 VISION ZERO SF

VISION ZERO COMMITTEE | 1

OVERVIEW

General

- Two-Year Action Strategy released
- VisionZeroSF.org launched
- SFFD passed Vision Zero resolution

Engineering


- 12 projects completed for 24 Projects in 24 Months effort
- Staff finalizing 2014 engineering progress report and the 2015 work plan

Education

- Over 1,100 people have taken Safe Streets SF pledge
- Detailed Large Vehicle update later in this presentation

Tuesday, November 4, 2014

Supervisor Kim, Mayor Lee Activate New Sixth Street Crossing Sign
by Aaron Blalock This post supports



A photograph of a city street intersection. The street is paved and has a crosswalk. A traffic light is visible. The street name "6th St" is painted on the pavement. Buildings line the street.



OVERVIEW CONTINUED

Enforcement

- Last quarter of 2014 Focus on the Five citations are up 27% from that same time period of 2013
- 3690 red light camera citations issued during last quarter of 2014
- 8% reduction of total collisions from 2013 to 2014
- 15% reduction of fatal collisions and 4% reduction of severe collisions from 2013 to 2014
- Citations issued by Parking Control Officers for gridlock violations is up from 300 citations to 1,400 in January and February of 2015 from the same period in 2014




OVERVIEW CONTINUED

Evaluation and Data

- Linking police collision data with hospital data to identify missing/unreported collisions to ensure comprehensive collision data
- Evaluating Safe Streets SF education and enforcement campaign
- Providing data and analysis to inform VZSF Initiatives

Policy

- Priorities (including support for automated speed enforcement and exploration of lower speed limits) approved as part of City's State and Federal Legislative Program, the SFMTA's 2015 Legislative Program and SFCTA's 2015 Legislative Program




VISION ZERO SF

VISION ZERO COMMITTEE | 4

CAPITAL EFFORTS SUPPORTING VISION ZERO


- 12 of the 24 Projects in 24 Months complete
 - Safety treatments completed this quarter: 19th (Sloat to Junipero Serra), Geary at Arguello, 30th and 42nd, Tenderloin
 - Upcoming quarter: 2nd (Market to Howard), 16th/Market, Mission/Silver, 4th/King
(interactive map at VisionZeroSF.org)
- WalkFirst
 - 159 locations slated to receive at least one safety treatment per WalkFirst in 2015
- Bicycle Improvements
 - 11.4 miles of bicycle improvements scheduled for construction in 2015
- MuniForward
 - Improvements along the 14, 22, 28 and 30 will be constructed, portions of which are along the high injury network



VISION ZERO SF

VISION ZERO COMMITTEE | 5

PROJECT DELIVERY



High-Injury Corridors (HIC)
[Link to Vision Zero High Injury Priority Network map](#)

Project location (check all that apply):

Pedestrian HIC (lead: Jonah Chianenza)

Bicycle HIC (lead: Mike Sallaberry)

Vehicle HIC (lead: James Shahamiri)


Not on any HIC

If on one or more HIC, confirm the following:

HIC leads have been consulted, safety improvements identified in scope and budget

Envista

Find out about construction projects and events planned and under way on SF Streets.



VISION ZERO COMMITTEE | 6

VISION ZERO INITIAL PROJECTS: AGGREGATE FUNDING BY SOURCE

Source	Funding Allocated or Available
Development Impact Fees	\$200,000
Lifeline	\$1,175,000
Mayor's Budget FY15	\$1,330,000
Prop K Sales Tax	\$6,400,000
SFMTA Operating	\$1,900,000
SFMTA Revenue Bond	\$8,600,000
Supervisorial Addbacks FY15	\$200,000
Transportation & Streets Infrastructure Package	\$3,600,000
Transportation Development Act Article III	\$600,000
Road Repaving and Streets Safety Bond	\$1,300,000
State Infrastructure Bond & Transit Performance Initiative	\$900,000
TOTAL	\$26.2 million

VISION ZERO COMMITTEE | 7

FY16 VISION ZERO BUDGET UPDATE: PROPS A & B


Prop A General Obligation Bonds

- Safer Streets - \$143M (Pedestrian Safety Improvements - \$68M, Traffic Signal Improvements - \$22M, Complete Streets Improvements - \$52M)
- Muni Forward Rapid Network Improvements - \$191M

Prop B General Fund Set-Aside FY16

- \$6.5 million in Street Safety Improvements included within a proposed FY16 Supplemental Capital Budget Appropriation
- To be requested for approval at March 17th SFMTA Board meeting, then BOS to follow

Project	Requested Amount
WalkFirst Projects	\$1 million
Bicycle Spot Facility Improvements	\$1 million
Follow the Paving	\$1.5 million
Signal Controllers	\$1.5 million
Red Light Camera Upgrade	\$1 million
School Related Improvements	\$500,000
FY16 Total	\$6.5 million




VISION
ZERO
SF

VISION ZERO COMMITTEE | 8

PROP K SALES TAX & VISION ZERO

Project	Allocation Request Amount	TA Authority Proposed Approval Date
WalkFirst Phase I Pedestrian Safety	\$1 million	March 24th
Bicycle Strategy Planning	\$176,500	April 28th


- WalkFirst Phase 1: design and construct pedestrian safety improvements at up to 45 locations on Pedestrian High Injury Corridors identified through the WalkFirst Investment Strategy
- Bicycle Strategy Planning: conduct an in depth analysis of conditions and needs on 80 miles of bicycle network expansions or upgrades of existing and potential bicycle routes identified



VISION
ZERO
SF

VISION ZERO COMMITTEE | 9

LARGE VEHICLE URBAN DRIVING SAFETY PROGRAM


VISION ZERO SF

LARGE VEHICLE URBAN DRIVING SAFETY PROGRAM | 10

WORKING GROUP RECOMMENDATIONS

Recommendations of the Large Vehicle and Safer Streets working group

Working Group Purpose

Large vehicle collisions with people who are walking and biking are low frequency, high severity incidents. From 2007-2011, large vehicles represented only 4% of all such collisions, but they accounted for 17% of all fatalities. While 14% of all vehicle collisions with vulnerable road users resulted in fatalities, collisions between large vehicles, including buses, are a safety issue that was ranked as high and collisions with trucks were over 8 times more likely to result in death of the person walking or bicycling.

2013 saw an increase in the number of fatalities related to collisions between large vehicles and vulnerable road users. In response, the City and County of San Francisco (CCSF) and San Francisco Municipal Transportation Agency (SFMTA) convened a group of expert stakeholders to identify short-term and long-term actions that could be taken to increase safety on the streets of San Francisco for people who walk and bike. Stakeholders included SFMTA, various city departments, the transportation industry, city, county and regional agencies, public awareness and train large vehicle operators, public safety, the California Department of Motor Vehicles (DMV), private fleet owners and operators, and electric operators.

Parallel efforts are occurring related to identifying issues related to other road users, including bicyclists and other motor vehicles. This group's purpose was specifically to focus on what steps can be taken by large vehicle owners and the city to complement all of the city's activities related to Vision Zero and the goal of reducing all roadway fatalities to zero by 2024.


Process Overview

The working group held meetings on February 25 and March 11 to identify challenges and issues related to reporting safety around people who bike and walk on urban streets, as well as potential solutions to those challenges. Additionally, many one-on-one conversations took place in order to ensure that the points of view of people who were not able to participate in the meetings were still included in the final recommendations.

Ahead of the March 11 meeting, an overview of potential solutions was presented to the group along with a survey of a similar project by the DE Department of Public Health, which showed that most large vehicle collisions were occurring on the northeast part of San Francisco, consistent with the results of the 2010/11 analysis of all high injury and fatal pedestrian collisions.


These draft recommendations are being forwarded to over 150 members of the large vehicle working group making 1st for comment and finalization. The working group had its final meeting on Friday, April 10, 2014 and unanimously supported the recommendations in this document.

- **Short-term**
 - Develop a driver education curriculum
 - Blind spot awareness campaigns that educate vulnerable road users
 - Large Vehicle working group
 - Construction job site controls
- **Medium-term**
 - Temporal and Physical Separation of Large Vehicles and Vulnerable Users
- **Long-term**
 - Truck Design


VISION ZERO SF

LARGE VEHICLE URBAN DRIVING SAFETY PROGRAM | 11

LARGE VEHICLE DRIVER EDUCATION





VISION
ZERO
SF

LARGE VEHICLE URBAN DRIVING SAFETY PROGRAM | 12

TRAINING STANDARDS AVAILABLE ONLINE

sfmta.com/largevehicles

Large Vehicle Urban Safety Program:
Training Standards



SFMTA
Municipal Transportation Agency
SFMTA.COM

Training programs must include the following concepts:

1. Introduction
 - a. Driving on city streets around people walking and biking requires special care
 - b. Safe driving takes very little extra time
 - c. Driving unsafely can kill; it only takes one mistake to cause a tragedy
 - d. As pedestrians, large vehicle drivers should always focus on safety
2. Safe driving facts
 - a. City streets are chaotic and full of activity
 - b. Concentrating on one thing could cause a driver to miss something else
 - c. Slow driving is safe driving
 - i. Long distances required to stop even at slow speeds
 - ii. Increased speed sharply increases chance of fatality
 - d. Large vehicles are extremely deadly in a collision with a person
 - e. Large vehicle turns are the most dangerous maneuvers towards people walking and on buses
3. Driving near people walking and biking
 - a. Slow down – the most important safety strategy
 - b. Always check
 - i. People walking and biking appear unexpectedly
 - ii. Cyclists often enter traffic lanes, even on streets with bike lanes:
 1. Leave bike lanes to avoid hazards, turn left, or other reasons
 2. Ride three feet from parked cars, towards the traffic lane, to be out of the door zone
 - iii. Expect cyclists anywhere on the streets:
 1. Spilling lanes (may be where you do not expect them)
 2. Passing on the right
 3. Moving to the front of the line at stoplights (and may not be where they were when you stopped)
 - iv. Understand your blind spots and look for people walking and on buses
 1. Static blind spots (when stopped)
 2. Dynamic blind spots (when moving/turning)
 - c. Give space – as much as possible (California law establishes a minimum of three feet as a safe distance)



VISION
ZERO
SF

LARGE VEHICLE URBAN DRIVING SAFETY PROGRAM | 13

TRAINING PROGRAM – SCRIPT AND STORYBOARD

SFMTA Large Vehicle Driver Safety Storyboard

<div style="text-align: center;">  </div> <p style="font-size: small; margin-top: 10px;">7</p> <p style="font-size: x-small; margin-top: 5px;">Intro</p> <p style="font-size: x-small; margin-top: 5px;">Scene: POV inside truck cab with driver, who is carefully scanning the streets while stopped.</p> <p style="font-size: x-small; margin-top: 5px;">Animation: Dotted lines shoot out from driver's eyes.</p> <p style="font-size: x-small; margin-top: 5px;">Use: "A recent survey found hundreds of large vehicle drivers discuss safe city driving."</p>	<div style="text-align: center;">  </div> <p style="font-size: small; margin-top: 10px;">8</p> <p style="font-size: x-small; margin-top: 5px;">Intro</p> <p style="font-size: x-small; margin-top: 5px;">Scene: POV inside truck cab with driver, showing pedicars through windshield.</p> <p style="font-size: x-small; margin-top: 5px;">Use: "What if I say?"</p> <p style="font-size: x-small; margin-top: 5px;">Animation: Dashed lines appear around possible hazards.</p> <p style="font-size: x-small; margin-top: 5px;">Sound FX: Bleep sounds as each pedicar appears.</p>
---	--

TRAINING PROGRAM – FILMING IN PROGRESS



DRIVERS REQUIRED TO BE TRAINED

- All City-employed large vehicle drivers
- All SFMTA contractors
- Contractors for other City agencies soon (Mayor's Office leading effort)
- Those with some city permits—commuter shuttle drivers, possibly tour buses



NEXT STEPS

- Complete training program
- Outreach for commitments from organizations to use the training program
- Already committed or interested:
 - FedEx, UPS
 - Recology
 - AC Transit, SamTrans
 - UCSF (shuttles)
 - Lawson Drayage
 - SF Pride Parade
- Add to licensing manual and exam for state commercial driver's license

