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

*Vision Zero adopted

Least deadly year in history

Second-least deadly year in history

*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

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<td>Unsafe speed for prevailing conditions</td>
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<td>7</td>
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*Cause per police classification*
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

**VISION ZERO**
- Traffic deaths are PREVENTABLE
- Integrate HUMAN FAILING in approach
- Prevent FATAL AND SEVERE CRASHES
- SYSTEMS approach
- Saving lives is NOT EXPENSIVE
San Francisco Vision Zero

**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

**Data & Inputs**
**Legislative Agenda**

Transportation Authority Vision Zero Committee
Community & City Vision Zero Task Force

MULTI-DEPARTMENT, CITYWIDE POLICY
FOCUSING ON SLOWER SPEEDS TO SAVE LIVES

- If hit by a person driving at:
  - 20 MPH: 90% Person Survives, 10% Results in a Fatality
  - 30 MPH: 60% Person Survives, 40% Results in a Fatality
  - 40 MPH: 20% Person Survives, 80% Results in a Fatality

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

2nd Street After

~ $1.6M Quick Build

~ $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
PROGRAM HIGHLIGHTS
CONTINENTAL CROSSWALKS

85% completed on HIN
PROGRAM HIGHLIGHTS

SIGNAL RETIMING

Walk Speed 3.0

65% completed on HIN

70% completed on HIN
Red Light Camera Program

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

Signal Upgrades
Turk/Divisidero – Before/After
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.

sticktothelimitsf.org/Chinese

IT STOPS HERE

41% of pedestrian collisions occur in a crosswalk. PEDESTRIANS HAVE RIGHT OF WAY.
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
Early 2021 will revisit Action Strategy – updating our commitments & actions
Thank you!

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