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

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# VISION ZERO UPDATE

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10/20/20

Ryan Reeves, SFMTA Vision Zero Program Lead

# **INTERDEPARTMENTAL PROGRAM/ DATA-DRIVEN APPROACH**

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**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**

**VISION4FOUNDRY 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

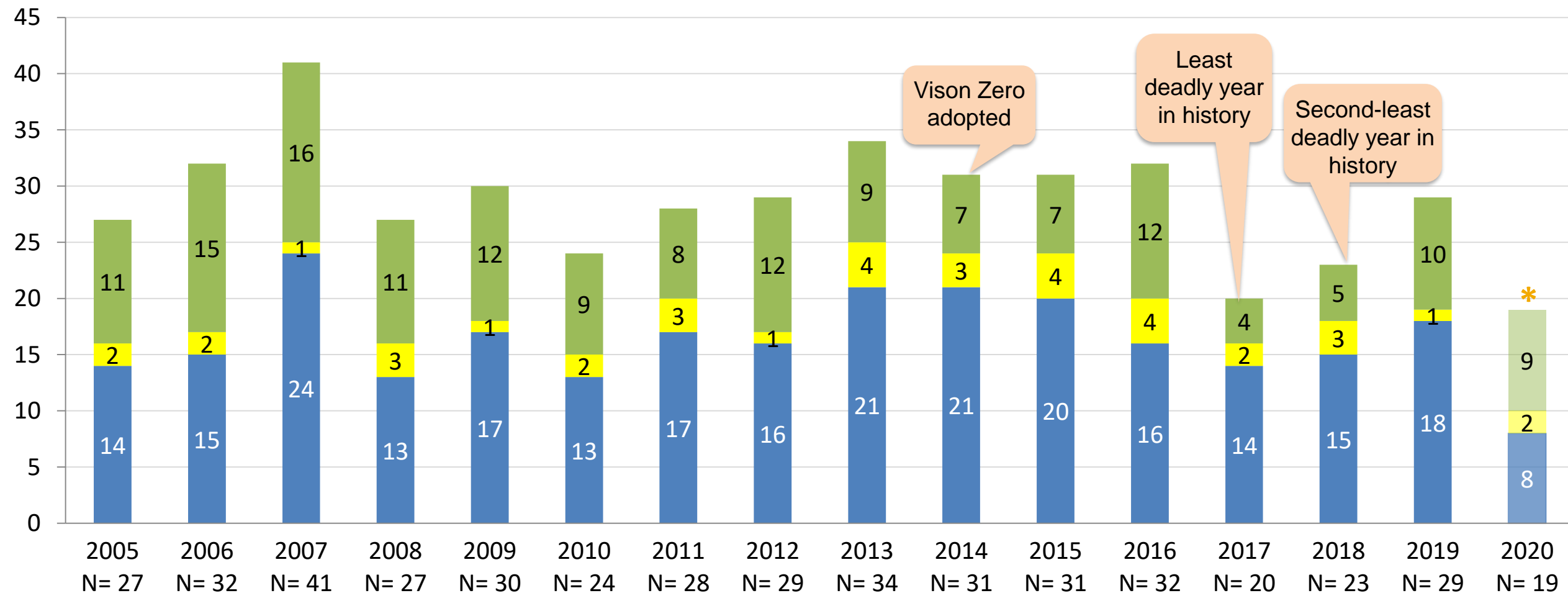


SAN FRANCISCO PLANNING DEPARTMENT



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

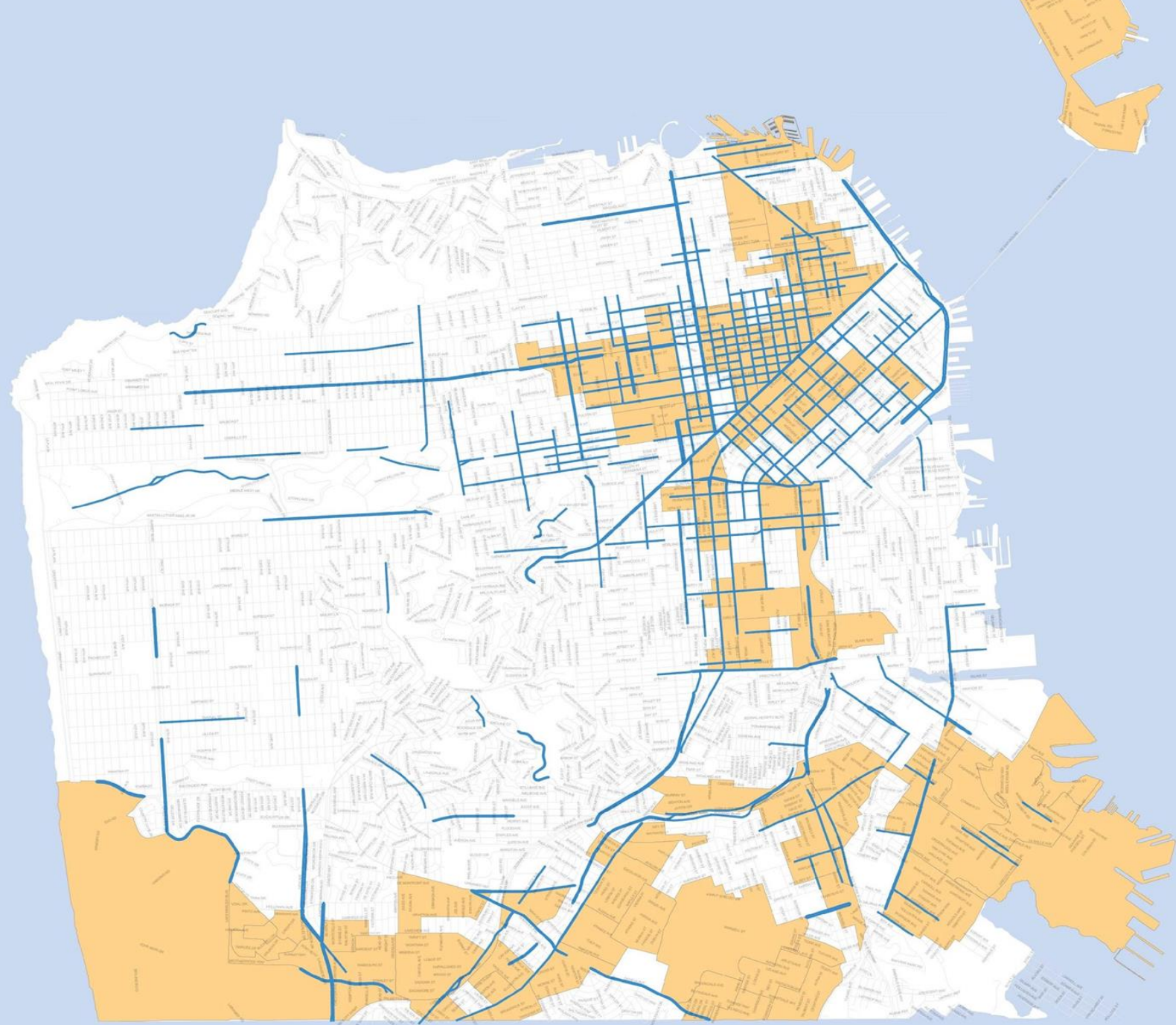
■ People Killed While Walking ■ People Killed While Biking ■ People Killed in Vehicles



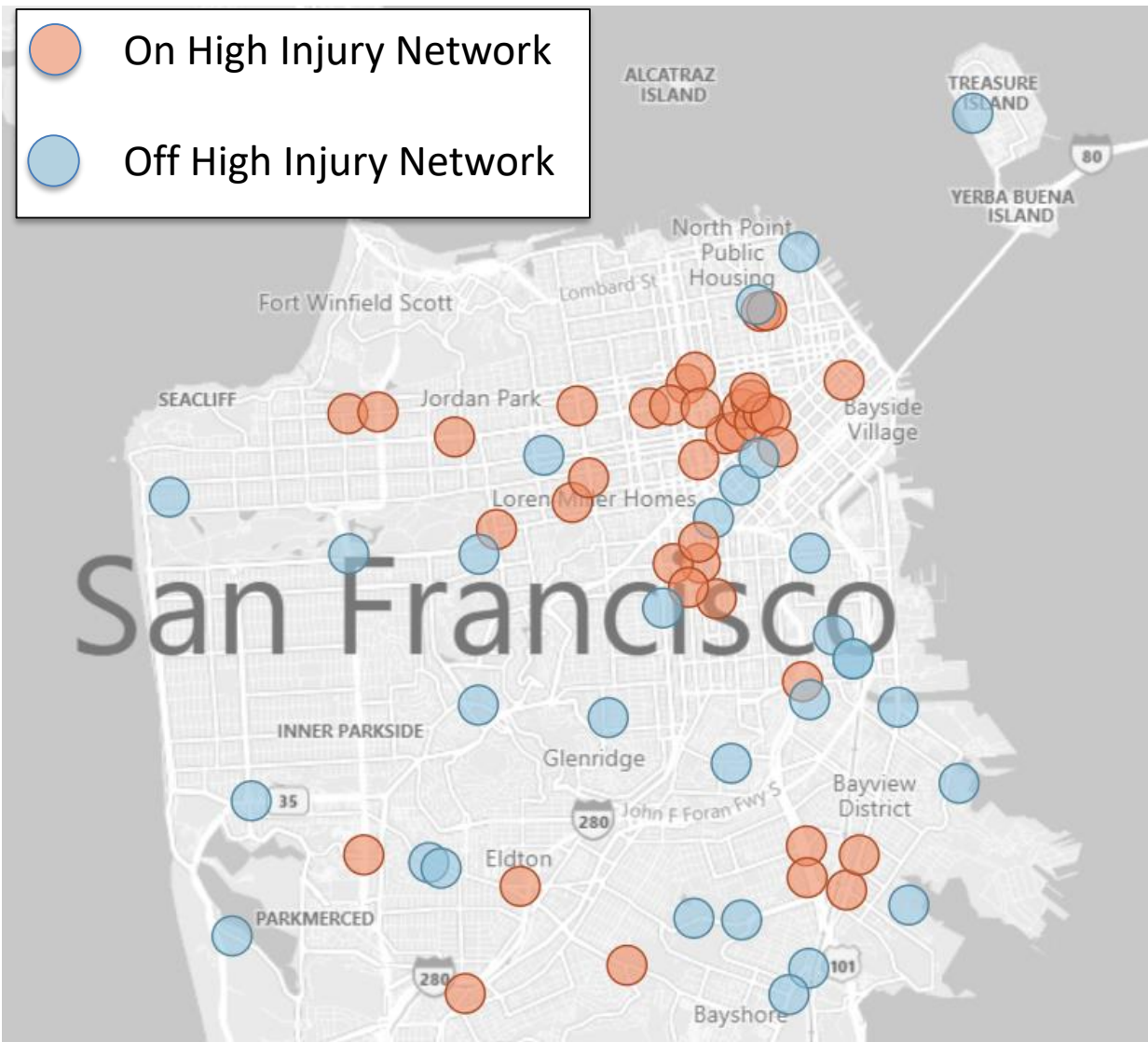
\*2020 FATALITY COUNTS REFLECT VISION ZERO FATALITIES THROUGH SEPT 30, 2020 – NOT FULL YEAR

# 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

# FOCUSING ON SLOWER SPEEDS TO SAVE LIVES

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



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



# Street Design Goals: Slow Speeds

## Lane Reductions



## Protected Intersections

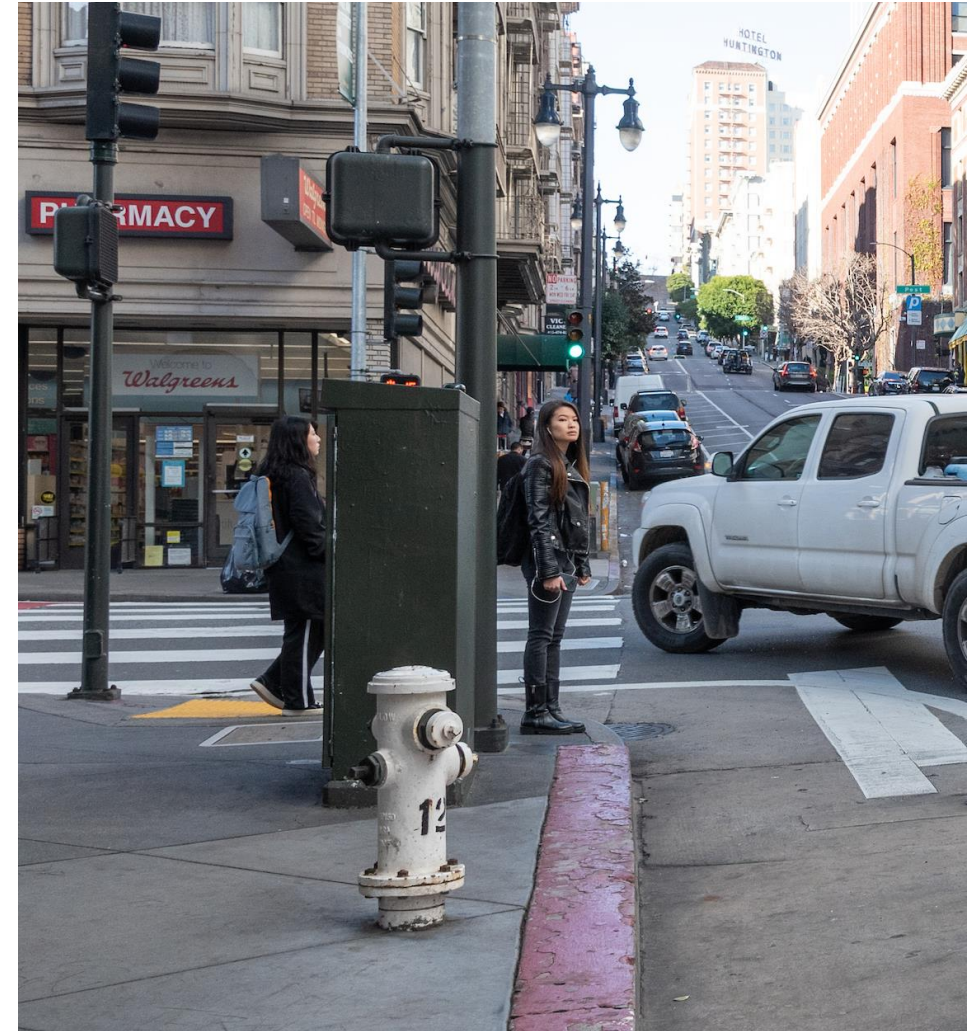


# Street Design Goals: Improve Visibility

## Painted Safety Zones



## Daylighting



# Street Design Goals: Reduce Conflicts

## Boarding Islands



## Protected Bikeways



## Leading Pedestrian Intervals



## Bicycle Traffic Signals



# OUR APPROACH

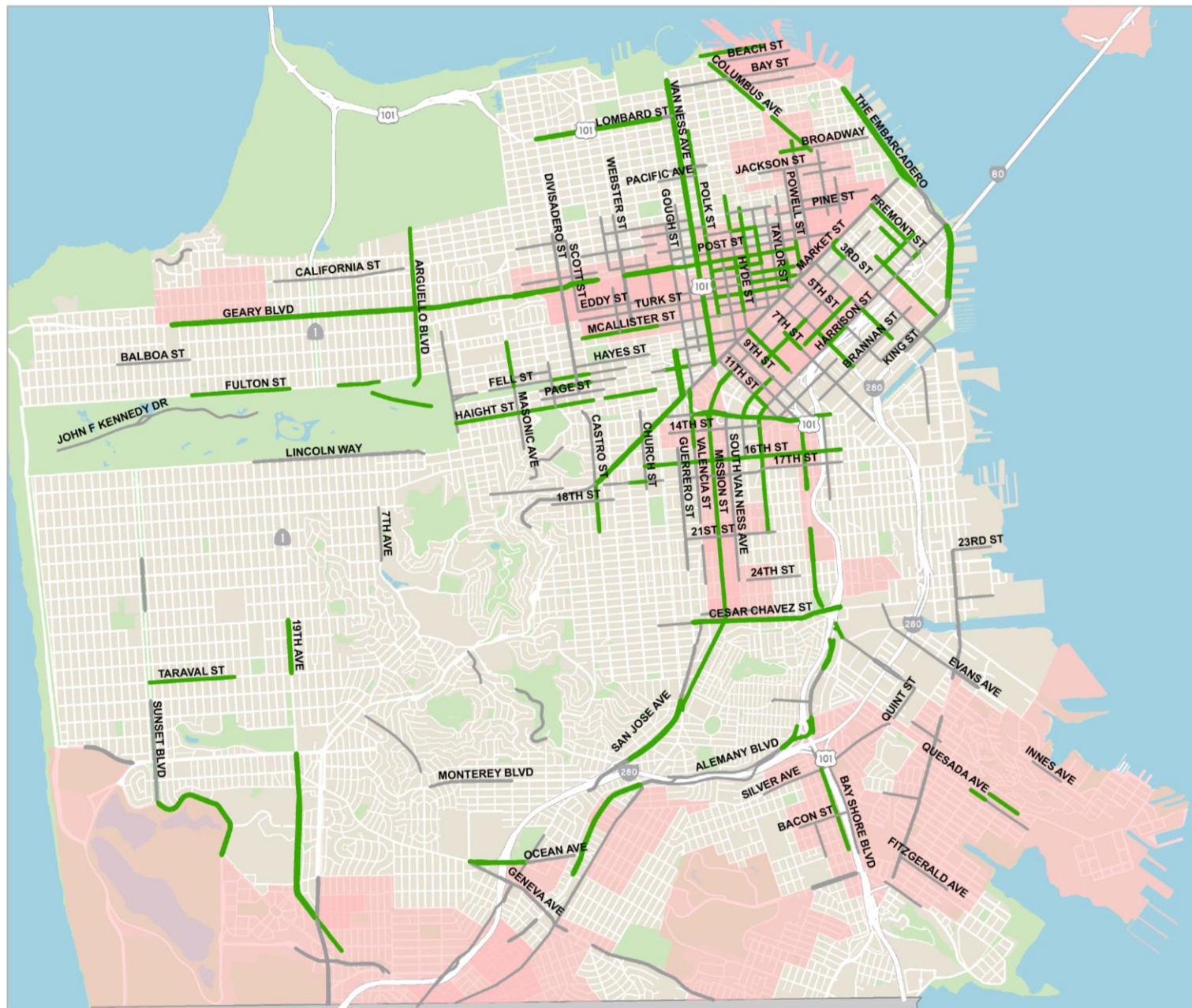
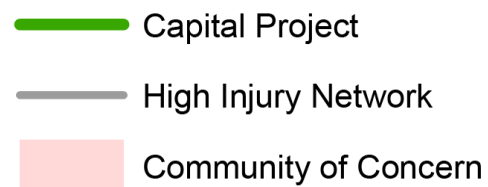
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# EVOLVING APPROACH: CAPITAL PROJECTS

## Major Capital Projects including:

- Van Ness
- Geary
- 2<sup>nd</sup> Street
- 6<sup>th</sup> Street



# QUICK-BUILDS VS STREETScape PROJECTS

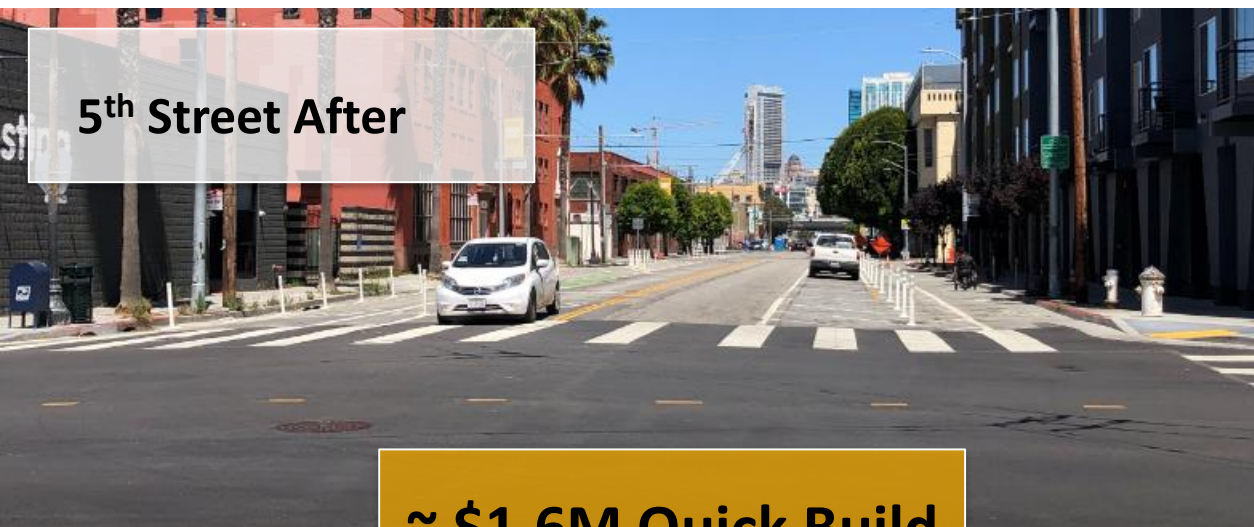
5<sup>th</sup> Street Before



2<sup>nd</sup> Street Before



5<sup>th</sup> Street After







~ \$1.6M Quick Build

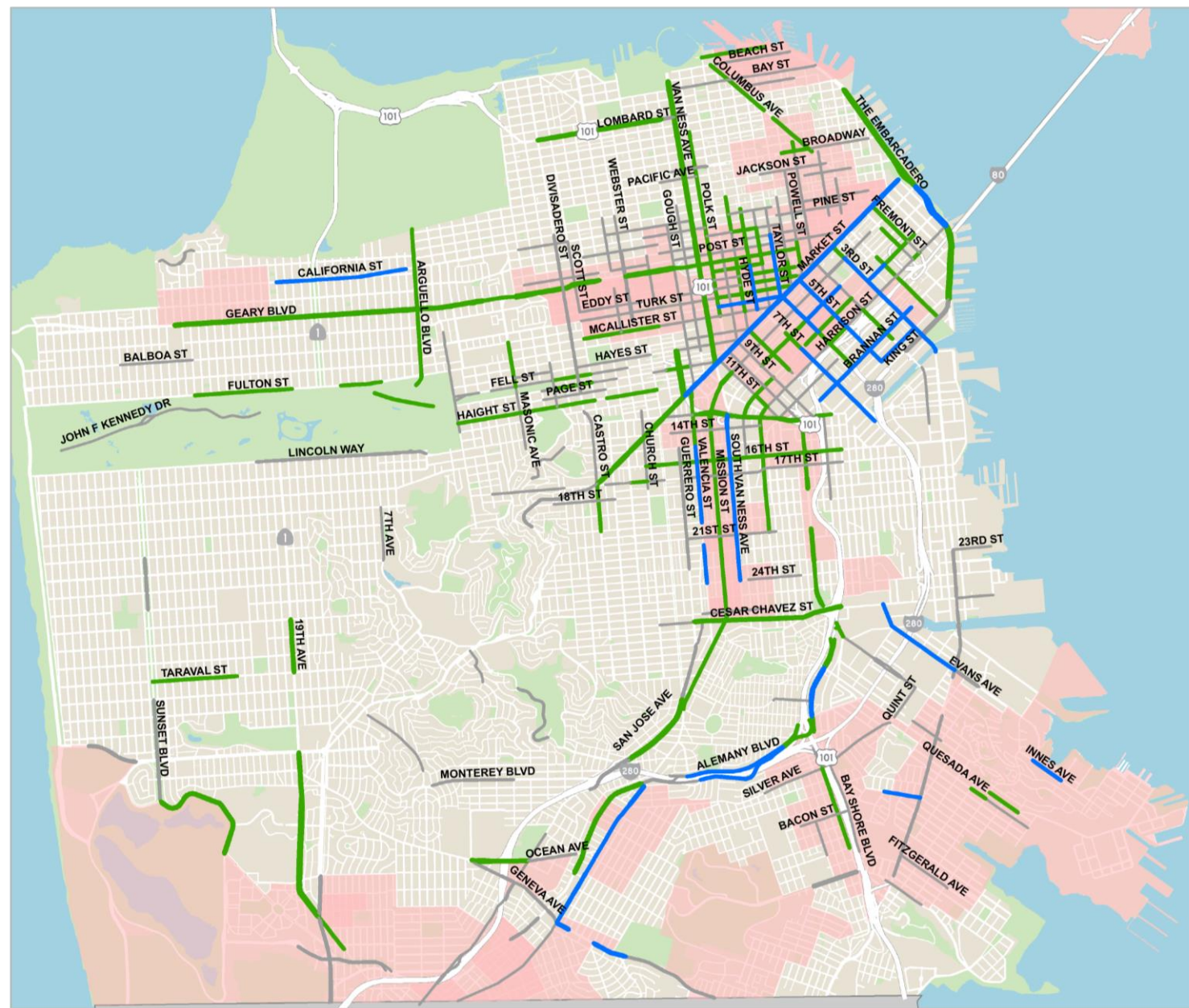
2<sup>nd</sup> Street After



~ \$20M Capital Project

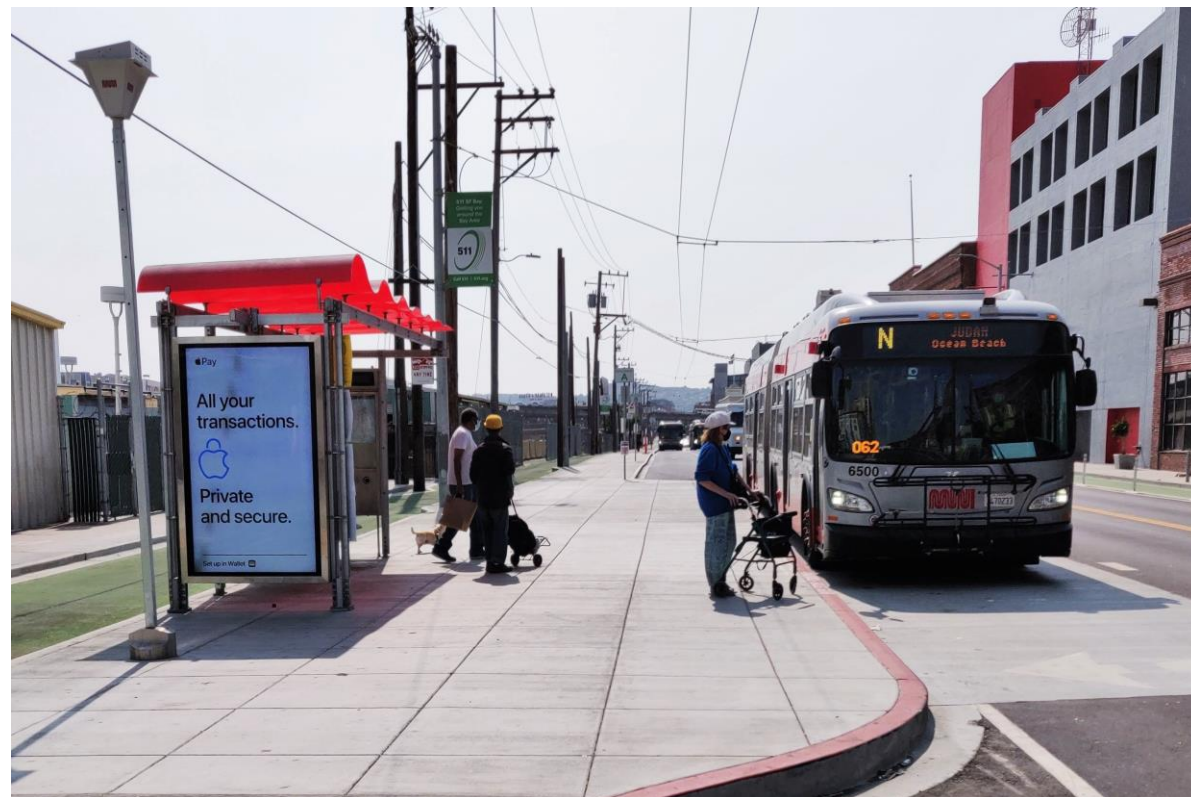
# EVOLVING APPROACH: QUICK BUILDS

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



## ADVANCING A QUICK BUILD PROGRAM

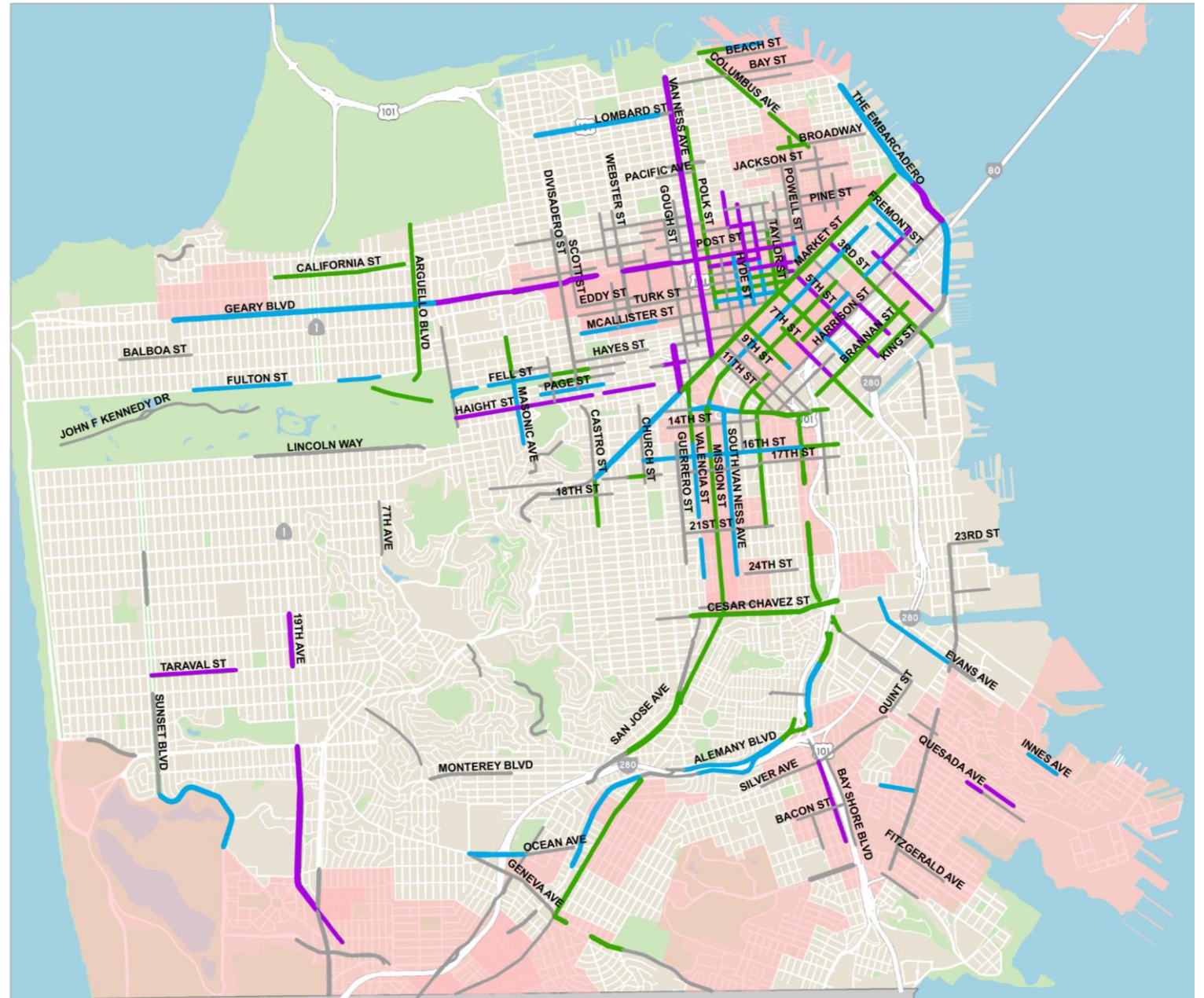
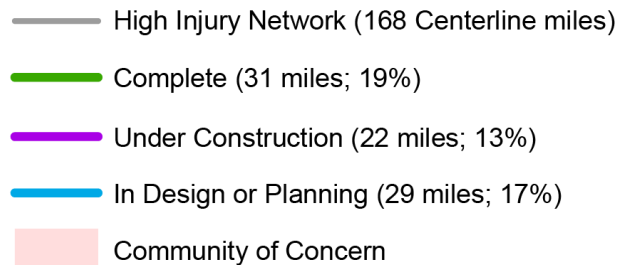
- **50+ Miles** of low-cost, quick & effective safety improvements
- **\$20-30 million** in investment over 5 years
- **1/10 of the cost** of major capital projects





# FOCUSED CORRIDOR WORK ON THE HIGH INJURY NETWORK

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

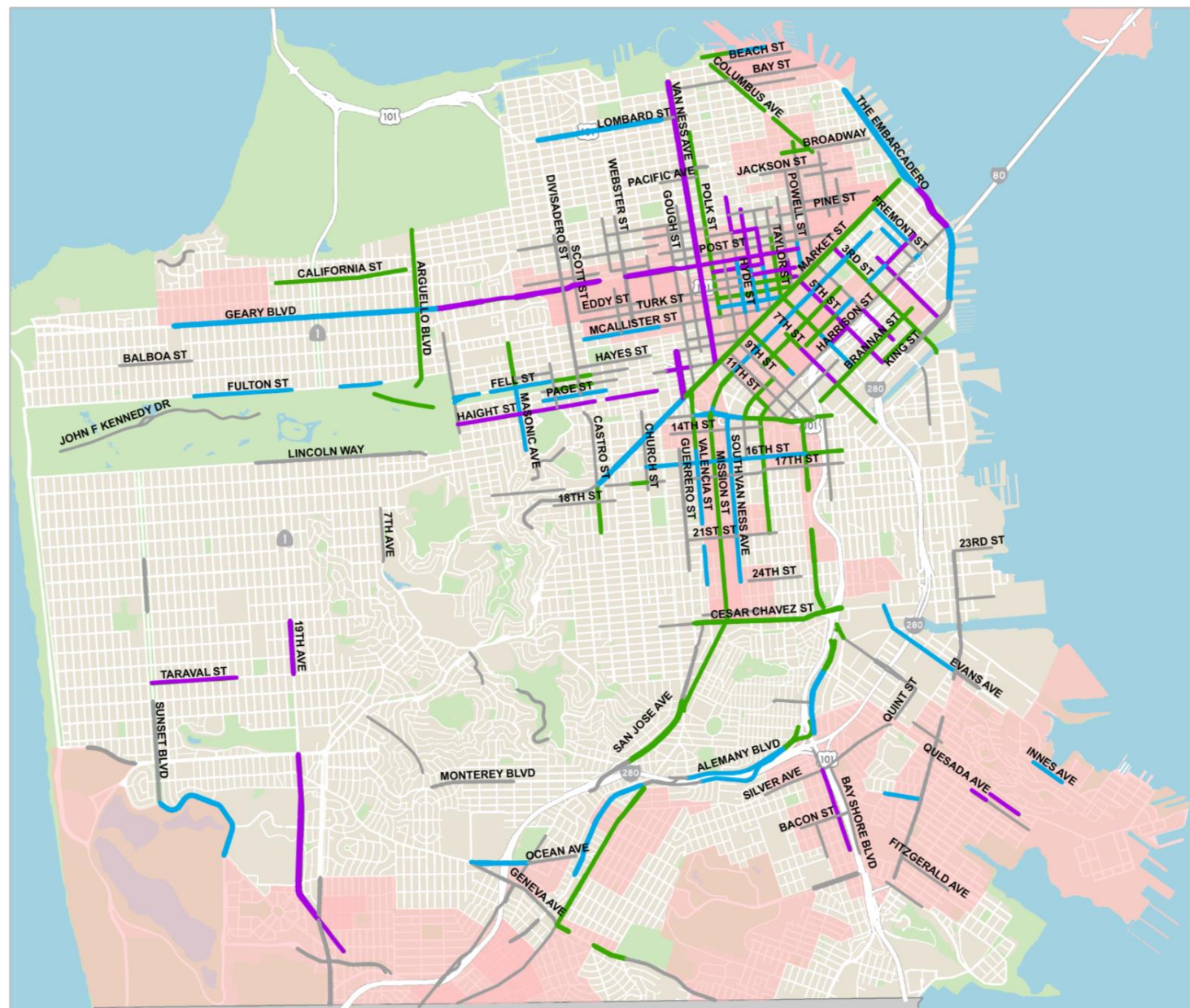
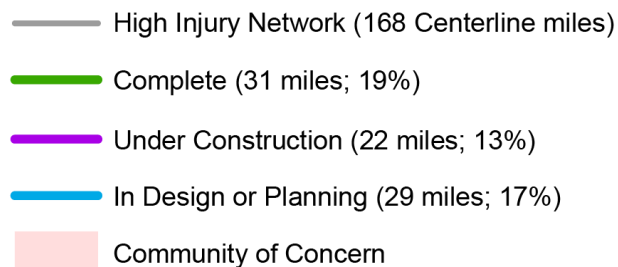


# COMPLETING REMAINING PROJECTS ON THE HIGH INJURY NETWORK

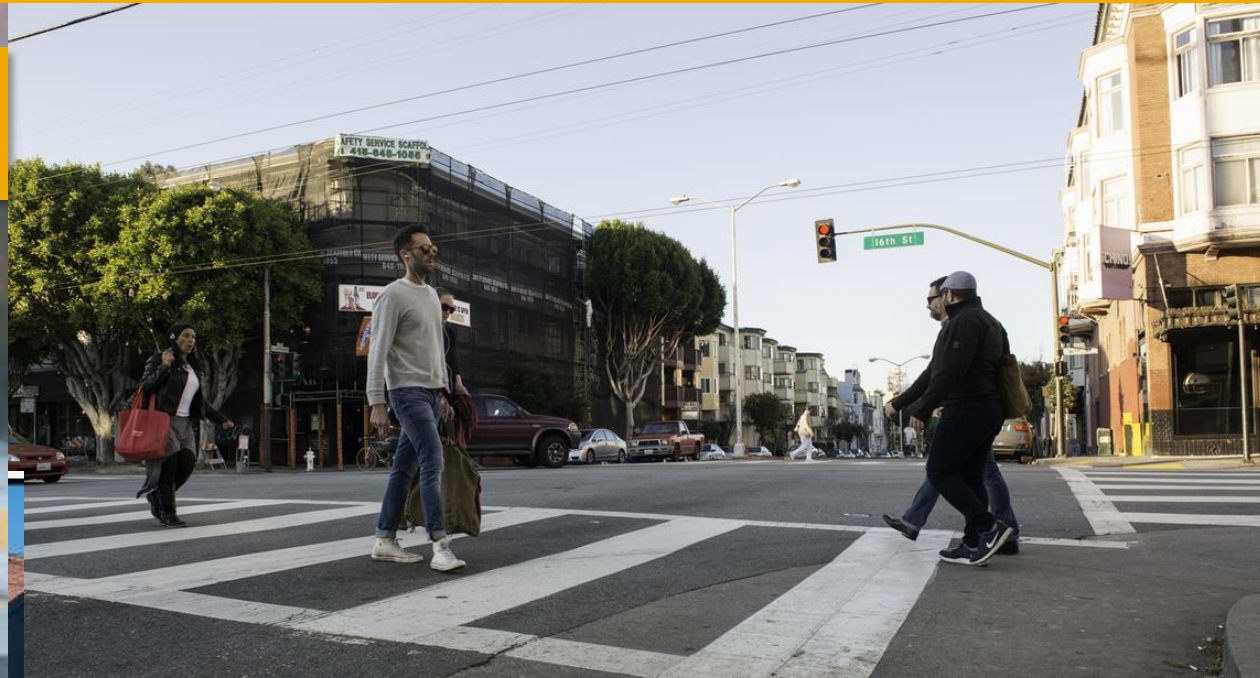
~\$85 million for quick builds

vs.

~ \$1.7 billion for complete streets projects



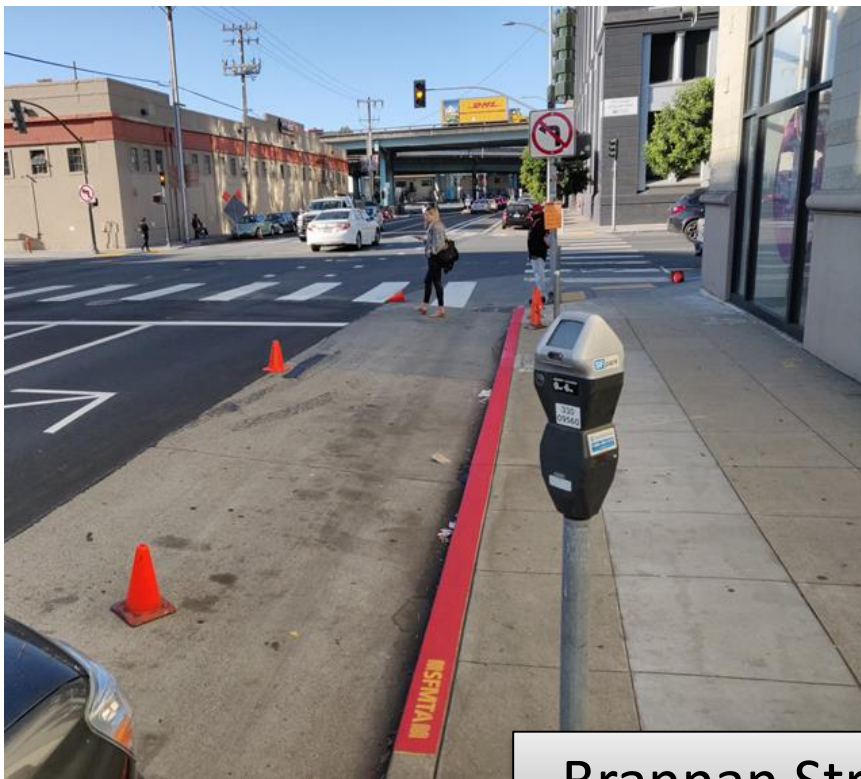
# Programmatic Work



# PROGRAM HIGHLIGHTS

## CITYWIDE DAYLIGHTING PROGRAM

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

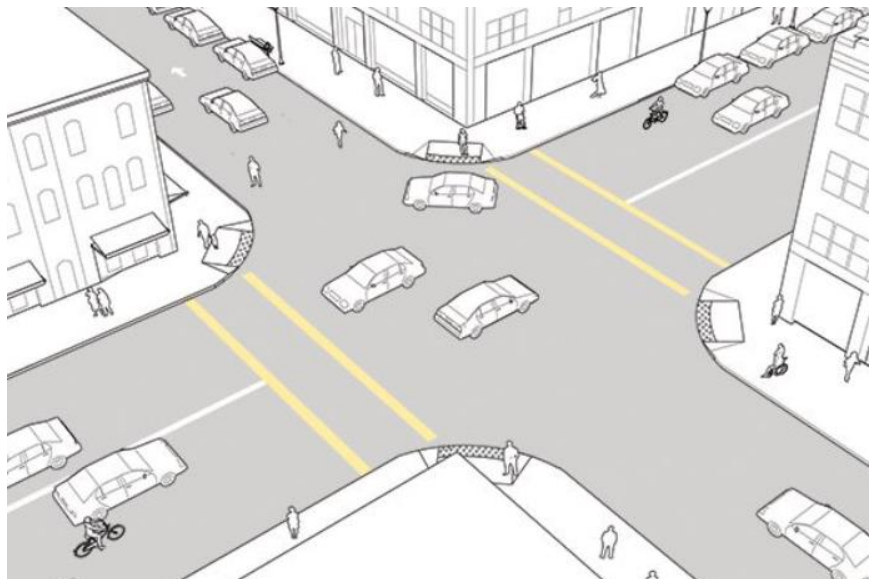


Brannan Street



# 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

VISIONZEROSF.ORG



70% completed on HIN

# SAFE STREETS: UPCOMING PROGRAMMATIC WORK



**20 MPH  
Speed  
Reduction**



**No Turn  
On  
Red**



**Senior  
Slow  
Zones**



**High Injury  
Network  
Daylighting**

# 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](http://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*



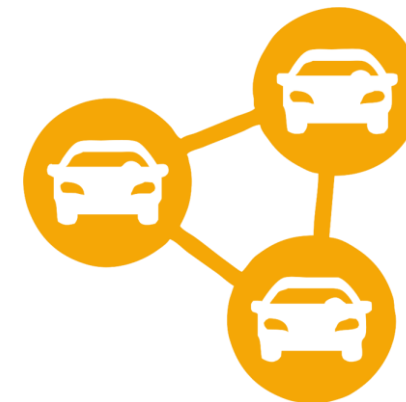
**Automated  
Enforcement**



**Pricing and  
Reducing  
Vehicle Miles  
Travelled**

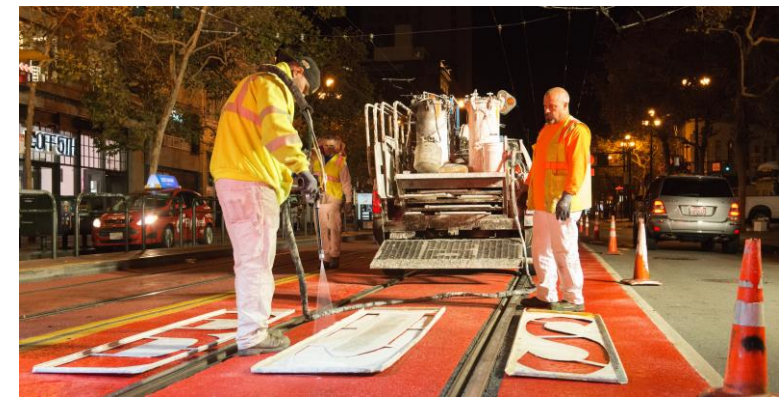
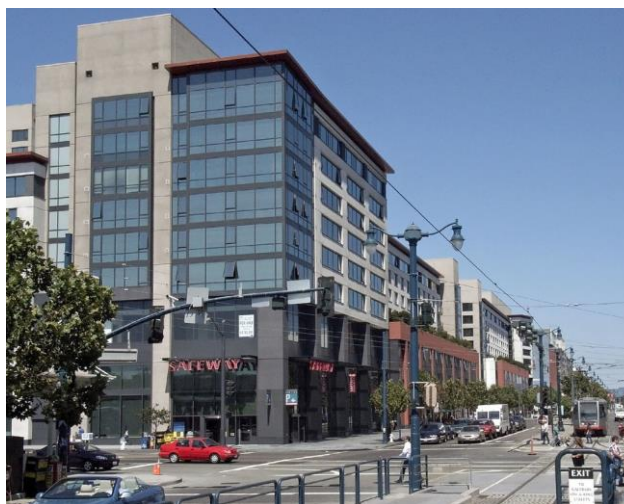


**Urban Speed  
Limit  
Setting**

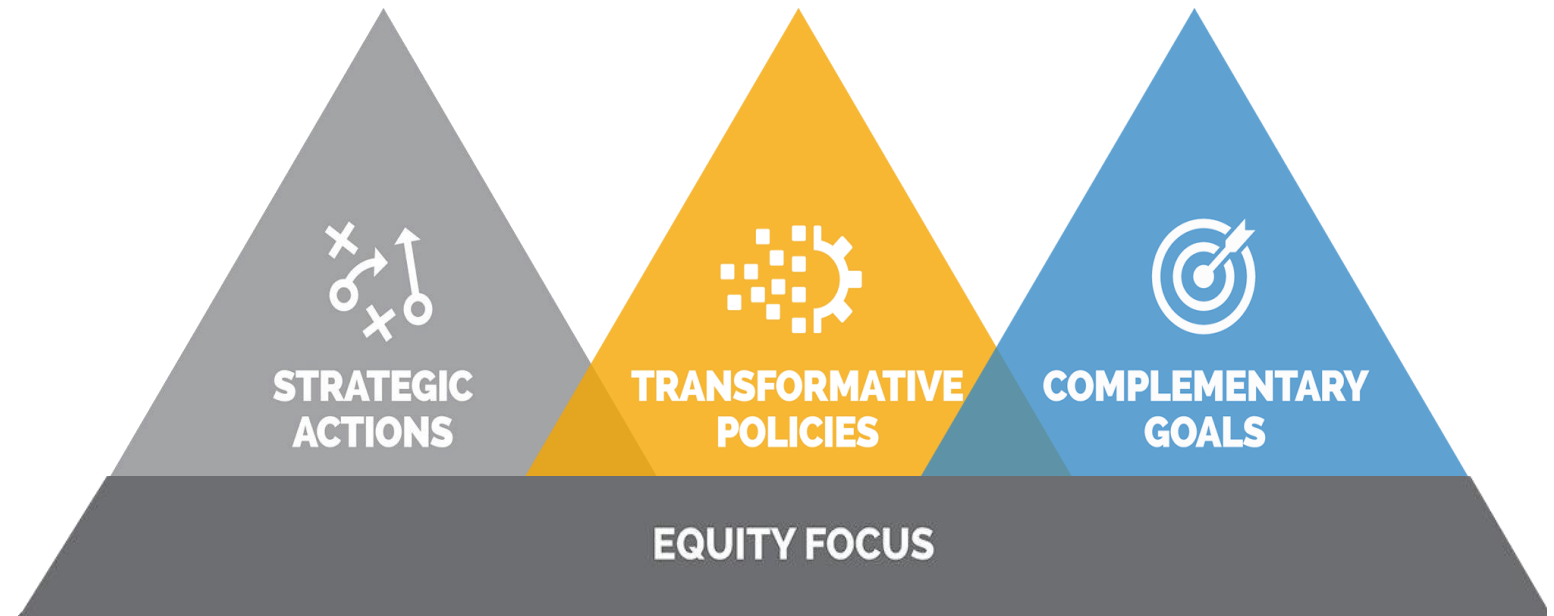
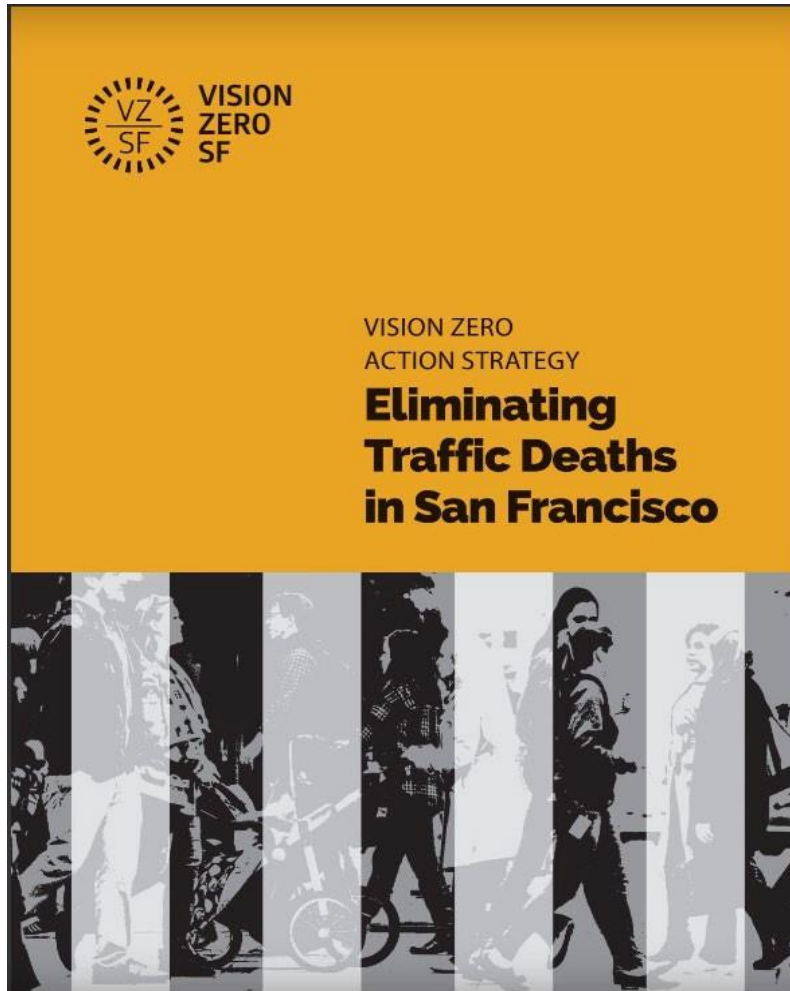


**Local Regulation  
Of Transportation  
Network  
Companies**

# 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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