

Vision Zero San Francisco

City Team Update

0 Traffic Deaths by 2024



SFDPH
HEALTH
improving environments
protecting health



SFMTA
Municipal
Transportation
Agency



SAN FRANCISCO
PLANNING
DEPARTMENT

Vision Zero City Team Overview

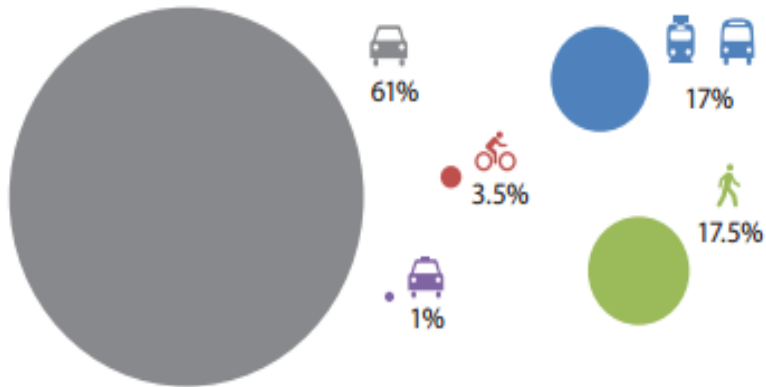
- **Vision Zero Overview**
- **City Team Structure & Process**
- **City Team Updates:**
 - **Engineering**
 - **Enforcement SFPD & District Attorney**
 - **Education**
 - **Funding**
- **Q&A/ Discussion**



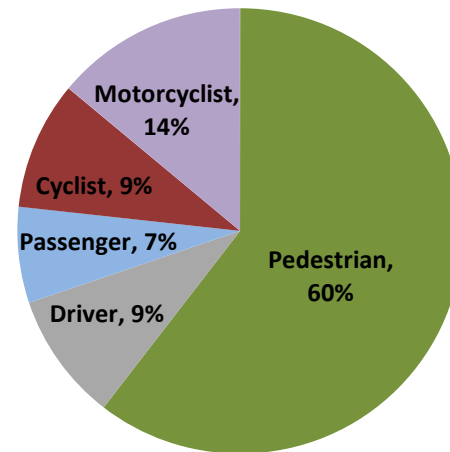
Vision Zero in San Francisco: *0 Traffic Deaths by 2024*

- Saving Human Life is the Highest Priority
- Addressing Existing Inequities in Traffic Deaths and Injuries
 - *6% of streets account for 60% of severe/fatal pedestrian injuries*
- Safety Inequities by Transportation Mode

2010 Primary Transportation Mode
(All trips begin and end with walking)¹



2013
Fatalities, % by
Transportation
Mode (Medical
Examiner)

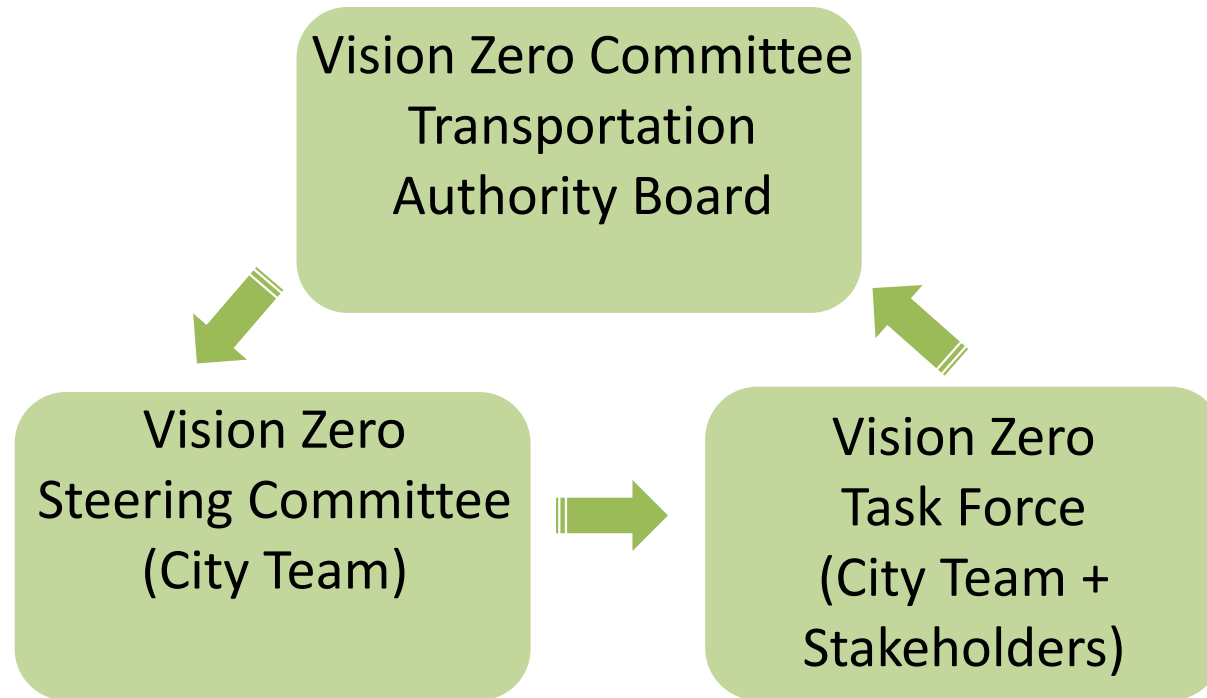


Vision Zero in San Francisco: *0 Traffic Deaths by 2024*

- Vision Zero Task Force - *All Modes*
- Pedestrian Safety Initiatives = Strong Foundation
 - Collaborative
 - Evidence-based
 - Data-Driven
 - Targeting Resources
- Co-benefits for people bicycling and driving
- **Enforcement** - “Focusing on the 5” causes of death and injury for all modes
- **Engineering for Slower Speeds** – high speed predicts death for all modes
- **Education Campaigns** – support larger cultural shift, focus on road safety



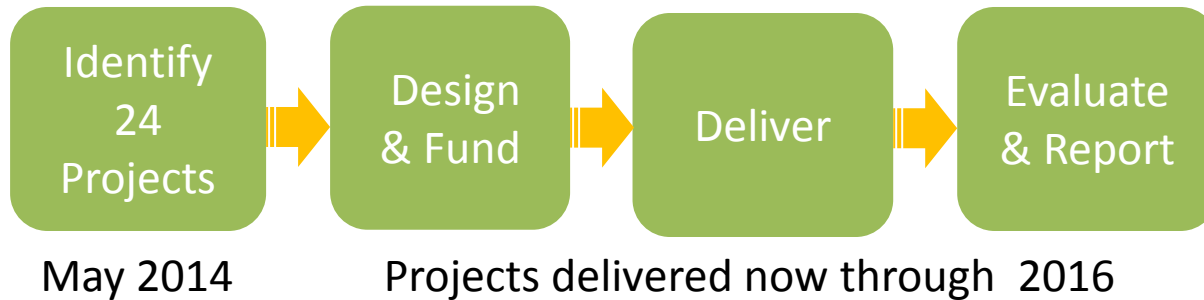
Vision Zero SF



- Meet bi-monthly (initially) with progress updates to Vision Zero Committee
- 1st Vision Zero Steering committee March meet regularly
- Stakeholder engagement between now and June
- 1st Vision Zero Task Force Meeting June 10 then meet quarterly



Vision Zero SF



- Vision Zero human life saving projects must have highest priority
- City Team to identify/resolve internal bottlenecks to expedite delivery
- Policy makers reinforce priority and sense of urgency:
 - Street right of way changes focusing on human life safety
 - Commitment to legislate speed reduction/vulnerable user protection policies





WALK FIRST



San Francisco Pedestrian Safety Capital Improvement Program: A Step Towards Vision Zero

March 5, 2014



E9-8

Engineering



We're a Walkable City.
All trips in San Francisco begin and end with walking.

17% 

And walking is the primary mode for 17% of all trips.

Each year in San Francisco,

100 
Severely Injured or Killed

At least

800 
Injured



5x

Seniors have a higher fatal injury rate than younger adults



Seniors are particularly vulnerable.

6% = 60% 
Streets Severe and fatal Injuries

Pedestrian injuries/death are concentrated in specific areas.



64%

motorists at fault



Motorists often are not yielding to pedestrians, Failure to yield accounts for 41% of the 64% total.



Left turns disproportionately contribute to injuries.

28%



Left turns were the movement preceding collision in 28% of injuries

High vehicle speeds kill.

50% vs. 10%
fatalities at 40 mph fatalities at 25 mph



\$15M

annual medical costs related to ped injuries

Medical costs alone are very high.

\$564M



Total annual health-related economic costs are much higher.

Vision Zero SF

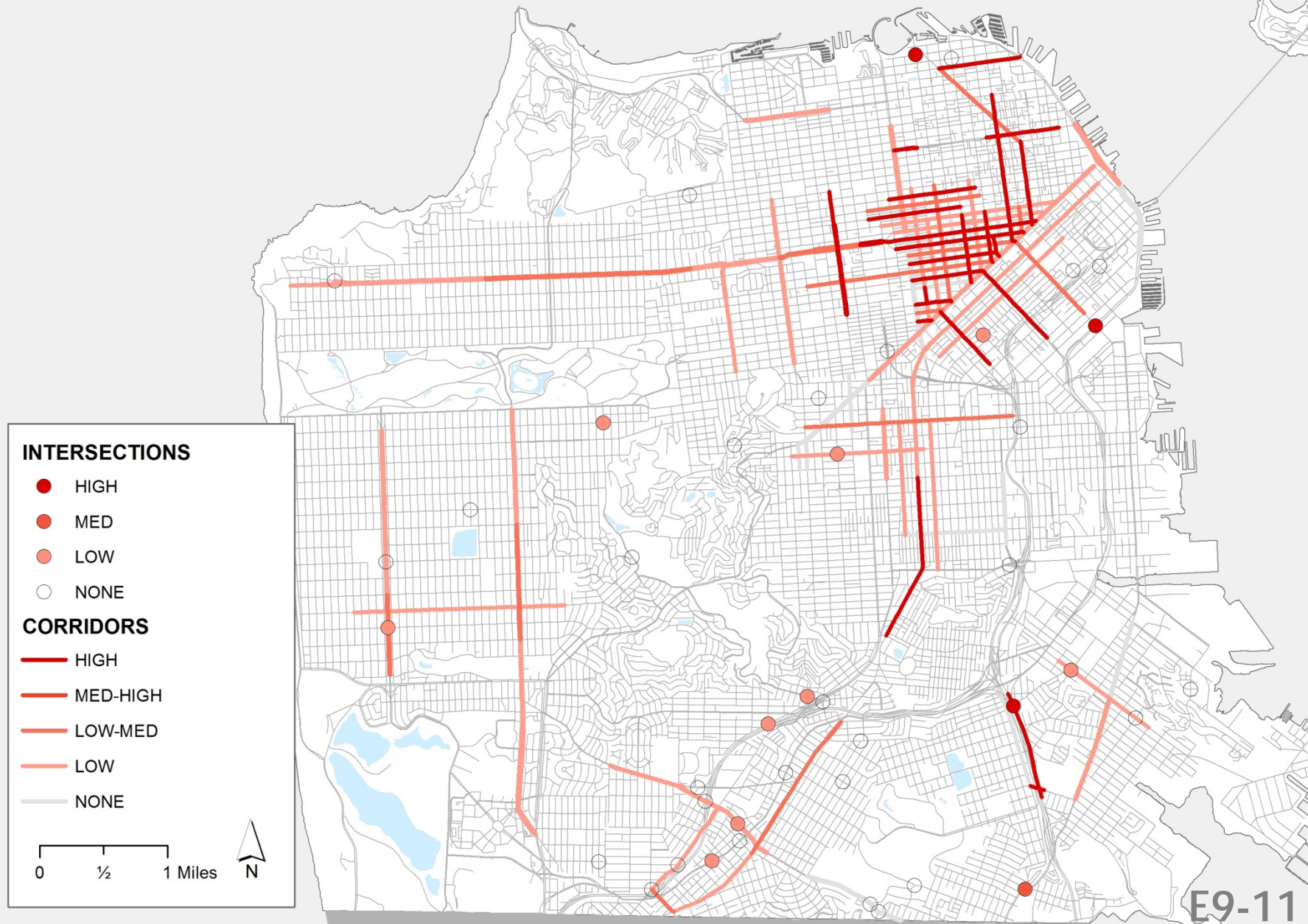


Collision Profiles and Factor Combinations

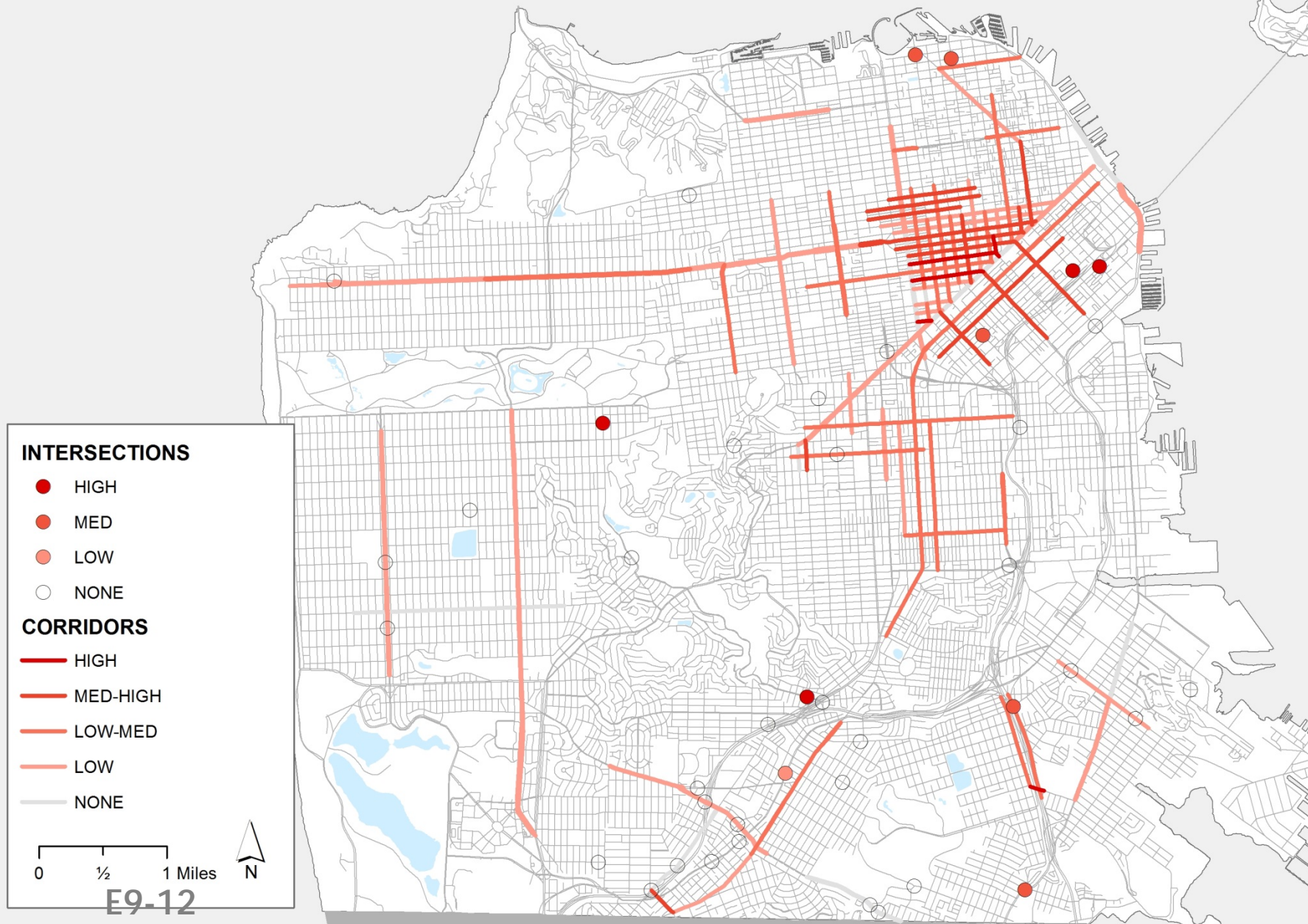
Collision Profile		Factor 1	logic	Factor 2	logic	Factor 3	logic	Factor 4	logic	Factor 5	logic	Factor 6
1	CHILDREN	child victim	AND	near school	OR	census tract with high child concentration	OR	near park				
2	SENIORS	senior victim	AND	near senior center	OR	census tract with high senior						
4A	LEFT TURNS AT SIGNALIZED INTERSECTIONS				collision involving left turn			AND	signalized intersection			
5	RIGHT TURNS AT SIGNALIZED INTERSECTION	collision involving right turn	AND	signalized intersection								
7	PEDESTRIAN FACILITIES AT SIGNALIZED INTERSECTION	pedestrian failure to obey traffic signal	AND	signalized intersection	AND	lack of pedestrian countdown signal						
8A	COMPLEX INTERSECTIONS	5-leg+	OR	freeway ramps	OR	2 Two-way arterials intersecting						
9A	UNCONTROLLED MARKED CROSSWALK ON ARTERIAL	driver failure to yield	AND	marked crosswalk	AND	High Speed	AND	No Traffic Control	OR	Partial Traffic Control		
10a	MID-BLOCK WITH CROSSWALK	DRIVER FAILURE TO YIELD ROW	OR	PED FAILURE TO CROSS IN XWALK	AND	MID-BLOCK COLLISIONS	AND	MID BLOCK XWALK =1	AND	HIGH VEH VOLUME		
11a	HIGH SPEED ON BUSY ARTERIAL WITH LOW VEHICLE VOLUME	HIGH SPD	AND	ARTERIAL (2,3)	AND	LOW VEH VOLUME						
11b	HIGH SPEED ON BUSY ARTERIAL WITH HIGH VEHICLE VOLUME	HIGH SPD	AND	ARTERIAL (2,3)	AND	HIGH VOLUME						
12	HIGH SPEED ON NON-ARTERIAL STREET	HIGH SPD	AND	DRIVER FAILURE TO YIELD ROW	AND	NON ARTERIAL (4,5)	AND	HIGH VOLUME				
13	PEDESTRIAN BEHAVIOR	PEDESTRIAN VIOLATION (this covers both failure to follow signals and failure to cross in xwalk)										
17C	HIGH RISK FACTORS	HIGH VIOLENT CRIME	AND	HIGH VOLUME	AND	HIGH SPD						
18	ALCOHOL USE	DRIVER ALCOHOL	OR	PED ALCOHOL								
19	UNSAFE SPEED	UNSAFE SPEED	OR	SPEED DATA > 30								
20	DRIVER BEHAVIOR	DRIVER FAILURE TO YIELD ROW										



SENIOR Collision Profile Matches



LEFT TURNS AT SIGNALIZED INTERSECTION Collision Profile Matches



Outreach Highlights

What We Heard from San Franciscans

San Franciscans told us to prioritize:



Leading
Pedestrian
Intervals



Pedestrian
Countdown
Signals



Automated
Speed
Enforcement

The vast majority of all WalkFirst participants want SFMTA to act quickly and implement temporary measures that are cost effective.

80%

of respondents wanted SFMTA to first fix the intersections and corridors where the most collisions occurred

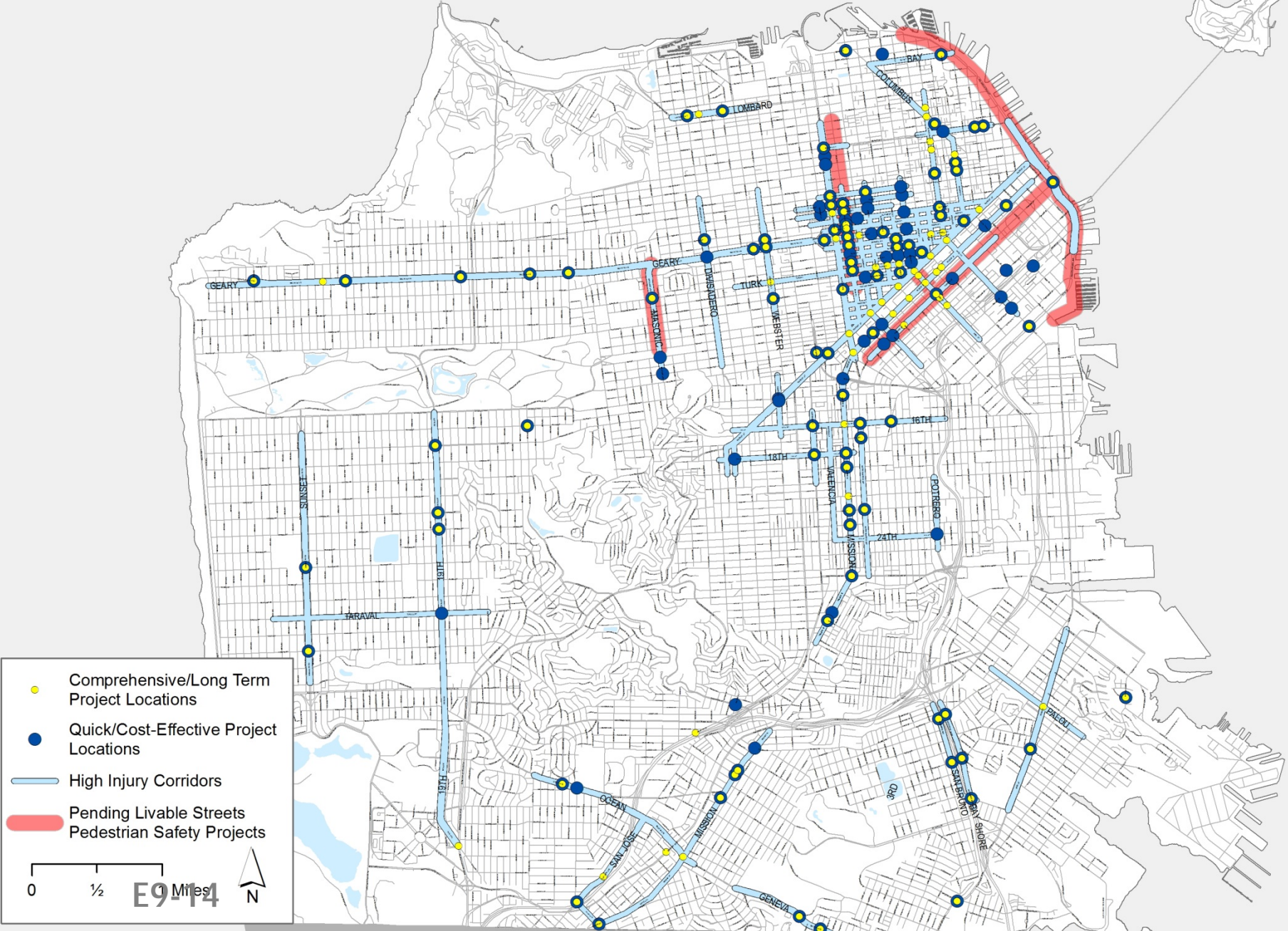
85%

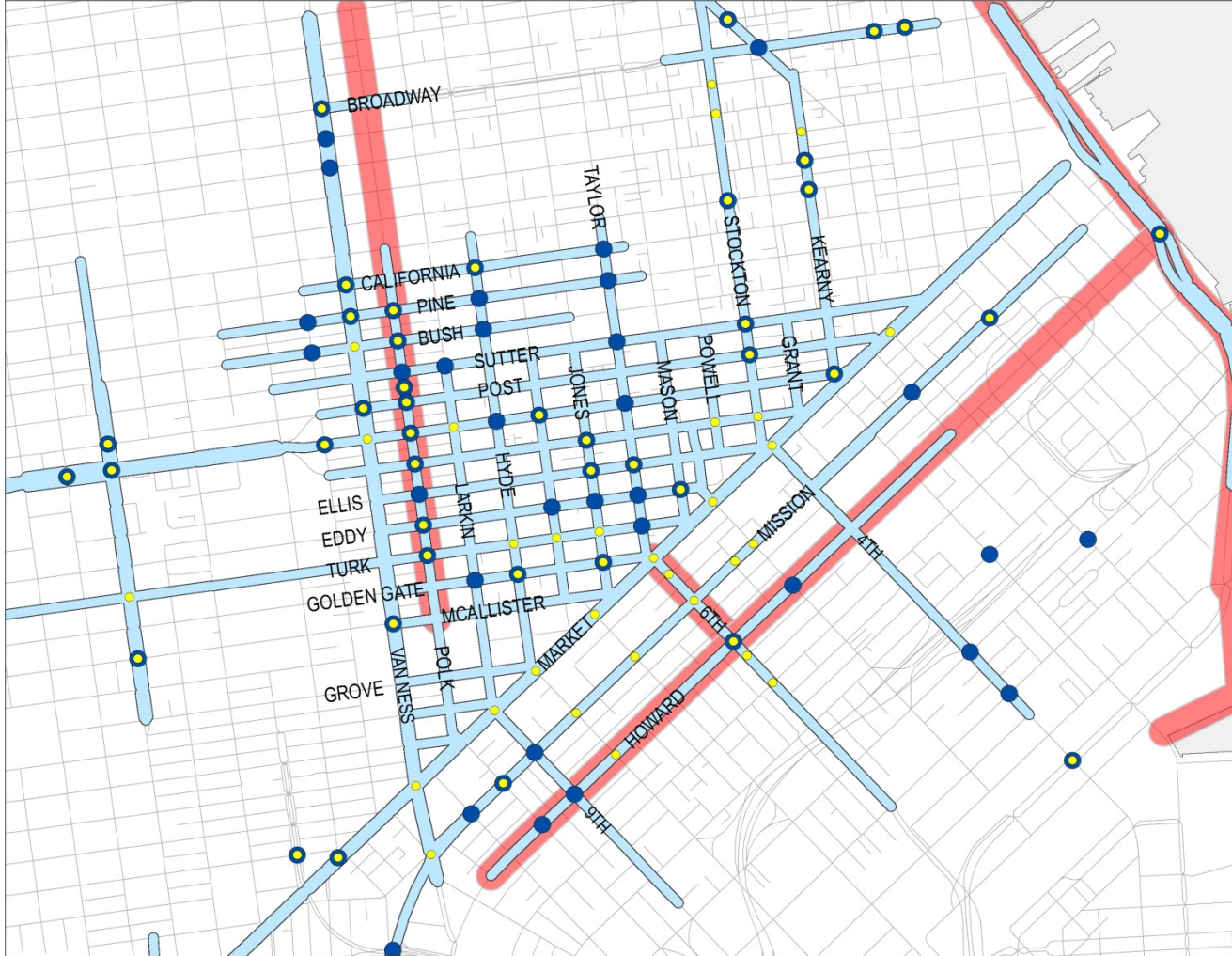
of respondents think pedestrian safety is getting worse in the City

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E9-13

WalkFirst Capital Improvement Program





EFFECTIVENESS: 68%
of severe/fatal injuries on High Injury Network targeted by WalkFirst Pedestrian Safety CIP



COST: \$50M
for implementation of WalkFirst Pedestrian Safety CIP

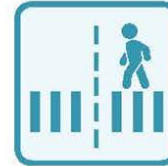


TIMEFRAME: Years 1–5
for implementation of WalkFirst Pedestrian Safety CIP

Quick / Cost-Effective Improvements



Advance Stop
or Yield Lines /
Red Visibility Curbs



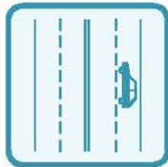
Continental
Crosswalks



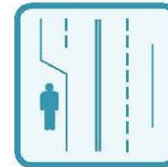
Leading Pedestrian
Intervals



Turn
Prohibitions



Reduced
Lane Widths



Temporary
Corner Bulbs
& Chokers



Pedestrian
Scrambles



Speed
Humps



Signal Timing
Changes



Protected
Left Turns



Temporary Pedestrian
Refuge Islands



6th/Howard Before



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DAVID
MONEY
E9-17



6th/Howard After



**Vision
Zero SF**

E9-18



6th/Market Before



**Vision
Zero SF**

**DAVID
NEY
E9-19**



6th/Market After



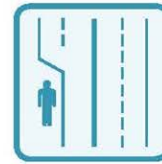
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E9-20

Comprehensive / Longer-Term Improvements



Speed Tables & Raised Crosswalks



Corner Bulbs & Chokers



Pedestrian Detection



Radar Speed Display Signs / Portable Speed Trailers



Marking Unmarked Crosswalks



Pedestrian Warning Signs



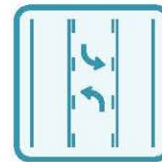
Pedestrian Countdown Signals



Flashing Beacons (RRFB's & HAWKs)



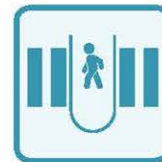
Roadway Safety Lighting



Road Diets



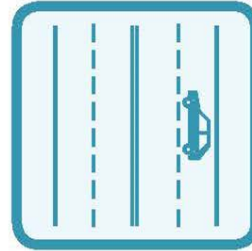
New Midblock Crosswalks



Pedestrian Refuge Islands

WalkFirst Programs

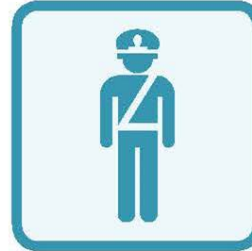
Selected Corridor Planning & Design



COST:
\$1.9M

TIMEFRAME:
Years 1-5

Enforcement



COST:
\$1.2M

TIMEFRAME:
Years 1-5

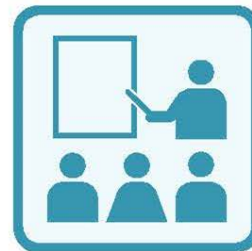
Automated Speed Enforcement Legislation



COST:
\$40K

TIMEFRAME:
Years 1-2

Education Campaigns



COST:
\$1.9M

TIMEFRAME:
Years 1-5

WalkFirst Programs

Radar Speed Display Signs



\$ COST:
\$1.9M

🕒 TIMEFRAME:
Years 1-5

Signal Retiming Program



\$ COST:
\$550K

🕒 TIMEFRAME:
Years 1-5

Flashing Beacon Program



\$ COST:
\$300K

🕒 TIMEFRAME:
Years 1-5

Daylighting Program



\$ COST:
\$300K

🕒 TIMEFRAME:
Years 1-5

Pedestrian Detection Pilot



\$ COST:
\$40K

🕒 TIMEFRAME:
Year 1

Next Steps

- 24-project plan: deliver by January 2016
- Finalize 24 Project List: March 2014
- Share with Vision Zero Task Force in June 2014
- First project type complete: 6th/Howard



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- San Francisco Police Department
- San Francisco District Attorney



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Zero SF

Enforcement

E9-25

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Current campaigns:

Mayor's "Be Nice, Look Twice" : February – June 2014

- Awareness of issue and causes

Pedestrian Safety Campaign: June 2014 – early 2015

- Build on awareness, focus on violations of Pedestrian right-of-way

Large Vehicle and safer streets: January '14 – 2015

- Enhanced driver training program for city and private fleets

Additional ongoing safety education efforts:

Safe Routes to School

- Addressing pedestrian and bicycle safety for schoolchildren

Adult bicycle safety education classes

- Teaching people who bike how to ride safely and responsibly



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Program-level Synergies and Support

Community-wide Collaborations On:

- Funding – public and private funds
- Cultural Shift – education and enforcement
- Public Involvement –input and reporting
- Project Delivery – all departments, and the public, must play a role

Underway:

- TA Vision Zero Committee and Program Support to VZ Steering Committee (Kim – 140047)
- Start-up efforts for Pedestrian Safety Public Awareness Working Group (Yee – 140039)



Increased Partnerships

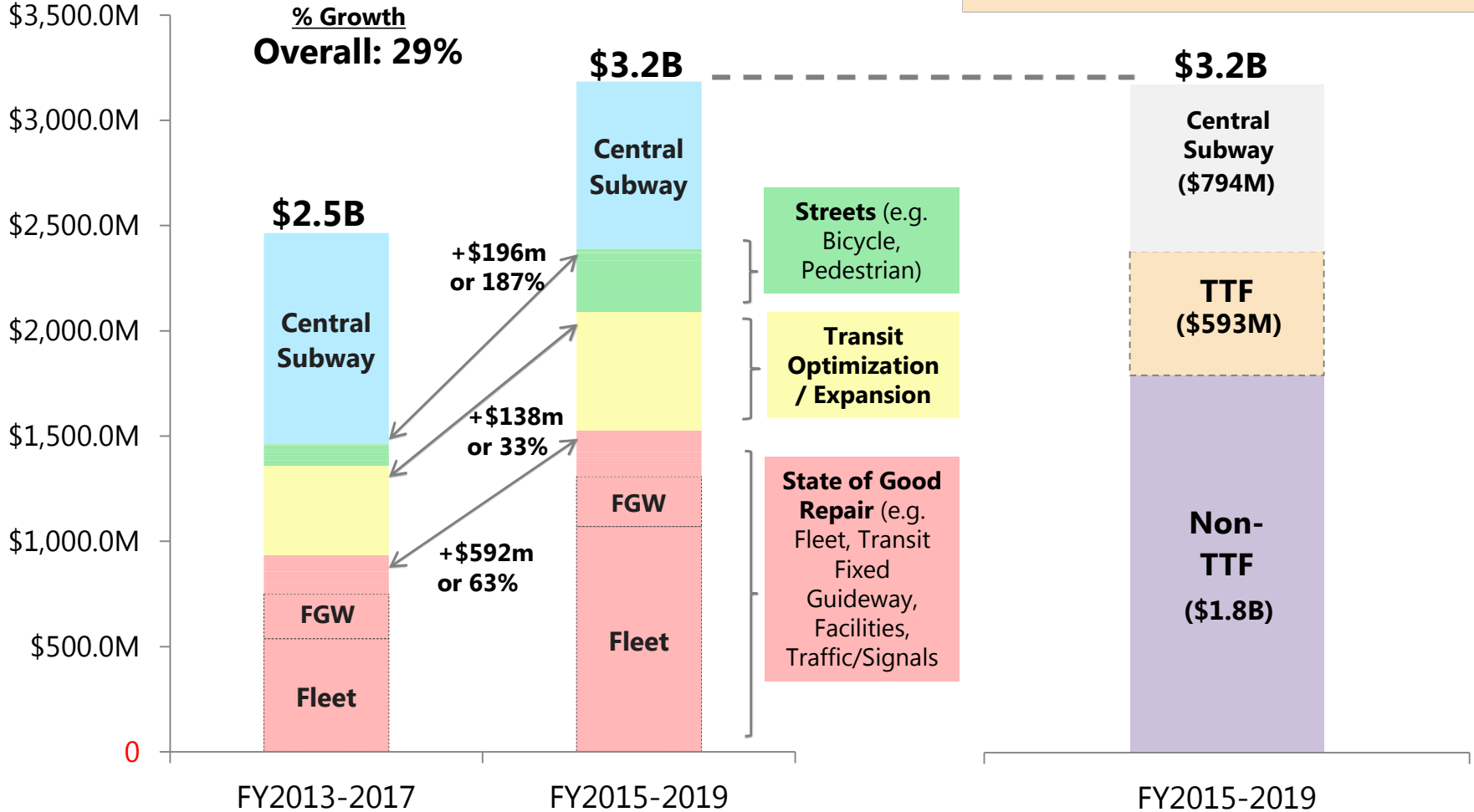
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E9-21

SFMTA Proposed 2015- 2019 CIP

Transportation Task Force Impact on the SFMTA CIP

TTF Revenue Measures Funding: **\$593M**
 % Capital Improvement Program: **18.5%**



Funding

Committed Funding

Planned – Sources to Tap Into

- State Active Transportation Program (est.) \$40.0 million
- OneBay Area Grant Program (est.) \$63.0 million

Committed Sources (5-Year : FY 15 – FY 19)

- Proposition K Sales Tax \$22.7 million
- SFMTA Revenue Bonds \$13.0 million
- Proposition AA Vehicle Registration Fee \$ 6.3 million
- SFMTA Operating Funds (Capital) \$ 5.0 million
- General Fund (FY 13/14 only) \$ 1.0 million
- Development Impact Fees (varies)



Transportation Task Force - Recommendations

- Recommendation:** Pursue three revenue sources that, when combined, address a significant percentage of transportation improvements – **first step November 2014 Ballot Measures**

Revenue Source (2013\$)	15-Year Annual Average	15-Year Total
General Obligation Bond	\$55 m	\$829 m
Vehicle License Fee Increase	\$73 m	\$1,100 m
0.50% Sales Tax Increase	\$69 m	\$1,000 m
Grand Total	\$197 m	\$2,929 m



Transportation Task Force - Revenue Measures

- Ability to **improve transit travel time by up to 20% on lines that serve 65% of Muni riders**
- **Purchase up to 57 new Muni Buses and 6 Light Rail Vehicles** increasing vehicle capacity and reliability to meet growing ridership needs
- **Improved condition of existing infrastructure** such as
 - Traffic and Pedestrian Signals
 - Muni Metro escalators and elevators
- Ability to **leverage additional regional funds**



Transportation Task Force - Revenue Measures

- **Increasing the City's ability to meet mode shift goals**
 - More funding to implement critical pedestrian safety projects identified by WalkFirst
 - More funding for bicycling infrastructure to improve safe travel conditions
 - More funding to meet emerging transportation needs
- **Increase ability to deliver high-profile city priority projects** such as
 - Major corridor improvements, such as Market Street
 - Meeting City's commitment to fund Caltrain

