



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

VISION ZERO UPDATE

12/3/20

Ryan Reeves, SFMTA Vision Zero Program Lead

OVERVIEW





VISION ZERO
ACTION STRATEGY

**Eliminating
Traffic Deaths
in San Francisco**



Vision Zero is the city's commitment to creating safer, more livable streets with the goal of **eliminating all traffic fatalities and reducing severe injuries.**

**People make mistakes,
no one should die when this happens**

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

VISION4FOUNDRY NETWORK

MULTI-DEPARTMENT, CITYWIDE POLICY

Transportation Authority Vision Zero Committee

Community & City Vision Zero Task Force

San Francisco Vision Zero

Data & Inputs

Legislative Agenda

Safe Streets

Engineering complete streets projects

Traffic calming in neighborhoods

Safe People

Educating and raising awareness about street safety

Enforcing traffic laws

Safe Vehicles

Using technology to ensure a safe system

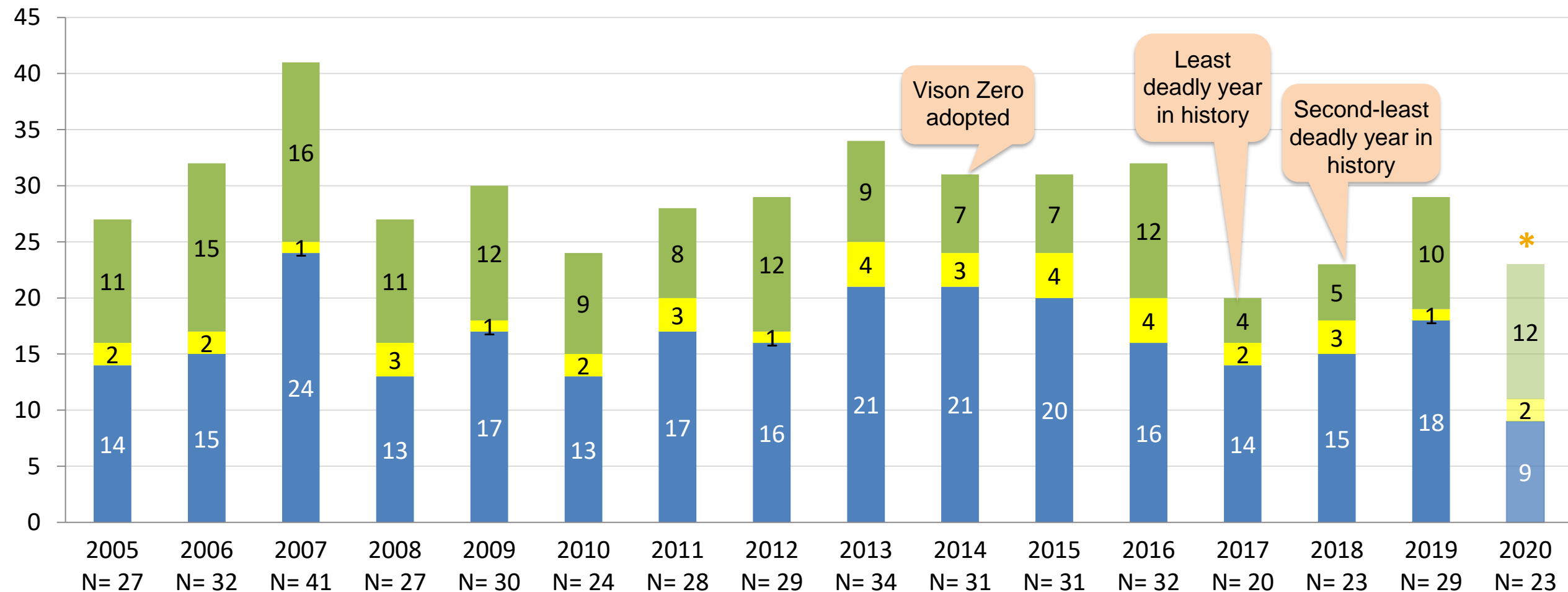


SAN FRANCISCO PLANNING DEPARTMENT



TRENDS: WE HAVE MUCH MORE WORK TO DO TO SAVE LIVES

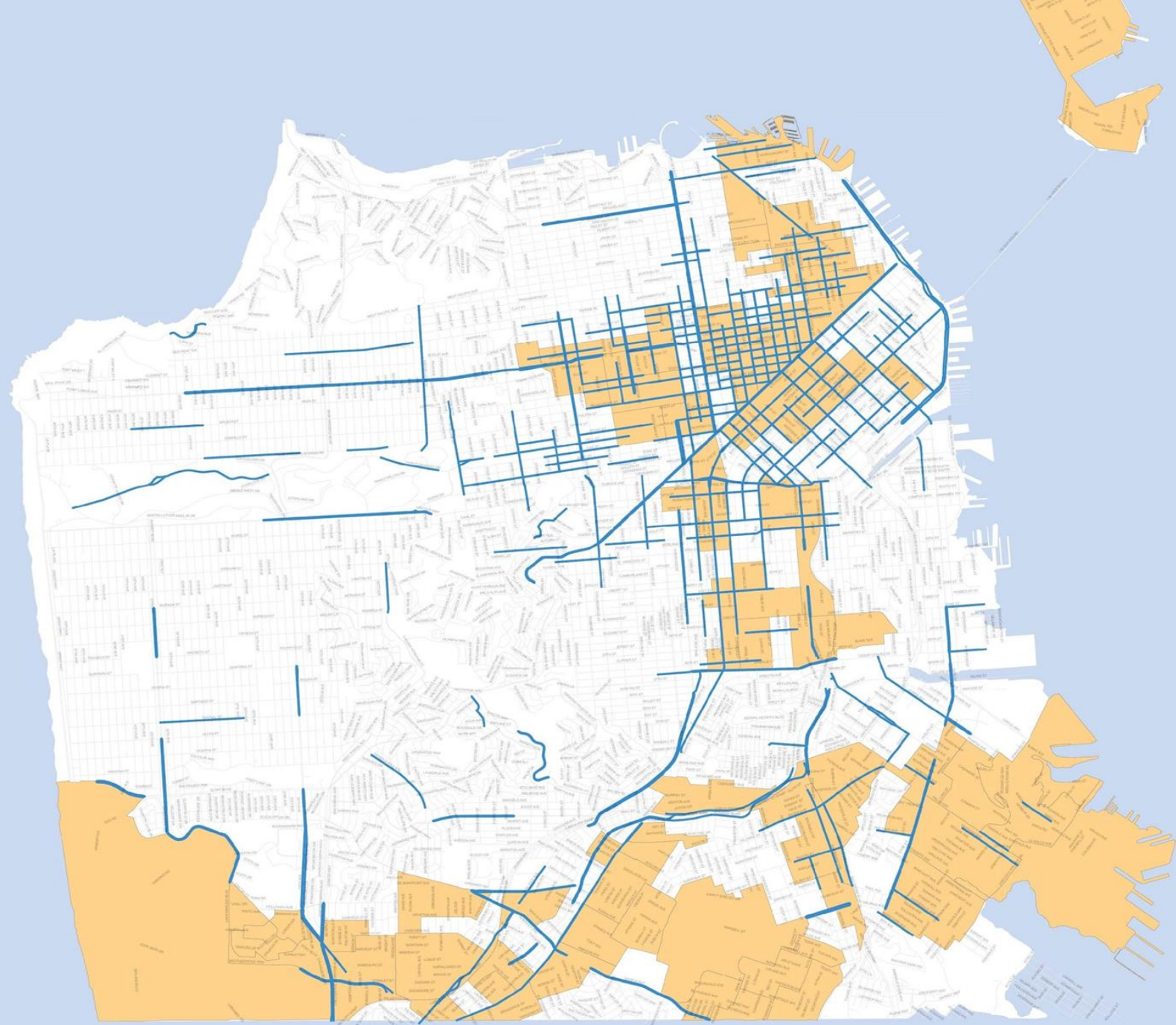
■ People Killed While Walking ■ People Killed While Biking ■ People Killed in Vehicles



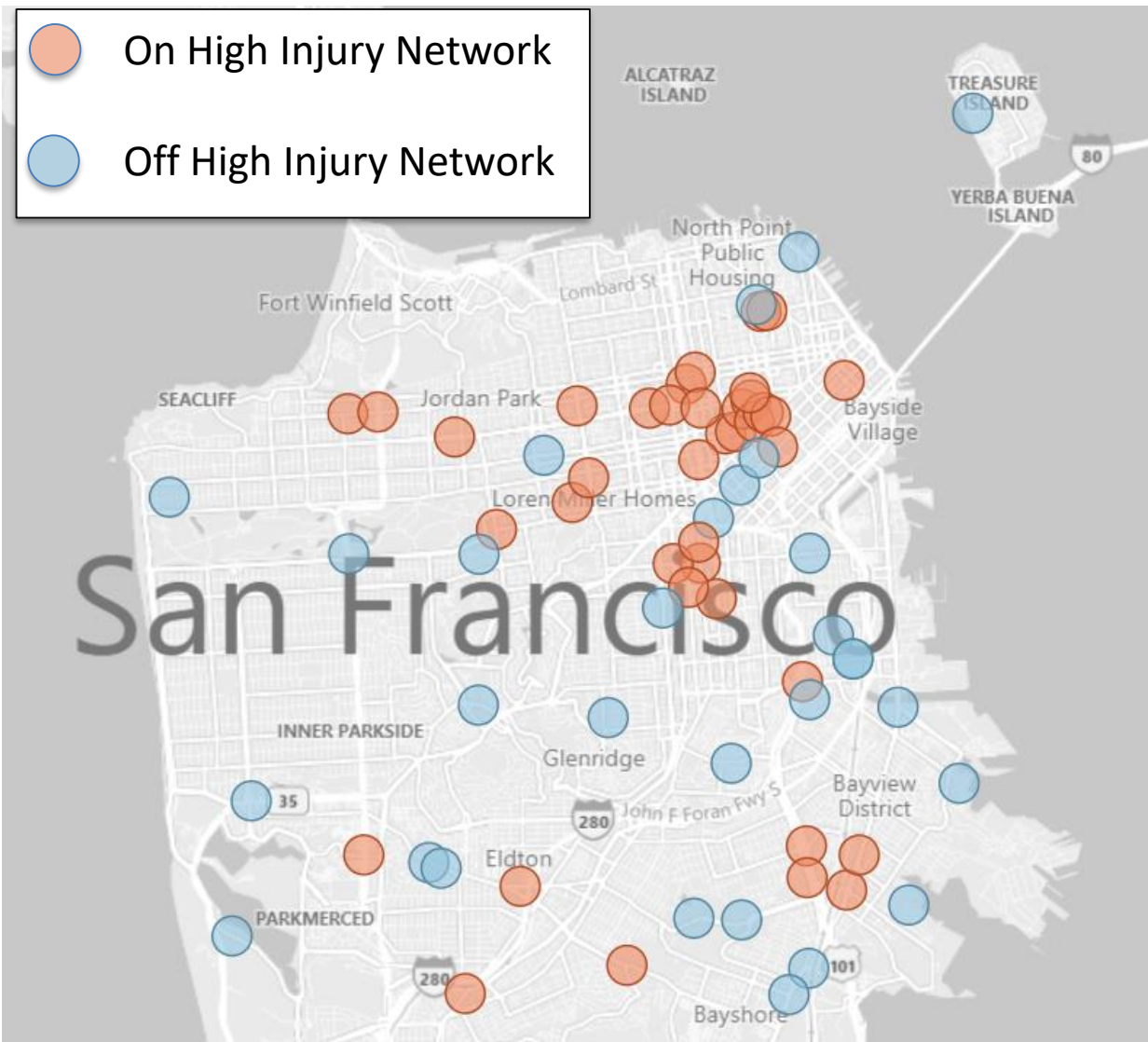
*2020 FATALITY COUNTS REFLECT VISION ZERO FATALITIES THROUGH OCT 31, 2020 – NOT FULL YEAR

High Injury Network: A Predictive Tool for Targeted Actions

- **13% of City Streets** account for **75% of severe and fatal injuries**
- **Half of the network in Communities of Concern** – which include **1/3 of City Streets**
- Developed based on both hospital data and police data



DATA-DRIVEN APPROACH



2018 – 2020 (September) Traffic Deaths

- **55%** (N=39/71) of traffic fatalities occurred on the **Vision Zero High Injury Network**
- **~60%** (N=43/71) of traffic fatalities occurred in a **Community of Concern**
- **31%** (N=22/71) of traffic fatalities were of Seniors (aged 65+)
 - 41% (N=17/41) of pedestrian deaths were Seniors

FOCUSING ON SLOWER SPEEDS TO SAVE LIVES

● If hit by a person driving at: ● Person Survives the Collision ● Results in a Fatality



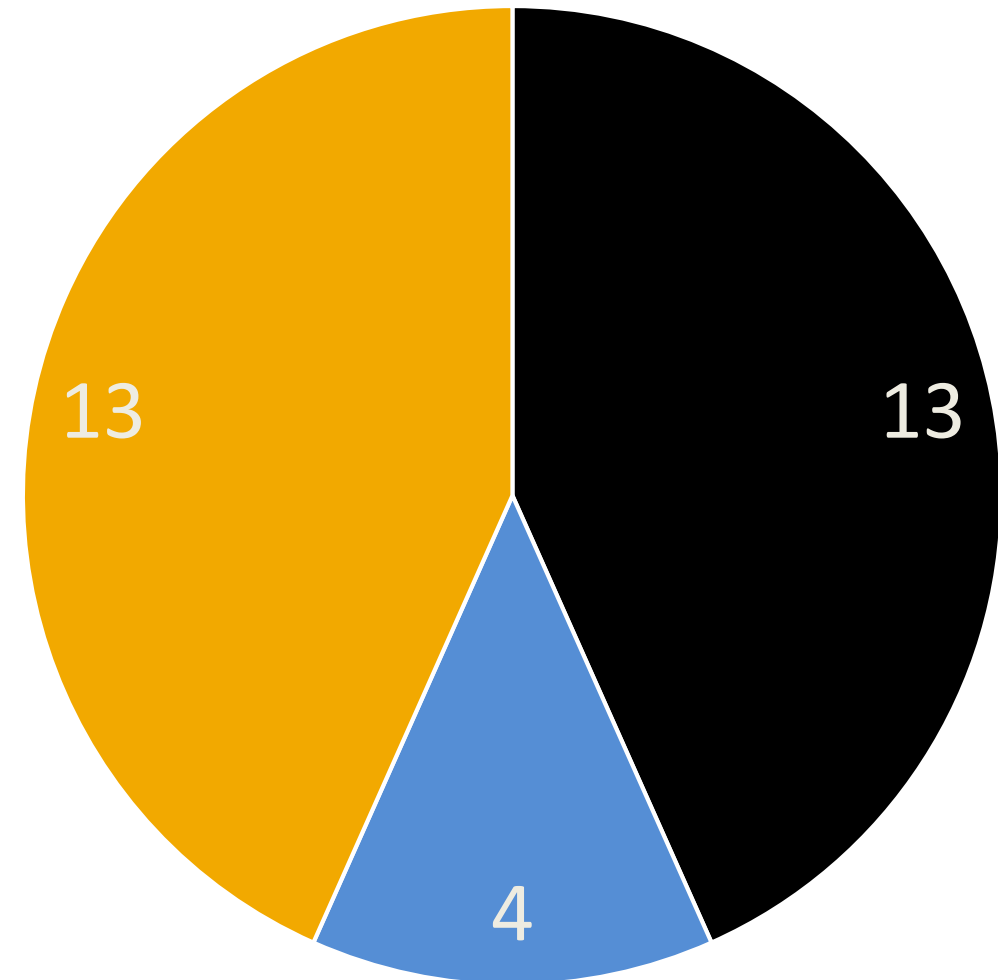
↑
SENIORS ARE MORE VULNERABLE AT ANY GIVEN SPEED

SAFE STREETS UPDATES

Quick-Builds: 2020 and Beyond

- **17 quick-build projects** in progress for implementation in 2020-2021.
- Implemented throughout the City in neighborhoods that have previously been underrepresented in traffic safety, such as the Bayview or the Excelsior.
- Will account for **over 50 miles of quick-build improvements** installed throughout San Francisco.

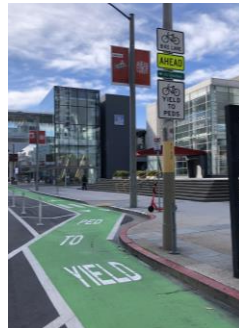
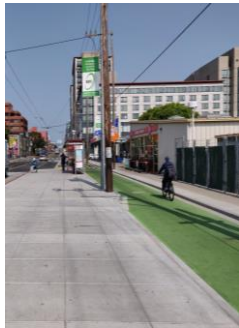
Vision Zero Quick-Builds



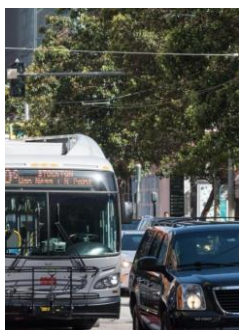
■ Completed ■ In Construction ■ Design in Progress

Projects to Date

Completed

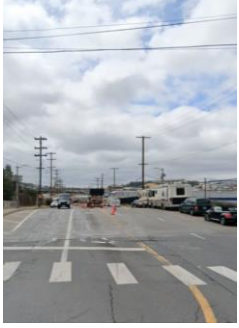
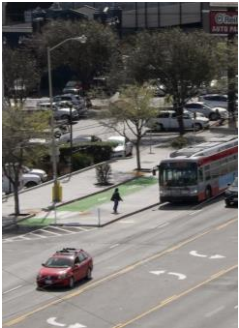
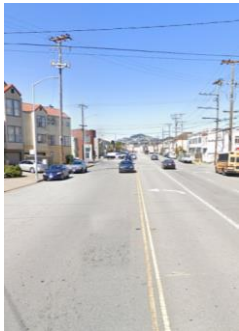


Construction



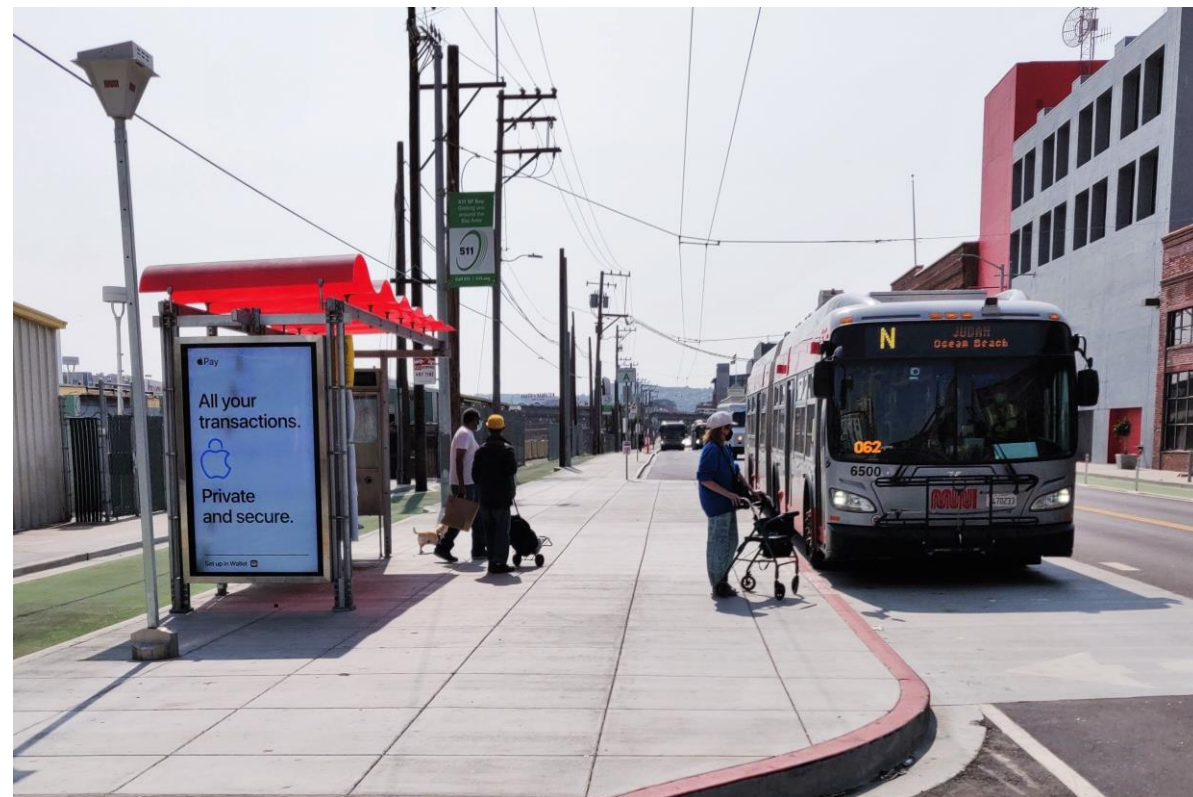
Projects to Date

Design



ADVANCING A QUICK BUILD PROGRAM

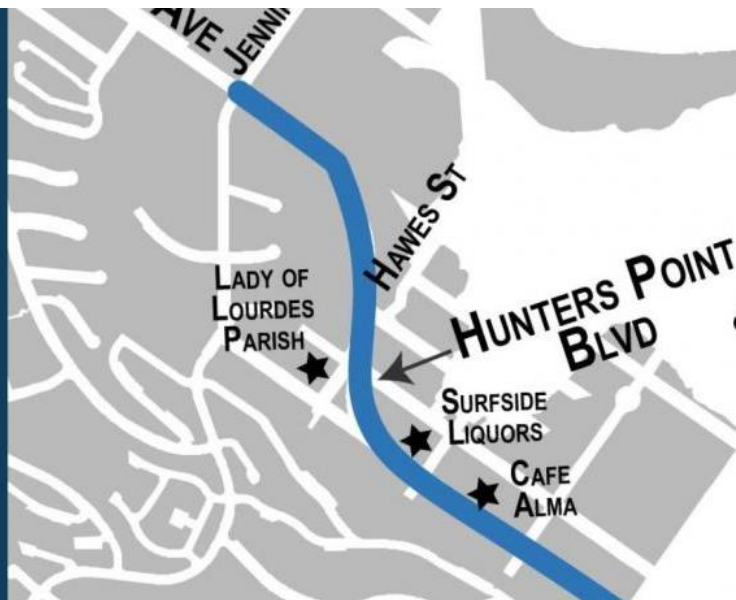
- **50+ Miles** of low-cost, quick & effective safety improvements
- **\$20-30 million** in investment over 5 years
- **1/10 of the cost** of major capital projects



Public Outreach

Bayview Quick-Build Projects

Evans Avenue/Hunters Point Boulevard/Innes Avenue Open House




SRMTA Folsom Street Quick-Build Project

Folsom Street Quick-Build Project

Virtual Engineering Public Hearing

The event has ended and the public commenting period is now over. Please see below for more details | August 27, 2020



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[Our Work on Folsom Street](#)
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[Existing Conditions](#)
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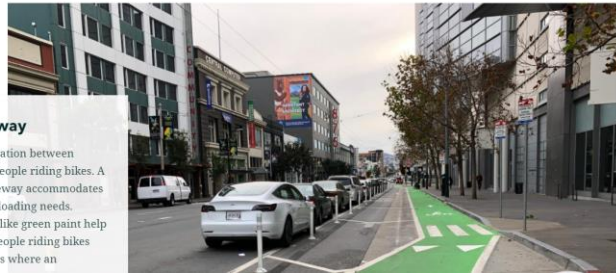

Proposed Changes

The project's proposed design balances the diverse needs of the various roadway users and feedback we received from businesses and institutions that front this section of Folsom Street while observing the goals and objectives of the project.

Scroll through the images below to see the traffic safety features incorporated into the project design. *Scrolling arrow is to the right of the image.*

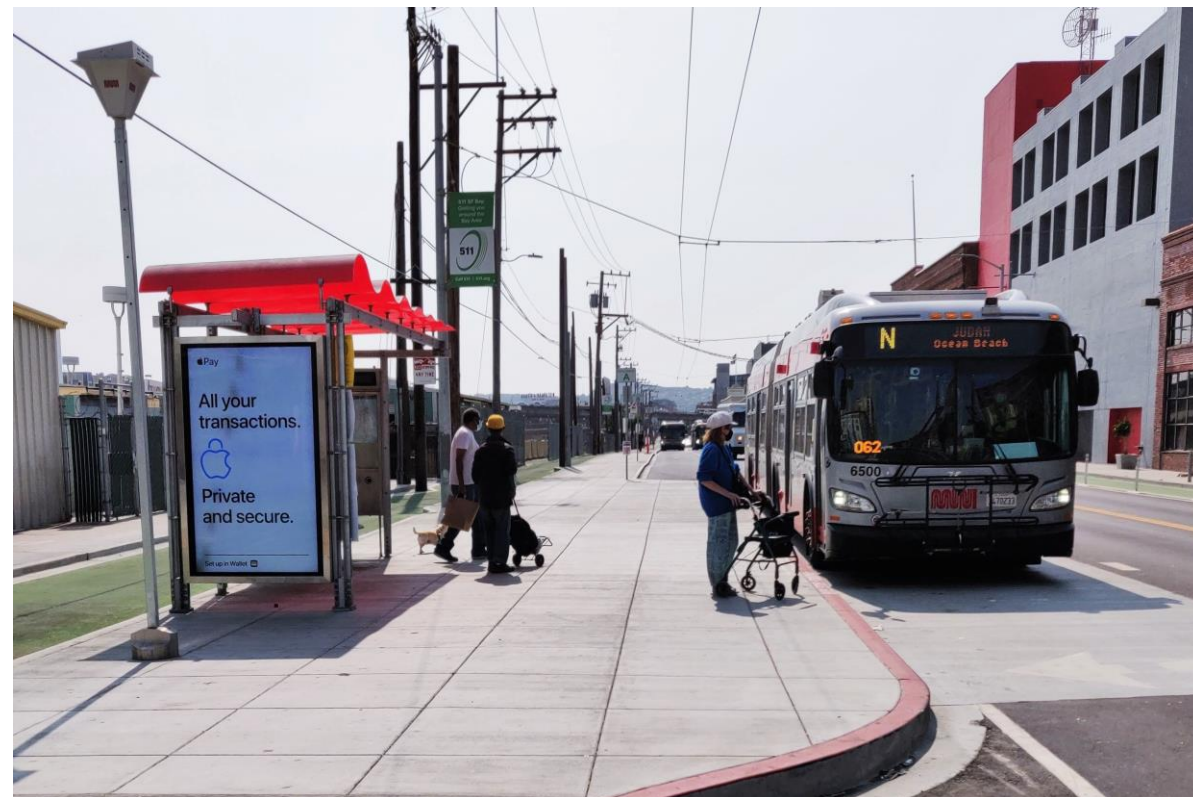
Protected Bikeway

Provides greater separation between moving vehicles and people riding bikes. A parking protected bikeway accommodates on-street parking and loading needs. Additional treatments like green paint help increase visibility of people riding bikes and indicate road users where an

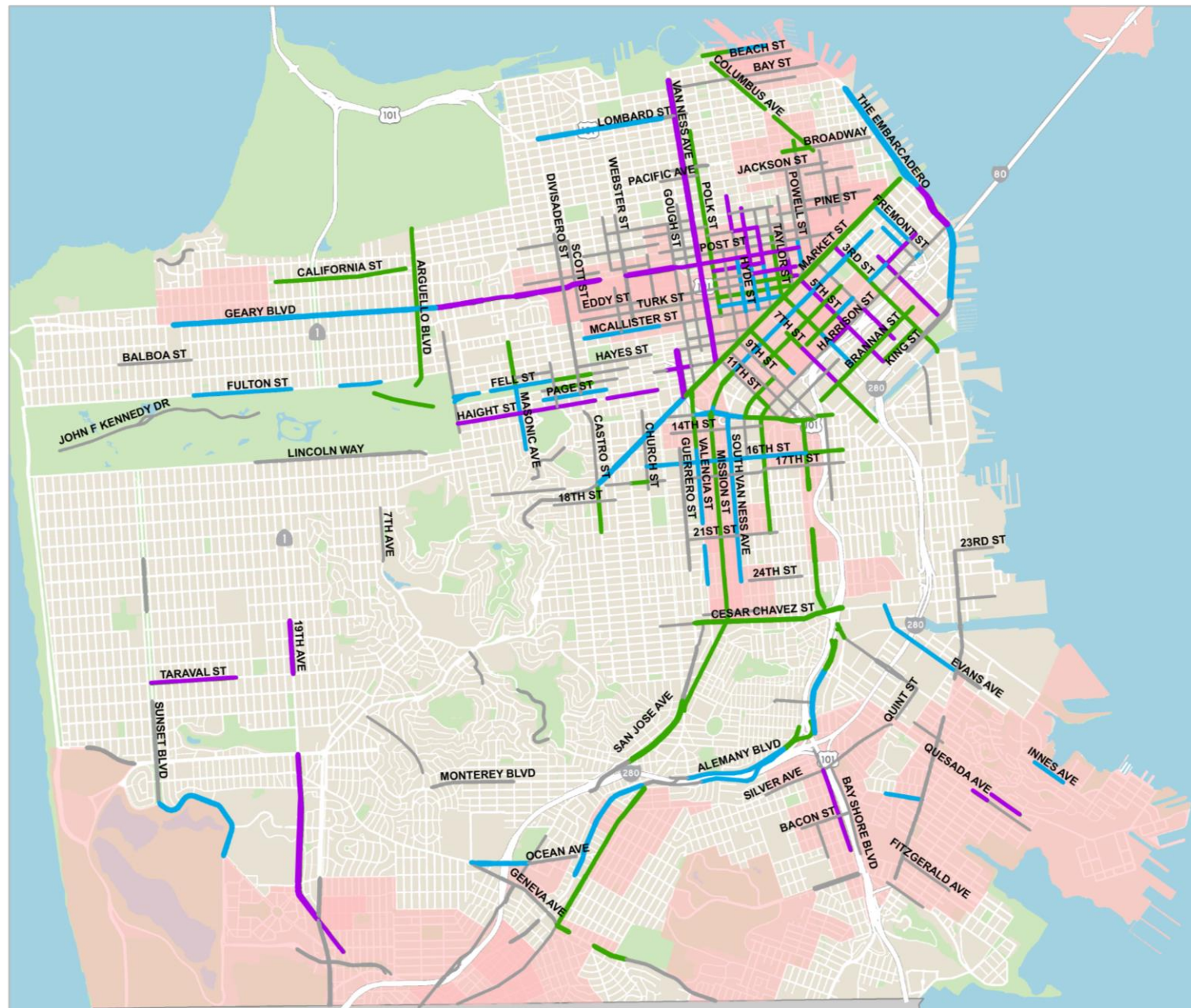
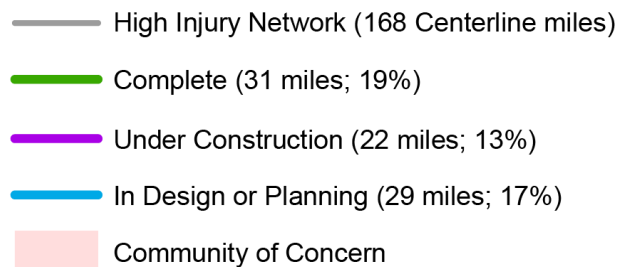
ADVANCING A QUICK BUILD PROGRAM

- **50+ Miles** of low-cost, quick & effective safety improvements
- **\$20-30 million** in investment over 5 years
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FOCUSED CORRIDOR WORK ON THE HIGH INJURY NETWORK

- **53 Miles** Complete or In Construction
- **29 Miles** in Design or Planning



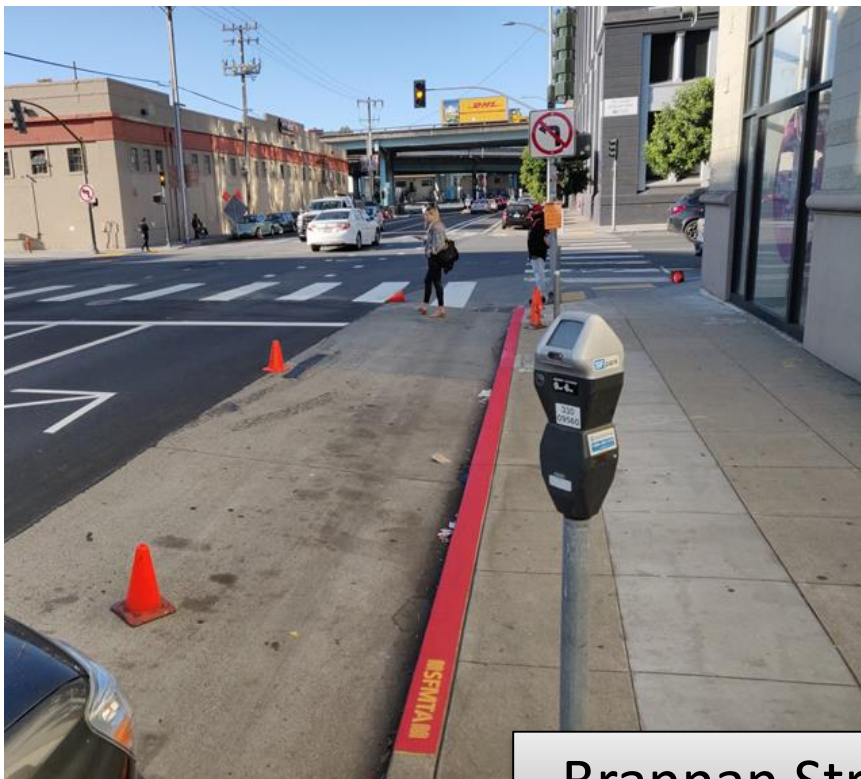
Programmatic Work



PROGRAM HIGHLIGHTS

CITYWIDE DAYLIGHTING PROGRAM

- ~500 intersections completed within last year
- Upcoming funding allocation for additional \$500K



Brannan Street

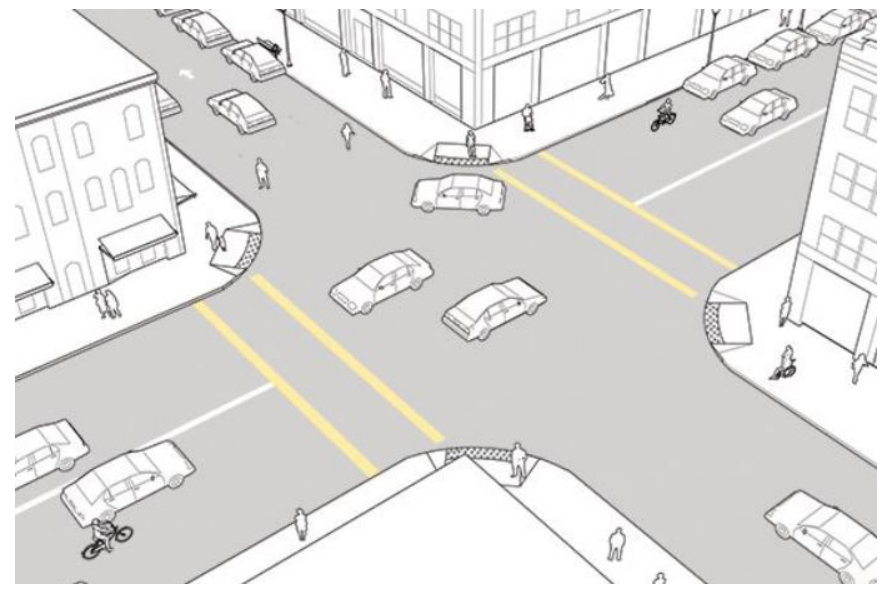


Planned Intersection
Daylighting



PROGRAM HIGHLIGHTS

CONTINENTAL CROSSWALKS



85% completed on HIN



PROGRAM HIGHLIGHTS

SIGNAL RETIMING

Walk Speed 3.0



65% completed on HIN

Leading Pedestrian Intervals

SAFE SPOT



CROSSWALK HEAD STARTS:

Let people start to cross and be seen before cars enter the intersection.

SEÑAL DE CRUCE PEATONAL ADELANTADA:
Permite a la gente cruzar y ser vista antes de que entren los autos a la intersección.

人行橫道線預警:
在汽車進入十字路口之前,讓過街的行人進入駕駛人的視野。

PAGPAPAUNA SA MGA TAO SA TAWIRAN (CROSSWALK HEAD STARTS):
Pinapauna na sa pagtawid ang mga tao at hinahayaan munang makita sila bago pa makapasok sa interseksiyon ang mga korse.

This street improvement brought to you by Vision Zero SF.
#VisionZeroAtWork

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70% completed on HIN

SAFE STREETS: UPCOMING PROGRAMMATIC WORK



**20 MPH
Speed
Reduction**



**No Turn
On
Red**



**Senior
Slow
Zones**



**High Injury
Network
Daylighting**

SAFE STREETS EVALUATION



Protected bike facilities increase bicycle ridership, decrease blockages of the bike lanes, and nearly eliminate mid-block vehicle- bike conflicts such as near-dooring incidents.



Corridor-wide pedestrian safety projects are reducing vehicle speeds and improving walking experiences.



Proactive, neighborhood-wide traffic calming is leading to reduced vehicle speeds.



Separated bike signals greatly reducing vehicle - bike interactions and close calls.



Quick-build projects cost a fraction of large capital projects, can be swiftly implemented, and are extremely effective.



We heard from a wide range of voices that while we have some things to improve on, new and improved bicycle and pedestrian facilities **make people feel safer and more comfortable.**

SAFE PEOPLE UPDATES

Targeted Education and Outreach

SPEEDING KILLS

Just 5 miles over the limit is twice as likely to kill.

鼠年目標

事先計劃
提早出發

聰明地駕駛
不要搶快超速

sticktothelimitsf.org/Chinese

VISIONZEROSF



41% of pedestrian collisions occur in a crosswalk.

PEDESTRIANS HAVE RIGHT OF WAY.

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SAFE PEOPLE: UPCOMING WORK



Left turns education
campaign



Motorcycle Safety
Campaign

WE KNOW WE NEED MORE



GETTING TO ZERO WILL REQUIRE MORE *TRANSFORMATIVE POLICIES*



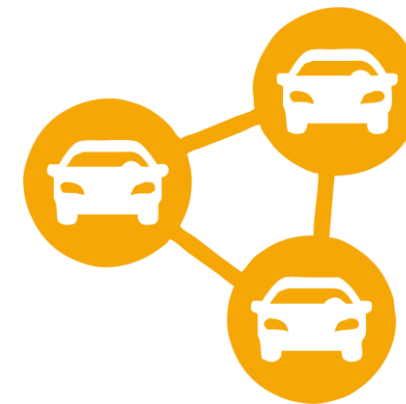
**Automated
Enforcement**



**Pricing and
Reducing
Vehicle Miles
Travelled**



**Urban Speed
Limit
Setting**

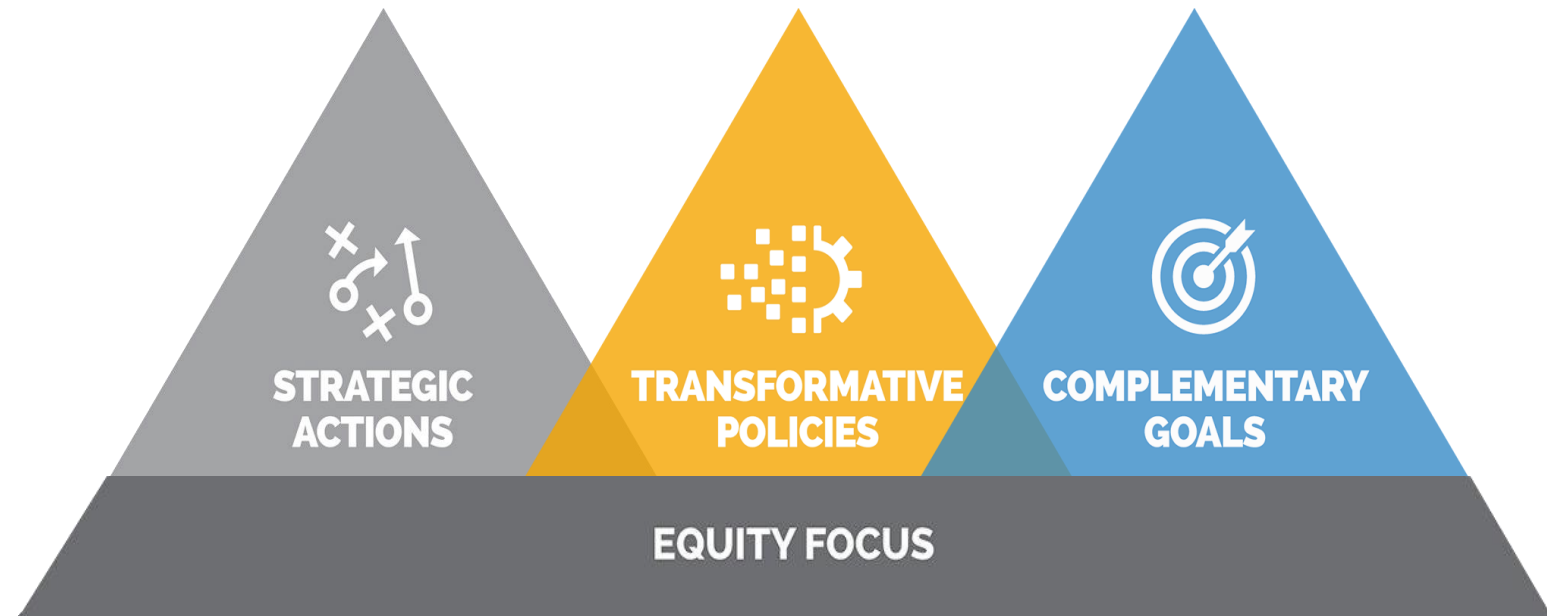
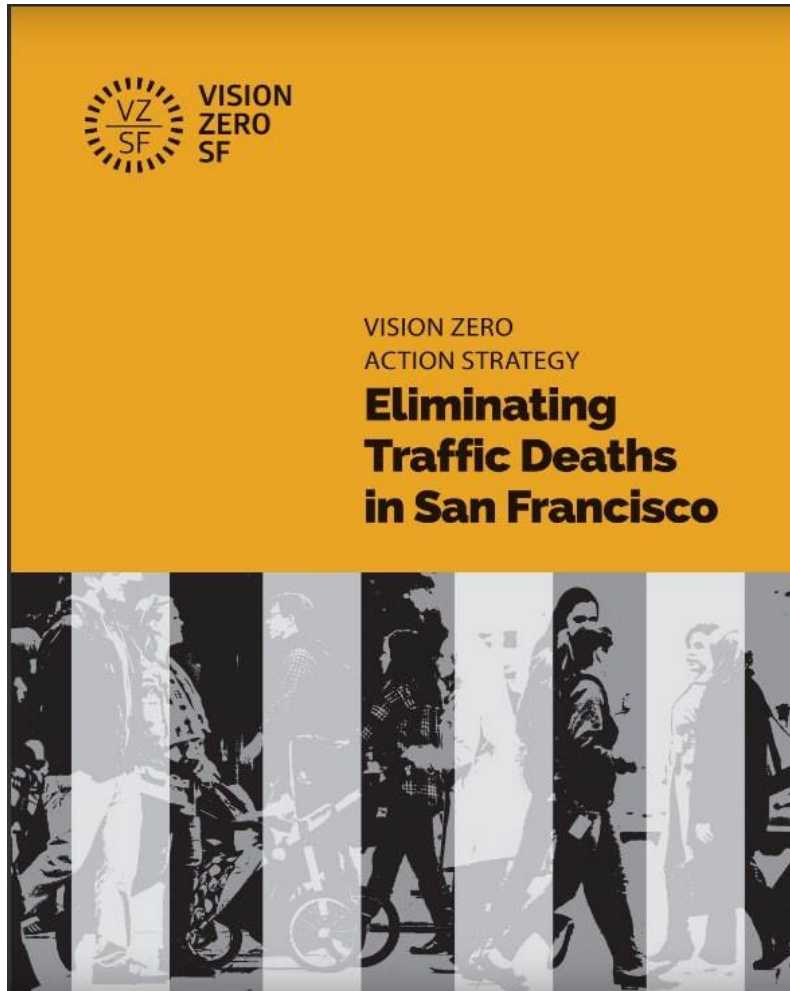


**Local Regulation
Of Transportation
Network
Companies**

GETTING TO ZERO WILL REQUIRE MORE COMPLEMENTARY GOALS



REVISITING THE ACTION STRATEGY



Early 2021 will revisit Action Strategy – updating our commitments & actions



Thank you!

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