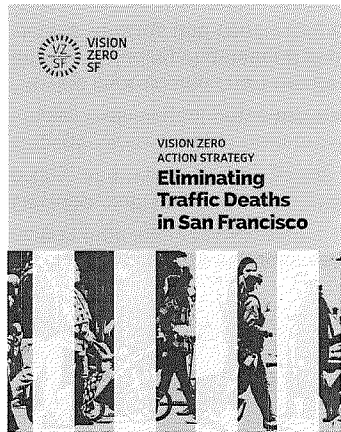


File # 190370  
Revised in Committee  
4/24/19 JN

## VISION ZERO



In 2014, the City and County of San Francisco adopted Vision Zero as a policy.

**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.**

VISION ZERO SF

## CORE PRINCIPLES



**Saving Lives**  
Safety and the preservation of human life is our highest priority.



**Prevention**  
Traffic deaths are preventable and unacceptable.



**Equity**  
The transportation system should be safe for all road users, for all modes of transportation, in all communities and for people of all incomes, races and ethnicities, ages and abilities.



**Speed**  
People are inherently vulnerable and speed is a fundamental predictor of crash survival. The transportation system should be designed for speeds that protect human life.



**Safe Streets**  
Human error is inevitable and unpredictable; we should design the transportation system to anticipate error so the consequence is not severe injury or death. Transportation and land use development policies, standards, programs and design decisions should prioritize preserving lives.



**Safe People and Safe Vehicles**  
Safe human behaviors, education about and enforcement of safety rules, and vehicle technologies are essential contributors to a safe system.

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## EMPOWERING OUR COMMUNITY



Share your ideas for new Vision Zero action items. This idea is for:  
 Safe People    Safe Streets    Safe Vehicles  
Name and Organization (optional):



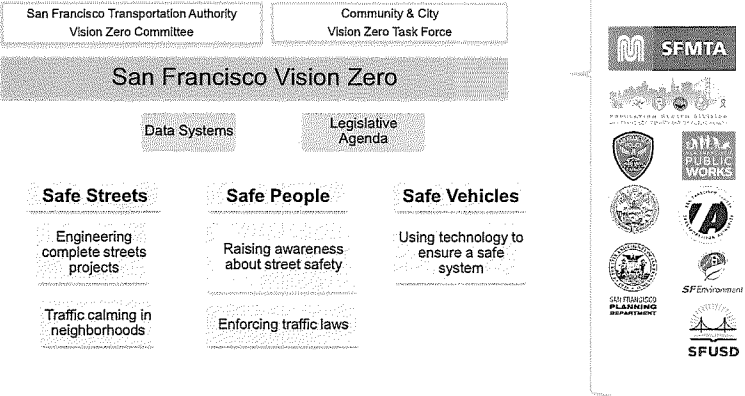
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## WHAT WILL IT TAKE TO GET TO ZERO?



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## VISION ZERO SF: MULTI-AGENCY APPROACH

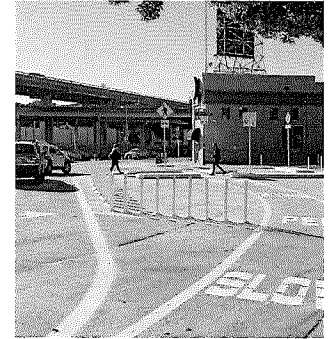


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## STRATEGIC ACTIONS

### Safe Streets

- Install 8 miles annually of high-impact sustainable travel lanes
- Reduce project delivery timelines on 5 corridors in 2 years
- Complete near-term improvements (signal timing and crossing markings) at all intersections on the High Injury Network
- Improve accessibility and protected bikeway designs and share with our partners
- Evaluate effectiveness on 5 corridor projects annually



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## STRATEGIC ACTIONS

### Safe People

- Extend safe speeds enforcement program to monthly across high injury corridors
- Develop multi-lingual and culturally sensitive driving, biking, and walking in SF guides
- Engage seniors and service providers through grant-funded multi-lingual presentations to at-risk populations
- Provide coordinated crisis response to every traffic fatality, including engineering improvements, support for victims' families and community outreach



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## STRATEGIC ACTIONS

### Safe Vehicles

- Evaluate emerging mobility pilots – such as e-scooters – with focus on safety outcomes
- Implement SmartDrive light-rail vehicle system to evaluate operator safety
- Issue annual report on city employee using city fleet driving behavior trends



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## STRATEGIC ACTIONS

### Data Systems

- Update High Injury Network in 2021 using Zuckerberg SFGH data
- Issue an annual research brief to address injury inequities related to vulnerable populations (one topic each year) to inform policies, projects, programs
- Integrate SFPD Collision Data into Crime Data Warehouse for timely, efficient reporting and sharing of SFPD-reported injury collisions.
- Issue an annual report on Severe Injuries utilizing hospital (ZSFGH) and police data.

## EQUITY FOCUS



**Deepening community engagement** with community leaders and local stakeholders to ensure that strategic actions reduce injury inequities and do not exacerbate existing inequities.



**Prioritizing and monitoring improvements** on the high injury network, in Communities of Concern, and where there are concentrations of severe/fatal injuries to seniors and people with disabilities and other vulnerable populations to address historic differences in resource allocation.



**Ensuring Vision Zero transformative policies consider and address equity impacts** on vulnerable populations, including the impact of fines and fees on low income residents.



**Implementing data-driven, culturally competent, multilingual education, engagement and enforcement campaigns** targeted in impacted areas.



**Developing and institutionalizing an injury surveillance system** to ensure the most complete data is available for all people injured and analyzing by vulnerable populations and sharing the data with the public.

## MEASURING PROGRESS

METRIC	2021/2024 TARGETS	METRIC	2021/2024 TARGETS
<b>Fatalities</b> 2018: 23 fatalities	Zero by 2024	<b>Vision Zero outreach</b> 2018: Over 250 million media impressions and over 15,000 people reached at events	15,000 people annually at community events and 250 million digital media impressions
<b>Sustainable travel lanes miles added, Citywide</b> 2014-2018: 40 miles	16 Miles / 40 Miles	<b>Vision Zero community awareness</b> 2016: 11% Awareness	20% Awareness / 30% Awareness
<b>Safety treatments installed on the High Injury Network</b> 2018: 9 miles on the HIN	More than 13 miles of safety treatments on HIN annually	<b>Vision Zero street team outreach</b> 2018: 52 community events, 100% with translated materials and interpretation services	47 community events annually, 100% with translated materials and interpretation services
<b>Percentage of safety treatments installed in Communities of Concern (CoC)</b> 2018: 38% of HIN miles in CoC	Miles implemented in CoC equal to or greater than the proportion of the HIN falling within those communities	<b>Youth and Senior programming</b> 2018: Seniors: 2,100 people reached, 56% in a language other than English 2018: Schools: 27 schools participating with programming in Spanish and Chinese	Seniors: 2,500 people annually (55% in non-English language) Schools: 103 schools participating annually, with programming in Spanish and Chinese
<b>Focus on the Five violation citations, proportion of citywide total</b> 2018: Citywide 41%	Citywide 50%	<b>GSF DPH grants for community engagement</b> 2018: 9 awards	8 awards per year

## PROGRAM CHALLENGES AND GAPS

- Multi-agency program requires different support from different agencies. City budget primarily effects SFPD enforcement actions.
- Safe People actions are historically project-based and grant-funded across SFMTA, Public Health and other agencies.
- New or additional funding supports enhancement or expansion of existing actions



PARTNERSHIP: CITY, COMMUNITY + REGIONAL STATE



VISION 2030 SF