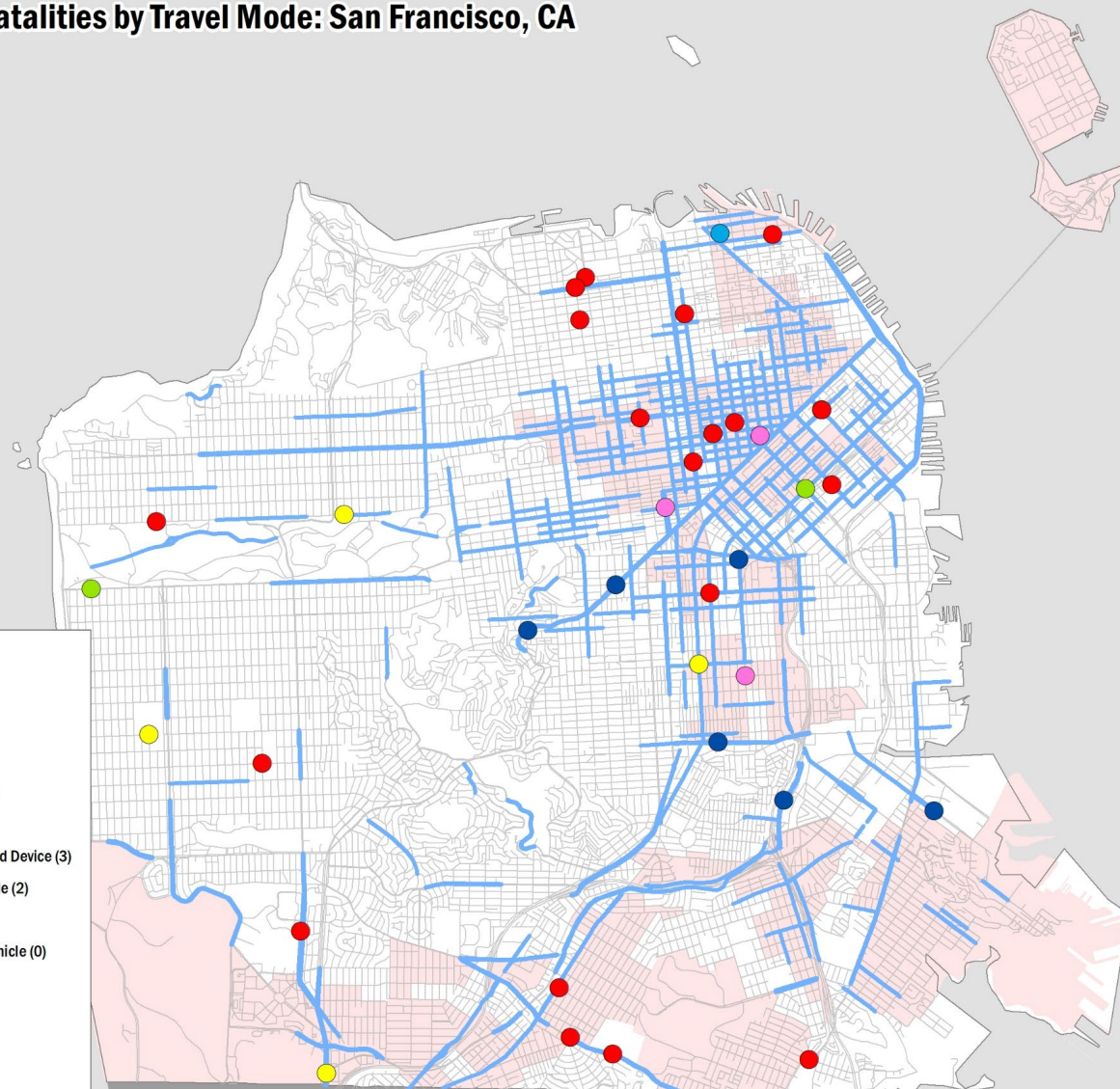
Lower than the past three years

Continues low trend

Note: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.

VISION ZERO HIGH INJURY NETWORK

2022 Vision Zero Traffic Fatalities by Travel Mode: San Francisco, CA



In 2022, 62% (n=23) of traffic fatalities occurred on the Vision Zero High Injury Network (VZHIN)

About half of fatalities (49%; n=18) occurred in an Equity Priority Neighborhood

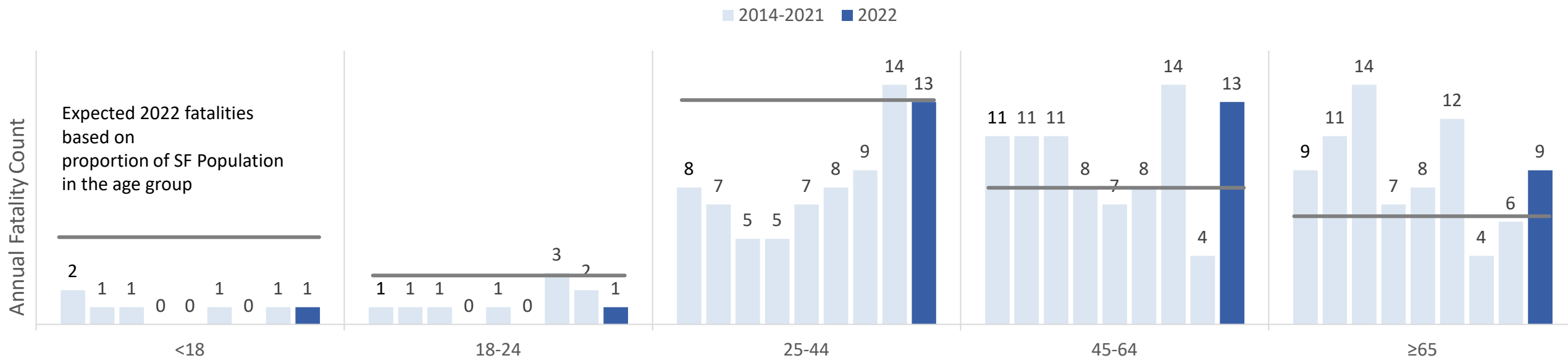
12 of which were also on the VZHIN

FATALITIES BY AGE

Number of seniors ≥ 65 killed in traffic increased in 2022; a return to pre-pandemic levels, on avg.

Among pedestrian fatalities: **35%** were age 65+ and **70%** were age 50+

Percent of total fatalities in the 45-64 age group increased from **15%** (2021) to **35%** (2022)



FATALITIES BY RACE/ETHNICITY*

Asian and Latinx persons are under-represented in fatality data relative to SF population estimates.

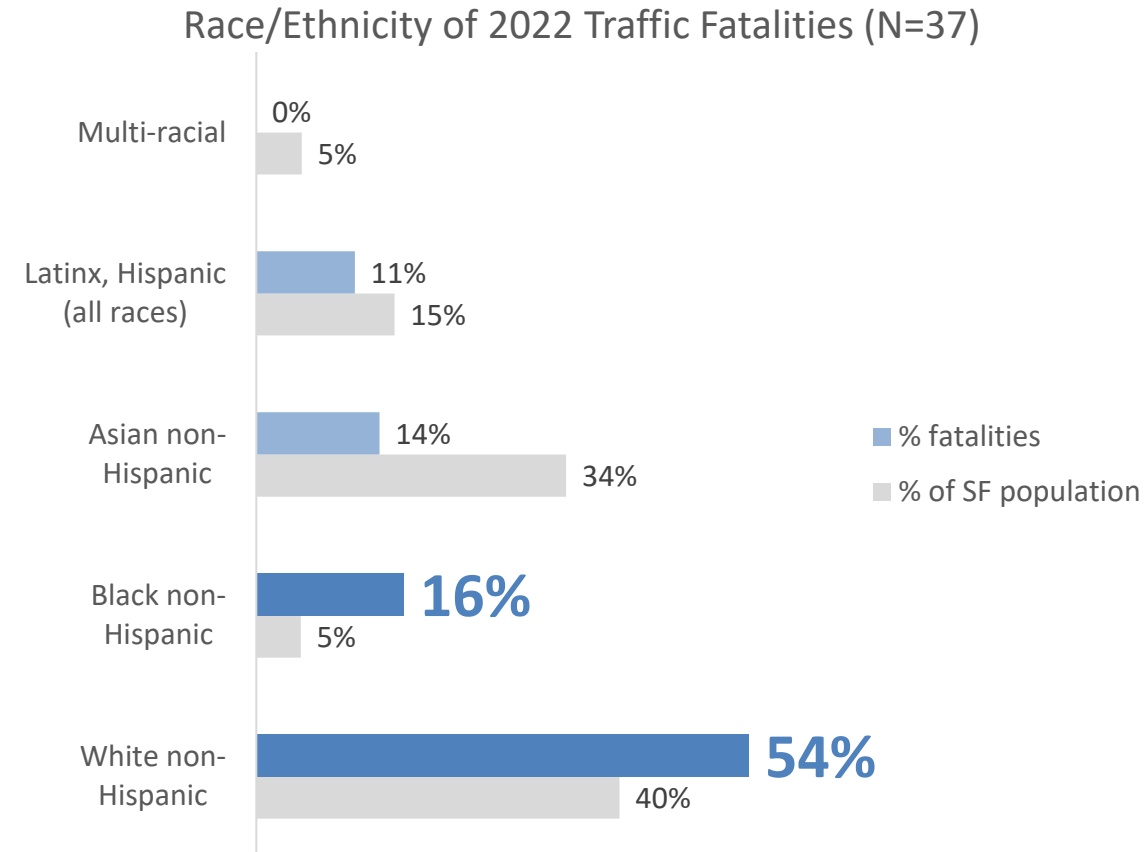
Black and White individuals are over-represented in fatality data relative to their representation in the SF population

10 (27%) victims were not SF residents

8 White

1 Black

1 Unknown

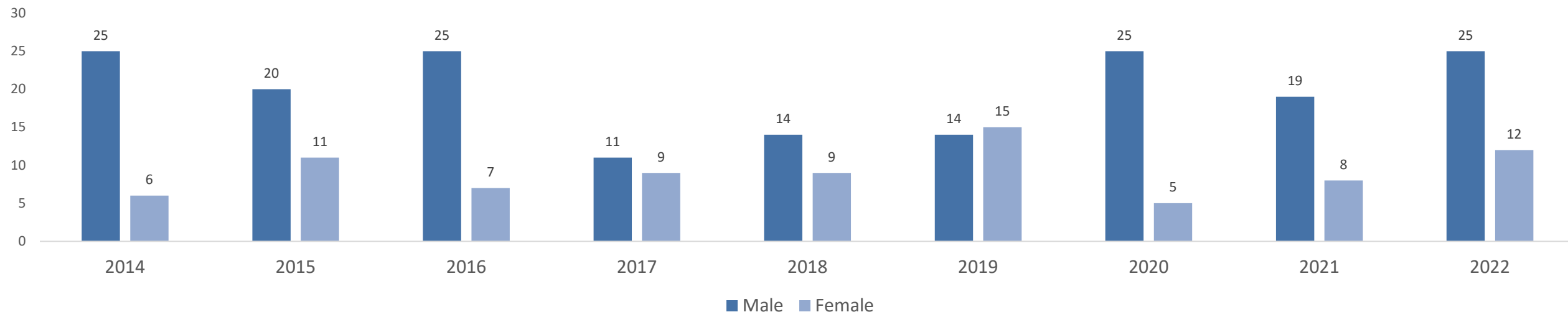


*Race and ethnicity for SF fatalities are per Office of the Chief Medical Examiner.

*There were two fatalities where race/ethnicity could not be determined.

SF Population estimates for race and ethnicity are from the US Census Bureau, 2020 American Community Survey 5-year estimates

FATALITIES BY SEX



Males are overrepresented in our local fatality statistics (68% in 2022), relative to their municipal representation (approx 51% in 2020).

Different mode patterns by sex:

- Over half of people killed while walking were male (55%; n=11/20 **pedestrians**)
- All those killed while riding a motorcycle, moped, and bicycle were male (n=5, 2, and 1, respectively)
- Two-thirds (67%; n=2/3) of those killed riding a **standing powered scooter** micro mobility device were male.
- Among motor vehicle riders in 2022, a majority were male (67%; n=4/6 **motorists**).

HOMELESSNESS

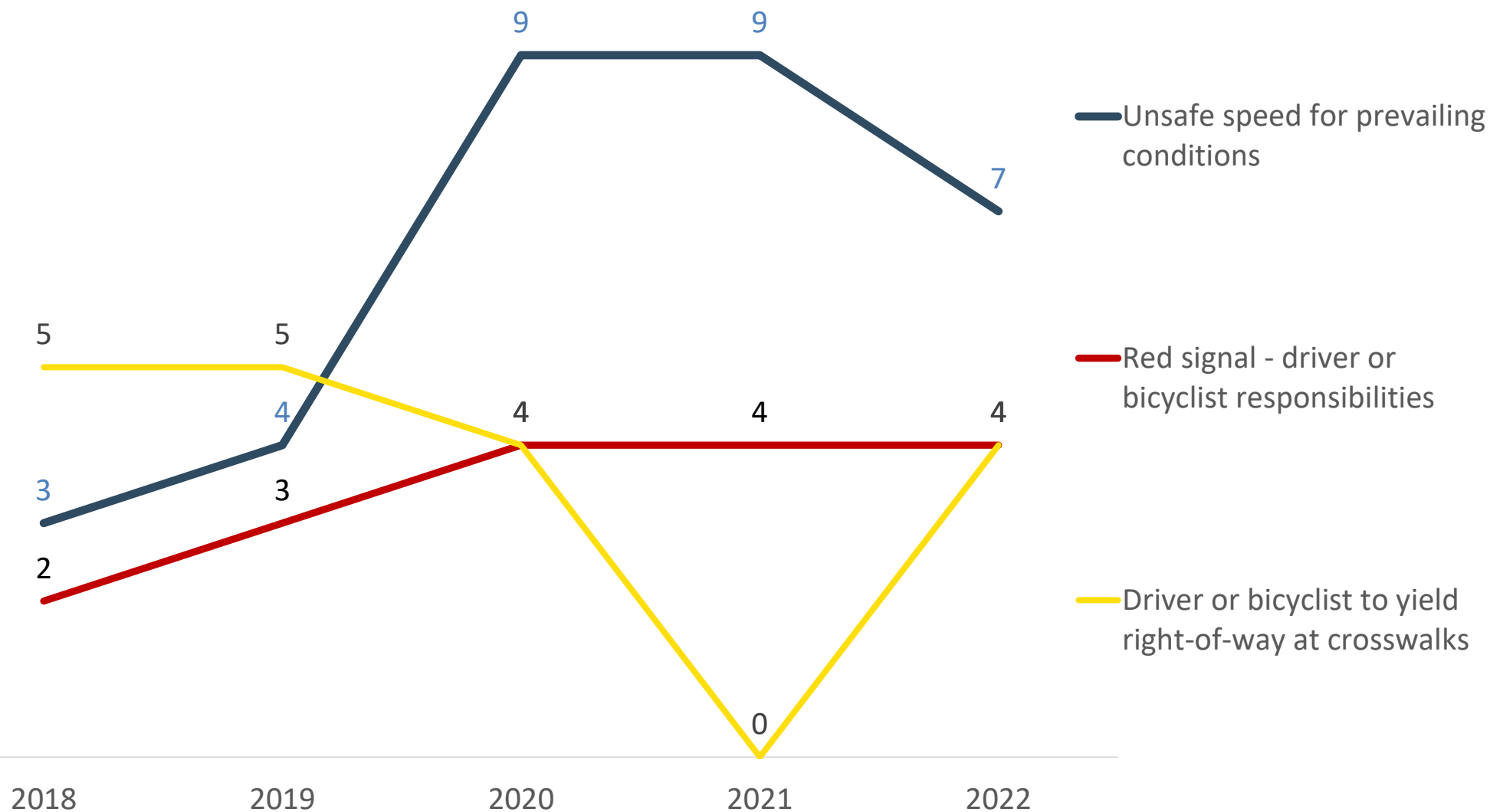
In 2022, five people without a fixed address were killed on City streets (14%), up from four in 2021

In 2022, 0% of SF freeway fatalities affected people experiencing homelessness

<1% of the City population is homeless; People experiencing homelessness continue to be particularly vulnerable to traffic injury



PRIMARY COLLISION FACTORS (2018-2022)



CRASH CHARACTERISTICS



Sharing Technology Involvement: For the third consecutive year, riders of a standing powered device figured in the fatality count (n=3 in 2022; n=6 since 2014). In addition, one Uber passenger died.

Solo Crashes: Single party vehicle crashes totaled 16% (n=6) of fatalities. This represents three fewer deaths than in 2021 (33%, n=9).

Time of Day: Fatal collisions occurred more frequently between 6p and 10p

HIT AND RUN COLLISIONS

Eleven traffic fatalities (30%) involved a hit and run in 2022

Six pedestrians

One driver of a motor vehicle

One passenger of a motor vehicle

One motorcycle rider

One moped rider

One standup power device rider

Zero bicyclists



Three more
than in 2021

38% total
increase in
hit and run
fatalities



Thank you!

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Safe Streets for All



Safety with Respect



CITY & COUNTY OF SAN FRANCISCO

Police Department
Traffic Division

2023

TRAFFIC SAFETY EDUCATION & PROMOTION



SFPDTrafficSafety @SFTrafficSafety · Oct 5, 2022

Today @SFTrafficSafety met students, families & teachers from Sunnyside Elementary for a walk to school. On hand were @Scott_Wiener @myrnamelgar & @walksf who took this great picture of the event. School is in session, slow down & pay attention.

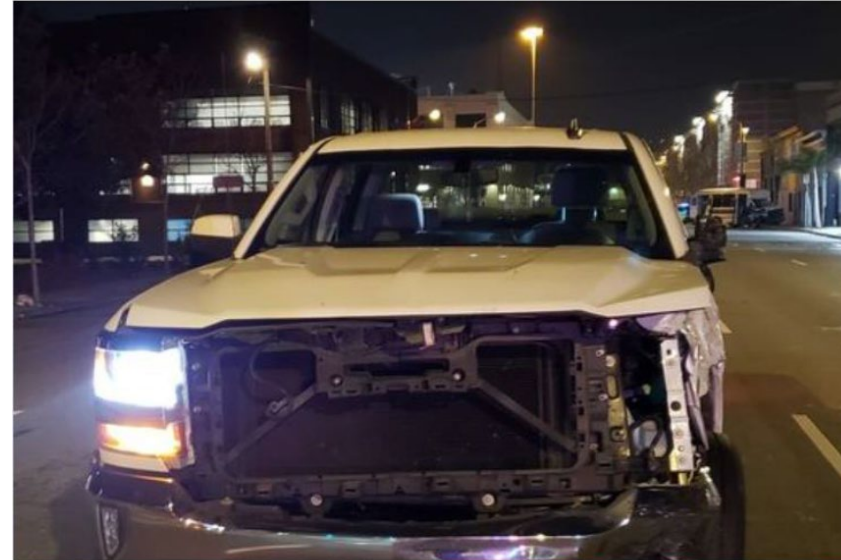
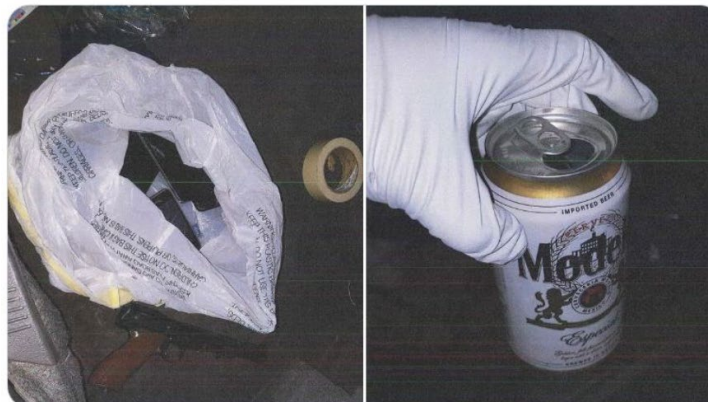


DUI ENFORCEMENT

San Francisco Police @SFPD · Dec 21, 2022
Our Traffic Unit will be conducting DUI saturation patrols this Friday, Dec 23, 2022, between the hours of 7 PM and 3 PM. Officers will be looking for signs of alcohol and/or drug impairment. Drive sober or get pulled over! bit.ly/3FKd114



San Francisco Police @SFPD · Oct 4, 2022
In one case, a driver entered the checkpoint without a license. Further investigation revealed the license plate to be stolen as well as the vehicle itself. In the vehicle, officers located an open can of beer, a fake gun, and cocaine. The driver was arrested.



Directed Enforcement

Targeted Enforcement based on the following:

- Focus on the Five
- Collisions
- High Injury Network
- Education
- District Station Requests

This system is used in order to target behavior at intersections using data, events and community concern.

CALIFORNIA VEHICLE CODE REFERENCE

CA Vehicle Code (CVC)	Description / Reference
21663 CVC	Driving on the sidewalk
22107 CVC	Unsafe turn or lane change prohibited
21453(a) CVC	Red light signal
21456(c) CVC	Pedestrian control signal
21801(a) CVC	Failure to yield right-of-way
21950(a) CVC	Driver failure to yield right-of-way at crosswalks
21950(b) CVC	Pedestrian crossing without due care of safety
21954(b) CVC	Failure to exercise due care for safety on roadway
21955 CVC	Crossing between controlled intersections (Jaywalking)
22100(a) CVC	Right turns
22100(b) CVC	Left turns
22350 CVC	Unsafe speed for prevailing conditions
22102 CVC	Illegal U-turn in business district
22450(a) CVC	Stop sign
23152(a) CVC	Under the influence of alcohol or drug
22450(a) CVC	Stop sign
23153(f) CVC	Under the influence of drug

Thank you.

Questions?