



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

VISION ZERO UPDATE

October 20, 2020

Ryan Reeves, SFMTA Vision Zero Program Lead

AGENDA

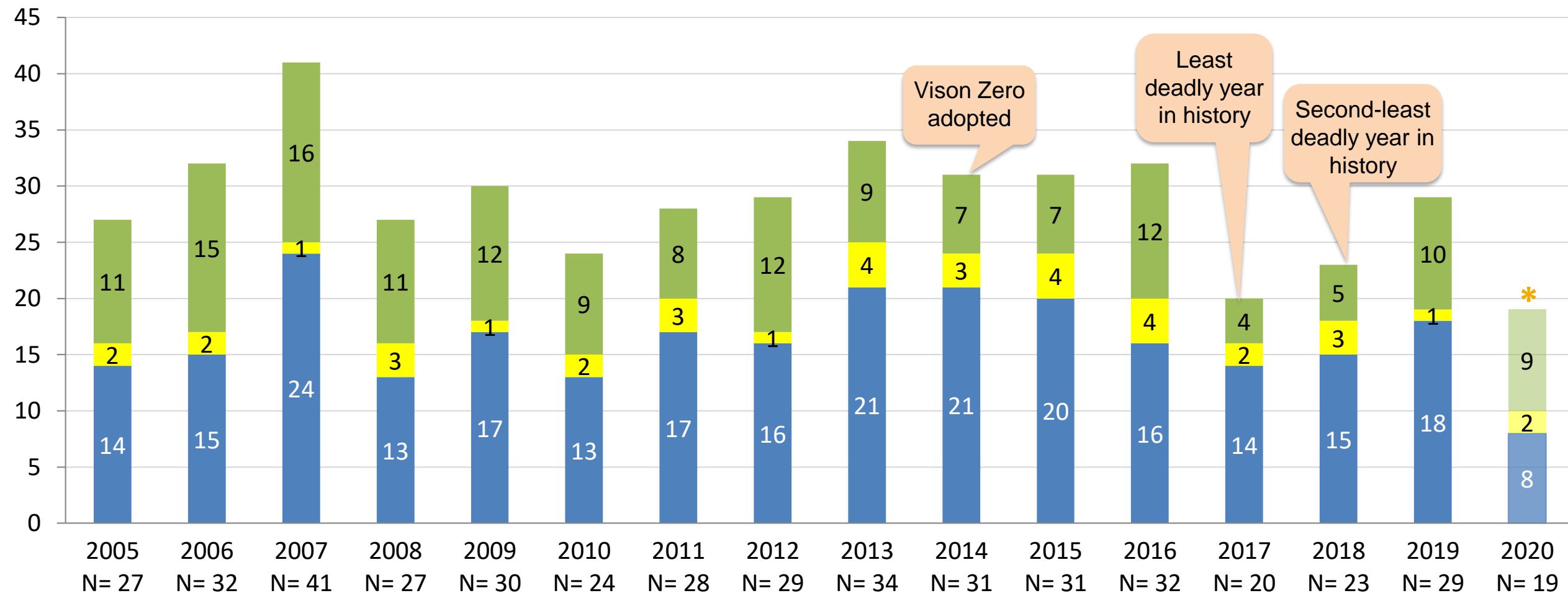
1. Review data and trends
2. Define effective tools in a safe systems approach
3. Transformative policies to get to zero
4. Next steps to update the Action Strategy

REVIEW DATA AND TRENDS



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

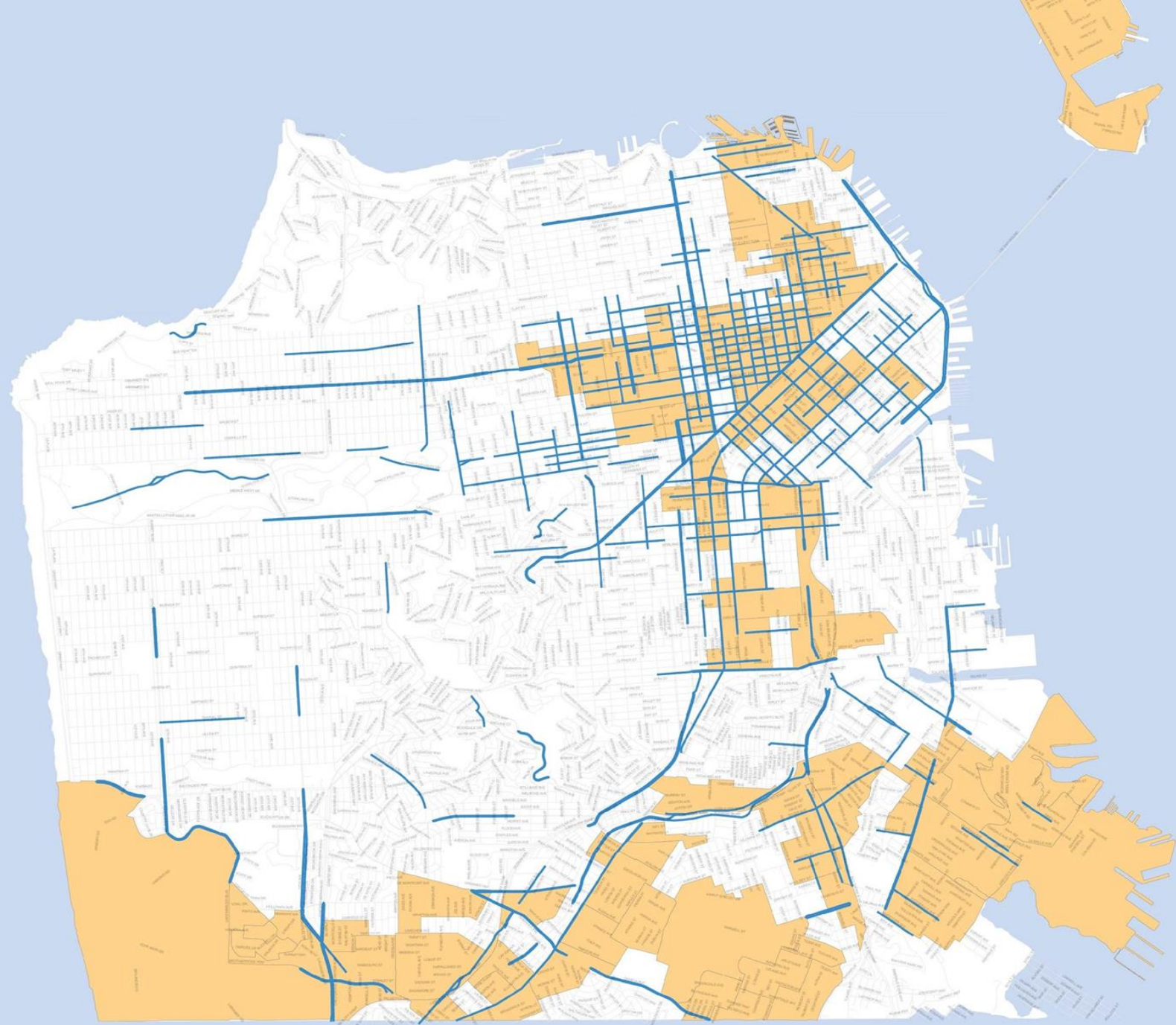
■ People Killed While Walking ■ People Killed While Biking ■ People Killed in Vehicles



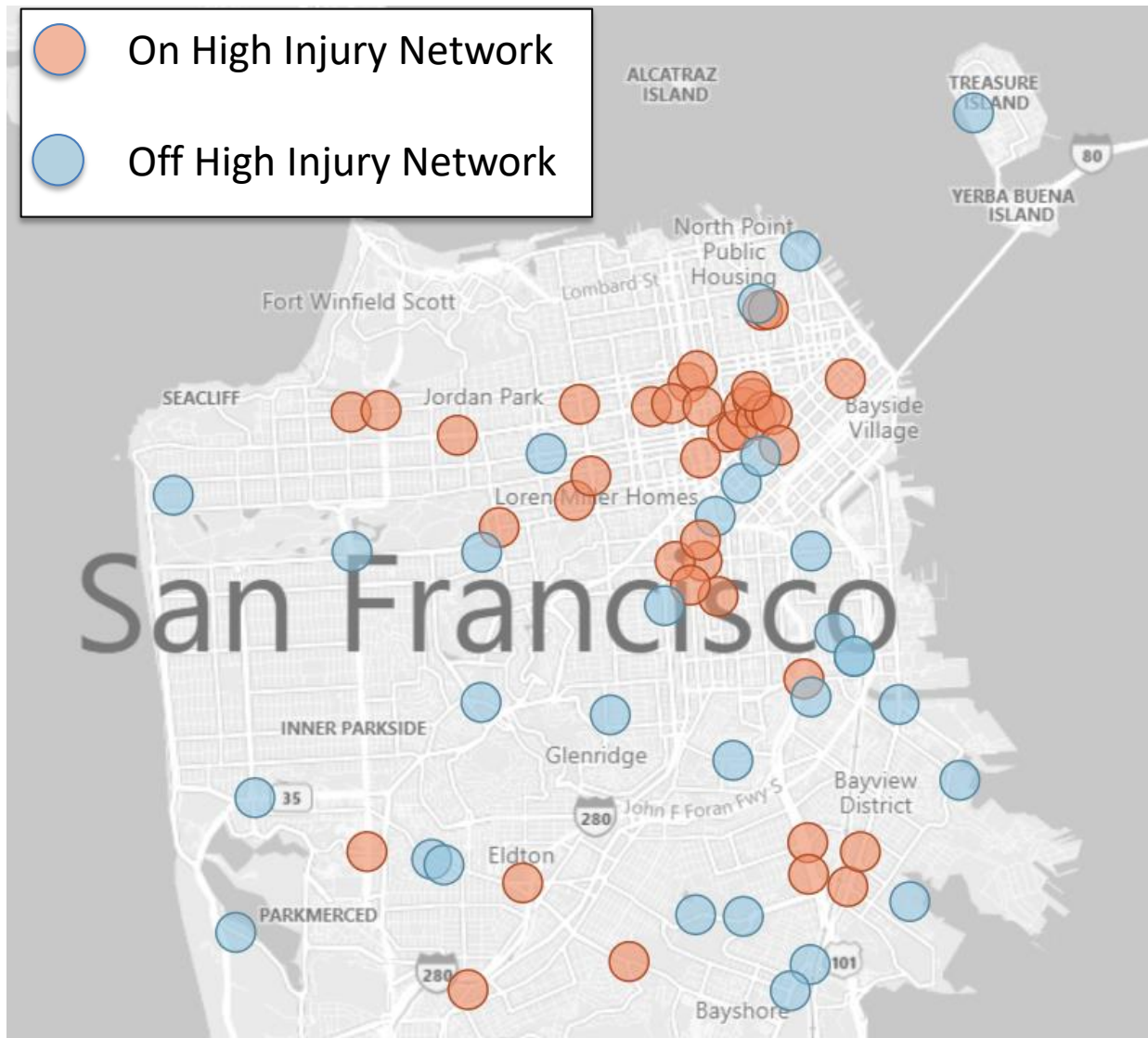
*2020 FATALITY COUNTS REFLECT VISION ZERO FATALITIES THROUGH SEPT 30, 2020 – NOT FULL YEAR

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

PRIMARY COLLISION FACTORS - FATALITIES

- **Failure to yield to pedestrians, unsafe speed and not stopping at a red signal** are the top primary collision factors

California Vehicle Code	Description	2014	2015	2016	2017	2018	2019
21950(a)	Driver failure to yield right-of-way at crosswalks	6	9	6	7	5	8
21453(a,c)	Red signal violation	2	4	8	1	3	3
22350	Unsafe speed for prevailing conditions	6	7	3	4	3	4

DATA-DRIVEN TOOLS

Designing a Safe Systems Approach

**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**

VISION44:0 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



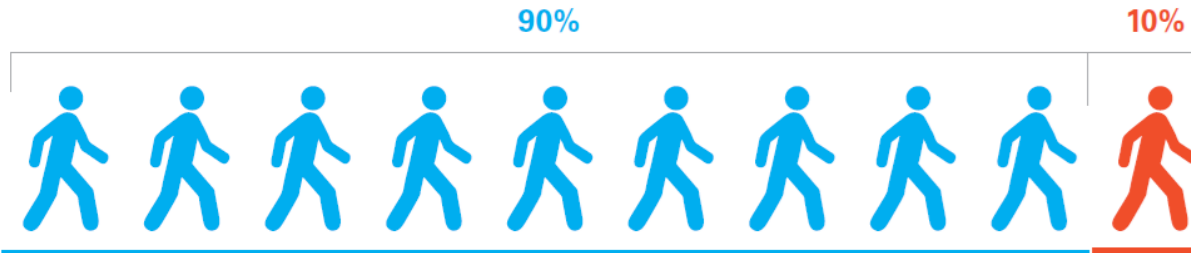
SAN FRANCISCO PLANNING DEPARTMENT



FOCUSING ON SLOWER SPEEDS TO SAVE LIVES

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

20 MPH



30 MPH



40 MPH



**SENIORS ARE MORE
VULNERABLE AT ANY
GIVEN SPEED**

SLOWING VEHICLE SPEEDS



6th Street Pedestrian Safety Quick-Build Project (lane reduction)

24% decrease in 85th percentile speed

John Muir Raised Crosswalks (traffic calming)

33% decrease in 85th percentile speed

Excelsior Neighborhood Traffic Calming
(neighborhood-wide speed humps)

13% decrease in 85th percentile speeds on 10 streets

IMPROVING PEDESTRIAN VISIBILITY: DAYLIGHTING

14% reduction in collisions at 80 intersections with daylighting in the Tenderloin



IMPROVING PEDESTRIAN VISIBILITY: PROTECTED INTERSECTIONS

100% of drivers yielded
to pedestrians

Over 98% of motorists
made turn at or below
speed limit*

**At 9th and Division*



IMPROVING PEDESTRIAN VISIBILITY: PAINTED SAFETY ZONES



**25% increase in
drivers fully
yielding to
pedestrians**

**Turning speeds
decreased by 55%**

REDUCING CONFLICTS FOR PEDESTRIANS & BICYCLISTS: LEADING PEDESTRIAN INTERVALS

LPIs have been shown to reduce pedestrian-vehicle collisions as much as 60% (NACTO)



CROSSWALK HEAD STARTS:

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

REDUCING CONFLICTS FOR PEDESTRIANS & BICYCLISTS: PROTECTED BIKEWAYS

100% decrease in mid-block dooring and close calls on Valencia Street

Wide buffer and mid-block curb ramps reduce conflicts when peds access sidewalk from loading area



REDUCING CONFLICTS FOR PEDESTRIANS & BICYCLISTS: BICYCLE TRAFFIC SIGNALS

**Close calls reduced
from 17 to 1**
on 8th Street after
converting two
mixing zones to bike
signals



REDUCING CONFLICTS FOR PEDESTRIANS & BICYCLISTS: BOARDING ISLANDS

**Zero close calls at Masonic Ave
boarding islands**

**Zero close calls at Valencia Street
school boarding islands**



REDUCING SIGNAL VIOLATIONS: SIGNAL UPGRADES & RETIMING

- Increasing signal head sizes
- Installing signals over the streets (mast arms)
- Improving location of signal indications
- “All-red” signal retiming

50% reduction in injury collisions after SOMA Signal Upgrades



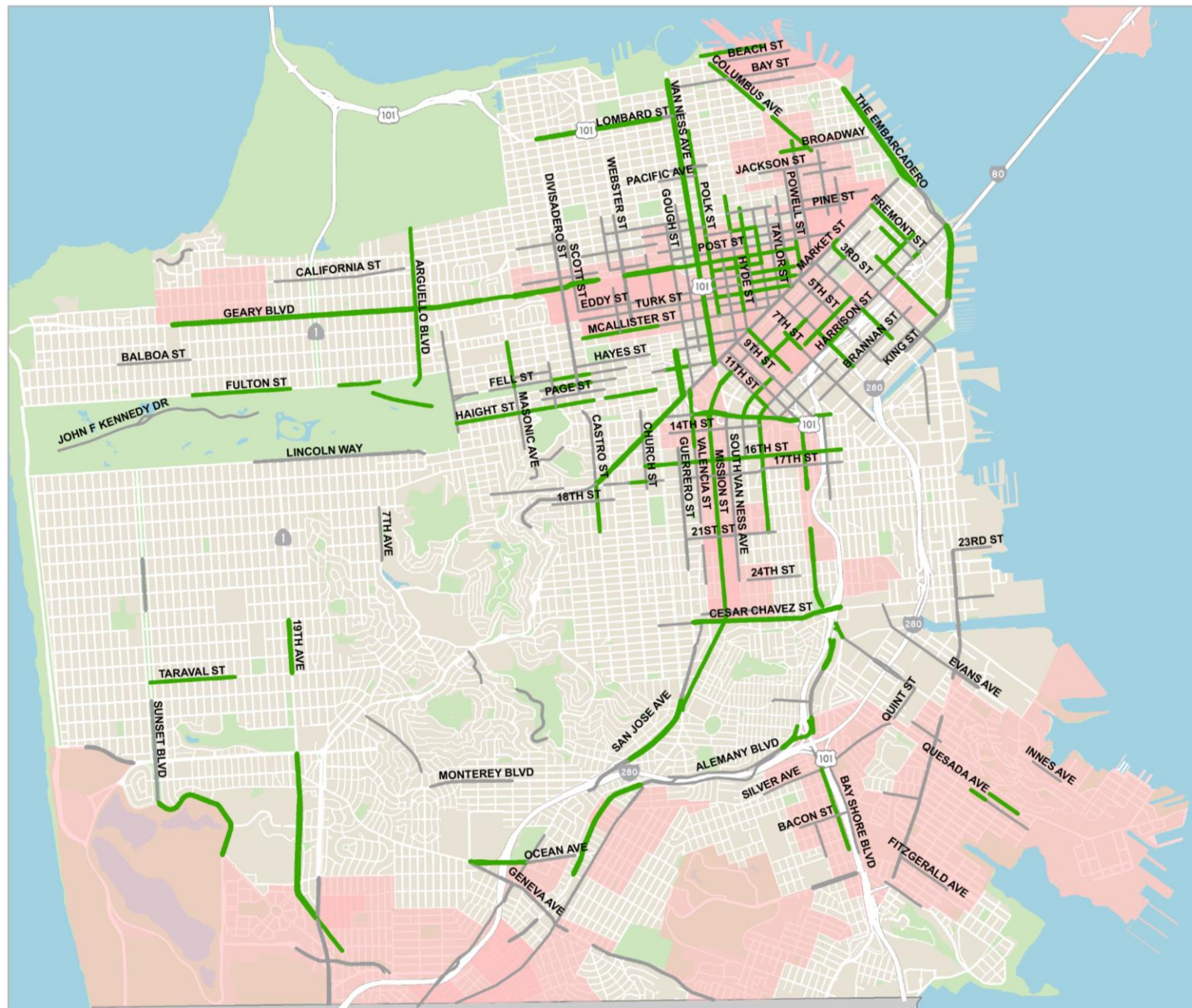
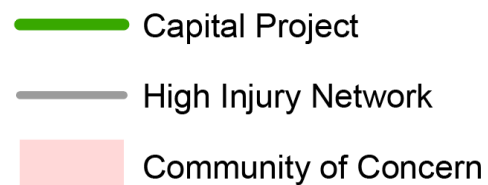
OUR APPROACH



EVOLVING APPROACH: CAPITAL PROJECTS

Major Capital Projects including:

- Van Ness
- Geary
- 2nd Street
- 6th Street



QUICK-BUILDS VS STREETScape PROJECTS

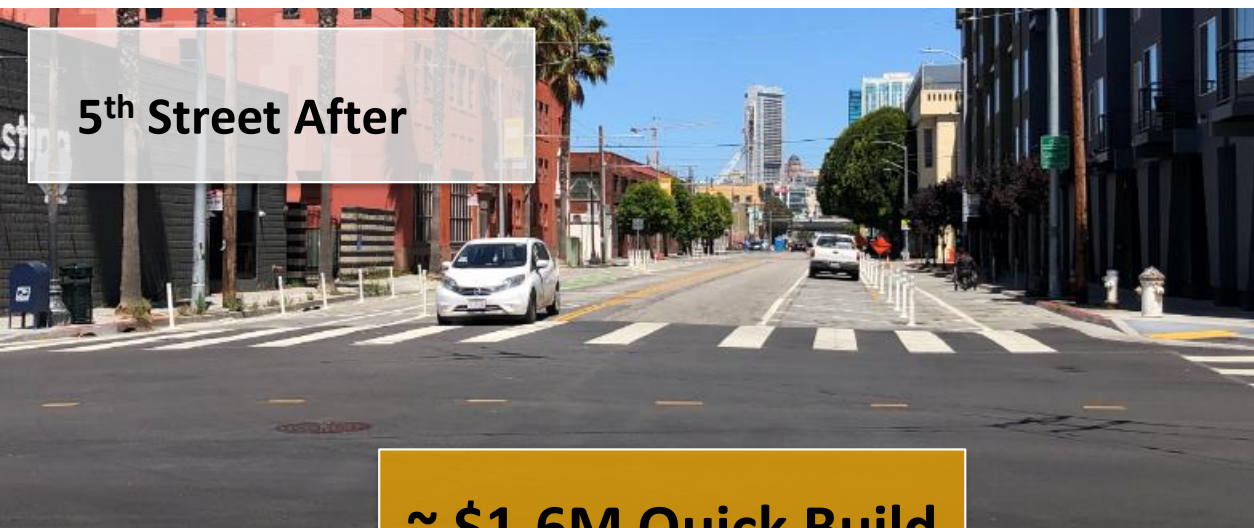
5th Street Before



2nd Street Before

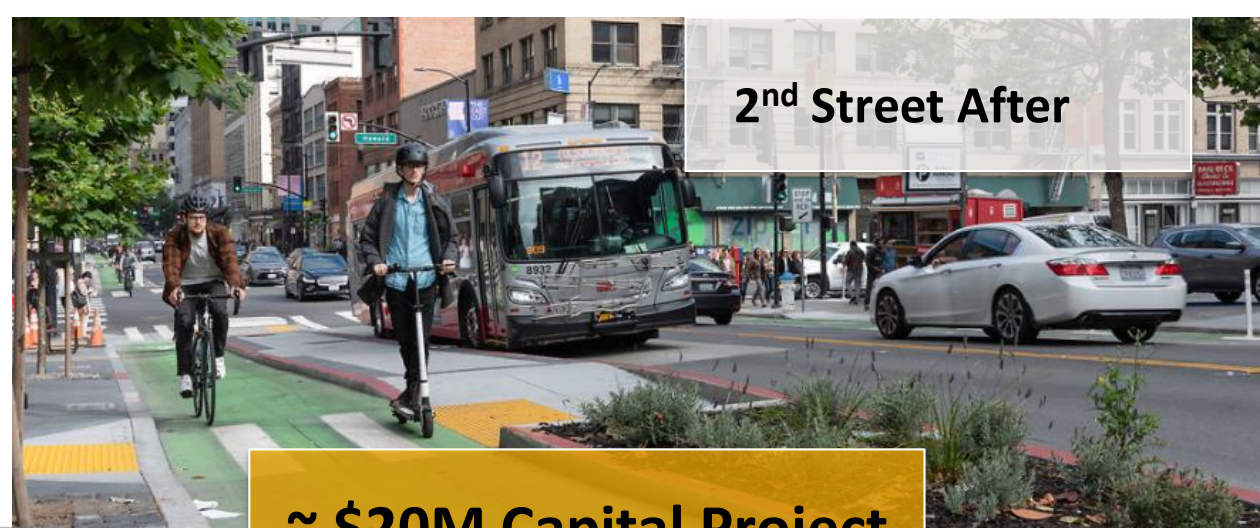


5th Street After







~ \$1.6M Quick Build

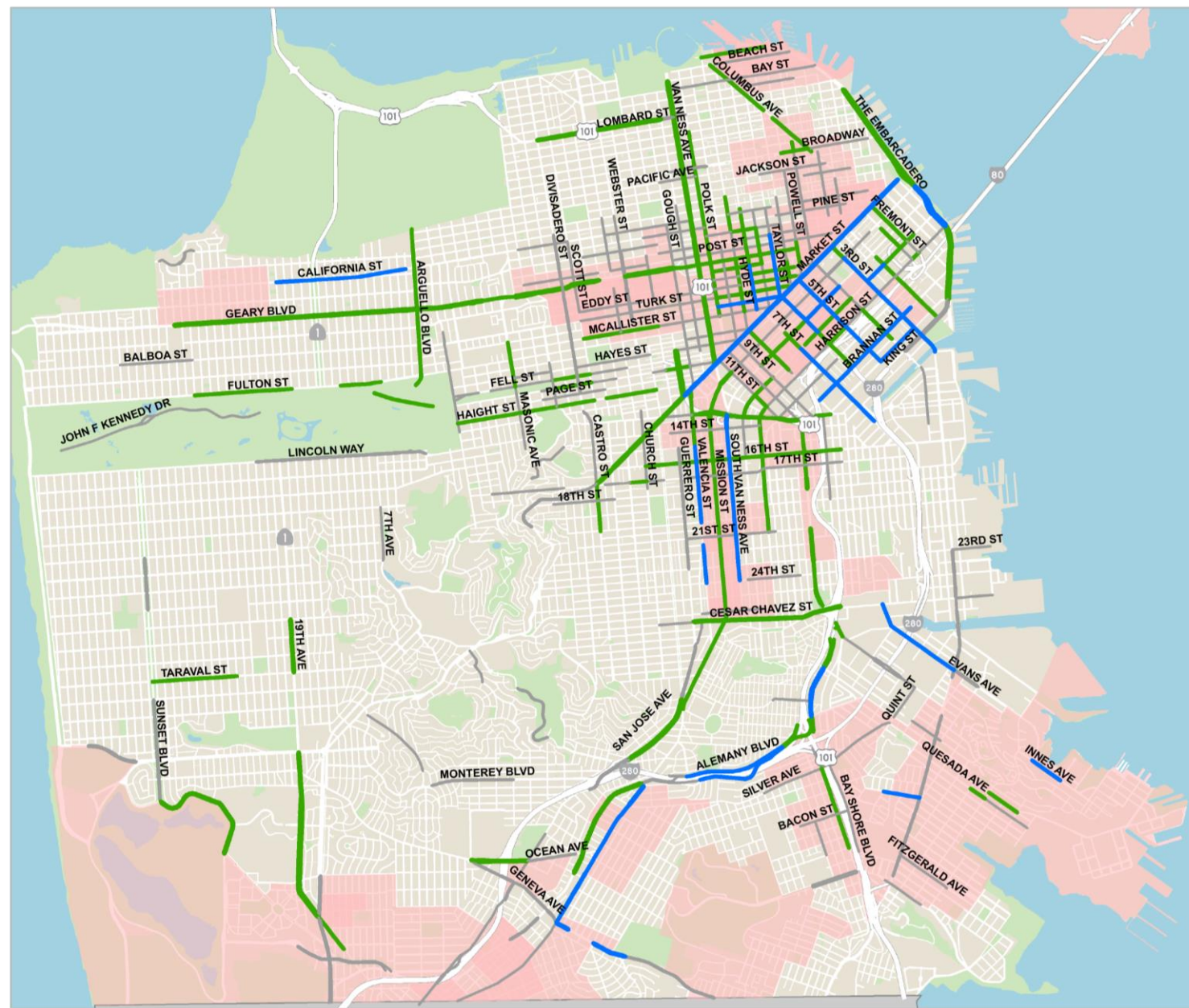
2nd Street After



~ \$20M Capital Project

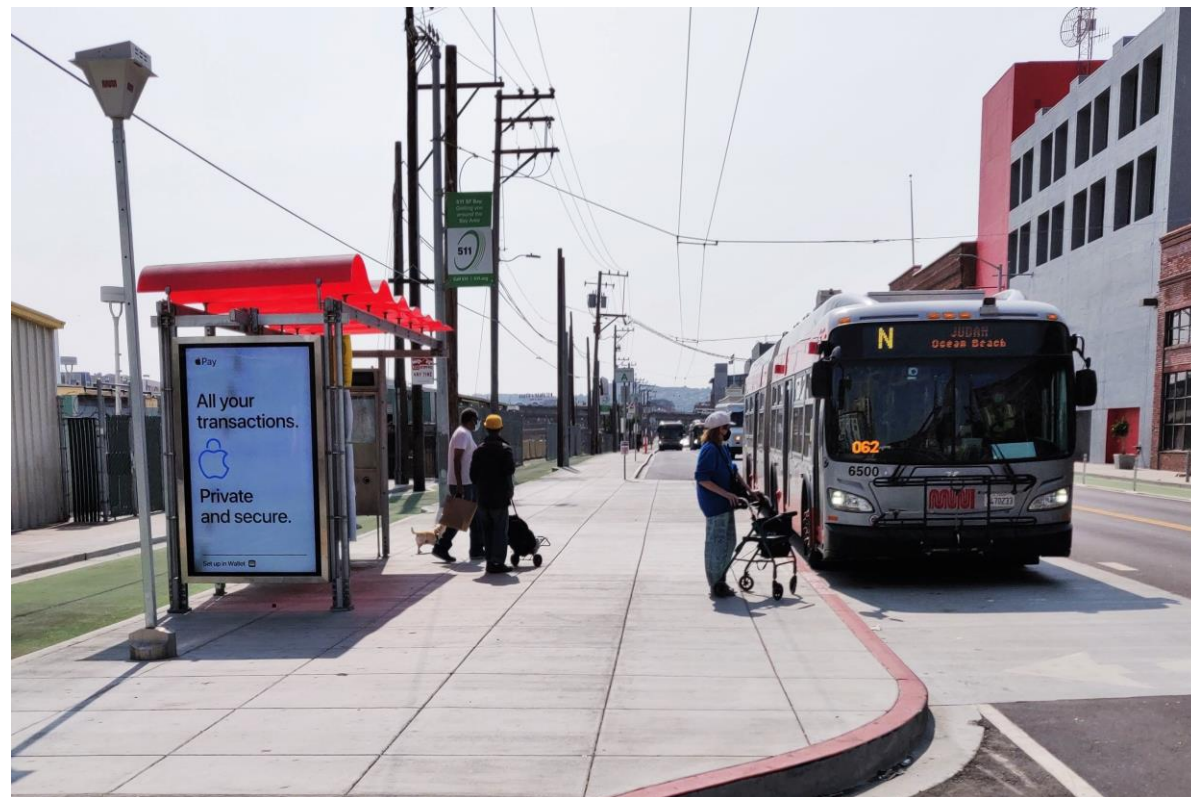
EVOLVING APPROACH: QUICK BUILDS

-  Capital Project
-  Quick Build
-  High Injury Network
-  Community of Concern



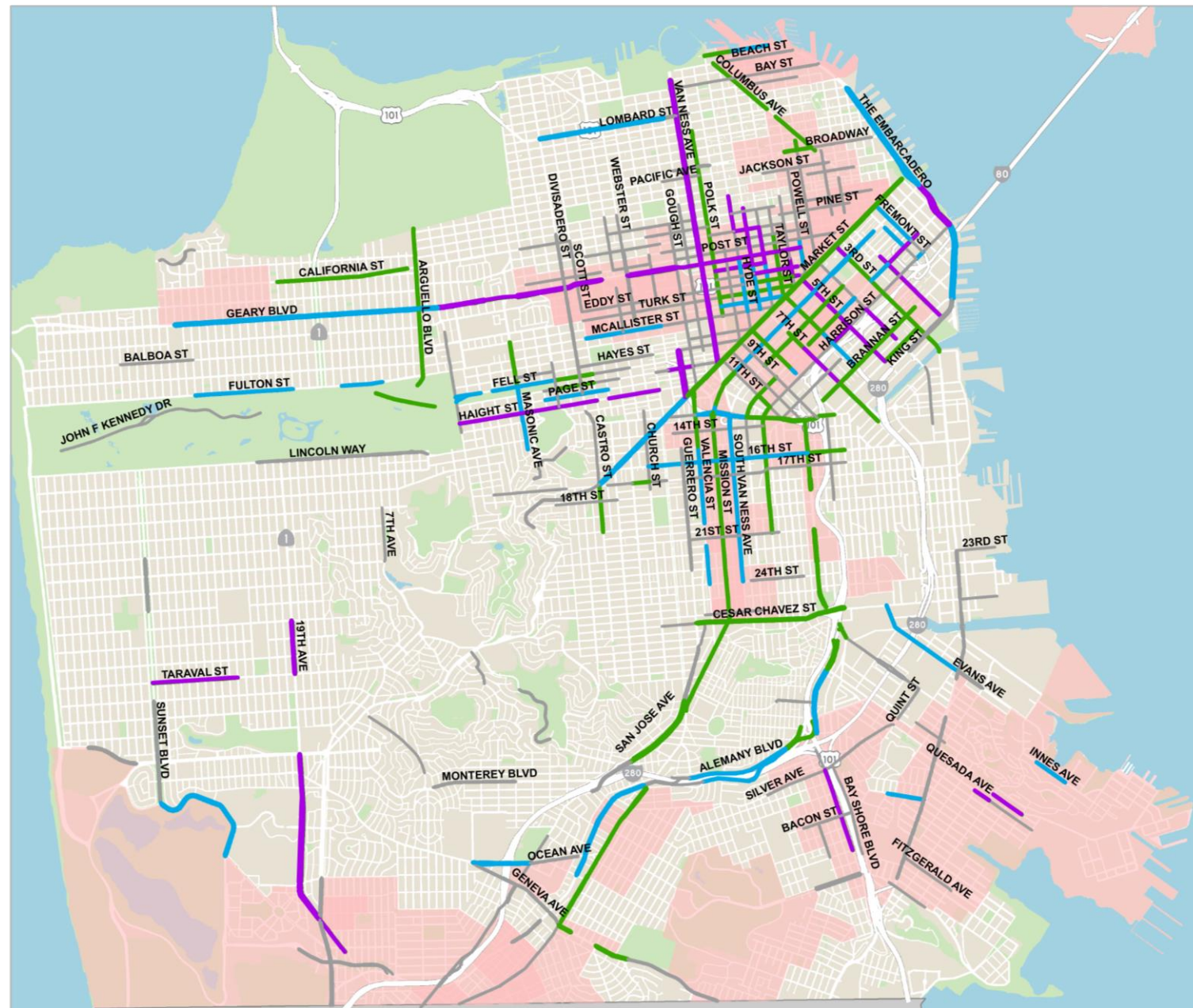
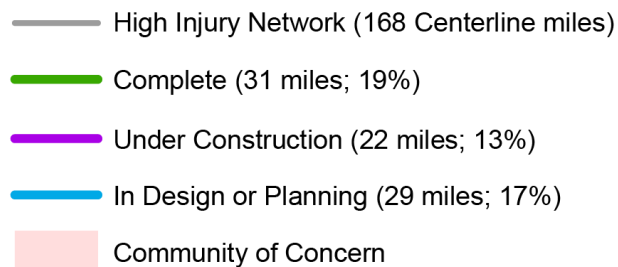
ADVANCING A QUICK BUILD PROGRAM

- **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



FOCUSED CORRIDOR WORK ON THE HIGH INJURY NETWORK

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

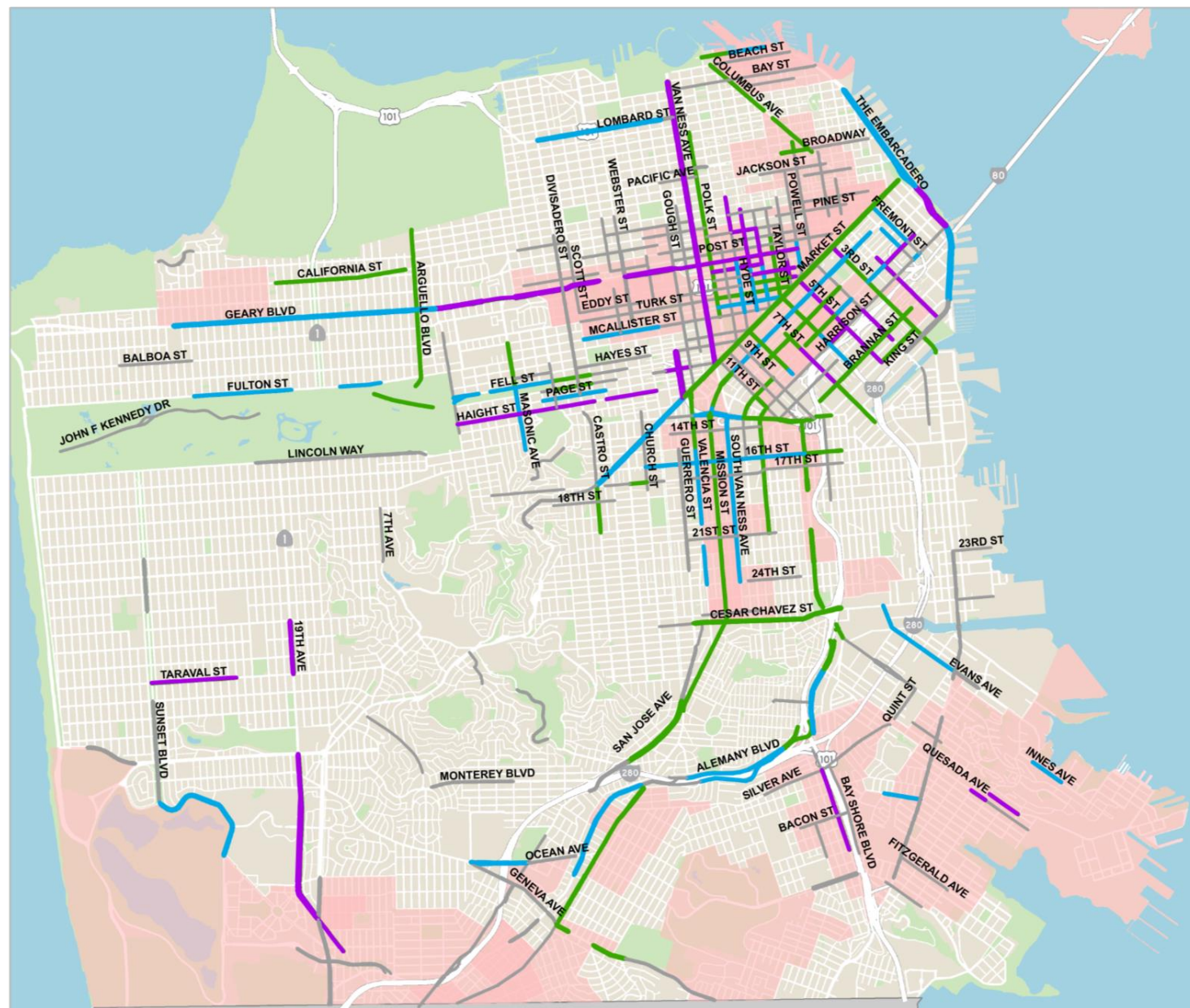
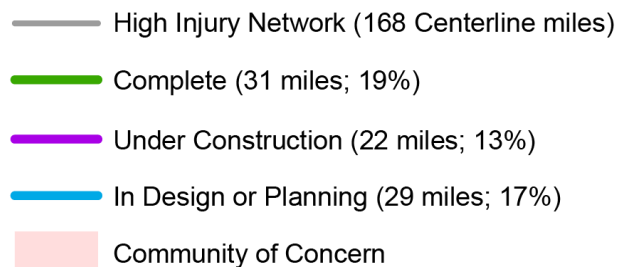


COMPLETING REMAINING PROJECTS ON THE HIGH INJURY NETWORK

~\$85 million for quick builds

vs.

~ \$1.7 billion for complete streets projects



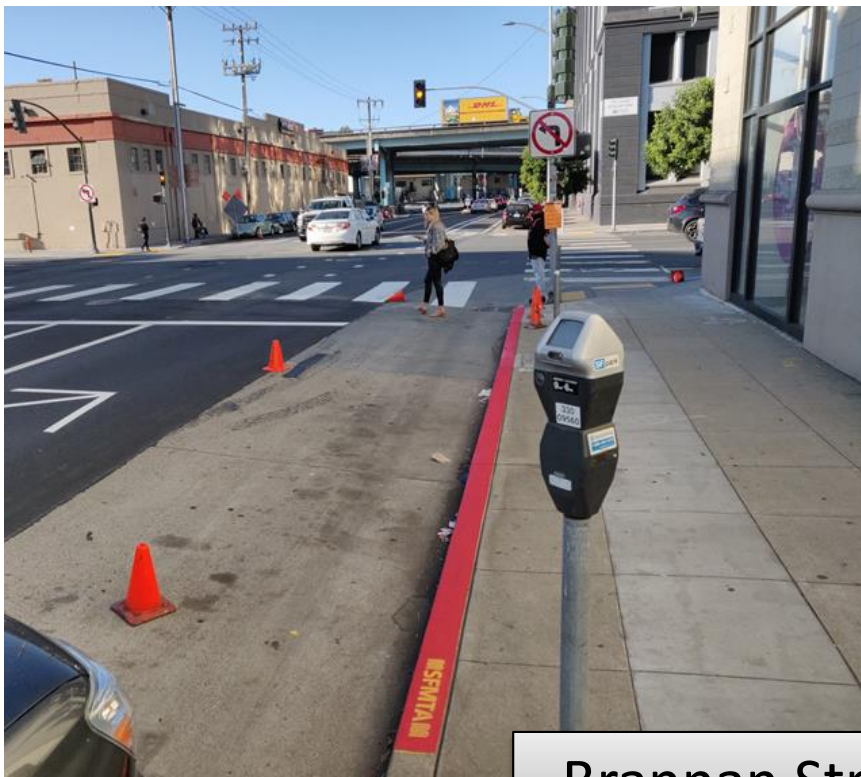
Programmatic Work



PROGRAM HIGHLIGHTS

CITYWIDE DAYLIGHTING PROGRAM

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

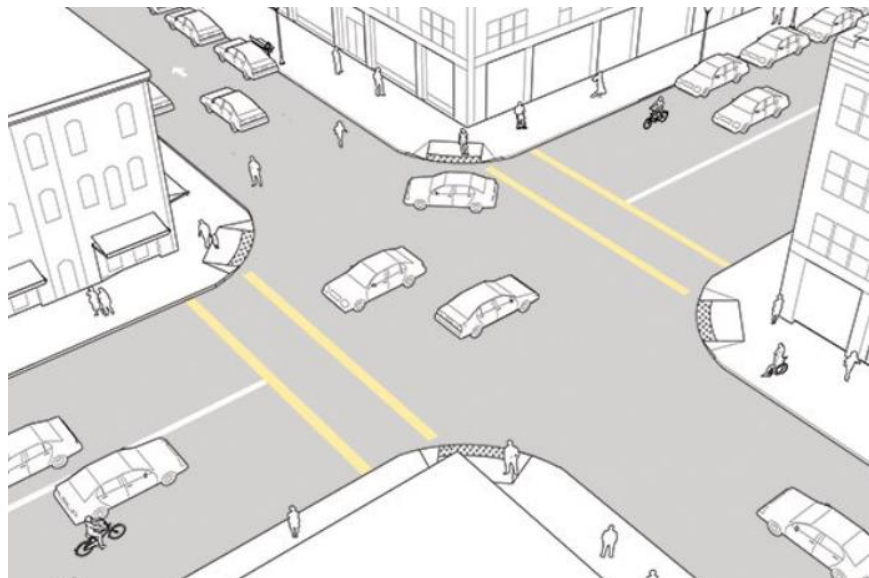


Brannan Street



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

PROGRAM HIGHLIGHTS

Red Light Camera Program

- ~9% of injury crashes result from red light running
- 13 active locations
- 8 new locations upcoming



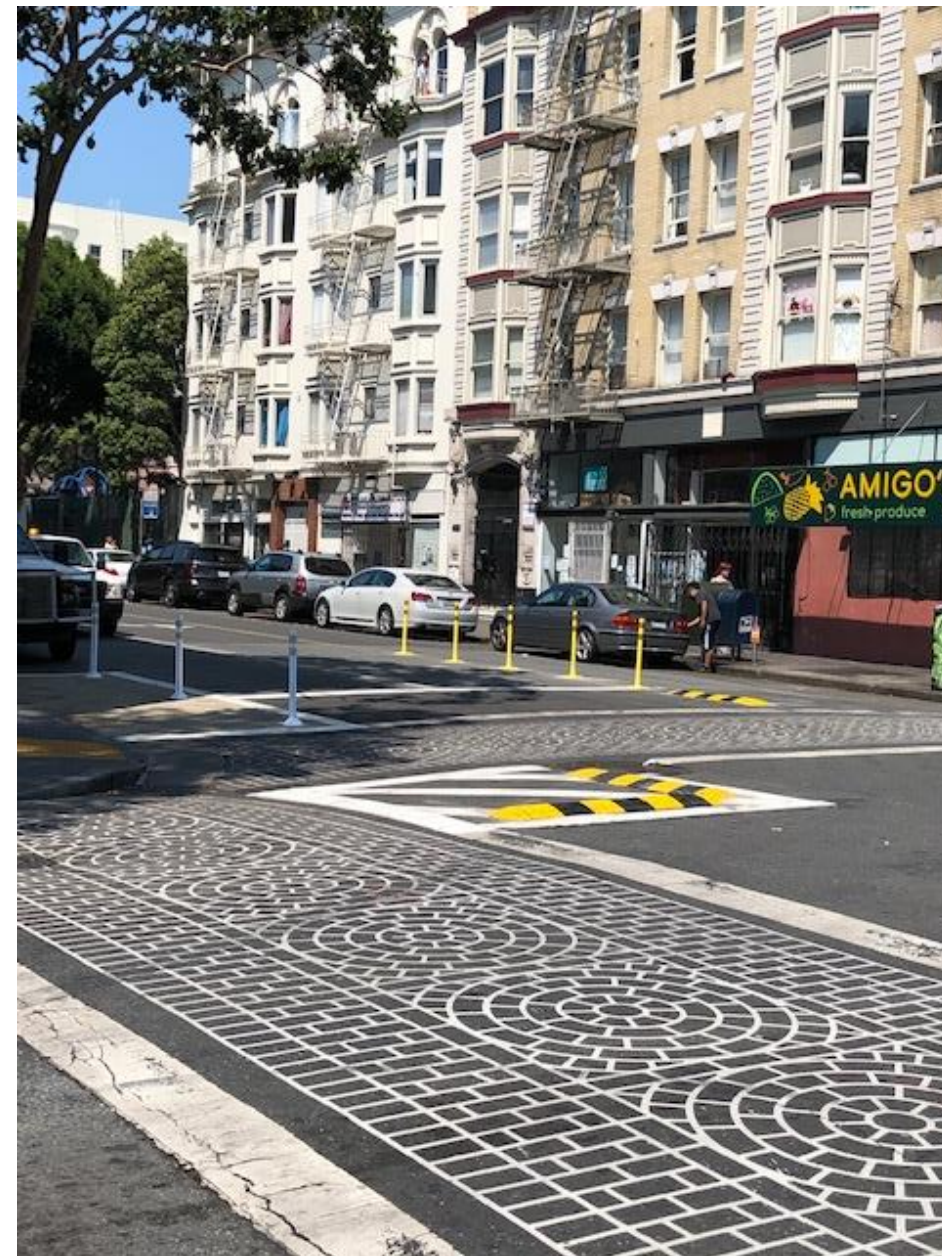
Signal Upgrades Turk/Divisadero – Before/After



PROGRAM HIGHLIGHTS

LEFT TURN TRAFFIC CALMING

- Nearly **40% of traffic** fatalities in 2019 involved a left turning driver
- Evaluating left turn traffic calming treatments at 7 intersections



SAFE STREETS: UPCOMING PROGRAMMATIC WORK



**20 MPH
Speed
Reduction**



**No Turn
On
Red**



**Senior
Slow
Zones**



**High Injury
Network
Daylighting**

COVID RESPONSE



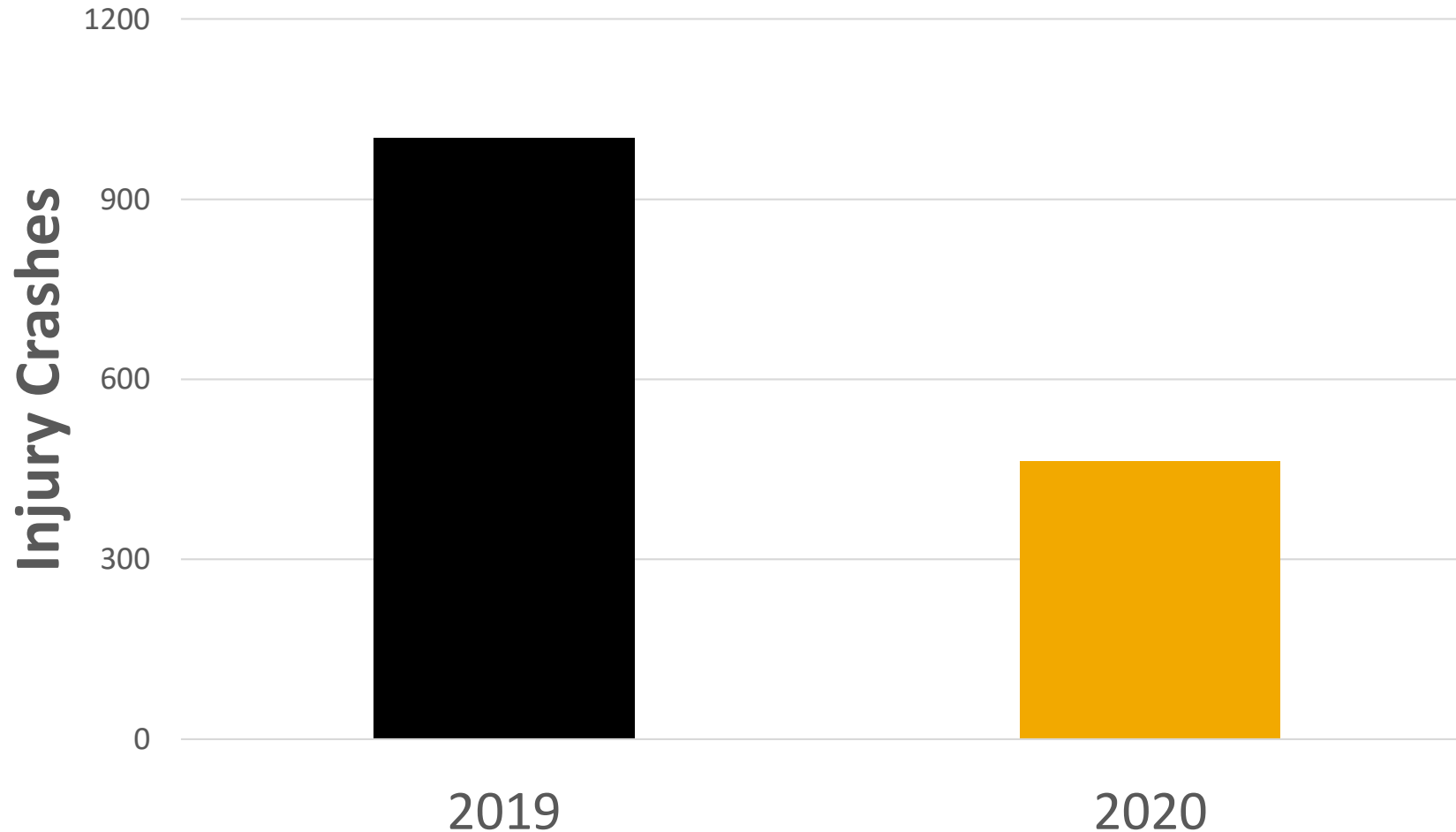
- **38 Miles** of Slow Streets (13 miles in planning)
- **33 Approved** Shared Spaces Lane Closures
- **15 Corridors** with Transit Emergency Only Lanes Currently Approved or in Planning



~50% REDUCTION IN SFPD REPORTED INJURY COLLISIONS

MARCH 17 – JUNE 30

2019 VS 2020



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

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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*



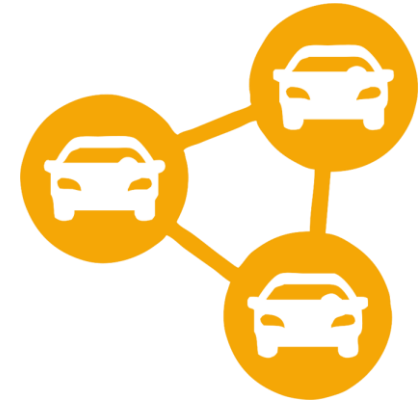
**Automated
Enforcement**



**Pricing and
Reducing
Vehicle Miles
Travelled**

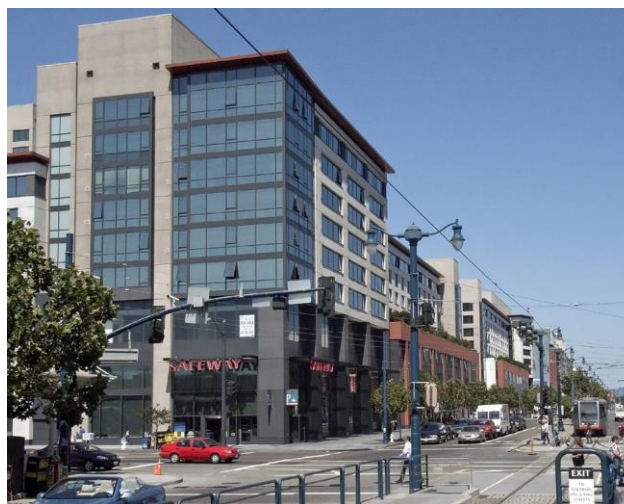


**Urban Speed
Limit
Setting**

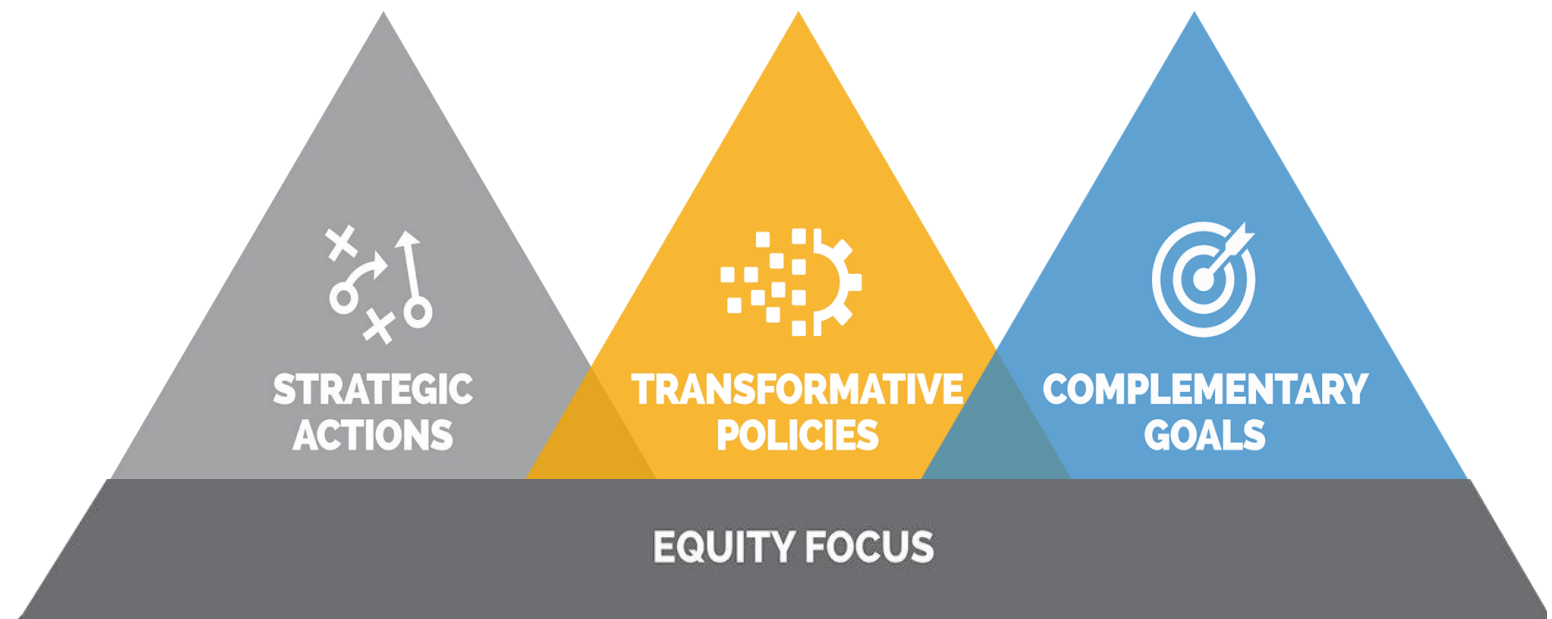
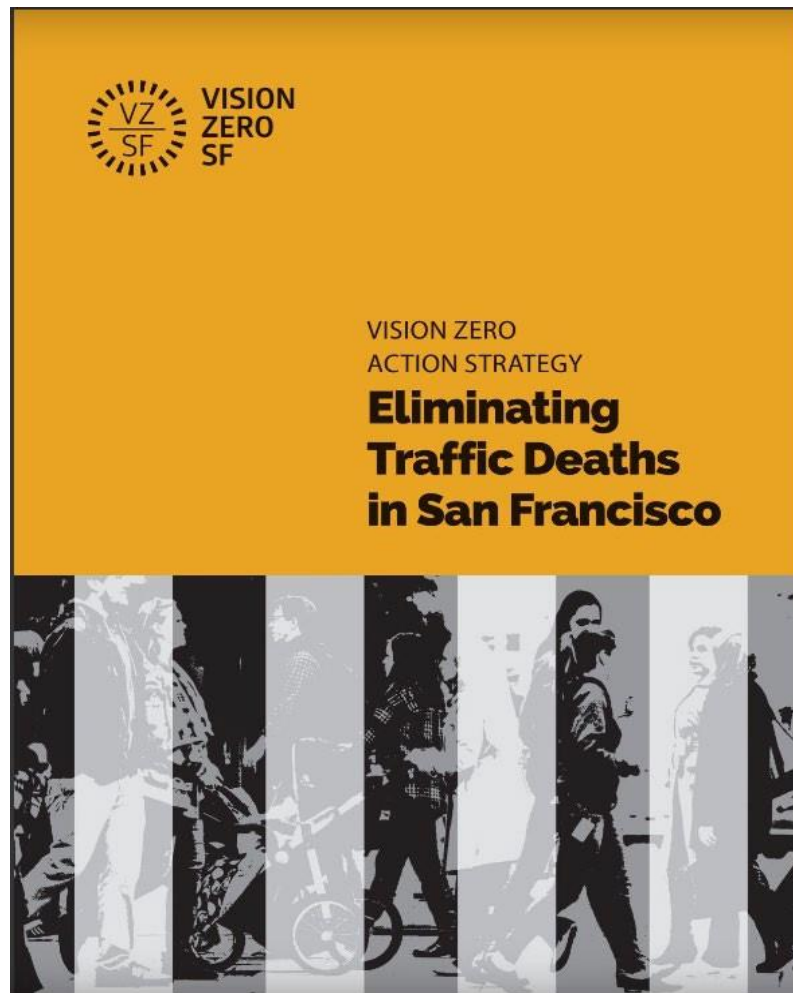


**Local Regulation
Of Transportation
Network
Companies**

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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