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
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

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

Community & City Vision Zero Task Force

San Francisco Vision Zero

Safe Streets
- Engineering complete streets projects
- Traffic calming in neighborhoods

Data & Inputs

Legislative Agenda

Safe People
- Educating and raising awareness about street safety
- Enforcing traffic laws

Safe Vehicles
- Using technology to ensure a safe system

MULTI-DEPARTMENT, CITYWIDE POLICY
TRENDS: WE HAVE MUCH MORE WORK TO DO TO SAVE LIVES

People Killed While Walking | People Killed While Biking | People Killed in Vehicles

Year | Walking | Biking | Vehicles
--- | --- | --- | ---
2005 | 11 | 2 | 14
2006 | 15 | 2 | 15
2007 | 24 | 1 | 16
2008 | 13 | 3 | 17
2009 | 12 | 9 | 17
2010 | 17 | 2 | 13
2011 | 8 | 3 | 12
2012 | 12 | 4 | 12
2013 | 4 | 3 | 7
2014 | 7 | 4 | 12
2015 | 7 | 4 | 12
2016 | 16 | 2 | 14
2017 | 15 | 3 | 15
2018 | 20 | 2 | 18
2019 | 21 | 1 | 18
2020 | 18 | 2 | 18

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

Vison Zero adopted
Least deadly year in history
Second-least deadly year in history

**Vision Zero**
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
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:

- **20 MPH**
  - 90% Person Survives the Collision
  - 10% Results in a Fatality
- **30 MPH**
  - 60% Person Survives the Collision
  - 40% Results in a Fatality
- **40 MPH**
  - 20% Person Survives the Collision
  - 80% Results in a Fatality

Seniors are more vulnerable at any given speed.
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.
Projects to Date

Completed Projects to Date

Construction Projects to Date
Projects to Date
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
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
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

Leading Pedestrian Intervals

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 loading 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.

IT STOPS HERE
41% of pedestrian collisions occur in a crosswalk.
PEDESTRIANS HAVE RIGHT OF WAY.

sticktothelimitsf.org/Chinese
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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