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

- Traffic Signal Upgrades
- Speed Management Tools
- Education & Outreach
- Community Partnerships
20 MPH CORRIDOR IMPLEMENTATION

28 Corridors Completed

19 Street Miles

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

VISION ZERO SF:
2022 TRAFFIC FATALITY REPORT

March 7, 2023
MTA Board
Iris Tsui, MPH, San Francisco Dept. 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

- **Pedestrians**: remain most vulnerable with 54% of total fatalities, highest since 2015.
- **Motor Vehicle (in/exterior; driver/other)**: Four drivers and two passengers, 30%.
- **Motorcyclist**: Five people killed while riding a motorcycle, 14%.
- **Standing Powered Device Rider**: Includes e-scooters and e-unicycles, doubles the total on record.
- **Moped**: Newly reported as separate from motorcycles, lower than the past three years, 5%.
- **Bicyclist**: One person killed while biking, continues low trend, 3%.

**Note**: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.
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)
Asian and Latinx persons are underrepresented in fatality data relative to SF population estimates.

Black and White individuals are overrepresented 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/Ethnicity of 2022 Traffic Fatalities (N=37)

- White non-Hispanic: 54% (40% of SF population)
- Black non-Hispanic: 16% (5% of SF population)
- Asian non-Hispanic: 14% (34% of SF population)
- Latinx, Hispanic (all races): 11% (15% of SF population)
- Multi-racial: 0% (5% of SF population)

*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
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).
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)

- Unsafe speed for prevailing conditions
- Red signal - driver or bicyclist responsibilities
- Driver or bicyclist to yield right-of-way at crosswalks

* Cause per police classification
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

SFPD Traffic Safety 🚗 @SFPDTrafficSafety - Oct 5, 2022

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

Safety Tips for Driving in the Rain

Celebrate 2023 with Family, Not Law Enforcement.

DUI Doesn’t Just Mean Booze.

Drive Sober!
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 AM. 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

<table>
<thead>
<tr>
<th>CA Vehicle Code (CVC)</th>
<th>Description / Reference</th>
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<tbody>
<tr>
<td>21663 CVC</td>
<td>Driving on the sidewalk</td>
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<tr>
<td>22107 CVC</td>
<td>Unsafe turn or lane change prohibited</td>
</tr>
<tr>
<td>21453(a) CVC</td>
<td>Red light signal</td>
</tr>
<tr>
<td>21456(c) CVC</td>
<td>Pedestrian control signal</td>
</tr>
<tr>
<td>21801(a) CVC</td>
<td>Failure to yield right-of-way</td>
</tr>
<tr>
<td>21950(a) CVC</td>
<td>Driver failure to yield right-of-way at crosswalks</td>
</tr>
<tr>
<td>21950(b) CVC</td>
<td>Pedestrian crossing without due care of safety</td>
</tr>
<tr>
<td>21954(b) CVC</td>
<td>Failure to exercise due care for safety on roadway</td>
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<tr>
<td>21955 CVC</td>
<td>Crossing between controlled intersections (Jaywalking)</td>
</tr>
<tr>
<td>22100(a) CVC</td>
<td>Right turns</td>
</tr>
<tr>
<td>22100(b) CVC</td>
<td>Left turns</td>
</tr>
<tr>
<td>22350 CVC</td>
<td>Unsafe speed for prevailing conditions</td>
</tr>
<tr>
<td>22102 CVC</td>
<td>Illegal U-turn in business district</td>
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<tr>
<td>22450(a) CVC</td>
<td>Stop sign</td>
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<tr>
<td>23152(a) CVC</td>
<td>Under the influence of alcohol or drug</td>
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<tr>
<td>23450(a) CVC</td>
<td>Stop sign</td>
</tr>
<tr>
<td>23153(f) CVC</td>
<td>Under the influence of drug</td>
</tr>
</tbody>
</table>
Thank you.

Questions?