



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

VISION ZERO UPDATE

10/20/20

Ryan Reeves, SFMTA Vision Zero Program Lead

INTERDEPARTMENTAL PROGRAM/ DATA-DRIVEN 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**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

VISION44:0NETWORK

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

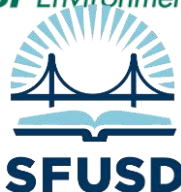
Enforcing traffic laws

Safe Vehicles

Using technology to ensure a safe system

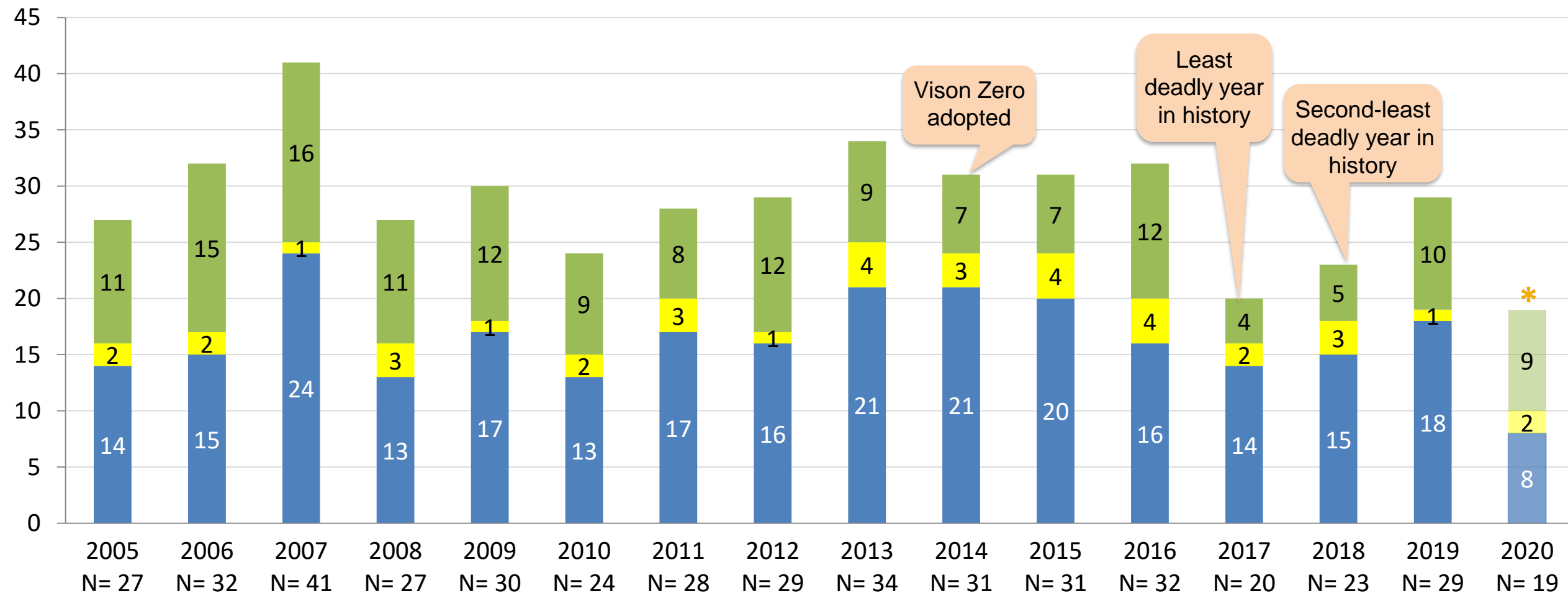


SAN FRANCISCO PLANNING DEPARTMENT



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

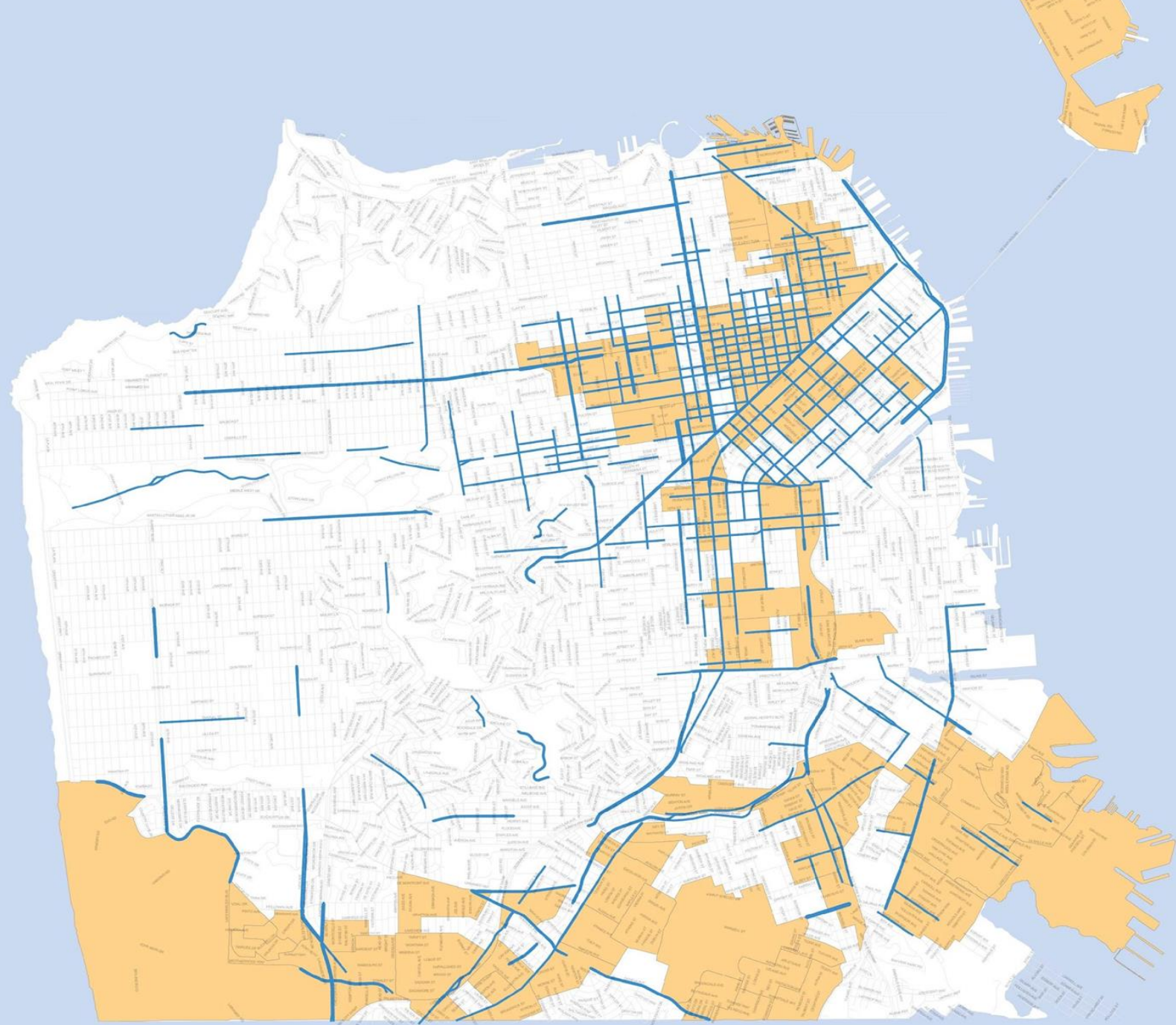
■ People Killed While Walking ■ People Killed While Biking ■ People Killed in Vehicles



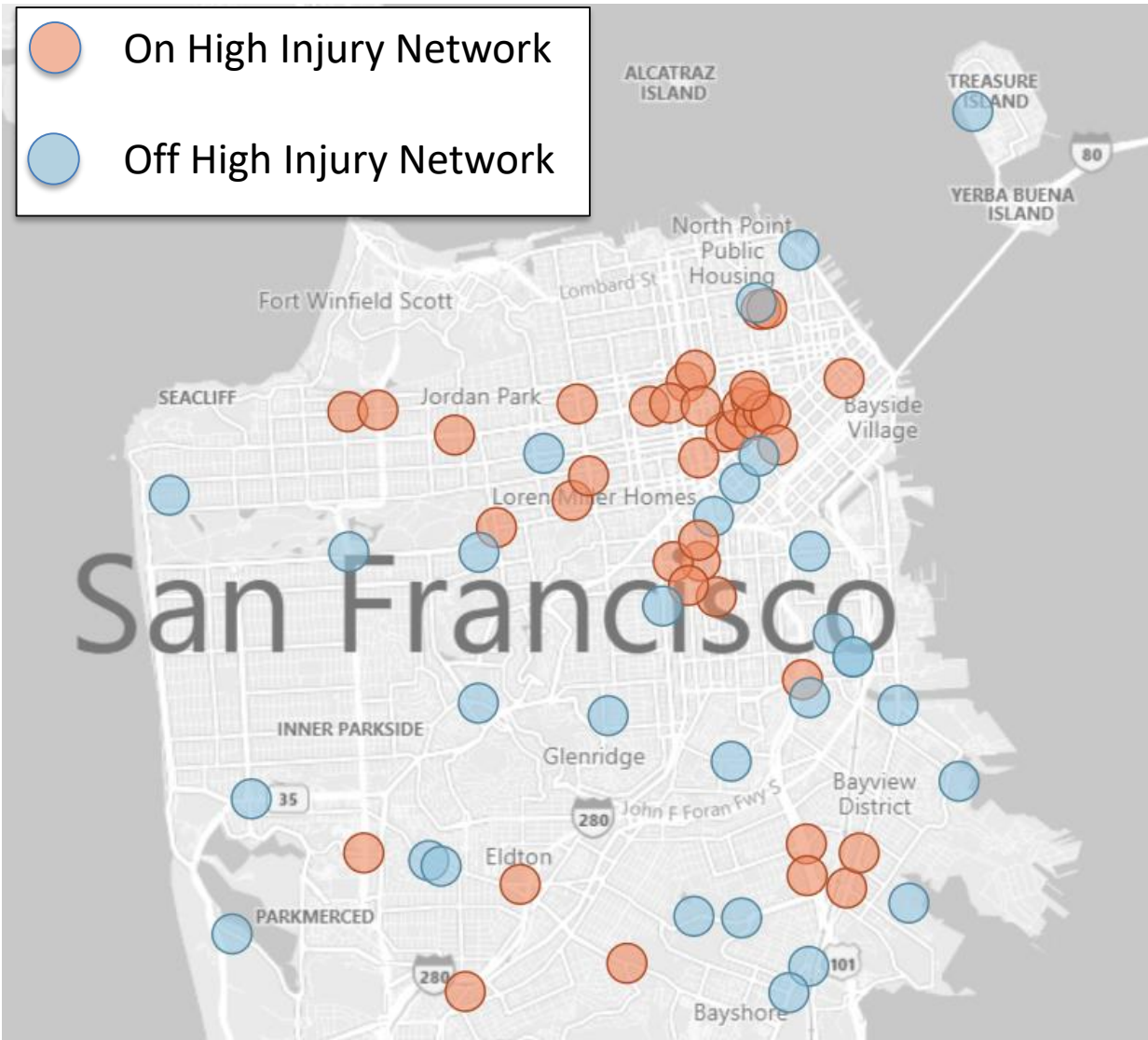
*2020 FATALITY COUNTS REFLECT VISION ZERO FATALITIES THROUGH SEPT 30, 2020 – NOT FULL YEAR

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

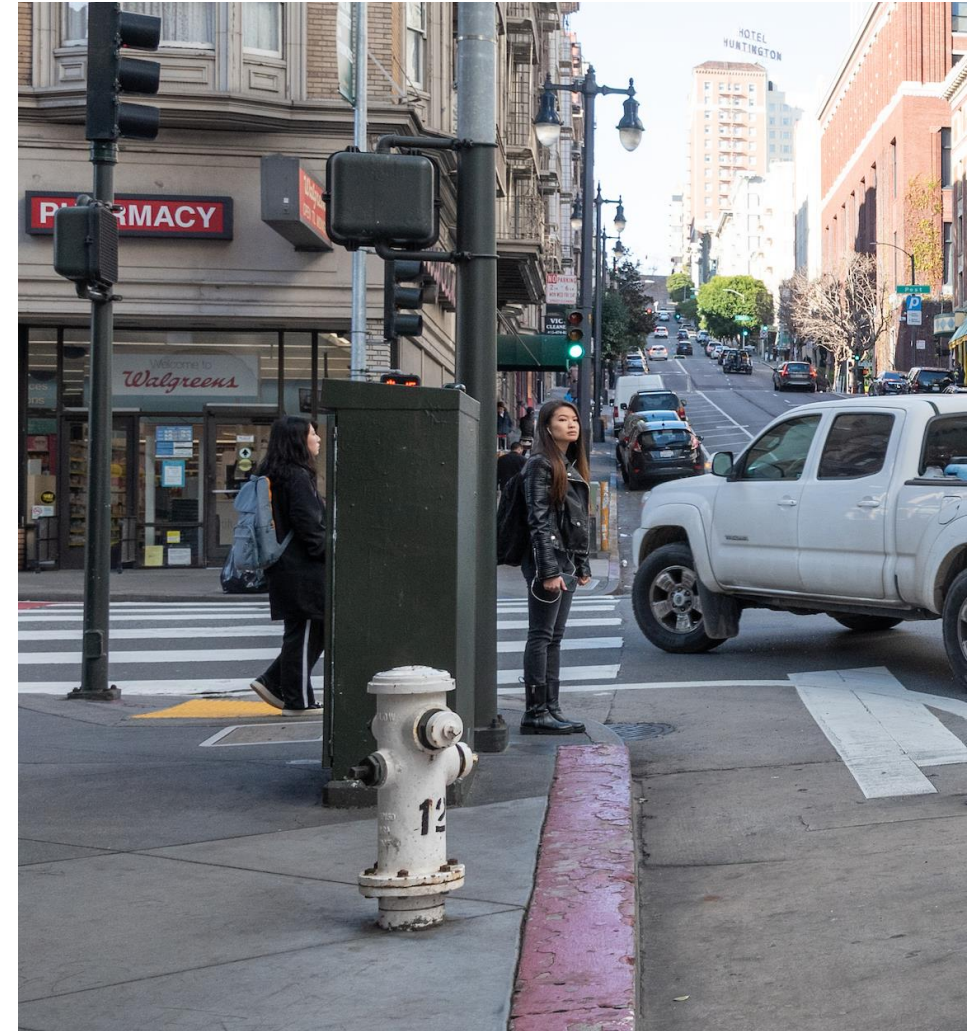


Street Design Goals: Improve Visibility

Painted Safety Zones



Daylighting



Street Design Goals: Reduce Conflicts

Boarding Islands



Protected Bikeways



Leading Pedestrian Intervals



Bicycle Traffic Signals



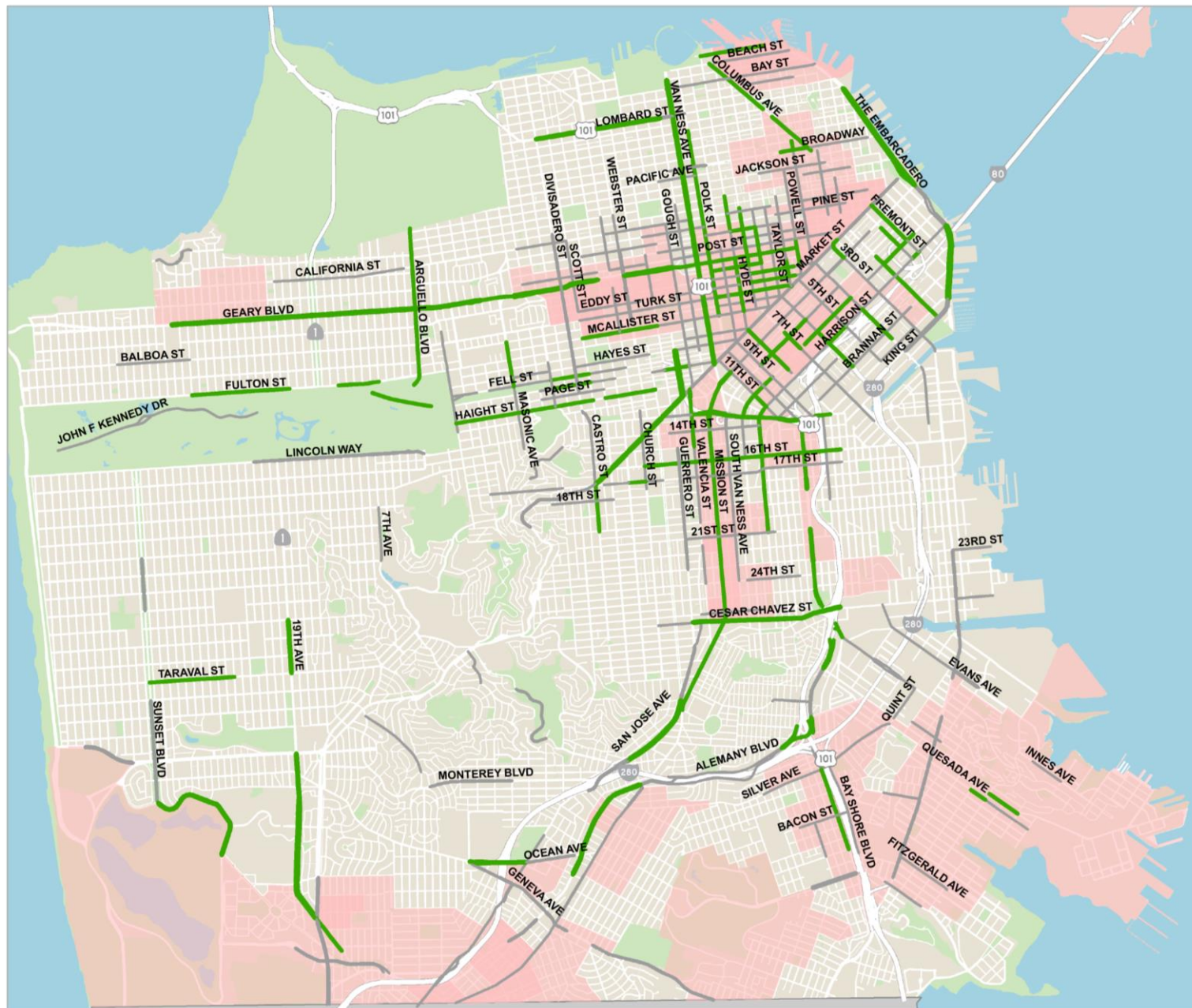
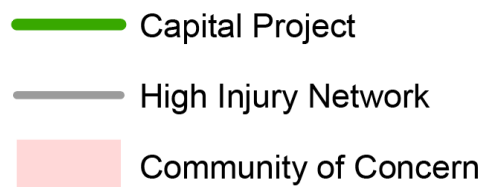
OUR APPROACH



EVOLVING APPROACH: CAPITAL PROJECTS

Major Capital Projects including:

- Van Ness
- Geary
- 2nd Street
- 6th Street



QUICK-BUILDS VS STREETScape PROJECTS

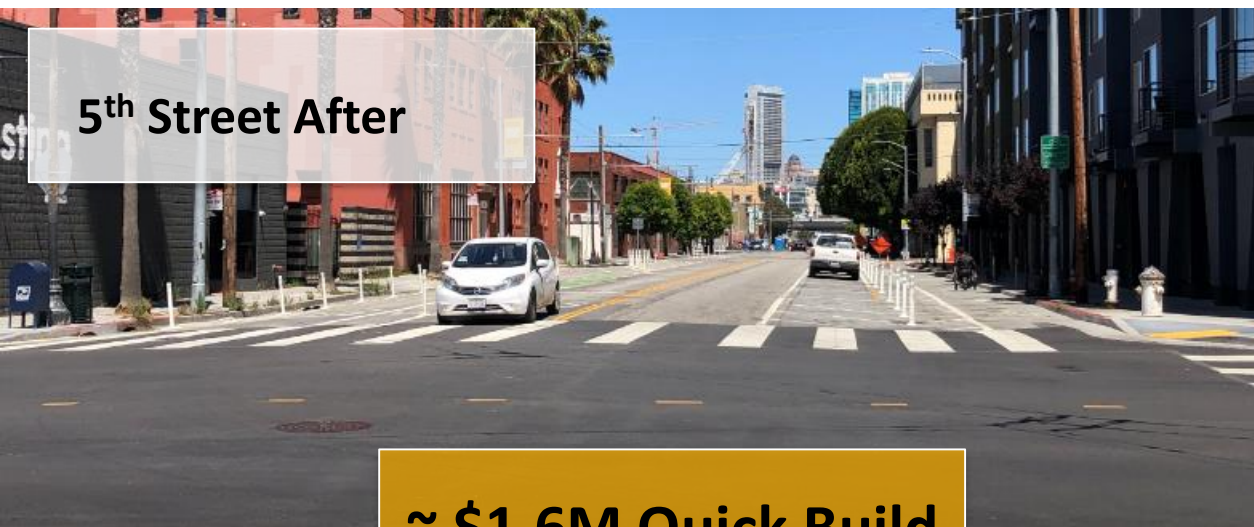
5th Street Before



2nd Street Before



5th Street After







~ \$1.6M Quick Build

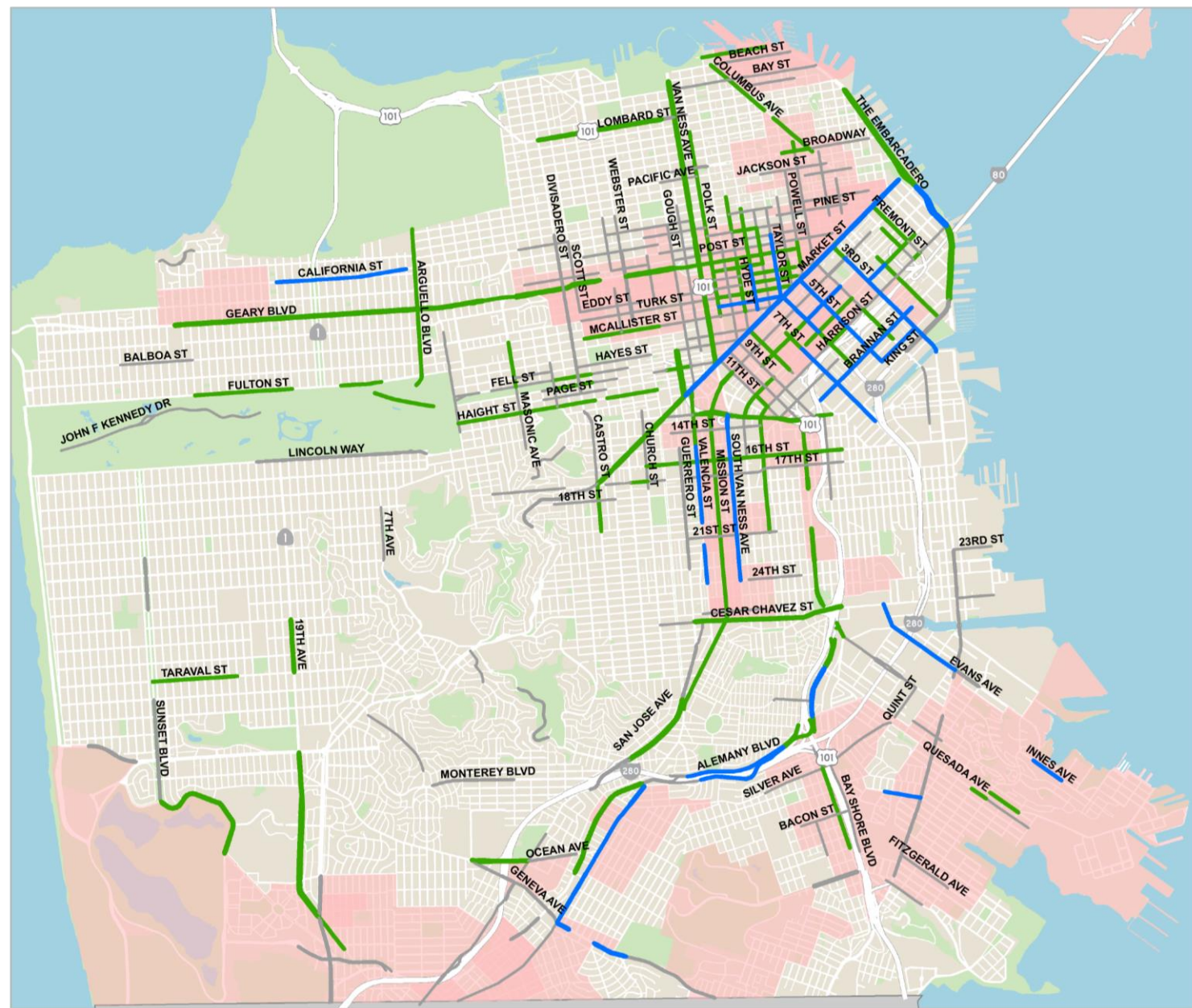
2nd Street After



~ \$20M Capital Project

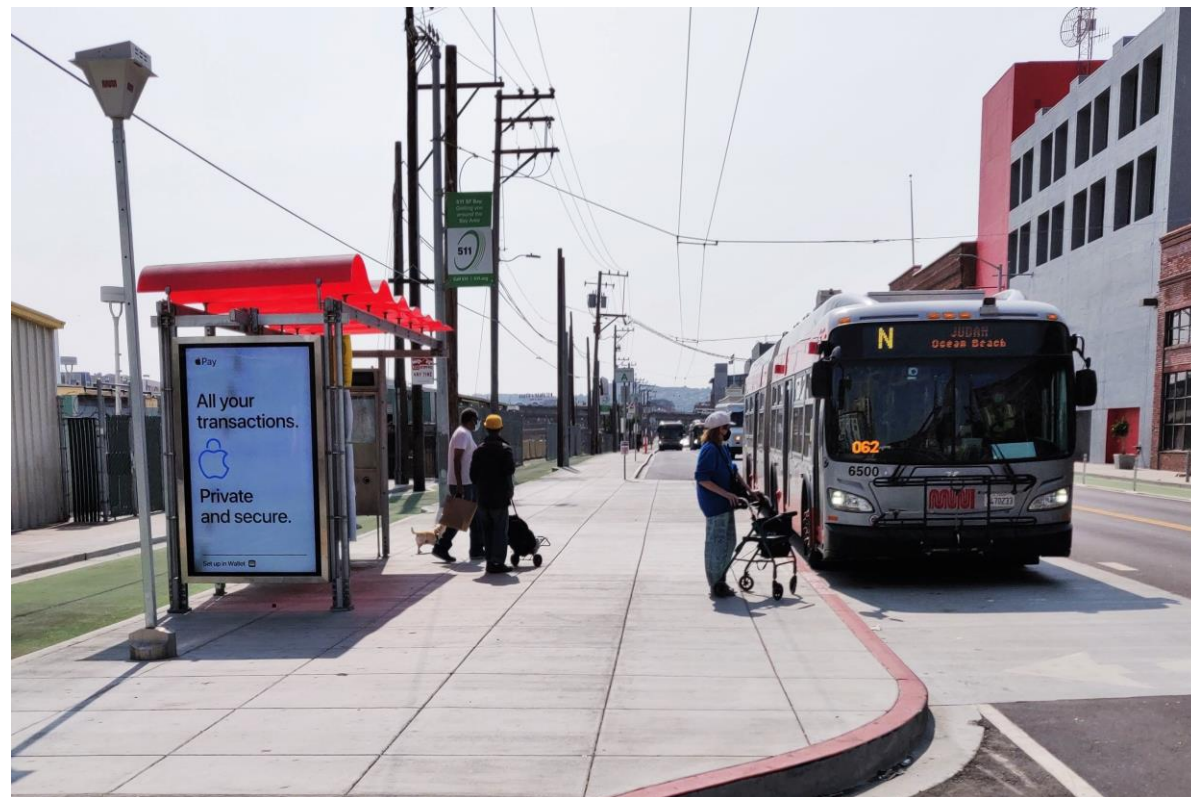
EVOLVING APPROACH: QUICK BUILDS

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



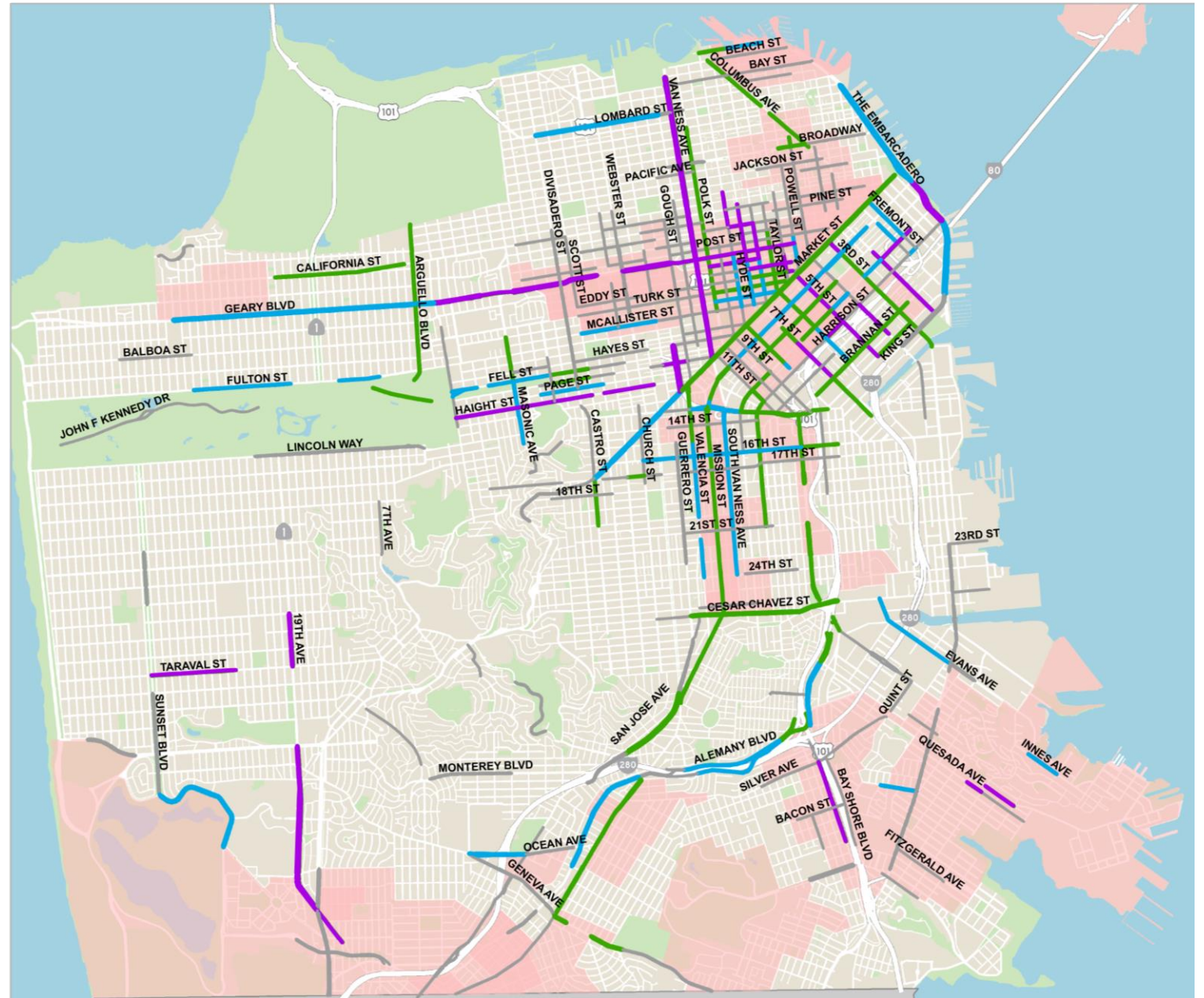
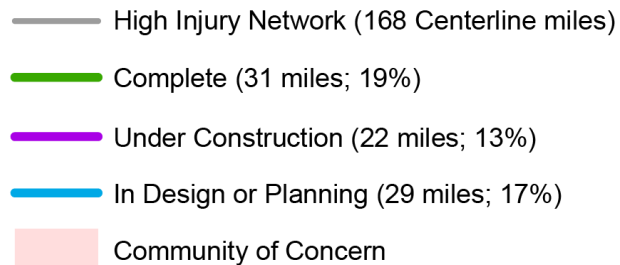
ADVANCING A QUICK BUILD PROGRAM

- **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

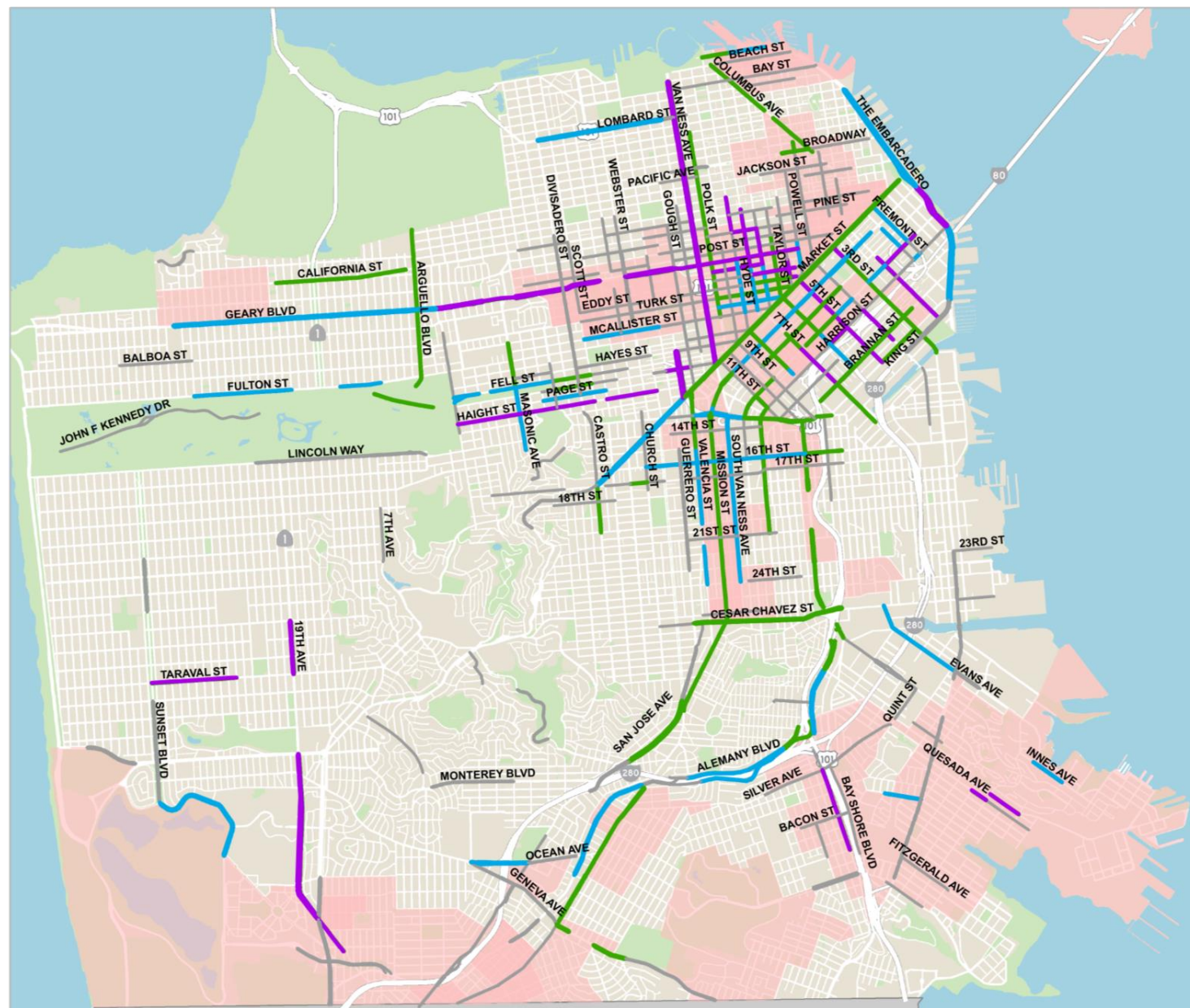
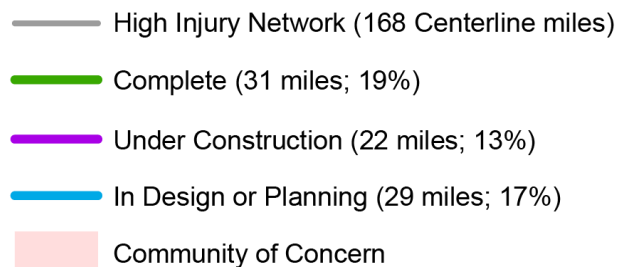


COMPLETING REMAINING PROJECTS ON THE HIGH INJURY NETWORK

~\$85 million for quick builds

vs.

~ \$1.7 billion for complete streets projects



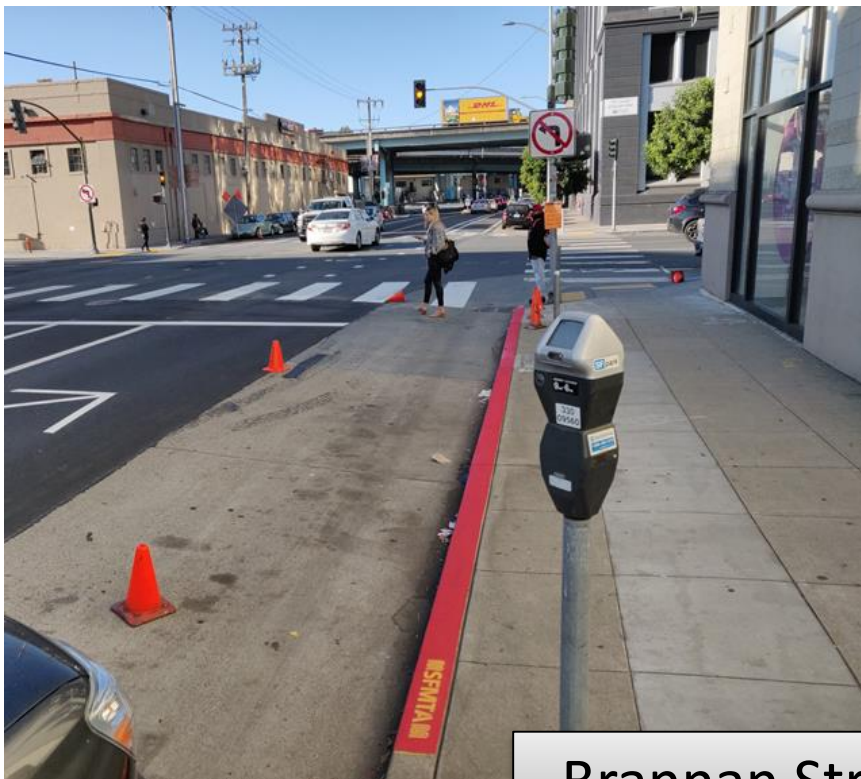
Programmatic Work



PROGRAM HIGHLIGHTS

CITYWIDE DAYLIGHTING PROGRAM

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



Brannan Street

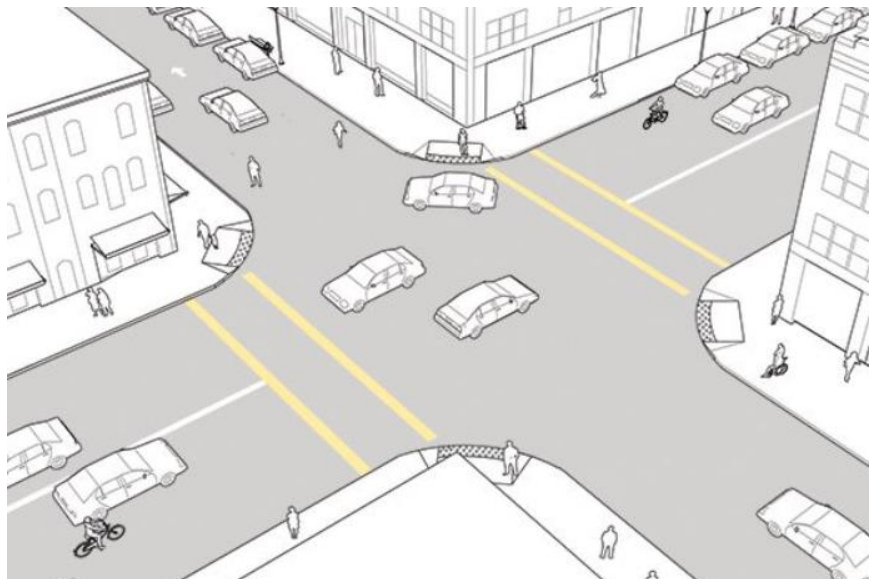


Planned Intersection
Daylighting



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

VISIONZEROSF



41% of pedestrian collisions occur in a crosswalk.

PEDESTRIANS HAVE RIGHT OF WAY.

VISIONZEROSF.ORG



VISIONZEROSF

SAFE PEOPLE: UPCOMING WORK



Left turns education
campaign



Motorcycle Safety
Campaign

WE KNOW WE NEED MORE



GETTING TO ZERO WILL REQUIRE MORE *TRANSFORMATIVE POLICIES*



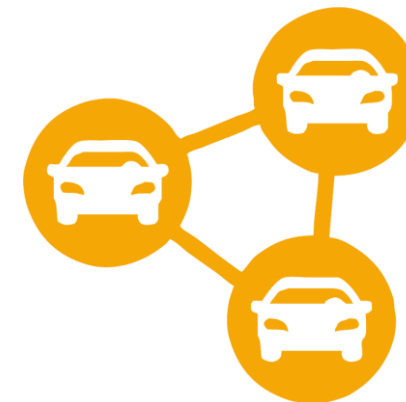
**Automated
Enforcement**



**Pricing and
Reducing
Vehicle Miles
Travelled**



**Urban Speed
Limit
Setting**

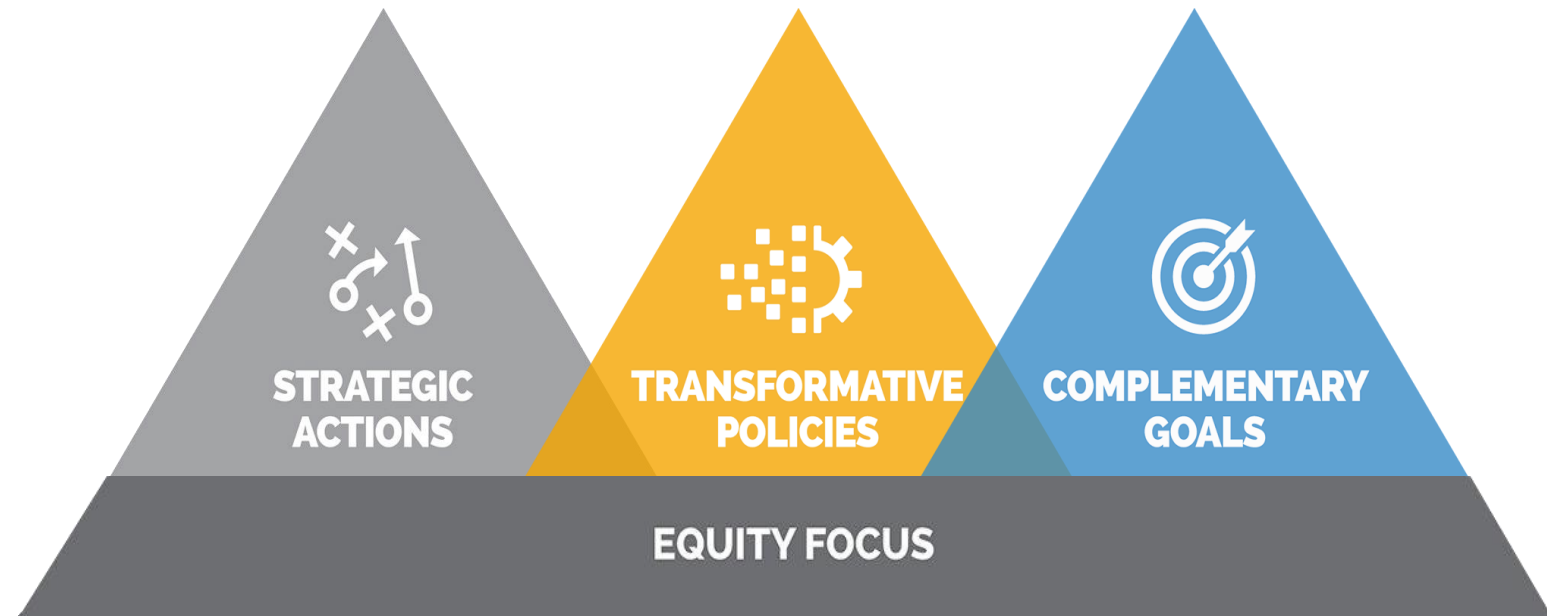
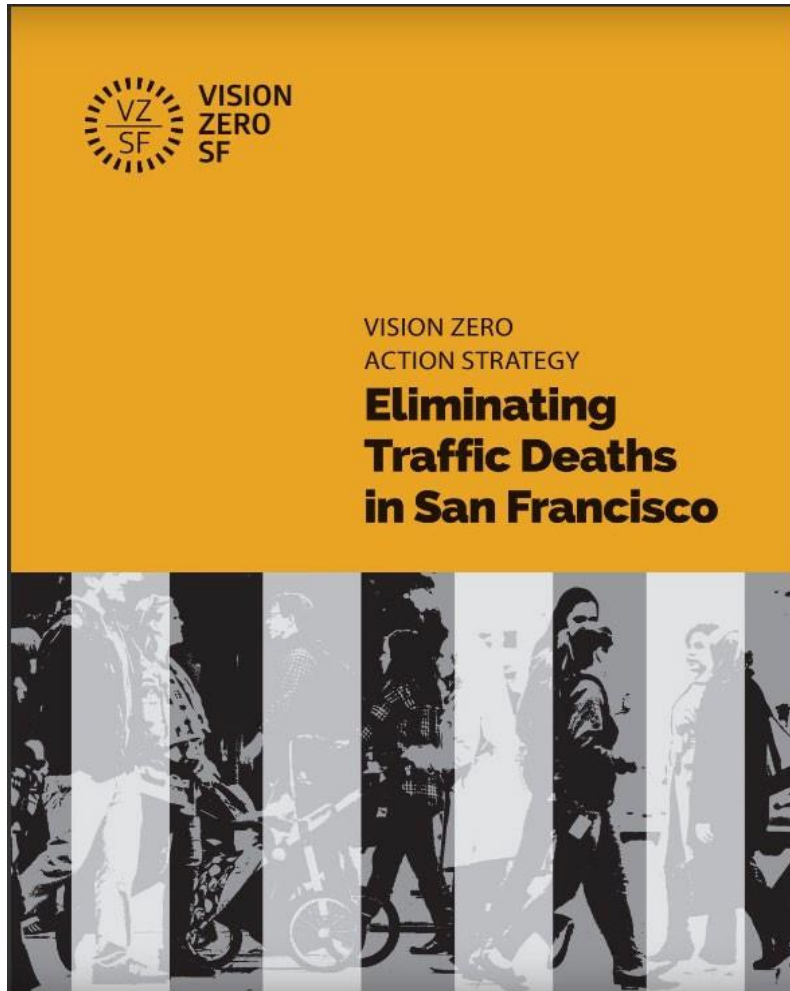


**Local Regulation
Of Transportation
Network
Companies**

GETTING TO ZERO WILL REQUIRE MORE COMPLEMENTARY GOALS



REVISITING THE ACTION STRATEGY



Early 2021 will revisit Action Strategy – updating our commitments & actions



Thank you!

VISIONZEROSF.ORG