



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

VISION ZERO PUBLIC SAFETY HEARING

October 22, 2019


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San Francisco Police Department

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San Francisco Municipal Transportation Agency





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.**

Traffic fatalities are a public health crisis:

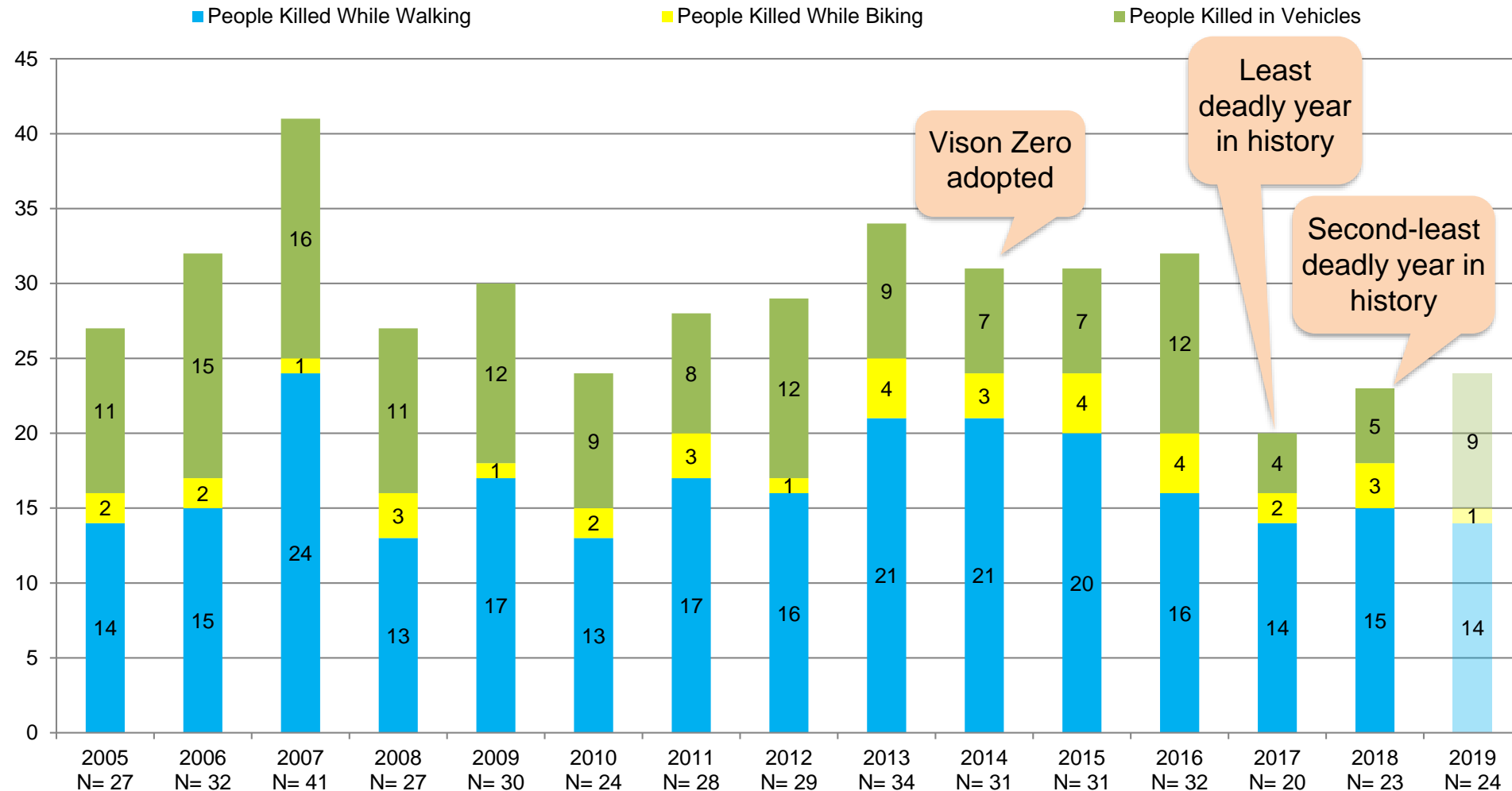
- At least 20 people killed in crashes on SF streets each year
- Over 500 people hospitalized with severe injuries from traffic crashes annually at ZSFGH
- Approximately *half* of patients at ZSFG's Trauma Center are people injured in traffic collisions
- ZSFG Trauma Surgeons and staff treating someone severely injured in a traffic crash every 17 hours



8/21/15

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

San Francisco Traffic Deaths, 2005-2019



*2019 FATALITY COUNTS REFLECT BEST DATA AVAILABLE TO DATE – PARTIAL YEAR ONLY

MULTI-DEPARTMENT, CITYWIDE POLICY

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Transportation Authority Vision Zero
Committee

Community & City Vision Zero Task
Force

San Francisco Vision Zero

Data Systems

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 safe vehicles

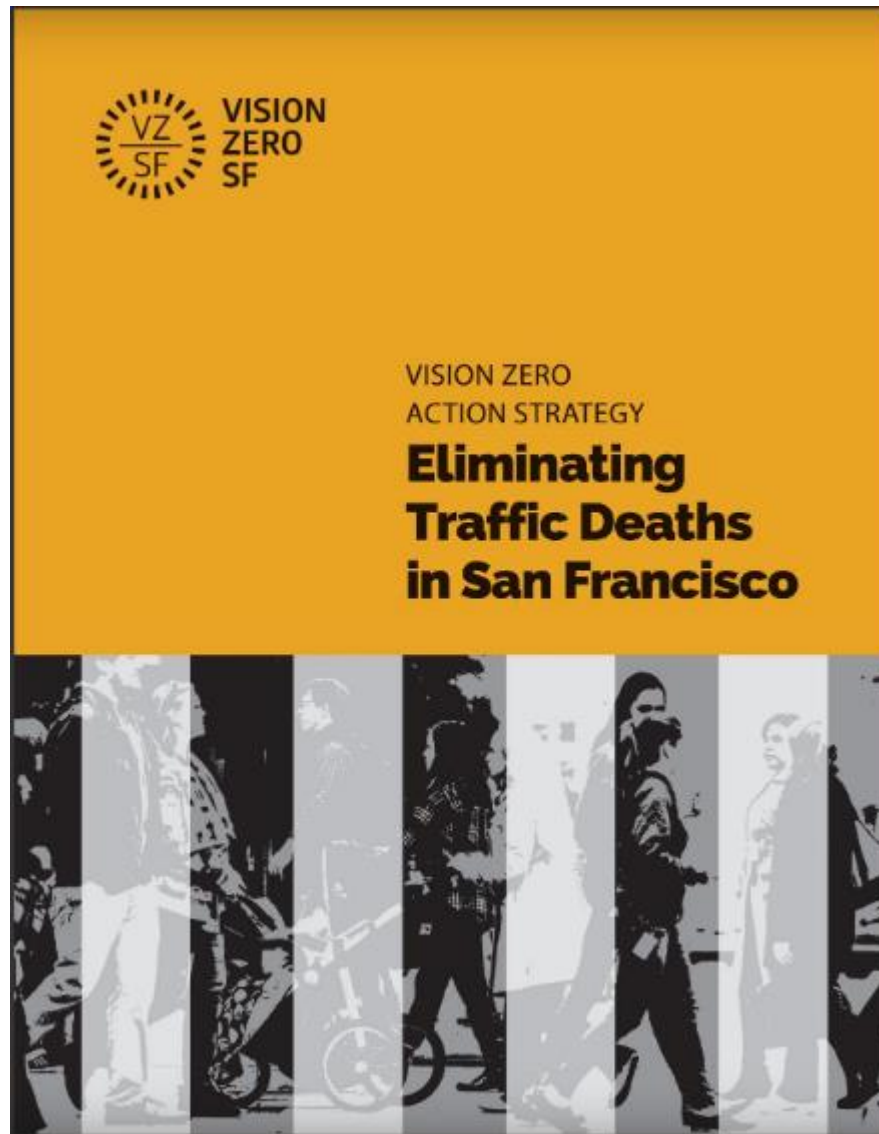
Locally ensure
emerging mobility
providers have safe
vehicles



SAN FRANCISCO
PLANNING
DEPARTMENT



2019 VISION ZERO STRATEGY



2019 ACTION STRATEGY DEVELOPMENT

- Developed from July 2018 to March 2019
- Reviewed peer cities' action strategies and national guidance
- Surveyed of dozens of City staff directly involved in Vision Zero policies, programs and projects
- Three workshops for community members and city staff, with dozens in attendance
- 11 coffee talks reaching 200 community members



A Vision for Transportation Safety Framework for Identifying Best Practice Strategies to Advance Vision Zero

Arielle Fleisher, Megan L. Wier, and Mari Hunter

The Traffic Safety Best Practices Initiative is a project to help U.S. cities to identify the landscape of existing and emerging best practices and to use this information to inform their own Vision Zero efforts. This report is the first in a series of reports that will be published over the next 18 months. It provides a framework for identifying best practices and for using this information to inform Vision Zero efforts. The report is organized into three main sections: (1) Introduction, (2) Methodology, and (3) Findings. The Introduction section provides an overview of the project and its goals. The Methodology section describes the research methods used to identify best practices. The Findings section presents the results of the research, organized by category.

Vision Zero is a road safety policy that aims to achieve a transportation system in which there are zero fatalities or serious injuries from all modes of transport. Adopted by Sweden in 1997, the safety platform attempts to create a safe system by taking an holistic approach to road safety (1). Vision Zero is widely accepted as an innovative road safety policy and is used as a benchmark for other road safety policies (2). Vision Zero is a road safety policy that aims to achieve a transportation system in which there are zero fatalities or serious injuries from all modes of transport. Adopted by Sweden in 1997, the safety platform attempts to create a safe system by taking an holistic approach to road safety (1). Vision Zero is widely accepted as an innovative road safety policy and is used as a benchmark for other road safety policies (2).

Many of the cities in the United States have expressed an interest in Vision Zero. As of July 2018, the following cities have joined the Vision Zero coalition: San Francisco, San Jose, San Diego, San Antonio, Austin, Dallas, Houston, Los Angeles, Miami, Minneapolis, New York City, Phoenix, Portland, Seattle, and Washington, D.C. (3). The Vision Zero coalition is a group of cities that are working together to advance Vision Zero. The coalition is organized into three main sections: (1) Introduction, (2) Methodology, and (3) Findings. The Introduction section provides an overview of the project and its goals. The Methodology section describes the research methods used to identify best practices. The Findings section presents the results of the research, organized by category.



NEW IDEAS

Share your ideas for new Vision Zero action items.

This idea is for:

☐ Safe People ☐ Safe Streets ☐ Safe Vehicles

Name and Organization (optional):



RESPONDING TO THE MAYOR AND OUR COMMUNITY

Expanded quick-build program

- Reduced project timelines by up to 7 months on many street safety projects
- Quadrupled quick-build project commitment – 10 projects in 2019



News Releases

The latest news and announcements from Mayor London N. Breed

Mayor London Breed Moves Forward Plans to Expedite Traffic Safety Projects and Improvements

"Under Mayor Breed's direction, the San Francisco Municipal Transportation Agency (SFMTA) will develop a policy that requires SFMTA staff to move forward with quick, near-term safety enhancements on high injury corridors"

RESPONDING TO THE MAYOR AND OUR COMMUNITY

Expanded protected bike lane commitment

- 2011-2018: 22 miles of protected bike lanes
- Now committed to 20 miles of protected bike lanes in 2 years



2011 - 2018

Protected Bicycle Network



RESPONDING TO THE MAYOR AND OUR COMMUNITY

Commitment to upgrade all intersections on the high-injury network and pilot new treatments

- Additional pedestrian scrambles – **9 total in the Tenderloin this year**
- Converting all marked crosswalks to high visibility crosswalks
- New signal timing, including slower walking speeds and new pedestrian scrambles
- Piloting left-turn traffic calming designed to reduce turning speeds
- Additional daylighting of intersection corners

News Releases

The latest news and announcements from Mayor London N. Breed

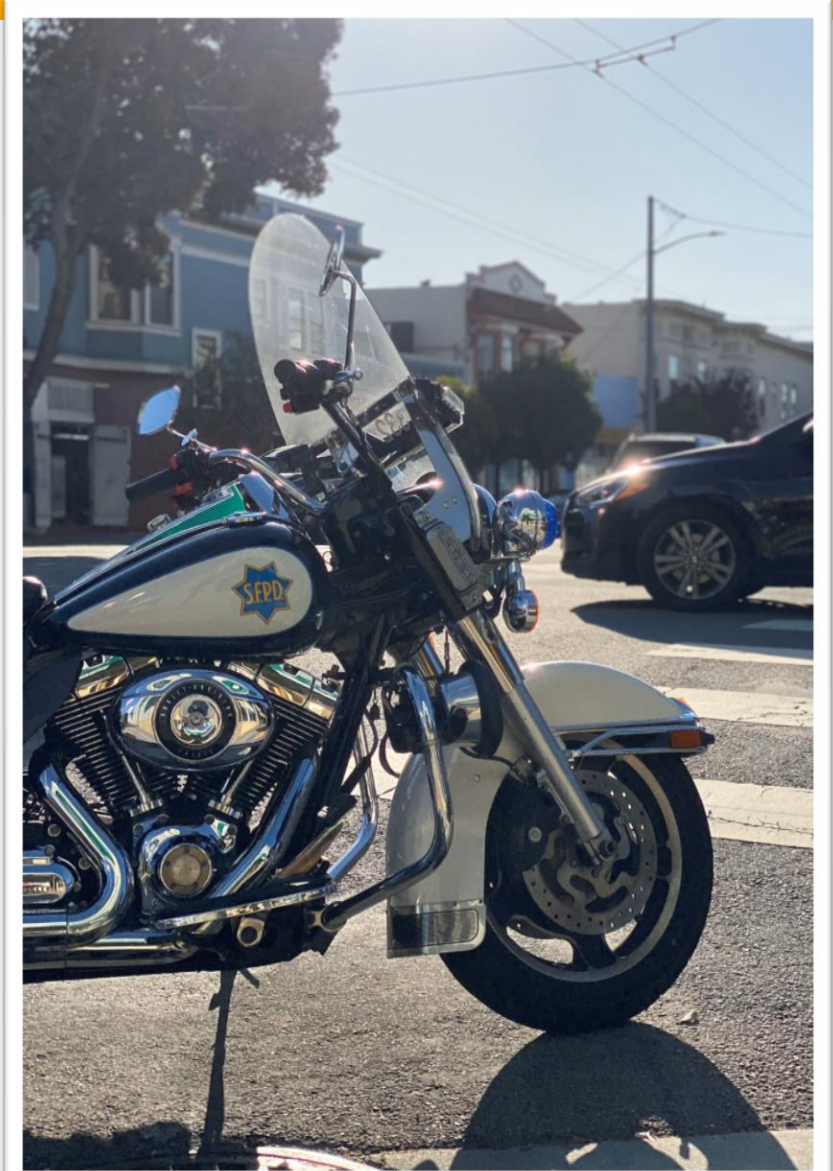
Mayor London Breed Announces New Vision Zero Initiatives to Improve Safety at Intersections

"To help address this, the SFMTA will begin piloting left-turn traffic calming designed to reduce turning speed. These pilots will be installed and evaluated at eight intersections by early 2020. Furthermore, the SFMTA and the Department of Public Health (DPH) will be analyzing and developing policy recommendations on limiting right turns at red lights by Spring 2020. "

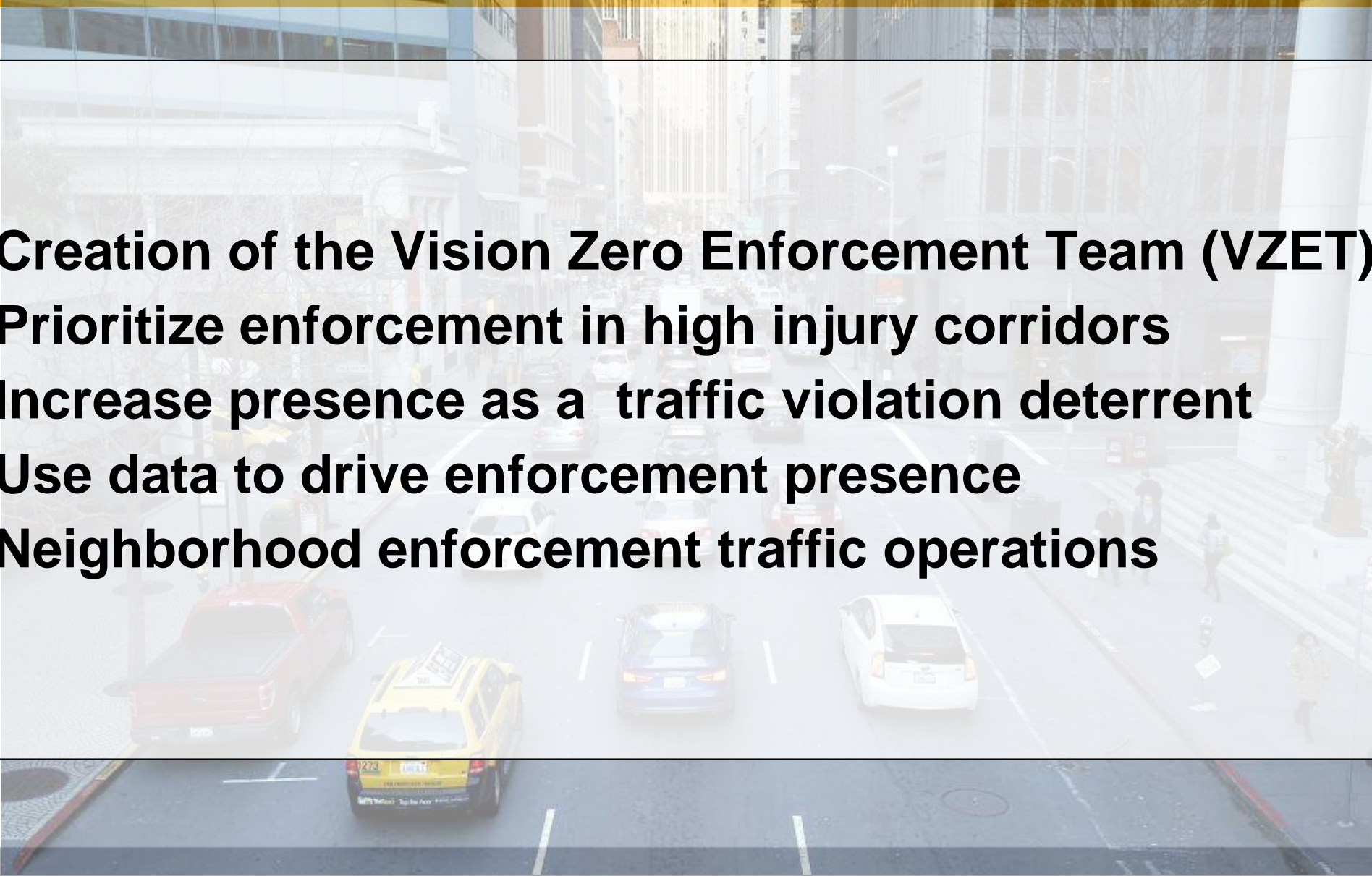
SFPD Traffic Enforcement

SFPD TRAFFIC COMPANY OVERVIEW

- Consists of 46 Motorcycle Officers
- 7 Day a Week Coverage over 2 shifts
- City-wide Traffic Enforcement
- Collision Investigations
- Participate in Community Events
- Assist with Traffic Control
- Facilitate Parades and Marches



SFPD STRATEGIES

- 
- An aerial, slightly blurred photograph of a city street, likely in San Francisco, showing traffic and pedestrians. The image is used as a background for the text overlay.
- **Creation of the Vision Zero Enforcement Team (VZET)**
 - **Prioritize enforcement in high injury corridors**
 - **Increase presence as a traffic violation deterrent**
 - **Use data to drive enforcement presence**
 - **Neighborhood enforcement traffic operations**

VISION ZERO ENFORCEMENT CITATION RESULTS

Quarter 1	All cites: 10,929	Focus on the Five: 4,494	Percentage: 41%
Quarter 2	All cites: 11,002	Focus on the Five: 5,773	Percentage: 52%
Q1&Q2 Totals	All cites: 21,931	Focus on the Five: 10,267	Percentage: 47%

CITYWIDE VIOLATIONS



January – June 30, 2019

Focus on Five Violations: 10,267



Cell Phone Violations: 1,233



Unlicensed/Suspended License Drivers: 518



Pedestrian Offenses: 171



Bike Offenses: 80

Other Traffic Violations : 9,662

Total: 21,931

CITYWIDE VIOLATIONS

Focus on the Five

Q1= 4,494 Focus on the Five Violation Citations

Department Average 41% of violation citations are Focus on Five

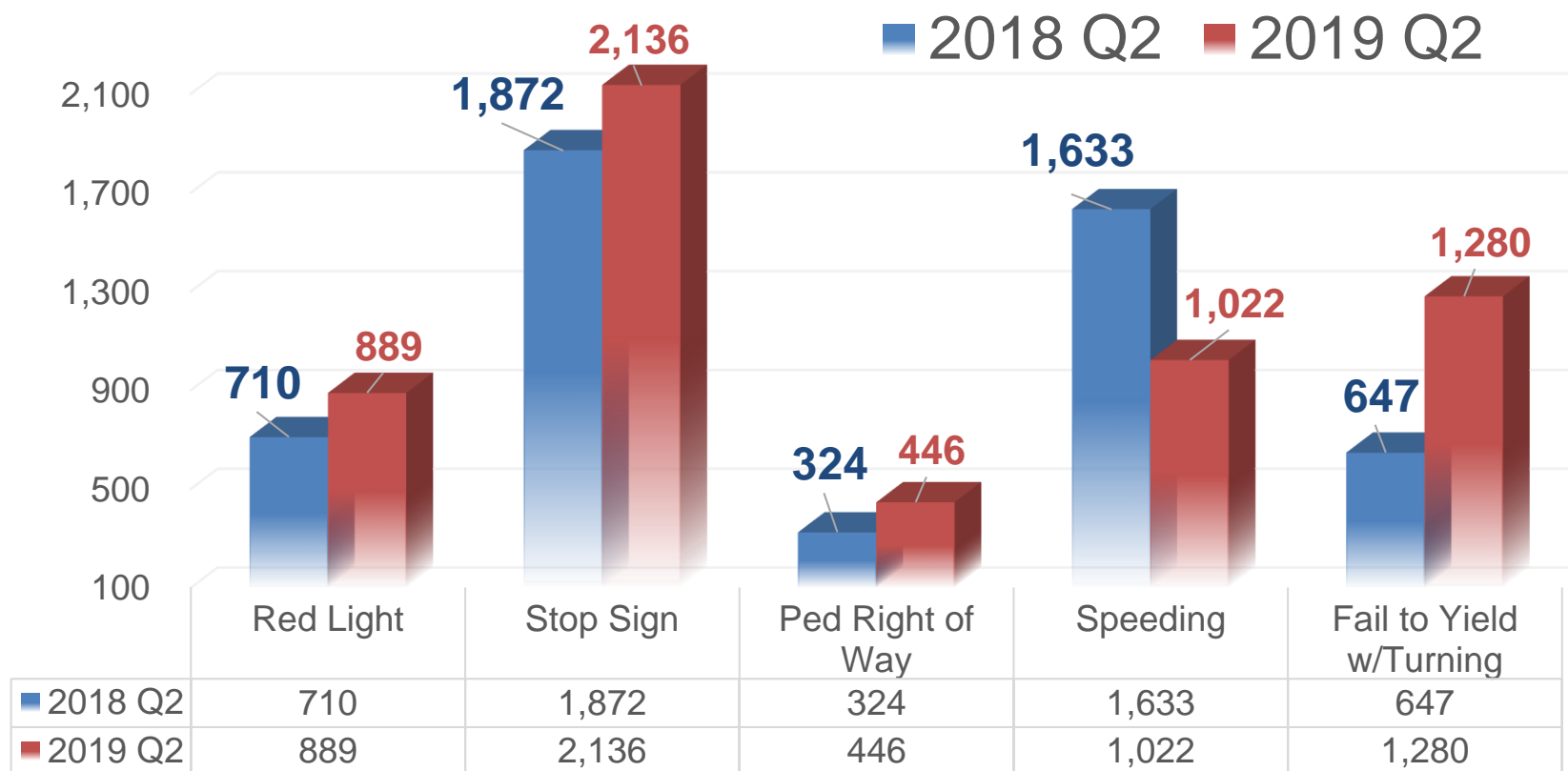
Q2= 10,267 Focus on Five Violation Citations

Department Average 52% of violation citations are Focus on Five

Four stations and Traffic exceeded the 50% goal in Q2

Bayview, Northern, Richmond, Ingleside, Traffic Company

FOCUS ON THE FIVE: 2018 & 2019 Q2 CITATION COMPARISON



% Change	+25%	+14%	+38%	-37%	+98%
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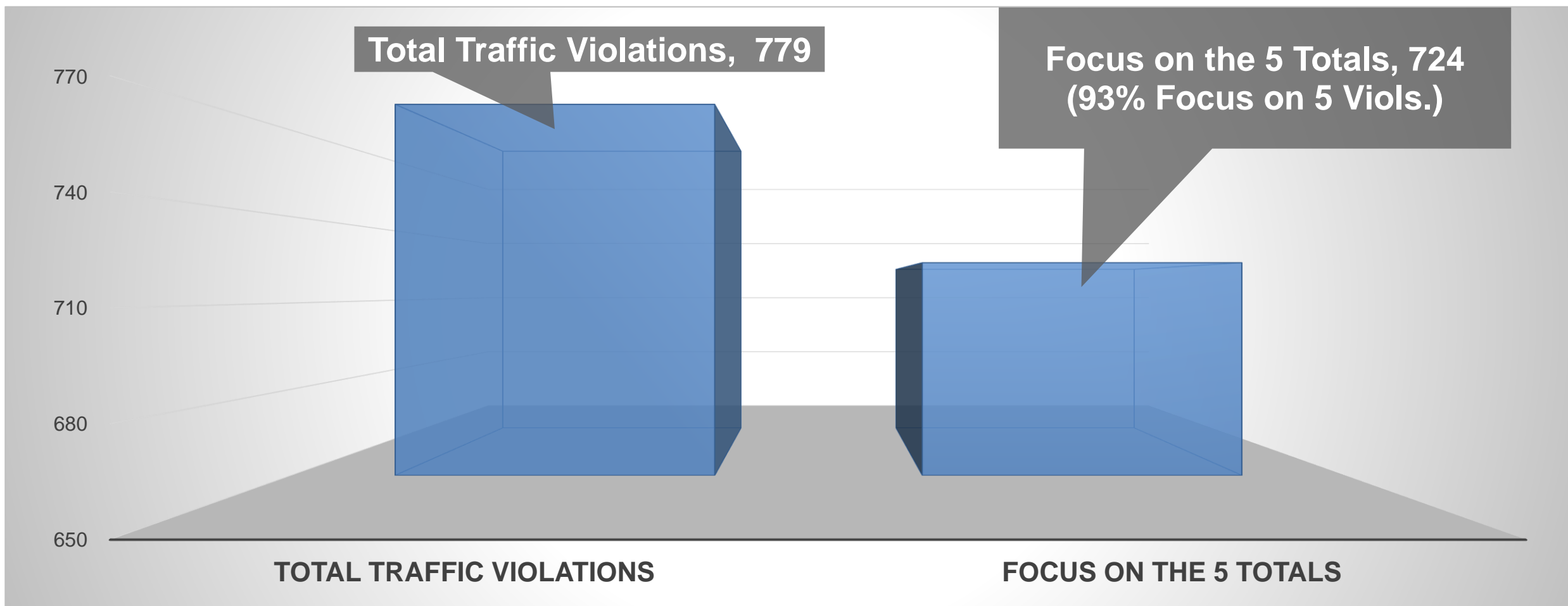
VISION ZERO ENFORCEMENT TEAM (VZET)

- Created in June 2019 as response to increase in fatal collisions
- Nine officers dedicated to Vision Zero enforcement
- Focus:
 - high injury network
 - locations of recent fatal collisions
 - violations associated with severe injury collisions
- Heavy emphasis on speeding violations



VZET CITATION SNAPSHOT

June 17, 2019 through September 27, 2019



SFMTA Parking Control Officers

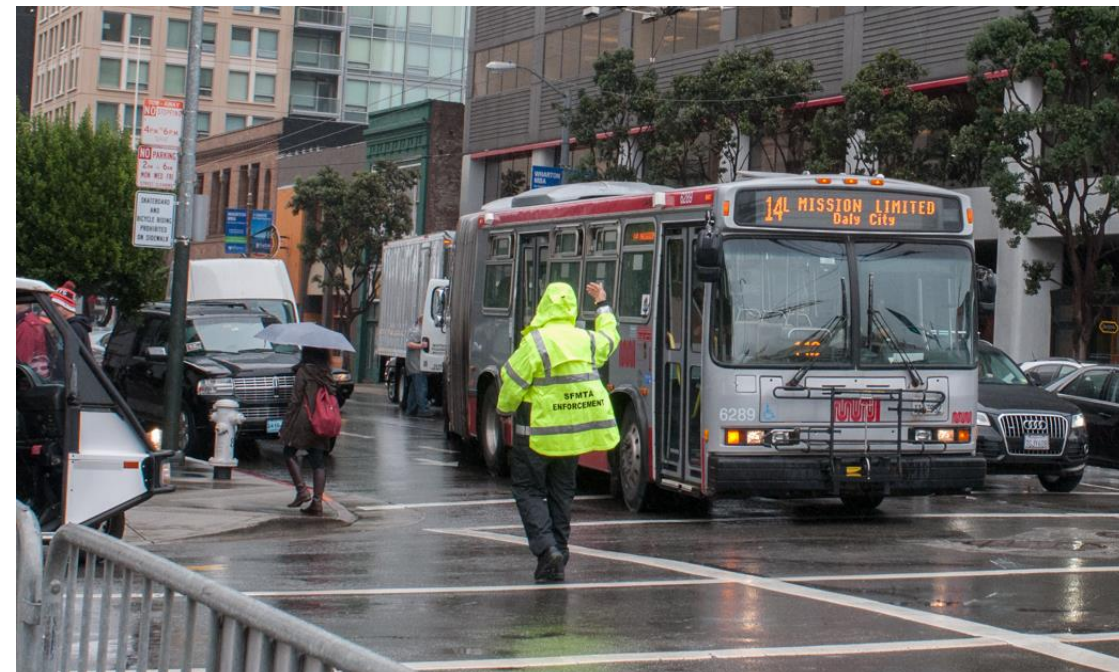
PARKING ENFORCEMENT

Fixed Post

- Intersection congestion enforcement
- Emergency street closures
- Special events

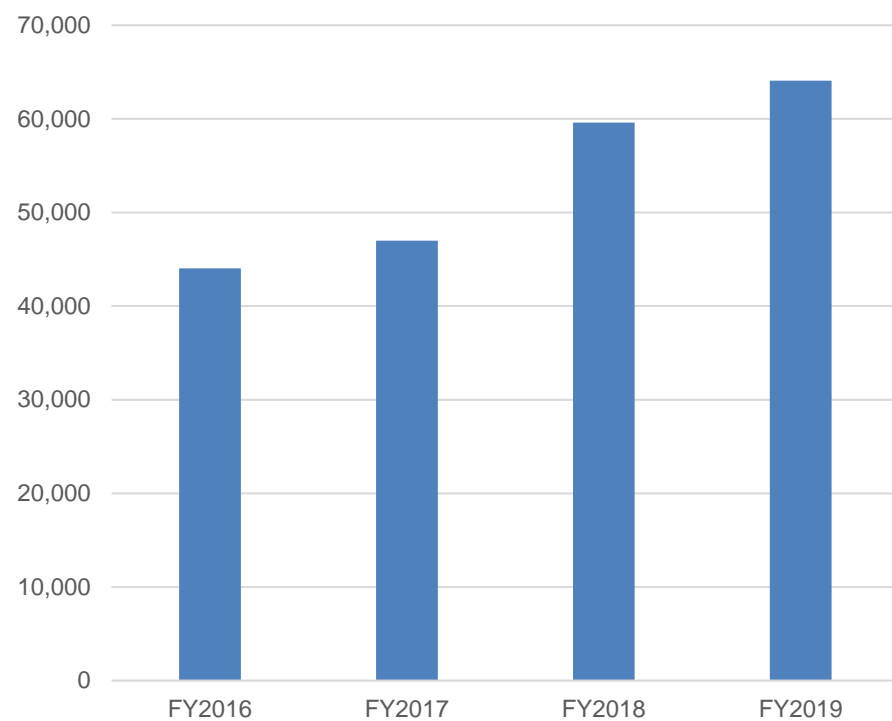
General Enforcement

- Time limits
- Street cleaning
- Driveway violations
- Red Lane enforcement
- Bus Zone enforcement
- Double Parking
- Sidewalk parking

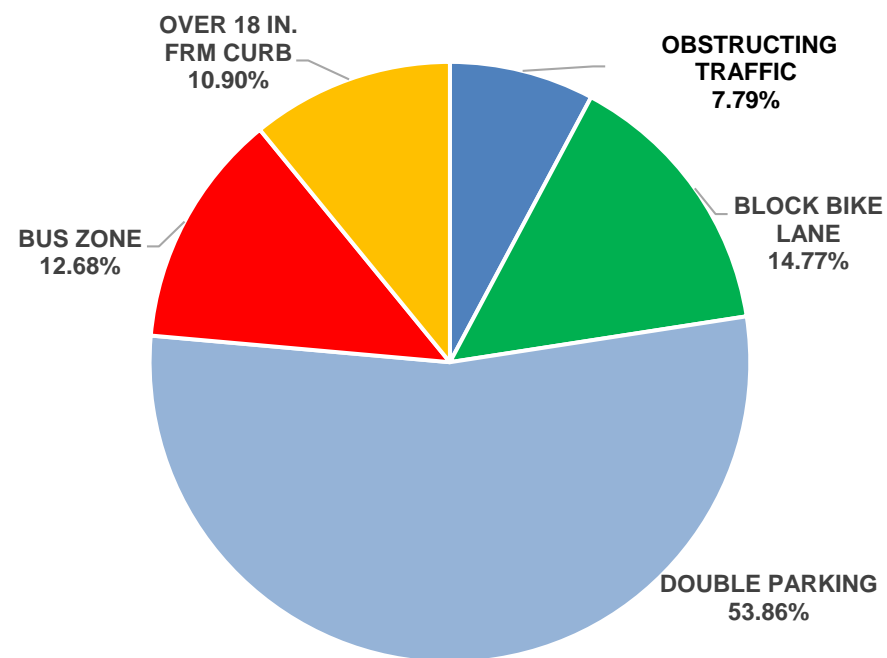


CONGESTION PARKING CITATIONS

Congestion Violations by Year



Congestion Violations FY 2019



SFMTA PARKING ENFORCEMENT

- Fixed post deployment (PM Peak)

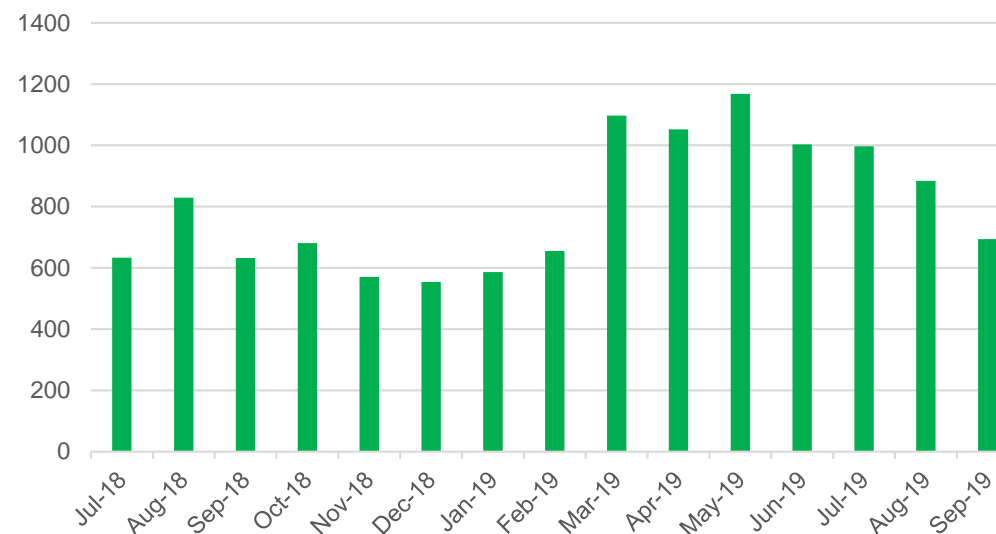
- Market and Beale
- 1st and Market
- 1st and Mission
- 1st and Harrison
- Bush and Battery
- Bush and Sansome
- 5th and Market
- West Portal and Ulloa

- Double parking violations

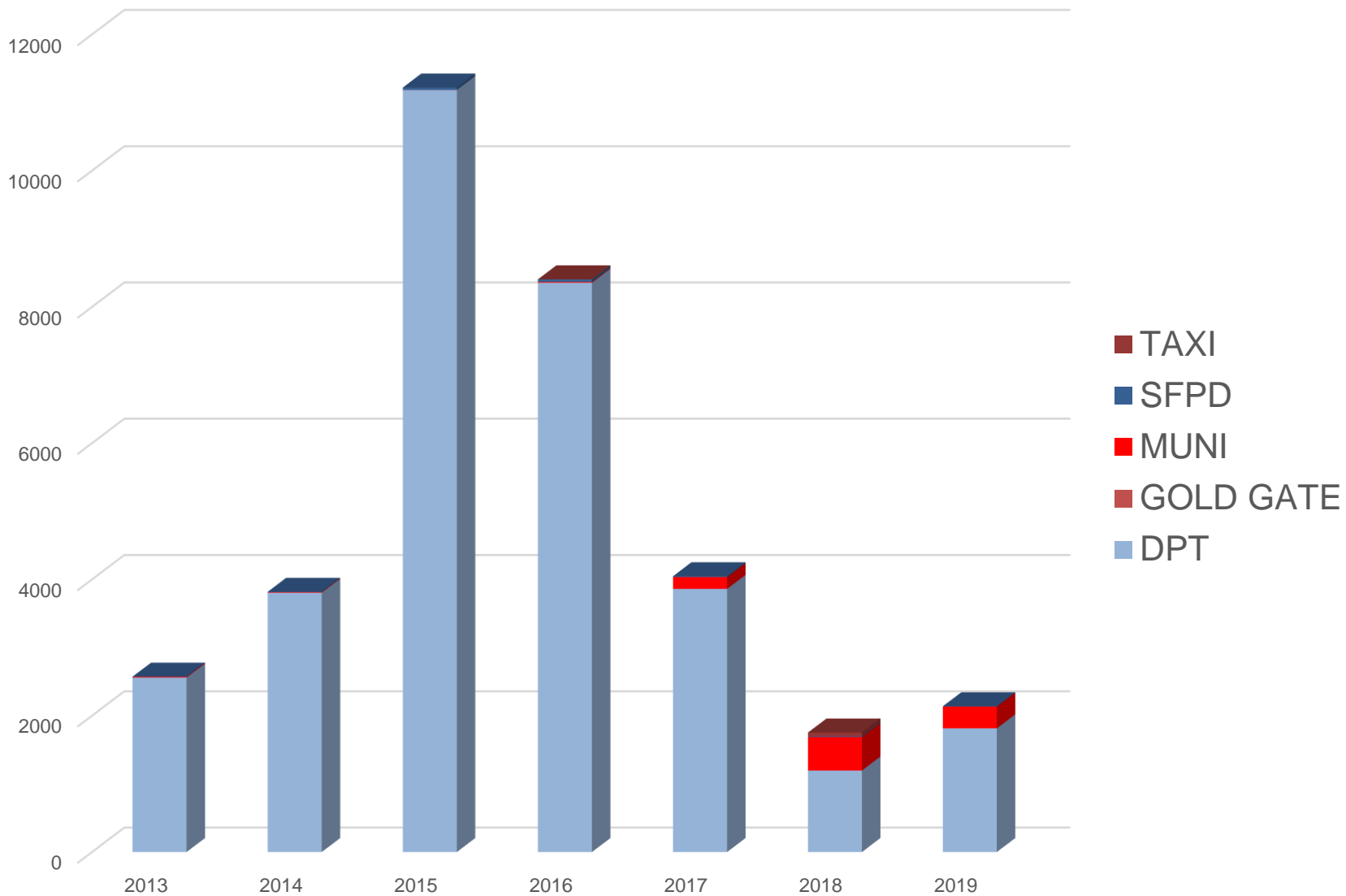
- Blocking bike lane violations



Bike Lane Violations



BLOCKING THE BOX PARKING VIOLATIONS



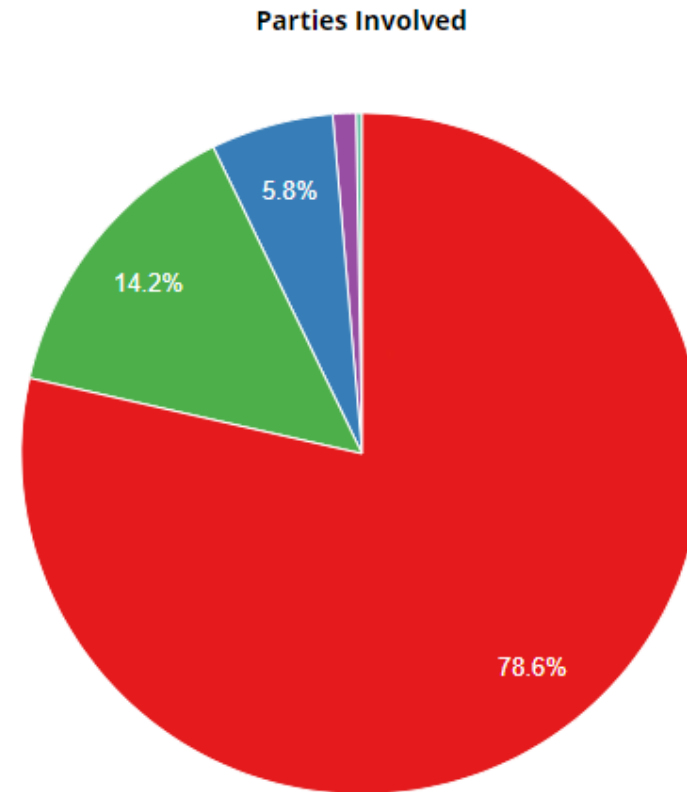
SFMTA Red Light Camera Program

CRASHES DUE TO VIOLATION OF RED LIGHTS (CVC 2453A), 2014-2018

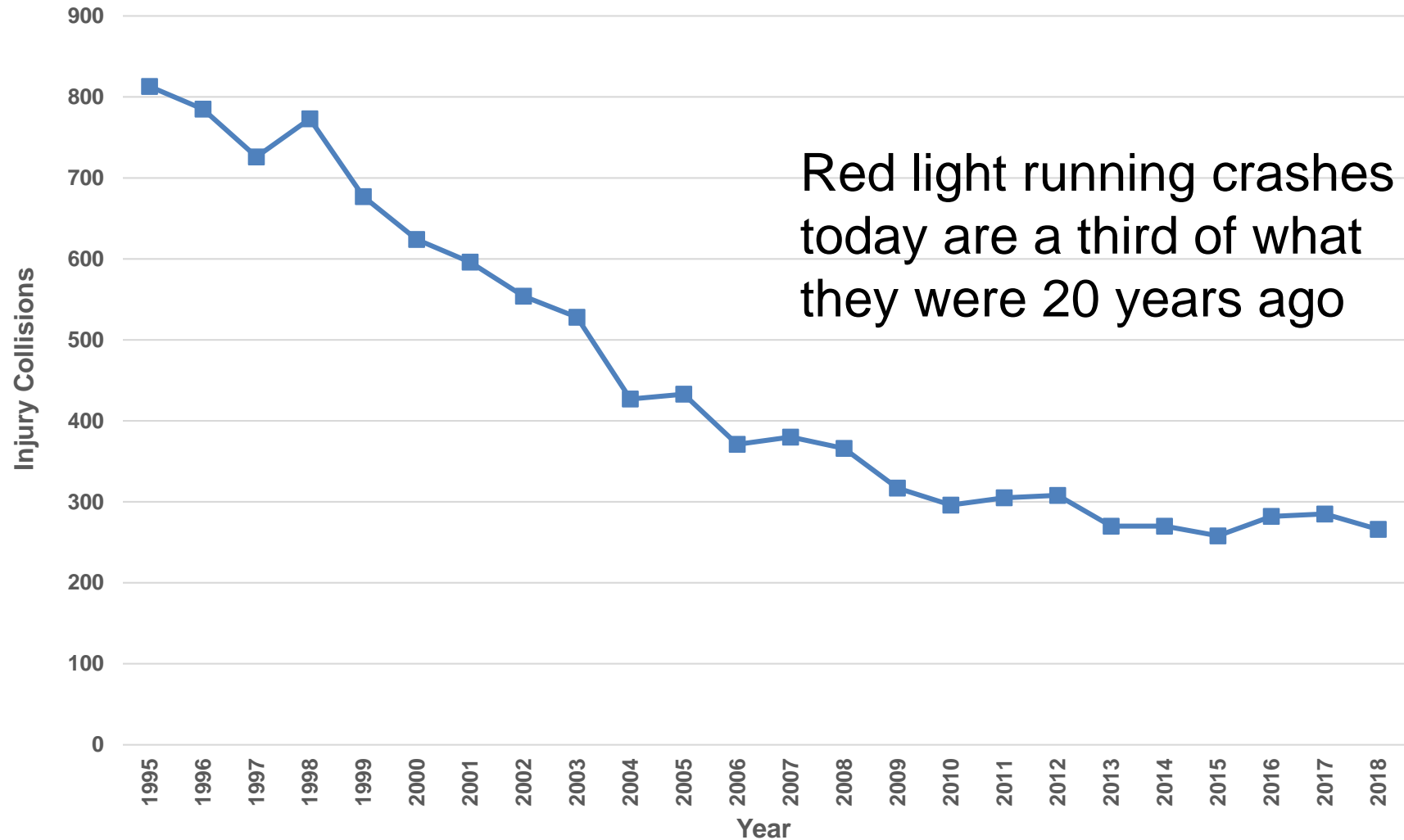
- Third most common violation type for injury crashes after unsafe speed and violation of pedestrian right-of-way (8.6 percent of crashes)

By mode:

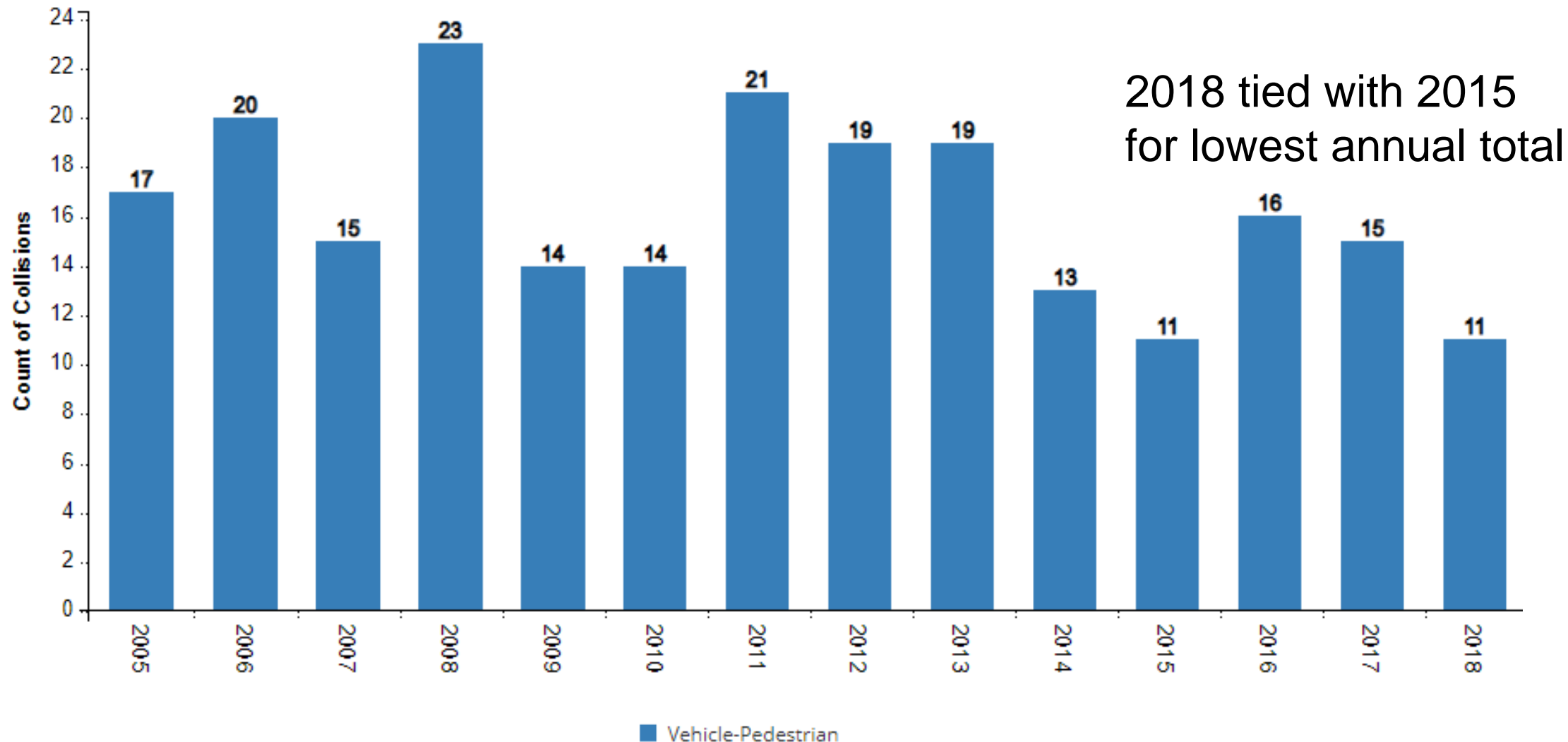
- 79 percent of crashes are vehicles only (1081)
- 14 percent involve vehicles and bicycles (196)
- 6 percent involve vehicles and pedestrians (80)



CRASHES DUE TO VIOLATION OF RED LIGHTS (CVC 2453A), 1995-2018



PEDESTRIAN INVOLVED MOTOR VEHICLE RED LIGHT RUNNING COLLISIONS, 2005-2018



TOOLS TO REDUCE RED LIGHT RUNNING: SIGNAL TIMING

- All-red pauses to help vehicles clear intersection after yellow light
- Coordination of adjacent signals minimize stopping
- SFMTA use yellow lights longer than state minimums

Posted Speed	Speed Used for Yellow	Yellow Using State Equation	2014 San Francisco Yellow Light
25 MPH	35 MPH	3.6 seconds	4.0 seconds
30 MPH	40 MPH	3.9 seconds	4.0 seconds
35 MPH	45 MPH	4.3 seconds	4.5 seconds
40 MPH	50 MPH	4.7 seconds	5.0 seconds

TOOLS TO REDUCE RED LIGHT RUNNING: SIGNAL VISIBILITY UPGRADES

- SFMTA has long-standing capital program to upgrade older traffic signals
- Signal visibility improvements:
 - Increasing signal head sizes
 - Installing signals over the streets (mast arms)
 - Improving location of signal indications





**TURK AT DIVISADERO
BEFORE 2014**



**TURK AT DIVISADERO
AFTER 2014**

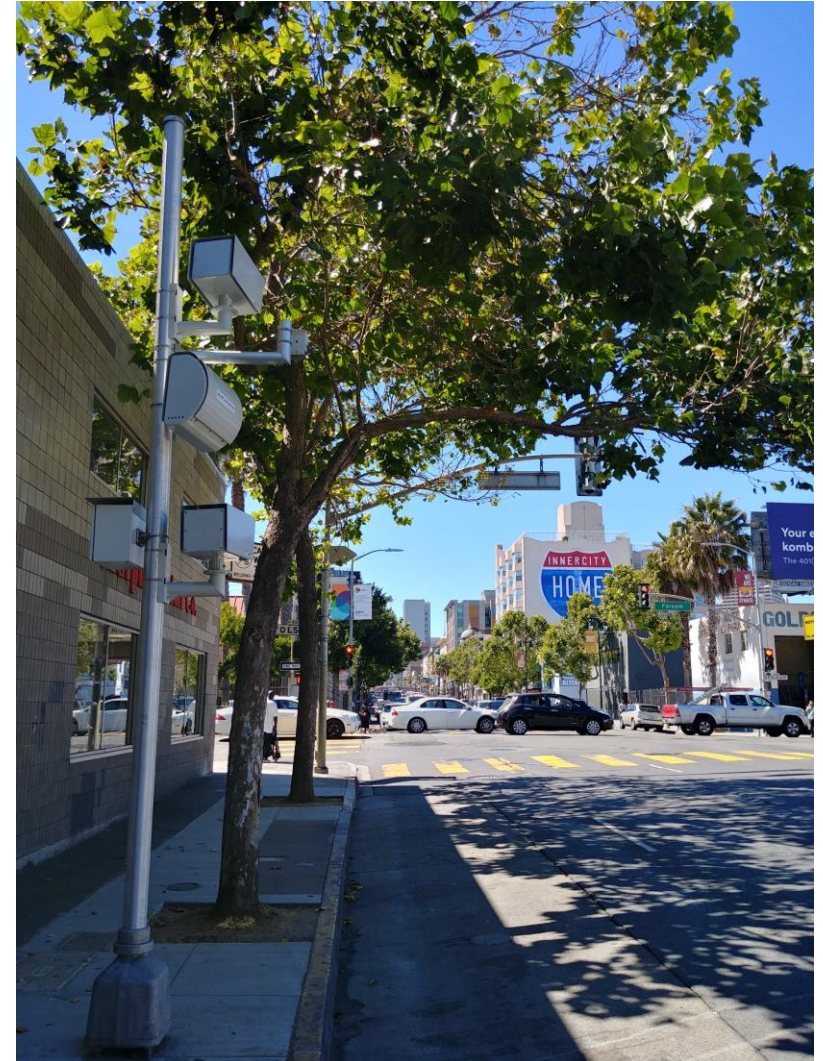
CHANGES IN INJURY COLLISIONS AFTER SOUTH OF MARKET 1990S TRAFFIC SIGNAL UPGRADES

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Street (1 st to 10 th Sts)	1996 to 1998 Before Upgrades	1999 to 2001 After Upgrades	Change
Bryant Street	118	57	- 51%
Folsom Street	199	65	- 67%
Harrison Street	221	125	- 43%
Howard Street	186	97	- 48%
TOTAL	724	344	- 52%

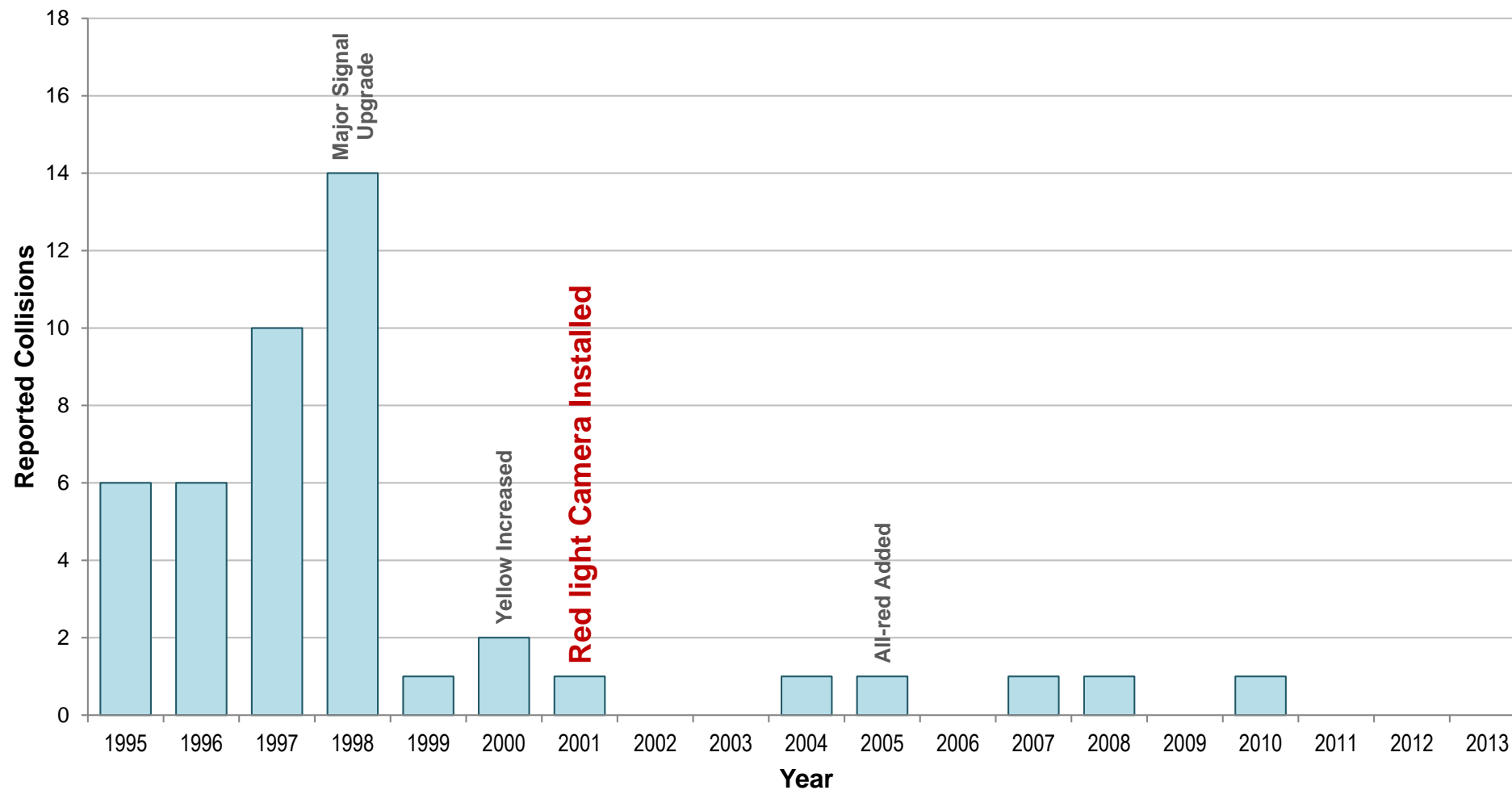
TOOLS TO REDUCE RED LIGHT RUNNING: RED LIGHT CAMERA PROGRAM

- Program started as a pilot in 1996
- Currently undergoing \$2.5 million upgrade to digital technology
- 19 intersection approaches, including 6 new approaches
- Locations selected based on incidence of red light violation crashes and meeting current engineering design standards
- SFMTA will identify additional funding to support the red-light camera expansion to new sites



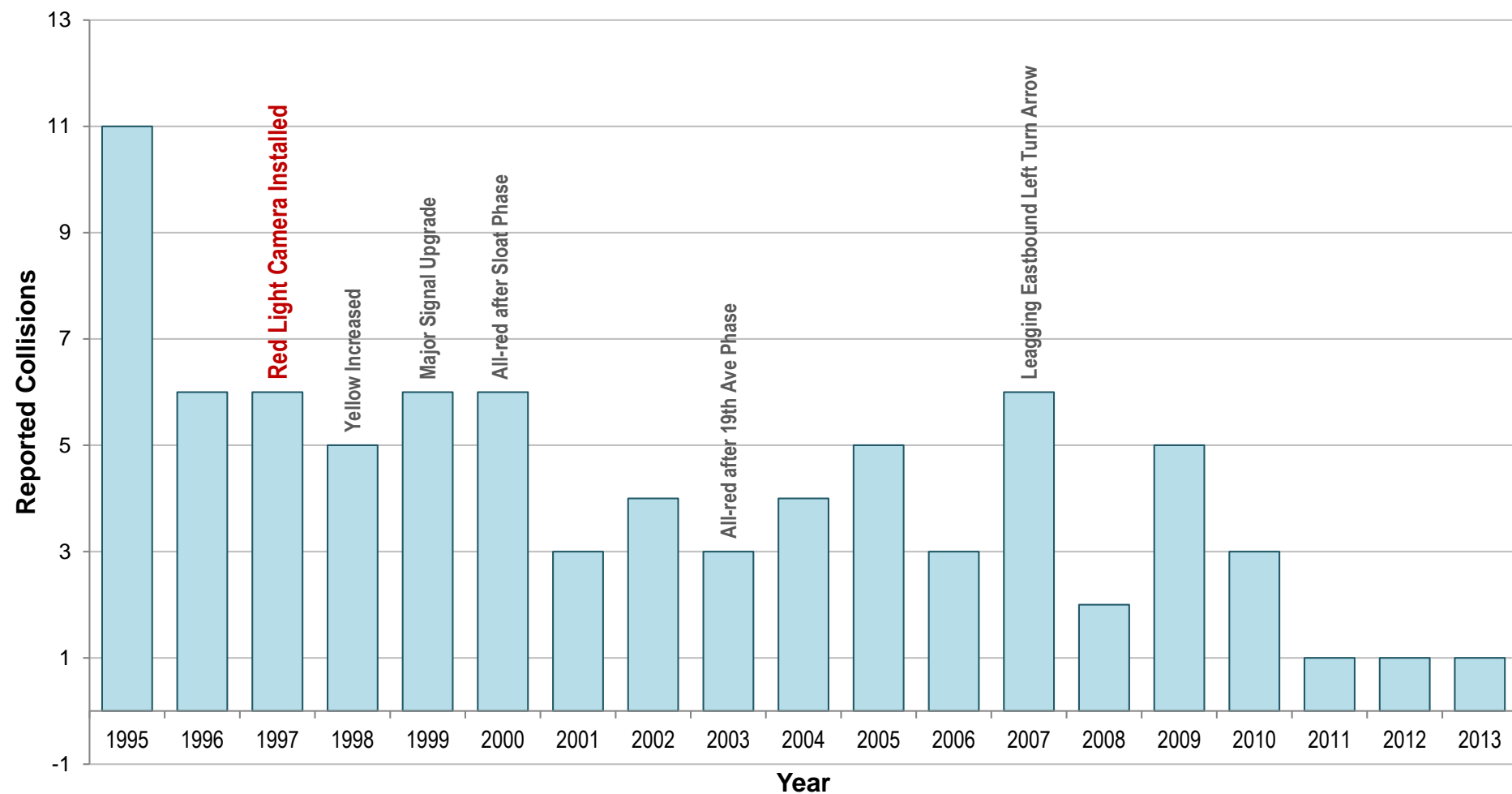
PROGRAM MONITORING AND EVALUATION

**8th and Harrison Streets
Injury Broadside Collisions (1995-2013)**



PROGRAM MONITORING AND EVALUATION

19th Avenue and Sloat Boulevard Injury Broadside Collisions (1995-2013)



CURRENT CAMERA ENFORCEMENT PROGRAM

Intersections to be upgraded with new equipment:

1. 6th St at Bryant St (eastbound, southbound)
2. 19th Ave at Sloat Blvd (northbound, southbound)
3. Fell St at Masonic Ave (westbound)
4. Hayes St at Polk St (southbound, westbound)
5. Market St at Octavia Blvd (eastbound illegal right turns)
6. Oak St at Octavia Blvd (eastbound, northbound)
7. Park Presidio Blvd at Lake St (southbound)
8. So. Van Ness Ave at 14th St (northbound)

Intersections to be newly enforced (2019):

9. 4th St at Harrison St (southbound, westbound)
10. 6th St at Folsom St (southbound)
11. 8th St at Folsom St (southbound)
12. Divisadero St at Bush St (northbound)
13. Van Ness Ave at Broadway (southbound left turn lanes)
14. Oak St at Octavia Blvd (eastbound right-turn lanes)



TOP RED LIGHT RUNNING CITYWIDE LOCATIONS

Intersection	2015-2018 CVC 21453A Collisions	Actions pending and monitoring
Gough and Market	15	Engineering changes pending
Broadway and Van Ness	12	New red light camera and engineering changes pending
13 th and South Van Ness	11	Engineering changes pending
Hayes and Van Ness	11	Engineering changes pending
Larkin and Post	11	Engineering changes completed and pending
Fell and Masonic	10	Current red light camera site; possible expansion approach
Bush and Divisadero	10	New red light camera pending
Evans and Phelps	10	Engineering changes completed and pending



Thank you

