



AGENDA

Vision Zero Committee Meeting Notice

Date: Thursday, June 25, 2020; 1:00 p.m.

Location: Watch SF Cable Channel 26

Watch www.sfgovtv.org

Watch <https://bit.ly/2ZKVRqj>

PUBLIC COMMENT CALL-IN: 1-888-204-5987; Access Code: 2858465

Commissioners: Yee (Chair), Stefani (Vice Chair), and Peskin

Acting Clerk: Angela Tsao

Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom's statewide order for all residents to "Stay at Home" - and the numerous local and state proclamations, orders and supplemental directions - aggressive directives have been issued to slow down and reduce the spread of the COVID-19 disease. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Transportation Authority Board and Committee meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand. If you want to ensure your comment on any item on the agenda is received by the Vision Zero Committee in advance of the meeting, please send an email to clerk@sfcta.org by 8 a.m. on Thursday, June 25, or call (415) 522-4800.

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<u>Consent Agenda</u>	
2. Approve the Minutes of the October 4, 2019 Meeting - ACTION*	5
3. California State Transportation Agency Report of Findings of the Zero Traffic Fatalities Task Force - INFORMATION*	13

San Francisco Municipal Transportation Agency (SFMTA) staff have prepared a summary of the findings (attached) of the California State Transportation Agency Report of Findings of the Zero Traffic Fatalities Task Force. The full report can be found at <https://calsta.ca.gov/-/media/calsta-media/documents/calsta-report-of-findings-ab-2363-zero-traffic-fatalities-task-force-a11y.pdf>.



Given the State Legislature's focus on COVID-19 related bills, staff do not anticipate recommendations will advance in the current legislative session.

End of Consent Agenda

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|-----------|--|-----------|
| 4. | 2019 Fatalities Report - INFORMATION* | 17 |
| | San Francisco Public Health (SFDPH) staff will present on the 2019 Fatality Report. The presentation will summarize key findings and trends, such as mode and demographics. | |
| 5. | Daylighting Program Update - INFORMATION* | 53 |
| | SFMTA will present on the progress of daylighting intersections citywide, including how it is prioritizing locations. The presentation will provide an update on work done since the Board of Supervisors approved Resolution 19-0507 (May 2019) calling on the SFMTA to implement daylighting at 1200 intersections in the next year. | |
| 6. | Vision Zero Proactive Traffic Calming Update- INFORMATION* | 59 |
| | SFMTA staff will present an update on the Vision Zero proactive traffic calming program, which includes Excelsior and Central Richmond neighborhood traffic calming plans that are underway to advance safety in areas with high proportions of seniors and/or people with disabilities. | |
| 7. | Introduction of New Items - INFORMATION | |
| | During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration. | |
| 8. | Public Comment | |
| 9. | Adjournment | |

*Additional Materials

If a quorum of the Transportation Authority Board is present, it constitutes a Special Meeting of the Transportation Authority Board. The Clerk of the Board shall make a note of it in the minutes, and discussion shall be limited to items noticed on this agenda.

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**San Francisco
County Transportation
Authority**

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DRAFT MINUTES

Vision Zero Committee

Friday, October 4, 2019

Chair Yee reported that another four people had been killed on city streets, with the yearly total of pedestrian fatalities at 22. He said the public had not heard enough about the nearly 600 people annually who were severely injured on city streets and that the city was failing on enforcement and accountability. He acknowledged that the city was investing in engineering changes and creating stronger policies, but said Vision Zero required accountability from everyone. He requested that accountability be written into any permits issued to e-scooter sharing companies, daylighting implemented city-wide, and the passage of automated speed enforcement. He said companies that sought to launch mobility devices, needed to commit to Vision Zero in tangible and measurable ways. Chair Yee requested clear plans and timelines and measurable goals for what was being planned.

1. Roll Call

Chair Yee called the meeting to order at 10:01 a.m.

Present at Roll Call: Commissioners Peskin and Yee (2)

Absent at Roll Call: Commissioner Stefani (entered during Item 2) (1)

2. Approve the Minutes of the June 27, 2019 Meeting - ACTION

There was no public comment.

Commissioner Peskin moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Peskin, Stefani and Yee (3)

3. Vision Zero Progress Report - INFORMATION

Chava Kronenberg, Vision Zero Task Force Co-Chair and Pedestrian Safety Program Manager, and Geraldine DeLeon, Signal Program Manager, at the San Francisco Municipal Transportation Agency (SFMTA) presented the item.

Chair Yee asked what all-red clearance intervals were.

Ms. DeLeon replied that all-red clearance intervals were the portion of the signal timing where everyone had a red light, which happened when a signal ends and there was a pause before the other direction of traffic gets the green light.

Chair Yee asked for the locations and schedules of the nine intersections where pedestrian scrambles would be implemented.

Ms. DeLeon said she would provide Chair Yee with the locations. She noted that SFMTA had implemented the new signal timing at 200 of the approximately 345



planned locations, and that the remaining intersections located in the north and south of Market Street areas were anticipated to be implemented within the next two months.

Chair Yee asked if SFMTA planned to implement the signal re-timing across San Francisco.

Ricardo Olea, City Traffic Engineer, said the SFMTA was committed to re-timing signals in the rest of the city before the 2024 Vision Zero deadline. He added that re-timing signals would provide a citywide safety benefit.

Chair Yee asked why the SFMTA could not implement the remaining two-thirds or 70% of the city with as much efficiency and asked what the plans were for the next six months.

Mr. Olea said the SFMTA could provide more details and that there was not an immediate six-month plan. He explained that there was a plan to re-time the signals citywide and that the SFMTA could provide an update on what locations remained to be done and what had been done. He explained that the SFMTA did not have another standalone signal re-timing project of this magnitude identified and that the remaining re-timing would be done through existing projects or existing retiming efforts.

Chair Yee asked if the SFMTA did not have any large re-timing projects because of funding.

Mr. Olea said it was possible that some locations could be re-timed without having to gather much data since SFMTA already had modelling data. He said that the remaining work was at a relatively smaller scale and that SFMTA would assess how it could use existing staff and resources to implement those systems.

Chair Yee asked if the SFMTA could present on the re-timing effort at the next committee meeting.

Mr. Olea replied in the affirmative and that SFMTA would provide which locations had been re-timed and an update on locations scheduled next.

Chair Yee asked if the SFMTA was looking into additional resources.

Mr. Olea said the SFMTA would be doing some signal re-timing as part of its quick build projects, and that it was able to hire for an additional electrician position and an additional engineer position which would be partly devoted to signal re-timing. He added that the SFMTA had identified funding as part of the quick build initiative to do additional work in that area.

Chair Yee said he wanted to increase the number of scrambles throughout the city and asked if the data collected from the nine new scrambles would be analyzed.

Mr. Olea replied in the affirmative and said part of the project was performing post-timing analysis.

Chair Yee acknowledged that scrambles were relatively new to some parts of the city and asked if there was an effort to have SFMTA staff or community members at the nine locations to help educate people on how to use them.



Ms. Kronenberg replied in the affirmative and said the SFMTA had received a similar request from the Tenderloin Traffic Safety Task Force. She added that there were some community groups currently on the streets providing crossing assistance in the Tenderloin.

Commissioner Peskin asked for confirmation that the Traffic Congestion Mitigation Tax (Proposition D) would provide funding for signals and signal re-timing.

Director Chang replied in the affirmative.

Chair Yee asked if there was an update on the SFMTA's daylighting efforts.

Mr. Olea said daylighting work had begun in the area north of Market Street and was going to start soon in the south of Market Street area. He said the SFMTA was also daylighting on select corridors, particularly those associated with capital projects. He said the goal for the next year was to provide additional resources, particularly hiring staff, to increase the outputs for daylighting.

Chair Yee asked if the daylighting goal would be met within the one-year period.

Mr. Olea said he did not believe that the goal of 1,200 intersection would be met, but did note that the project had shown that many locations had daylighting in place. He said the SFMTA needed to better document how much of the High-Injury Network needed to be done and how much was already done. He added that even if the goal was not met, the SFMTA would look to complete daylighting on the High-Injury Network.

Chair Yee asked when the daylighting effort began.

Mr. Olea said the resolution setting the goal of 1,200 intersection passed in early 2019 and the practice of daylighting was part of Vision Zero. He said the Tenderloin was day lit as part of a Vision Zero effort, due to the high propensity for pedestrians and motorists, when turning, to have crashes. He added that there was now a consensus from a policy perspective that daylighting was important on a case-by-case basis and for large projects.

Chair Yee asked if a study was being conducted or a discussion being had around no right turn on red signals.

Mr. Olea said the SFMTA was doing a deep dive into the no turn on red issue and added that the Department of Public Health (SFDPH) was going to analyze the data. He said previous data had shown that most of the crashes were due to vehicles turning on green lights, but noted that the SFMTA needed to pin-point the propensity for safety issues on red signals. Mr. Olea said the study had begun and was expected to have results and recommendations on the no turn on red issue by spring of 2020.

Mr. Olea noted that no turn on red lights were automatically installed on pedestrian scrambles.

There was no public comment.

4. San Francisco Police Department Report - INFORMATION

Commander Daniel Perea of the San Francisco Police Department (SFPD), presented the item.



Commissioner Stefani said she heard concerns from her constituents about enforcing e-scooter traffic laws and noted that thousands more e-scooters were coming onto city streets that month. She said Vehicle Code 21230 clearly stated that it was illegal to ride an e-scooter on a sidewalk and was a moving violation to be enforced by the Police Department. She asked how the SFPD planned to enforce the moving violations and whether or not more resources were needed. She also asked if the SFMTA consulted with SFPD about the issue.

Commander Perea said he supported multi-agency collaboration and that the SFMTA and SFDPH staff shared with him the current information that both agencies had. He said SFPD would have foot beat officers deployed throughout all stations and that he would further discuss the topic of e-scooters on sidewalks with the captains.

Commissioner Stefani asked if a police officer would have to engage in a lengthy reporting process to issue a ticket for an e-scooter violation on the sidewalk.

Commander Perea replied in the affirmative.

Commissioner Stefani said pedestrian safety was important with thousands of more e-scooters coming onto city streets and sidewalks and was concerned that the city would not be effective in enforcing e-scooter traffic violations.

Chair Yee asked if the SFPD had issued any citations for e-scooter traffic violations. Chair Yee said the SFPD report compared data before and after the start of the Vision Zero and noted that there was a big effort when the policy passed in terms of issuing citations. He added that the data helped show the progress made with San Francisco's Vision Zero efforts.

Commissioner Peskin said that the Vision Zero Committee identified the short staffing in motorcycle officers and then worked in the budget to help ameliorate staffing issues. He said it would be good to be able to track the number of motorcycle officers and compare that to the issuance of citations, particularly those that the city was seeking to get to 50%.

In regard to the issuance of citations, Commander Perea said the process had changed from paper tag books to electronic citations, through the use of a smartphone. He said in addition to completing the e-citation, there was the requirement to upload the body camera video and complete a long document with demographic information and what transpired during the stop.

Chair Yee asked if e-scooter-share companies were required to inform their users about e-scooter traffic laws as part of the permitting process.

Jamie Parks, SFMTA Livable Streets Director, said safety and operator accountability were at the forefront in developing the e-scooter program. He said there was an education requirement that the operators provide mandatory in-app education to all first-time users and messages directly on the e-scooters about wearing a helmet and informing riders that it was illegal to ride on the sidewalk. Mr. Parks said there were enforcement requirements requiring a detailed complaint database to be submitted to the SFMTA by the operators. The database also needed to detail how the complaints were resolved and checked. Other requirements included each e-scooter having a unique identification number. He said operators could identify a particular user based on the time and location they received a complaint. He added that all operators agreed to a three-tier system for user accountability. The first violation for



sidewalk riding was a warning, the second violation was a \$25 fine and the third violation was account suspension. Lastly, he said regarding sidewalk blocking, the SFMTA required that all e-scooters lock to a bike rack.

Chair Yee asked if the operators had global positioning systems (GPS) on their e-scooters to figure out whether users were riding on a sidewalk. If so, he asked that operators discipline users that are riding on the sidewalk by not allowing them to use their e-scooters again.

Mr. Parks said that the SFMTA asked that same question and were told that the accuracy of GPS equipment was plus or minus 6 to 10 feet and was not accurate in most cases to pin down if a user was riding on the sidewalk. He said all operators had said they would continue to develop the technology.

Chair Yee suggested drafting legislation requiring companies to create better GPS technology prior to receiving a permit.

Commissioner Stefani asked what the accountability was for the rider and what the city was doing specifically to enforce rider accountability.

Mr. Parks said on the parking side, it was a violation of the transportation code to park a e-scooter improperly and that violation could be enforced by the SFMTA. He said directly issuing a citation to a scooter user on the sidewalk was a moving violation and would have to come through the SFPD. He said there was also a reliance on the operator-based system of fining users directly and suspending accounts.

Commissioner Stefani asked if the e-scooter share companies shared user violation information.

Mr. Parks said he did not have an answer but would check how the SFMTA could work with the companies without transferring personal identifying information, which was prohibited.

Commissioner Peskin asked for confirmation that a users' first sidewalk violation was the issuance of a warning and if so, how was the warning issued.

Mr. Parks replied in the affirmative and said if the user was identified through that process, the warning would go through the app and/or the contact information that the operator had for the user. He acknowledged that it was not a perfect system in capturing violations, but companies like Scoot had already gone through the process of suspending multiple user accounts.

Commissioner Peskin asked who issued and collected the \$25 fine.

Mr. Parks said the operator issued and collected the \$25 fine to the user.

Commissioner Peskin said the companies had no motivation to issue fines and that there was no financial incentive for the SFMTA. He believed that zero tolerance was necessary to ensure pedestrian and rider safety. He acknowledged that micro-mobility technology in many instances was a good first mile/last mile solution to reduce congestion. He recommended that all four e-scooter operators take a zero-tolerance stance on sidewalk violations and ban users, across the four platforms, who violate the policy.

During public comment Jodie Medeiros, Executive Director of Walk San Francisco, asked that the SFPD boost traffic safety enforcement on the most dangerous streets



and share the locations where it issued citations. She said it was important to know if the citations were being issued on High-Injury corridors or areas with the most dangerous driver behavior. She asked the SFPD to strongly commit to the Focus on the Five behaviors for citations on the High-Injury Network and known dangerous locations.

Gloria Baron asked that the SFPD report include the demographics of the people being cited, to see if disparities exist between citations given to members of the black community versus other communities. In regard to e-scooters, she said her and her grandson were almost hit on the sidewalk by a e-scooter and that there really needed to be something done about this problem.

5. Vision Zero Legislative Update - INFORMATION

Kate Breen, Director of Government Affairs at the SFMTA, presented the item.

Commissioner Peskin stated that he was pleased about the statement from Tony Montoya, the President of the Police Officers' Association (SFPOA), to the effect that the SFPOA may have been willing to move to a supportive position on automated speed enforcement. Commissioner Peskin noted that he was setting up a meeting with Assemblymember Chiu and that he had positive meetings with representatives of the Teamsters who had historically been opposed to automated speed enforcement, but may reconsider their positions.

Chair Yee thanked Commissioner Peskin for advancing this issue and added that he had similar discussions with the Teamsters.

During public comment, Jodie Medeiros emphasized that San Francisco needed tools passed at the state level to help San Francisco reach Vision Zero goals. She asked that city leaders continue to be involved and provide input because their leadership would be critical at the state level.

6. 2018 Severe Injuries Report - INFORMATION

Shamsi Soltani, Epidemiologist at the SFDPH, presented the item.

Commissioner Peskin asked if there was a way to only show city streets in the dataset since the High-Injury Network did not include severe injuries on freeways.

Ms. Soltani acknowledged Commissioner Peskin's remarks and said that the SFDPH excluded freeway deaths from fatality monitoring. Ms. Soltani said that SFDPH had the resources to link police and hospital data which was cutting edge and that they had data for 2013 to 2015. She said she would be updating the data four years at a time and that it took time to analyze because some incidents were in police data and hospital data and some incidents were only in one dataset. She said once the linkage was done, the SFDPH would have a high-quality dataset to determine locations because the police collision reports provided good information about where injuries were occurring. She said they would assess the data and would report back to the committee.

During public comment Jodie Medeiros said that Walk San Francisco found it alarming that the numbers were increasing at five years into Vision Zero. She noted that of the total number of people with severe injuries, pedestrians were the most vulnerable. She said that she believed the data was only telling a part of the story because severe injuries were in hospital data, but there were crashes that were not



counted because they did not involve an ambulance. She said she also wanted to point out the critical injuries, which were up 60% from 2017. She added that these injuries had immense impacts on lives and emphasized the need to use every tool in our toolbox. She said enforcement and speed management were important to advance at the state level and that locally we needed to prioritize pedestrian safety to prevent these crashes. Ms. Medeiros invited the committee members to World Day of Remembrance for Road Traffic Victims on Sunday, November 17.

7. Introduction of New Items - INFORMATION

Chair Yee announced he would be introducing legislation at the Board of Supervisors establishing the Office of Emerging Technology, which was built on the Transportation Authority's Emerging Mobility Guiding Principles. He said with the help of the Emerging Technology Working Group, the guiding principles were expanded. He noted that more than 200 people participated in the group including city departments, small and well-established start-ups, advocacy groups, merchants, neighborhood and labor groups, as well as academics. He said he looked forward to the Office of Emerging Technology ensuring that safety and Vision Zero stay a top priority and that the devices that are proposed to test or operate in the city be held to the highest safety standards.

Commissioner Stefani said she would continue to raise questions in regard to e-scooter violations, especially when another city agency creates policies that place additional burdens on the SFPD without additional resources. She acknowledged that it was taking police officers twice as long to issue citations and that their reporting requirements had doubled. She asked if the doubling of motorcycle police officers was enough and if SFPD had enough resources to enforce the laws, now that e-scooters were being rolled out.

Chair Yee stated that he created a Task Force on Strategic Police Staffing and Deployment to examine traffic enforcement, but was not aware if the task force considered the need to enforce e-scooter violations. He said he would check in with the task force and ask them to postpone the final draft, if additional time was needed to study the impact of e-scooters.

Commissioner Peskin said the e-scooter program was exacerbating the pressure on the city's staff resources within law enforcement and opposed the e-scooter companies self-regulation model. He said that he did not see a zero-tolerance conversation at the SFMTA. He acknowledged that the SFMTA was making strides toward safety with engineering and capital improvements, but asked why sidewalks should be widened if they were going to be used by e-scooters.

There was no public comment.

8. Public Comment

During public comment Steve Ferrero, member of the San Francisco Bike Coalition, expressed his concerns regarding bike lanes not being safe for children due to an increase in the number of electric bikes and e-scooters using bike lanes.

9. Adjournment

The meeting was adjourned at 11:46 a.m.

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Update on State Zero Traffic Fatalities Task Force (ZTTF) Report

Purpose and Overview

The California State Transportation Agency (CalSTA) released the [final report](#) of the State's Zero Traffic Fatalities Task Force (ZTTF) in February 2020. The ZTTF was established by AB 2363 (Friedman) to identify changes in speed setting methodologies and other steps that can reduce traffic injuries and fatalities. Given that speed is the leading predictor of whether someone survives a crash, changing speed setting methodologies has significant potential for saving lives. CalSTA's report summarizes the current approaches to setting speeds, describes alternatives to the current 85th percentile methodology, and summarizes recommendations from the Task Force on strategies to make roadways safer and eliminate traffic fatalities. The Task Force also explored complementary strategies, such as automated speed enforcement to reduce speeding and save lives.

About the Process

CalSTA convened a Task Force over Summer/Fall 2019 to provide input on recommendations for the report. The Task Force was comprised of 25 members, representing government agencies and advocacy groups, including representatives from AARP, AAA, California Highway Patrol, and CalBIKE. The City and County of San Francisco is represented on the Task Force by the San Francisco Municipal Transportation Agency (SFMTA). The San Francisco Department of Public Health and Walk SF were also represented on the Advisory Group, which provided input on the work of the Task Force.

Current Approach to Setting Speeds

Speeds are set in California based on driver behaviors, focused on the speed at which the 85th percentile of motorists travel in a free-flowing traffic environment. Although many California cities have dense urban environments with other modes such as bicyclists and pedestrians, this speed setting methodology still primarily emphasizes vehicle throughput. Many states around the US, including Massachusetts, Oregon, Minnesota, Washington and New York have developed new approaches to setting speeds that better balance the safety of all road users. These new approaches to setting speeds emphasize the safety of pedestrians, bicyclists and other road users. The CalSTA Report identifies these other States as models for new approaches that can save lives on our streets.

Recommendations for Changes to Speed Limit Setting

The Task Force recommendations include both interim recommendations that work within the existing speed setting methods, but also a long-term recommendation that would be a context-sensitive, safety-based approach as an alternative to the 85th percentile methodology. If advanced as legislation and enacted into law, these recommendations would bring down speeds where people are dying and protect vulnerable populations where they live and go as they move in the City. For instance, through these recommendations San Francisco could:

- **Lower speeds on the High Injury Network** – San Francisco's High Injury Network (HIN) represents the 13% of streets where 75% of severe and fatal injuries occur. Greater flexibility



for setting speeds on the High Injury Network would allow San Francisco to reduce speeds on streets with the highest proportion of severe and fatal injuries.

- **Lower speeds on streets near vulnerable populations, such as streets close to senior facilities, homeless shelters, parks or playgrounds, and healthcare facilities** – In San Francisco, some communities and road users are disproportionately impacted by traffic deaths, such as seniors and people experiencing homelessness. Greater flexibility to reduce speeds on streets near vulnerable populations would allow San Francisco to elevate equity in working to save lives.
- **Lower speeds where we know vehicles are already traveling slower** – Except in specific circumstances, San Francisco cannot set speeds below 25 mph, even if most people are already traveling at lower speeds. Artificially high speed limits influence how people drive – contributing to “speed creep.” In San Francisco, many streets have valid speed data showing that the streets could be set at 20 mph instead of 25 mph. Allowing San Francisco to set appropriate speed limits at 20 mph would create safer streets, such as in the Tenderloin and other areas that are part of the High Injury Network.

Even with these near-term changes, the CalSTA report also identifies longer term policy recommendations for consideration that better take into account how a street is used and by whom, how protected bicyclists and pedestrians are from vehicles, and how likely it is that there will be conflict between vehicles and other street users. A long term, context-sensitive approach to how speeds are set in California would support San Francisco in setting speeds that protect vulnerable road users, such as bicyclists and pedestrians.

Consideration of Automated Speed Enforcement

As part of the report, the Task Force also discussed the role of ASE as an effective, proven tool to reduce speeding, injuries and fatalities. Cities in California require legislative authority to implement automated technology for enforcing traffic laws. The report summarizes policy considerations related to ASE, including enforcement location, notices, privacy, citation type, and use of revenue.

Next Steps

The Zero Traffic Fatalities Task Force Report was been provided to the Legislature, pursuant to the requirements of AB 2363. Based on the report’s findings, Assemblymember Friedman, who was the author of the legislation that created the Task Force, introduced two pieces of legislation, AB 2121 and AB 2828, that signaled her intent to codify recommendations related to speed limit setting and updating the Highway Design Manual. We worked closely with Assemblymember Friedman’s office to help draft legislative language, along with other cities, to ensure our priorities regarding allowing more flexibility to set speed limits in high-crash areas, creating new prima facie zones in complex multi-modal environments, and protecting vulnerable road users are included in the legislation. However, this legislation will not advance in the current legislative cycle due to the Legislature’s focus on COVID-related issues.



Intersection with San Francisco's Vision Zero 2019 Action Strategy

Pursuant to the Task Force discussions, changes to Urban Speed Limit Setting and Automated Enforcement comprise two of the four Transformative Policies in [San Francisco's 2019 Vision Zero Action Strategy](#). Transformative Policies are evidence-based, high-impact initiatives that will significantly move San Francisco towards our Vision Zero goal and require State authorization to implement locally.

Zero Traffic Fatalities Task Force and Advisory Group SF representatives:

Kate Breen, SFMTA; Megan Wier, SFDPH; Jodie Medeiros, WalkSF

For a copy of the full report, please go to [Zero Traffic Fatalities Task Force Website](#). [The UC ITS Research Synthesis is also available online.](#)

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

VISION ZERO SF: 2019 TRAFFIC FATALITY REPORT



POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

June 25, 2020

Vision Zero Committee

Shamsi Soltani, MPH | San Francisco Dept. of Public Health

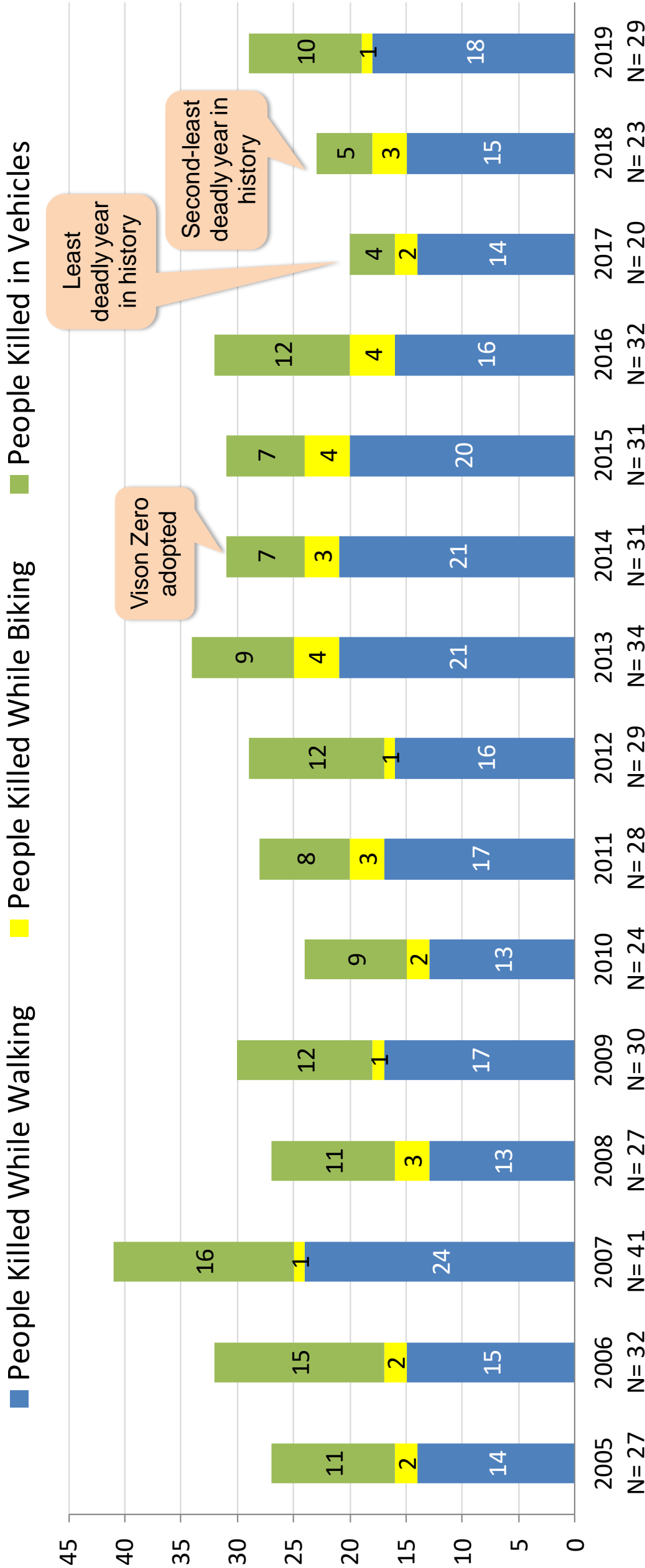


POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH



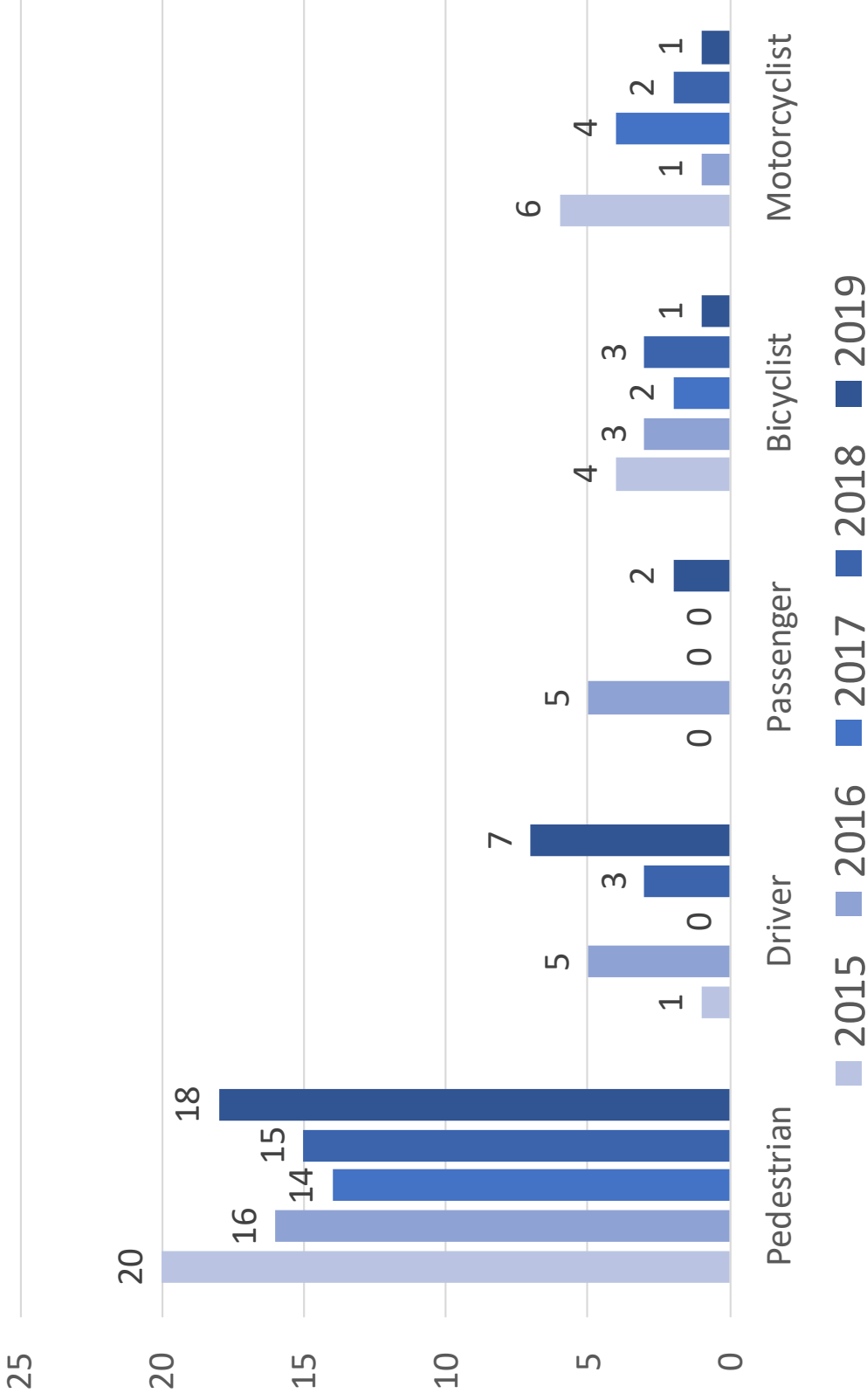
Produced by the San Francisco Department of Public Health,
in collaboration with the San Francisco Municipal Transportation Agency
and the San Francisco Police Department

29 TRAFFIC-RELATED DEATHS IN 2019



TRAVEL MODE

Fatalities by Mode (2014-2019)



Pedestrians are most vulnerable: 62% of fatalities



Nine people killed while travelling in a motor vehicle, up from prior years



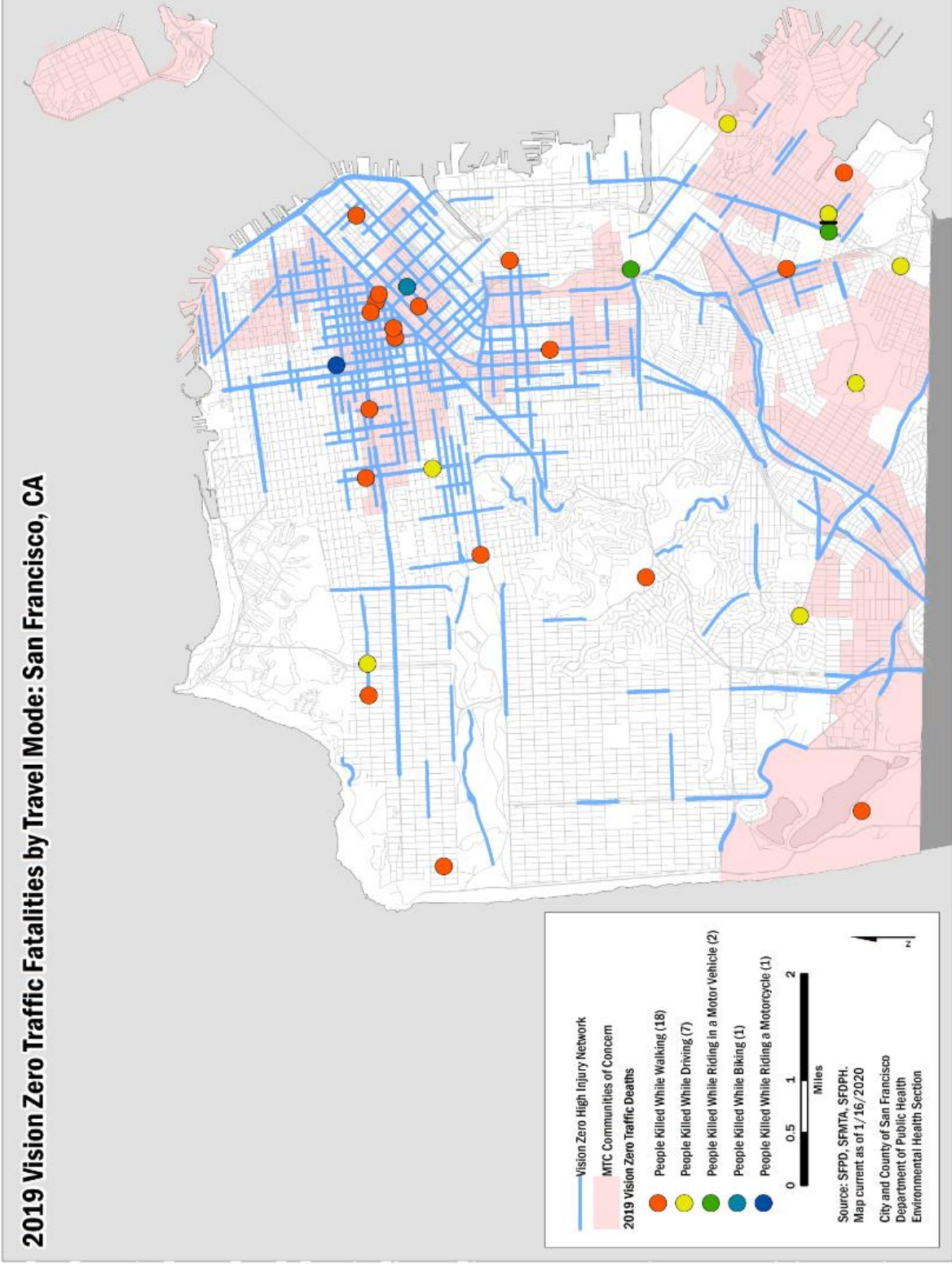
One person killed while biking, down from prior years



One person killed while riding a motorcycle

VISION ZERO HIGH INJURY NETWORK

2019 Vision Zero Traffic Fatalities by Travel Mode: San Francisco, CA

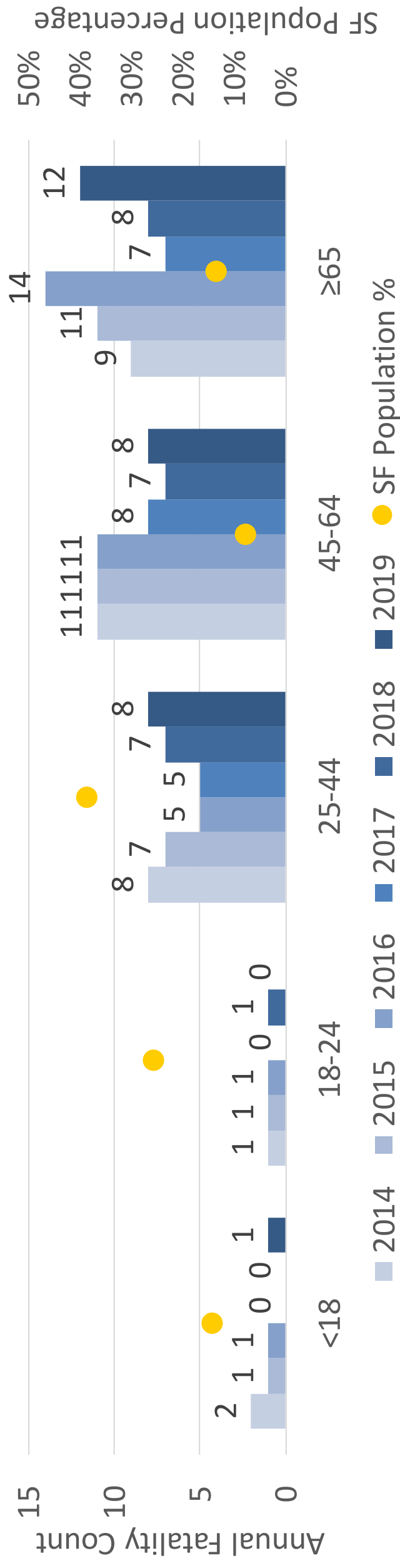


- In 2019, 66% (n=19) of traffic fatalities occurred on the Vision Zero High Injury Network.
- Two-thirds (69%; n=20) of fatalities occurred in a Community of Concern – 14 of which were on the VZHN.

AGE

- Seniors suffer a disproportionate rate of traffic fatalities
- Among pedestrian fatalities, 50% were people age 65 and older and 72% were people age 50 and older
- One youth fatality in 2019

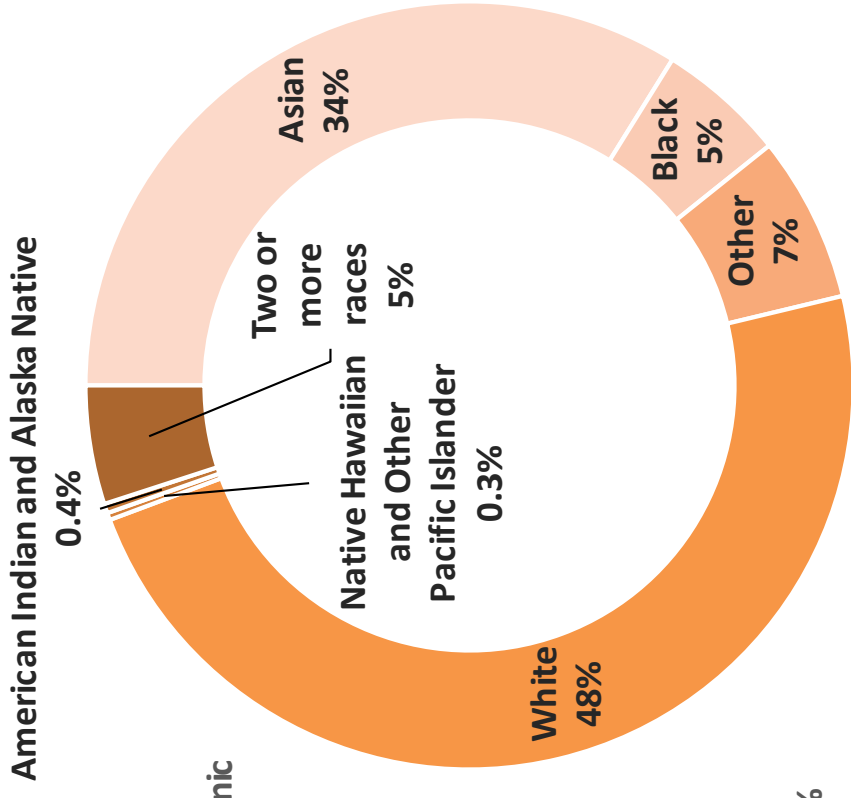
Fatalities by Age (2014-2019)



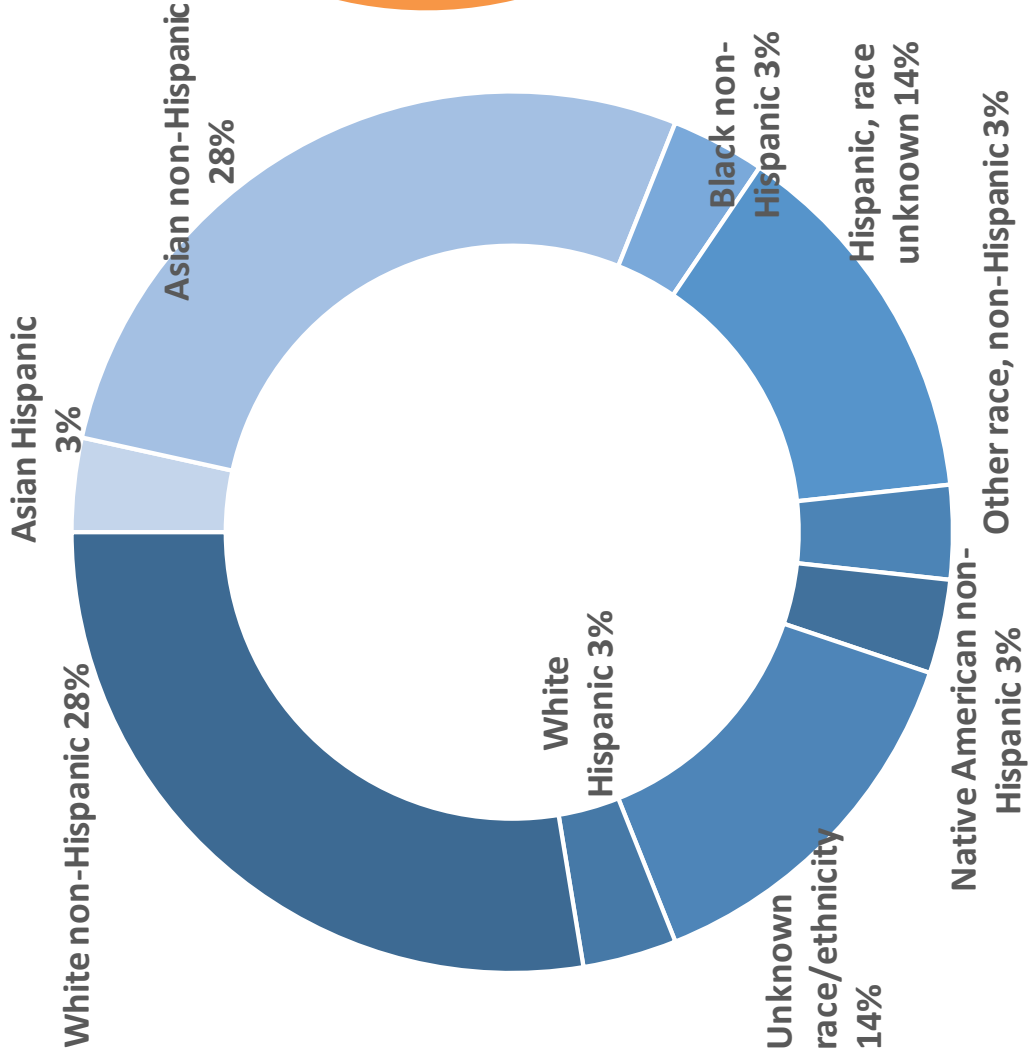
RACE/ETHNICITY

- Majority of people killed were non-Hispanic ethnicity and White or Asian.
- People of Hispanic ethnicity over-represented, White individuals under-represented in these fatality data relative to SF population.

Racet of San Franciscans

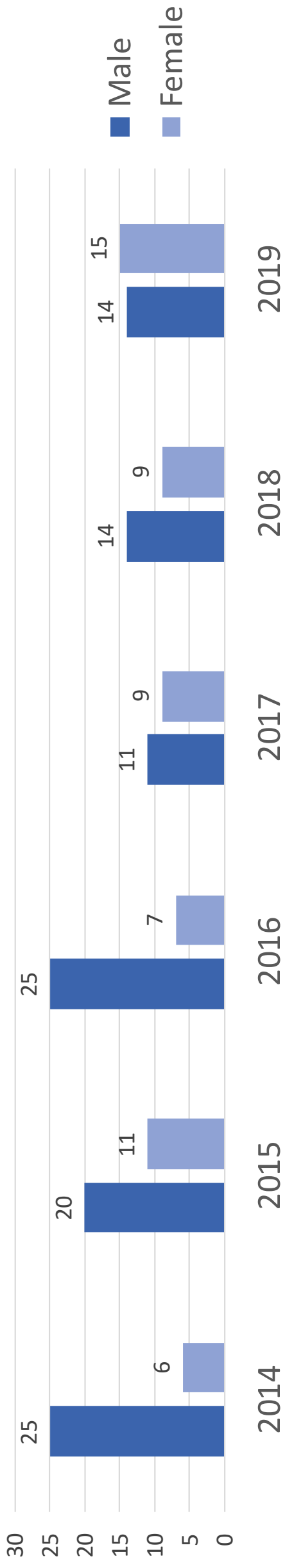


† Race from US Census Bureau, 2016.



* Race and ethnicity per Office of the Medical Examiner, N=29

FATALITIES BY SEX



- In 2019 for the first time, more females than males died on SF streets
- Different mode patterns by sex:
 - 100% bicyclists killed were female (n=1)
 - 55% of pedestrian fatalities were female (10/18)
 - 100% of motor vehicle passengers who died were female (n=2)
 - 71% of drivers who died were male (5/7)
 - All motorcyclists who died were male (n=1)

HOMELESSNESS

- In 2019, no people without an address were killed on City streets
 - Down from 22% of 2018 fatalities
 - In 2019, 27% of SF freeway fatalities affected people experiencing homelessness (3/11)
- <1% of the City population is homeless; Individuals experiencing homelessness may be particularly vulnerable to traffic injury



PRIMARY COLLISION FACTORS

- **Failure to yield to pedestrians, unsafe speed and not stopping at a red signal** were the top primary collision factors – as they have been since fatality reporting began
- Of pedestrian fatalities with vehicle code information available, **75% were caused primarily by the driver of a vehicle*** (N=16)
- Two fatalities resulted from collisions primarily caused by a **driver under the influence (DUI)** of alcohol

California Vehicle Code	Description	2014	2015	2016	2017	2018	2019
21950(a)	Driver failure to yield right-of-way at crosswalks	6	9	6	7	5	8
21453(a,c)	Red signal - driver or bicyclist responsibilities	2	4	8	1	3	3
22350	Unsafe speed for prevailing conditions	6	7	3	4	3	4

* Cause per police classification

DRIVER CHARACTERISTICS (DRIVERS DETERMINED TO BE AT FAULT)

- Most fatal collisions involved a police-determined **at fault driver** or motorcyclist (75%, n=21/28).
- At fault drivers spanned the age spectrum. Three were young adults (14%, defined as age 18-24), and four were seniors (19%, age 65 or more).
- **Turn Movement Preceding Collision:**
 - 52% of cases involved drivers proceeding straight prior to collision,
 - 38% involved a left-turning vehicle or motorcycle,
 - One each involved a door of a parked vehicle opening into the roadway, or an unknown movement preceding collision (both 5%)

CRASH CHARACTERISTICS

Large Vehicle Involvement

Of 28 fatal traffic collisions in 2019, four (14%) involved a large vehicle.

Two involved semi-trucks, one involved a Golden Gate transit bus, and one involved a paratransit vehicle.

Ride-hail Involvement

In 2019, Transportation Network Company (TNCs) and taxis were not determined to be at fault in any fatal traffic collisions. A TNC was a party in a fatal collision involving the deaths of one driver and one passenger. A taxi was a party in a fatal collision involving the death of a pedestrian.

HIT AND RUN COLLISIONS

Four traffic fatalities (14%) involved a hit and run in 2019

- Two pedestrians and two vehicle occupants died following a hit and run.
- Decrease from 2018, during which seven fatalities resulted from hit and run collisions.



IN MEMORIAM: 2019

Lucy Morales

Nancy Ng

Matilde Cheng

Zhao Guan

Gerard Graybosch

Jose Manuel Haros
Carrasco

Janice Higashi

Tess Rothstein

Madlen Koteva

Phala Neuo

Pablo Ramirez

Galina Alterman

Mark Swink

Darren Travis

Grace Jang

Syed Waseem Ali

Sela Henriquez

Alexander Reyes

Alexander Norton

Michael Evans

Benjamin Dean

Bruce Romans

Hui Jun Yang

Lee Dominique, Jr.

Ramona Lang

Pilsoo Seong

Jesus Ocampo

Piu King Dea

John Griffin

WHY AREN'T FATAL INJURIES DECLINING DESPITE SIGNIFICANT VZ INVESTMENTS? SOME CONTEXT:

More People: Nearly 150,000 **new residents** between 2010 and 2020 with 170,000 **new jobs** during the same period (Plan Bay Area 2040)

More Vehicles: Increase in **daily vehicle miles travelled (VMT)** by over 630,000 miles between 2010-2016 and TNCs account for 47% of this increase, in SFCFTA estimates.

Aging Population: One in five residents are **seniors**, more vulnerable to severe injury. The Bay Area's senior population is forecasted to grow by 137% by 2040.

Increasing Homelessness: 15% increase in people living on the streets from 2015-2019 - where exposure to traffic is highest, combined with increased physical and mental health issues for people without housing and marginally housed.

Substance use (OTC and otherwise) is a national trend, and potentially a factor

TRANSFORMATIVE POLICIES ARE REQUIRED TO REALIZE OUR GOALS

- **SLOWING VEHICLE SPEEDS**
- **REDUCING VEHICLE MILES TRAVELLED**



Urban Speed
Limit Setting



Automated
Enforcement



Pricing and
Reducing Vehicle
Miles Travelled

Local Regulation
Of Transportation
Network Companies





Thank you!

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Vision Zero Traffic Fatalities: 2019 End of Year Report

March 2020



Produced by the San Francisco Department of Public Health,
in collaboration with the San Francisco Municipal Transportation Agency
and the San Francisco Police Department





Vision Zero Traffic Fatalities: 2019 End of Year Report

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**Suggested APA Format Citation:**

San Francisco Department of Public Health. (2020, March). *Vision Zero Traffic Fatalities: 2019 End of Year Report*. San Francisco: Program on Health, Equity and Sustainability.

Acknowledgements

We wish to sincerely thank Nina Fiore, former Executive Secretary of the San Francisco Office of the Medical Examiner. She was instrumental in providing crucial mortality data and other valuable supplementary information needed in order to implement this process.



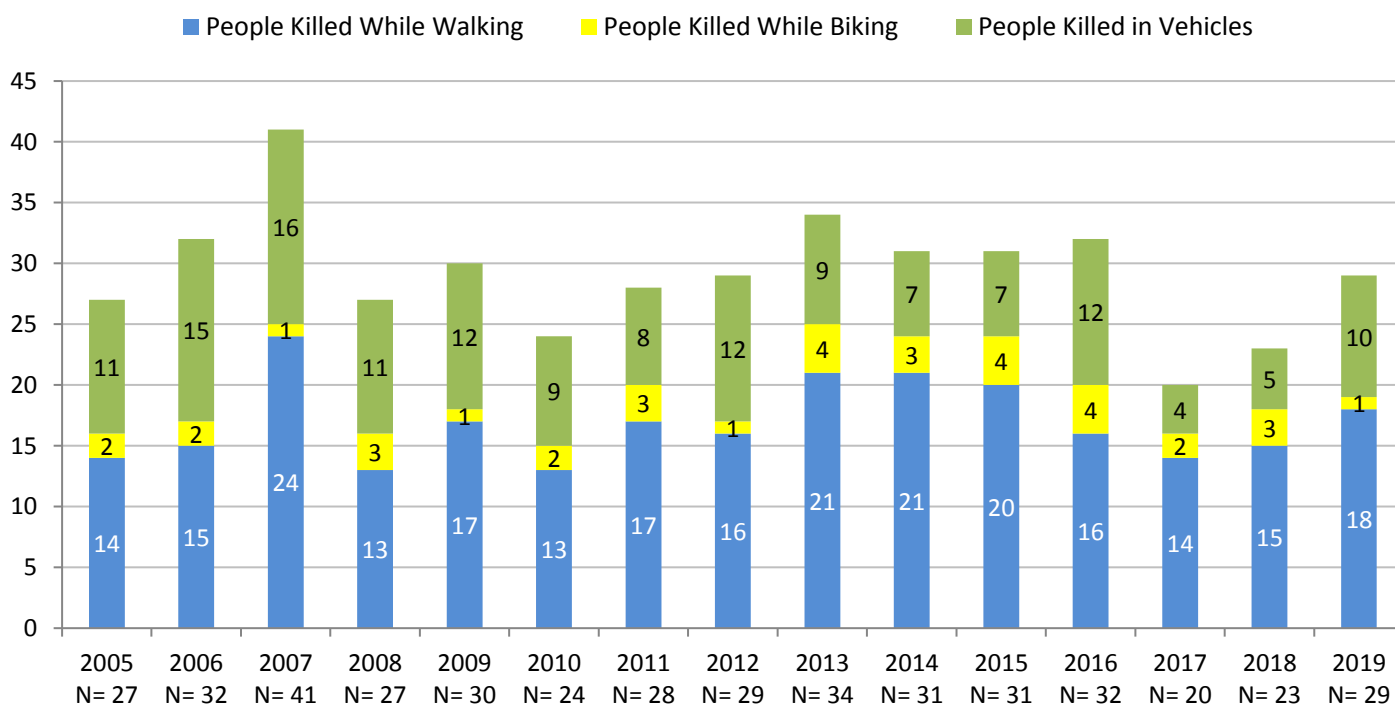
INTRODUCTION AND NATIONAL CONTEXT

San Francisco saw 29 traffic-related deaths in 2019. Twenty-nine people losing their lives is unacceptable. Every death in this report represents indescribable loss suffered by an individual and the community.

The 29 deaths in 2019 represent a 26% rise compared to 2018; 2018 represented the second lowest number of traffic deaths on San Francisco city streets in over 100 years of record. San Francisco remains committed to achieving our Vision Zero goal of zero traffic deaths. This report summarizes traffic death patterns in 2019 to inform Vision Zero initiatives to save lives.

The following chart compares annual fatality data 2005 through 2019. After relatively stable numbers of traffic deaths in 2014-2016 following the adoption of Vision Zero, the number of traffic deaths in San Francisco fell notably in 2017 to 20 deaths, then rose in 2018 to 23 deaths, and rose again in 2019 to 29 deaths.

San Francisco Traffic Deaths, 2005-2019



NOTE: 2005-2012 deaths sourced from California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) data, restricting to San Francisco City Streets jurisdiction, including streets that intersect with freeways (i.e., fatalities occurring at freeway ramps in the City jurisdiction). 2013 traffic deaths from SFPD. 2014-2019 traffic deaths reported using the Vision Zero Traffic Fatality Protocol based on data from the Office of the Medical Examiner and SFPD; includes deaths involving above-ground light rail vehicles not routinely reported in SWITRS.

Staff from the SF Department of Public Health (SFDPH) work with colleagues from SF Police Department (SFPD) and the SF Municipal Transportation Agency (SFMTA) to report and map official fatality statistics monthly on the following webpage, utilizing the Vision Zero Traffic Fatality Protocol¹: <http://visionzerosf.org/maps-data/>.

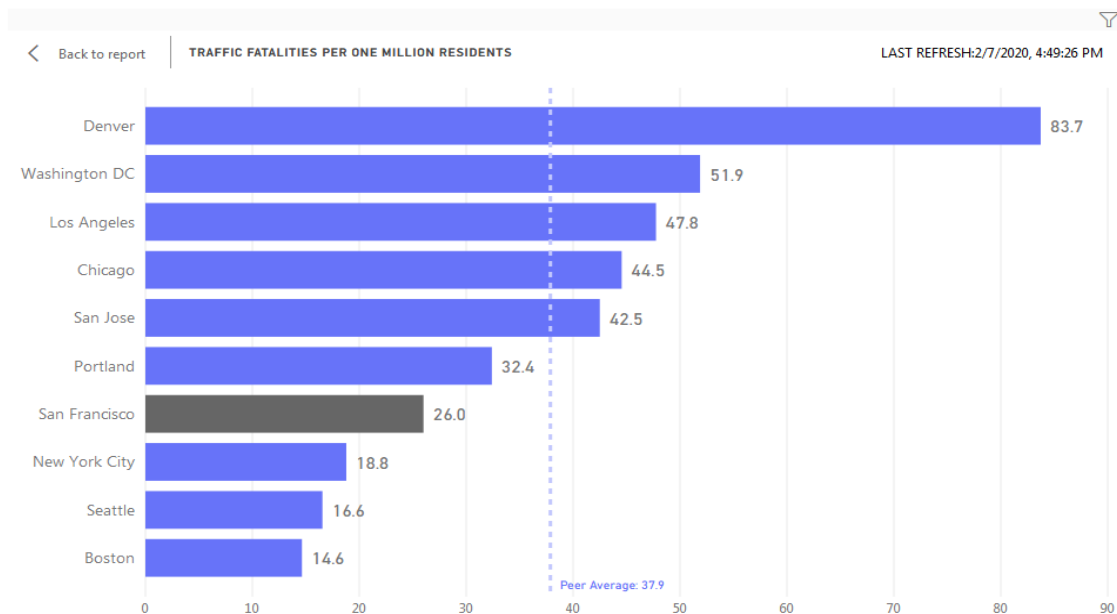
¹ In 2015, with periodic updates since, the City finalized and standardized the [San Francisco Vision Zero Traffic Fatality Protocol](http://visionzerosf.org/maps-data/), to ensure consistency of fatality tracking and reporting across city agencies. The protocol utilizes the traffic fatality definition in the collision investigation manual of the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). However, it expands the definition to include above ground light rail vehicle (LRV)-involved fatalities that involve collisions with pedestrians and cyclists. Traffic fatalities are any person(s) killed in or outside of a vehicle (bus, truck, car, motorcycle, bike, moped, light rail vehicle, etc.) involved in a crash, or killed within the public roadway due to impact with a



This report summarizes characteristics of traffic deaths in San Francisco from 2014-2019, in order to identify patterns and trends to inform Vision Zero SF's data-driven actions and policies. Note that traffic fatality totals are susceptible to random variation. Year-to-year changes as well as annual patterns in the data where there are small sample sizes may thus be due to chance. Analyzing longer-term trends helps address this issue. SFDPH also monitors and reports on severe injuries to understand trends and characteristics of the most serious traffic-related injuries, which serves as an additional metric by which to evaluate the progress of Vision Zero efforts.²

San Francisco was the second city in the country to adopt Vision Zero and the goal of zero traffic deaths, now adopted by over 40 cities across the United States. San Francisco is frequently asked how we compare to other cities. In 2018 the Vision Zero SF team worked with the San Francisco Controller's Office to update their Transportation Benchmarking analysis to reflect data from Vision Zero peer cities with comparable reporting systems.³ Among peer cities reporting data for 2018, San Francisco ranked fourth-lowest with 26 fatalities per 1 million residents, a rate above that of Boston, Seattle and New York City and below cities including Portland, San Jose, Los Angeles and Washington DC. Data is not yet available for 2019.

TRAFFIC FATALITIES



San Francisco's fatality trends are in the larger context of a growing residential population, increased traffic on city streets including from transportation network companies Uber and Lyft, as well as crises on city streets related to substance use and people without housing. **In recent years in San Francisco fatalities to people walking or biking have decreased or held steady in contrast with national trends of increases in fatalities to people walking and biking – with 2018 analyses by the U.S. Department of Transportation's National Highway Traffic Safety Administration finding the highest numbers of deaths to people walking and biking in since 1990.**⁴

vehicle or road structure, or anyone who dies within 30 days of the public roadway incident as a result of the injuries sustained within the City and County of San Francisco.

² Severe Injury Trends Report available at: www.visionzerosf.org/wp-content/uploads/2019/09/Severe-Injury-Trends_2011-2018_final_report.pdf

³ Benchmarking available at: <https://sfgov.org/scorecards/benchmarking/transportation>

⁴ National Center for Statistics and Analysis. (2019, October). 2018 fatal motor vehicle crashes: Overview. (Traffic Safety Facts Research Note. Report No. DOT HS 812 826). Washington, DC: National Highway Traffic Safety Administration.



KEY FINDINGS

28 collisions resulted in 29 traffic deaths on San Francisco Streets in 2019.

High Injury Network and Communities of Concern

- Of the 29 traffic deaths in 2019, the majority (66%, n=19) occurred on the Vision Zero High Injury Network.
- Over two-thirds (69%, n=20) of fatalities occurred in a Community of Concern in 2019, and of those about half (48%, n=14) were also on the High Injury Network.

Travel Mode

- Eighteen people (inclusive of one skateboarder) were killed while walking in San Francisco, comprising the largest road user group impacted by traffic fatalities (62%).
 - Compared to 2018's fifteen fatalities, three additional people were killed while walking in 2019, in contrast to a steady decrease in pedestrian deaths seen 2014-2017.
- One person was killed while biking, comprising 3% of all traffic fatalities.
 - Compared to 2018's three fatalities, there were two fewer cyclist deaths.
- One person was killed while riding a motorcycle, comprising 3% of all traffic fatalities.
 - Compared to 2018's two motorcyclist deaths, one less person was killed while riding a motorcycle.
- Nine people were killed while travelling in a motor vehicle.
 - This contrasts notably with 2018, when three people were killed while travelling in a motor vehicle as a driver or passenger.

Demographics: Homelessness, Sex, Age and Race/Ethnicity

- No people without a fixed address were among 2019 Vision Zero traffic fatalities, down from 22% (n=5) of traffic fatalities in 2018. *Four people experiencing homelessness died on SF freeways or Caltrain right of way within San Francisco in 2019.*
- For the first year since year-end reporting began in 2016, the majority of traffic fatalities were female in 2019 (52%, n=15). Fifty-five percent of people killed while walking were female (n=10). The one person killed while cycling was female (n=1), while the one person killed while riding a motorcycles was male (n=1). People killed while driving were slightly more likely to be male than female (n=5 and 4, respectively).
- Forty-one percent of fatalities were of people aged 65 years or older (n=12). Half of people killed while walking were at least 65 years old (n=9/18).
- People killed in traffic collisions were predominantly of Asian (31%) and White (31%) race. By comparison, the demographic profile of San Francisco at large is approximately 34% Asian and 47% White. One in five people killed was of Hispanic ethnicity (21%, n=6), compared to 15% of San Francisco's population.

Driver Characteristics (for Drivers Determined to be at Fault)

- Three quarters of fatal collisions involved an at fault driver, by police determination (n=21, 75%).
- The most common turn movement preceding a collision was proceeding straight (52%), followed by turning left (38%).
- At fault drivers spanned the age spectrum. Three were young adults (14%, defined as age 18-24), and four were seniors (19%, age 65 or more).

Hit and Run Collisions

- Four traffic fatalities (14%) from three hit and run collisions resulted in the death of two pedestrians and two occupants of a motor vehicle in 2019. This is a decrease from 2018, during which 7 fatalities resulted from hit and run collisions.



Primary Collision Factors

- Among 28 collisions leading to 29 fatalities, the most-cited collision factors were driver failure to yield at crosswalks, unsafe speed, and failure to stop at a red signal— the same three collision factors that have topped the list each year since reporting began in 2016.
 - The most commonly-cited primary collision factor was failure by a driver to yield right-of-way at crosswalks (CVC 21950(a)), cited as the primary or secondary factor in 31% (n=9) of fatalities. This was also the leading collision factor 2017-2018.
 - The second most commonly-cited primary collision factors were unsafe speed (CVC 22350) and driver failure to stop at a red signal (CVC 21453(a)), at 14% (n=4) and 10% (n=3), respectively.
 - Two fatalities (7%) resulted from collisions primarily caused by pedestrian signal violations. Two fatalities (7%) resulted from collisions primarily caused by a driver under the influence (DUI) of alcohol, according to police assessment. DUI is a focus of further analysis for Vision Zero in 2020.

California Vehicle Code (CVC)	Primary Collision Factor Description	Count (N=29)
21950(a)	Driver failure to yield right-of-way at crosswalks	8
22350	Unsafe speed for prevailing conditions	4
21453(a)	Red signal - driver responsibilities	3
23152(a)	Driver under the influence of alcohol	2
21456(c)	Pedestrian violation of Walk or Wait signals	2
21954(a)	Pedestrians must yield right-of-way outside of crosswalks	1
21460(a)	Remain at right of double parallel solid yellow lines - driver responsibility	1
22107	Unsafe turn or lane change prohibited	1
21453(d)	Red signal - pedestrian responsibilities	1
21804(a)	Entering highway from alley or driveway	1
21954(b)	Failure of driver or bicyclist to exercise due care for safety of pedestrian on roadway	1
22517	Opening door on traffic side when unsafe	1
21203	Illegal to hitch a ride on other vehicle	1
n/a	Unknown, Pending, or None	2

Large Vehicle Involvement

Of 28 fatal traffic collisions in 2019, four (14%) involved a large vehicle. In one of those crashes, the driver (of a semi-truck) was determined to be at fault.

Ride-Hail Involvement

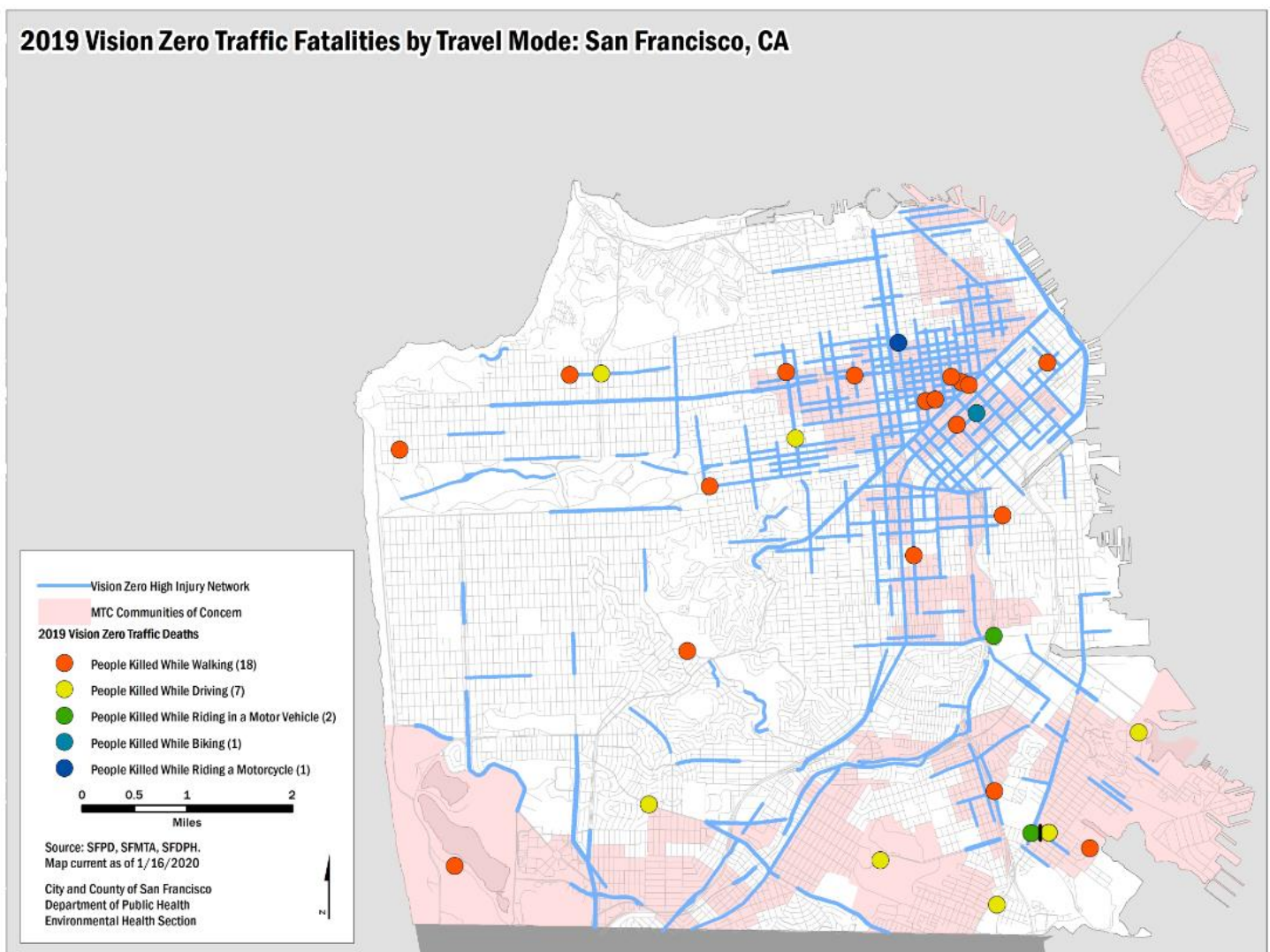
No drivers of Transportation Network Company (TNC, i.e. Uber or Lyft) or taxi vehicles were determined to be at fault in a fatal collision in 2019; one fatal collision involved a taxi and two others involved a TNC vehicle.



THE VISION ZERO HIGH INJURY NETWORK AND COMMUNITIES OF CONCERN

The Vision Zero High Injury Network (VZHIN) identifies the corridors where the most severe and fatal injuries in San Francisco are concentrated, and is used to identify and prioritize where improvements in engineering, education, enforcement and policy are focused to realize Vision Zero. The VZHIN⁵ incorporates both police and hospital data and represents the 13% of San Francisco streets where more than 75% of severe and fatal traffic injuries occur. The majority (52%, or 66/128 miles) of the VZHIN is in the Metropolitan Transportation Commission's (MTC) Communities of Concern,⁶ which contain 31% of the city's surface streets. Communities of Concern are areas with high concentrations of poverty, communities of color, seniors and other vulnerable populations.

- In 2019, two-thirds (66%; n=19) of traffic fatalities occurred on the Vision Zero High Injury Network.
- Similarly, two-thirds (69%, n=20) fatalities occurred in a Community of Concern in 2019, 48% (n=14) of which were on the VZHIN.



⁵ Source: San Francisco Department of Public Health-Program on Health, Equity and Sustainability. 2018. Vision Zero High Injury Network: 2018 Update – A Methodology for San Francisco, California. San Francisco, CA. Available at:

<https://www.sfdph.org/dph/eh/PHES/PHES/TransportationandHealth.asp>.

⁶ Source: Plan Bay Area: 2040 Plan, 2018. <http://www.planbayarea.org/2040-plan/plan-details/equity-analysis>

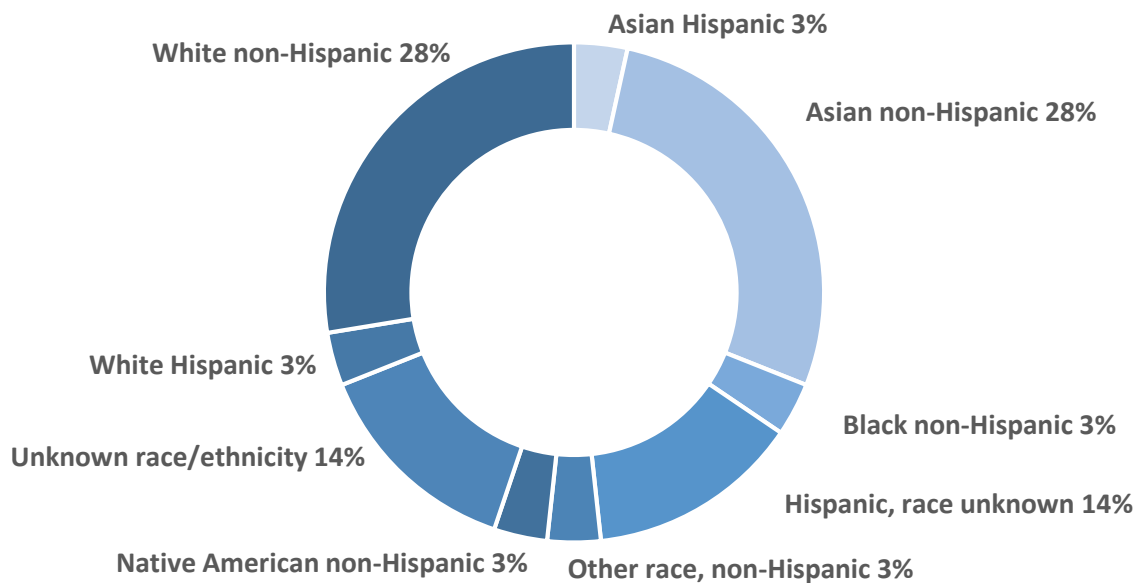


RACE AND ETHNICITY

People killed in traffic collisions in 2019 were predominantly of White (31%, n=9) or Asian (31%, n=9) races. In addition, of those who died, 3% (n=1) were Black, 3% (n=1) were Native American, 3% (n=1) were of another race, and 28% (n=8) were of unknown race. Compared to the demographic profile of San Francisco at large (approximately 34% Asian, 47% White, 5% Black, and under 1% Native American among people reporting a single race),⁷ White individuals are slightly under-represented and Native American individuals are over-represented in these fatality data. Black and Asian individuals are represented among traffic fatalities in similar proportion to their presence in the San Francisco population. Regarding ethnicity, 15% of San Francisco's population is Hispanic while a higher proportion (21%, n=6) of those killed in traffic in 2019 were Hispanic.^{8,9}

Race and Ethnicity* of 2019 Traffic Fatalities (N=29)

*Race and ethnicity per Office of the Medical Examiner



⁷ Source: U.S. Census Bureau, 2009-2018 American Community Survey 5-Year Data

⁸ Source: U.S. Census Bureau, 2009-2018 American Community Survey 5-Year Data

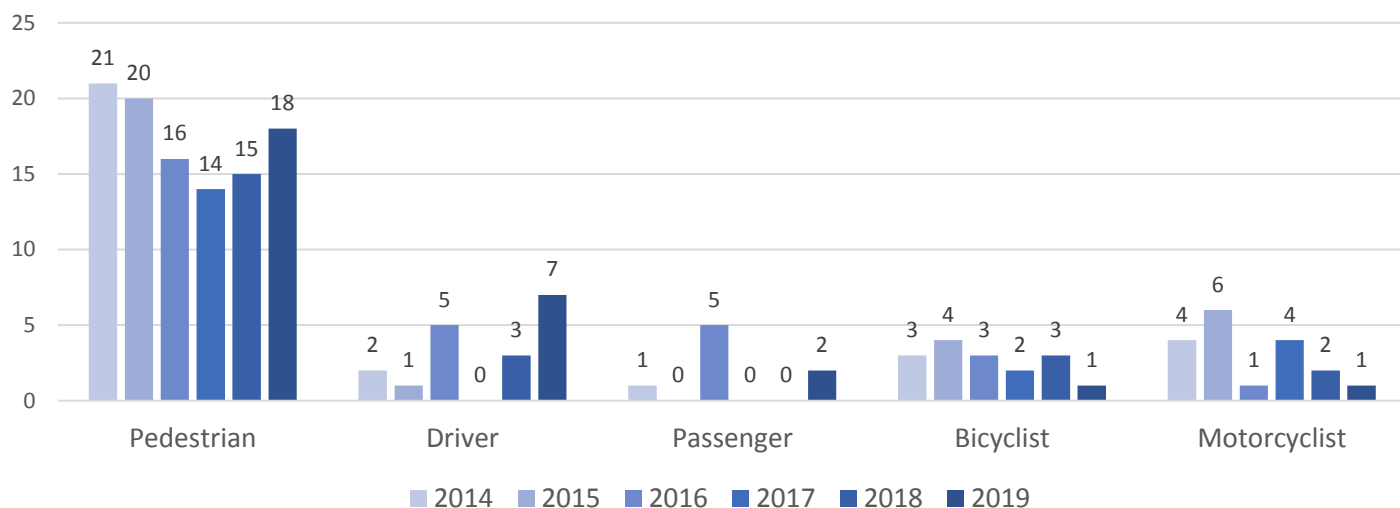
⁹ Note: San Francisco is a city with significant tourist and commuter populations. Though members of these groups are also at risk of injury or death while traveling on San Francisco streets, they are not reflected in the Census population estimates for San Francisco.



TRAVEL MODE

Pedestrians are consistently the most vulnerable road users in San Francisco, accounting for over half of all fatalities (62%; n=18). In 2019, there were three more pedestrian deaths relative to the year prior. All pedestrian fatalities resulted from collisions with a motor vehicle. One person was killed while biking, representing two fewer cyclist deaths than in 2018. Motorcyclist fatalities saw a second year of decline, with one motorcyclist death in 2019. Those killed in motor vehicles (comprised of drivers and passengers) increased notably from three people in 2018 to nine people in 2019. The fatality count rise in 2019 - from 23 to 29 deaths - largely reflects this marked increase in deaths among occupants of motor vehicles.

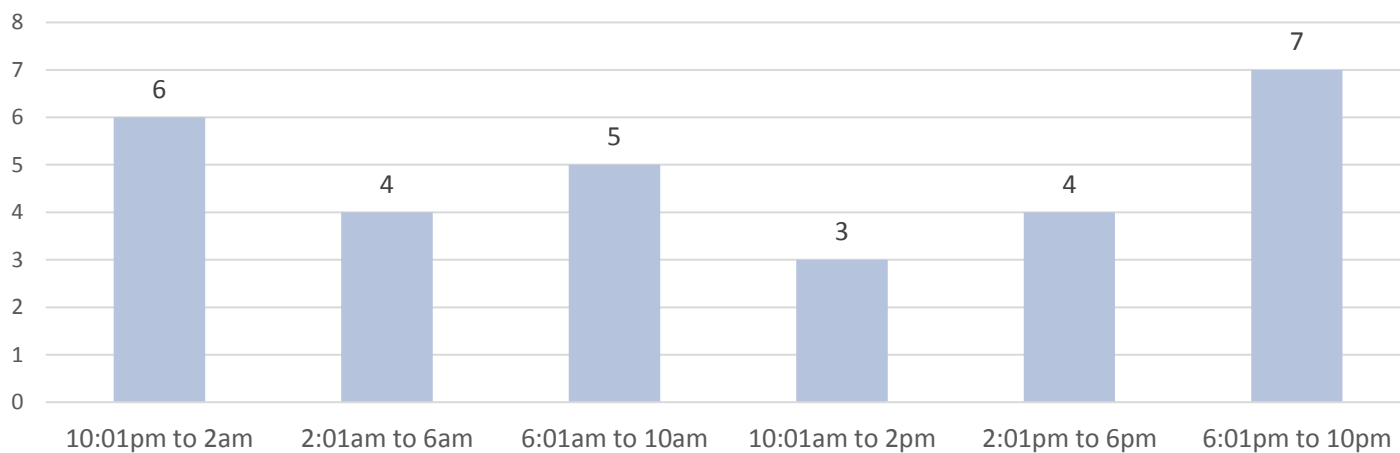
Fatalities by Mode (2014-2019)



TIME OF DAY

Collisions resulting in traffic fatalities in 2019 occurred more frequently in the evening and early morning hours with peak numbers occurring between 6:01pm and 10pm (24%, n=7). Fatal collision time of day has shown notable variation from year to year.

Fatalities by Collision Time of Day (2019; N=29 collisions)



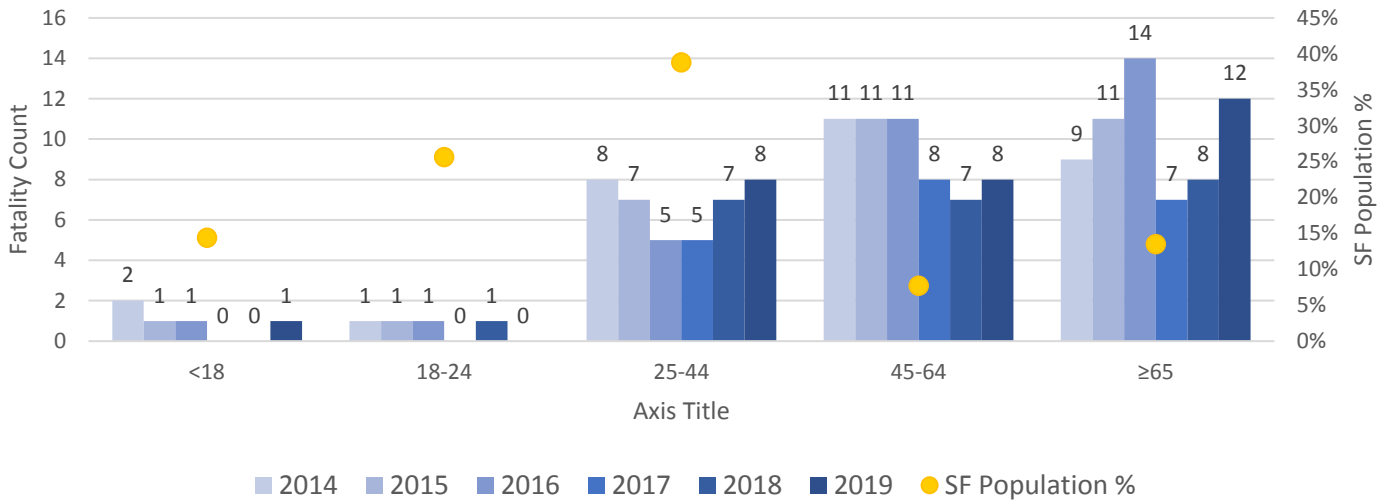


AGE

Seniors (aged 65 and up) suffer a disproportionate rate of traffic fatalities. While only 15% of San Francisco’s total population¹⁰, seniors accounted for 41% (n=12) of all traffic fatalities in 2019. Looking specifically at pedestrian fatalities in 2019, half (n=9/18) were people age 65 and older and about three-quarters (72%, n=13) were people age 50 and older (data in Appendix A).

Notably, one youth (under 18 years) died as a result of a traffic collision in 2019. Historically, fewer youth die from traffic injury than people in other age groups in San Francisco.

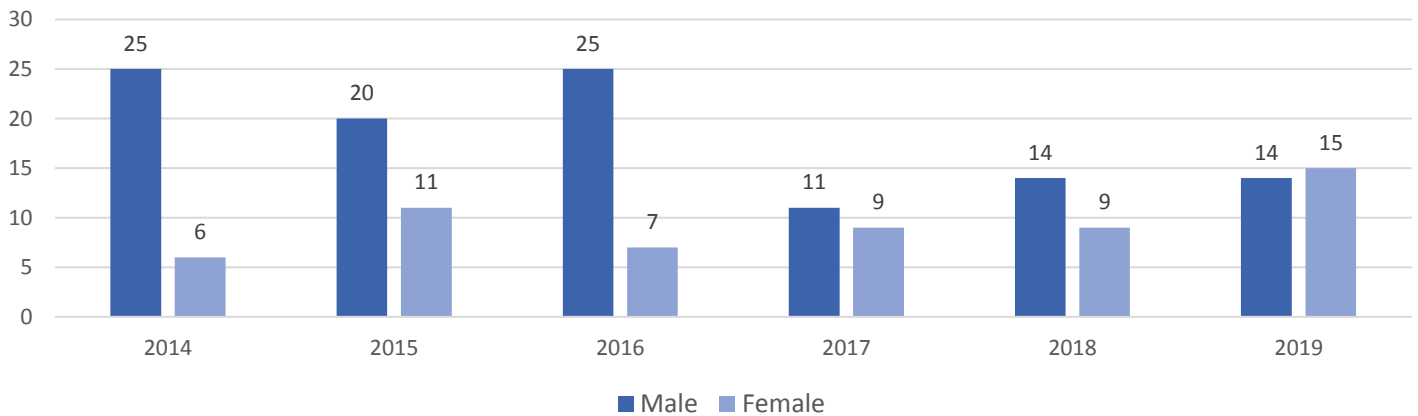
Fatalities by Age (2014-2019)



SEX

Females and males are about equally represented among traffic fatalities in 2019. For the first time since Vision Zero was adopted, more females than males were killed on San Francisco streets (n=15 female deaths). However, fatality mode reveals different patterns between males and females: Almost three quarters of drivers who died were male (71%; n=5/7), and 100% of motorcyclists who died were male (n=1). By contrast, a slight majority of pedestrians who died were female (55%, N=10/18), and all bicyclists and motor vehicle passengers killed were female (n=1 and 2, respectively).

Fatalities by Sex (2014-2019)



^{10,9} Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates



HOMELESSNESS

Vision Zero SF tracks the proportion of traffic fatalities affecting people with no fixed address as a conservative proxy for people experiencing homelessness who die in traffic crashes. In 2019, no people without a fixed address were killed on City streets, down from 22% of fatalities in 2018. The homeless population of San Francisco is estimated to be 8,011¹¹, making up only 0.9% of the City population¹². While no people experiencing homelessness were among Vision Zero deaths, over a quarter of fatalities occurring on SF freeways were to people without a fixed address (27%, n=3/11, Appendix B). In addition, one person who died on Caltrain right of way had no fixed address. People experiencing homelessness are particularly vulnerable to traffic injury.

PRIMARY COLLISION FACTORS

Driver failure to yield, unsafe speed and not stopping at a red signal were top primary collision factors in 2019, as in prior years. Two fatalities resulted from collisions primarily caused by a driver under the influence (DUI) of alcohol, according to police assessment. DUI is a focus of further analysis for Vision Zero in 2020. Six fatal collisions involved a secondary collision factor (*noted in Appendix A*). Of pedestrian fatalities which have vehicle code information available, police classified three quarters (n=12/16) as caused primarily by the driver of a vehicle. Counts of primary collision factors by year can be found in Appendix C.

DRIVER AGE (FOR DRIVERS DETERMINED TO BE AT FAULT)

Three quarters of fatal collisions were determined by police to be the responsibility of a driver or motorcyclist (75%, n=21/28)¹³. At fault drivers spanned the age spectrum. Three were young adults (14%, defined as age 18-24), and four were seniors (19%, age 65 or more).

TURN MOVEMENT PRECEDING COLLISION

In 21 driver-at-fault fatal traffic collisions, just over half of cases involved drivers proceeding straight prior to collision (52%, n=11). Eight (38%) involved a left-turning vehicle or motorcycle, and one each involved a door of a parked vehicle opening into the roadway, or an unknown movement preceding collision (5% each).

LARGE VEHICLE INVOLVEMENT

Of 28 fatal traffic collisions in 2019, four (14%) involved a large vehicle¹⁴. Two involved semi-trucks, one involved a Golden Gate transit bus, and one involved a paratransit vehicle. Of 21 fatal collisions with a driver at fault, one involved a large vehicle (a semi-truck).

RIDE-HAIL INVOLVEMENT

Ride-hail includes Transportation Network Companies (TNCs) like Uber and Lyft, as well as traditional taxis. In 2019, TNCs and taxis were not determined by police to be at fault in any fatal traffic collisions. A TNC was a party in a fatal collision involving the deaths of one driver and a passenger. A taxi was a party in a fatal collision involving the death of a pedestrian.

HIT AND RUN COLLISIONS

In 2019, 14% (n=4) of traffic fatalities resulted from a collision in which the driver left the scene, comprising two motor vehicle occupant and two pedestrian deaths. While this represents a decline from seven hit and run collisions in 2018, the issue remains concerning. In 2018 over 30% of all traffic fatalities resulted from a collision in which a driver left the scene. In 2017, a single fatality resulted from a hit and run collision.

¹¹ Source: Applied Survey Research, 2019 San Francisco Homeless Count & Survey Comprehensive Report. http://hsh.sfgov.org/wp-content/uploads/2019HIRDReport_SanFrancisco_FinalDraft.pdf

¹² San Francisco population estimate of 883,305. Source: U.S. Census Bureau, Population Estimates Program, July 1, 2019

¹³ At the time of publication, one of 28 fatal collisions was still pending determination of the responsible party.

¹⁴ Large vehicles are defined as those larger than a pickup truck (with unladen weight of over 8,000 lbs) or a van designed to carry 10 or more people.



APPENDIX A – TABLE OF 2019 VISION ZERO TRAFFIC FATALITIES

#	Collision Date	Collision Time	Deceased	Victim Sex	Victim Age	Collision Type	Primary (Secondary) Collision Factor	Hit and Run	Collision Location ¹⁵
1	1/1/2019	1800	Pedestrian	F	84	Vehicle vs. Pedestrian	21804	N	Haight Street and Stanyan Street
2	1/28/2019	1755	Pedestrian	F	84	Vehicle vs. Pedestrian	21950(a)	N	46th Avenue and Cabrillo Street
3	2/9/2019	720	Driver	F	78	Motor Vehicle Collision	22107	N	IFO 2189 Bayshore Boulevard
4	2/26/2019	2007	Pedestrian	F	64	Pedestrian vs. Vehicle	21950(a)	Y	18th Avenue and California Street
5	3/1/2019	1908	Driver	M	44	Motor vehicle collision	21460(a)	N	Mansell Street near Visitacion Avenue
6	3/1/2019	1225	Pedestrian	M	37	Pedestrian vs. Vehicle	21954(a)	N	IFO 255 Woodside Avenue
7	3/5/2019	1029	Pedestrian	F	58	Pedestrian vs. Vehicle	21954(b) (21955)	N	Golden Gate Avenue at Leavenworth Street
8	3/8/2019	819	Bicyclist	F	30	Bicyclist vs. Vehicle	22517	N	IFO 992 Howard Street
9	3/15/2019	1816	Pedestrian	F	14	Pedestrian vs. Vehicle	21950(a)	N	IFO 655 John Muir Drive
10	3/31/2019	303	Passenger	F	31	Motor Vehicle Collision	22350	N	Cesar Chavez Street near Kansas Street
11	4/23/2019	1216	Pedestrian	M	26	Pedestrian vs. Vehicle	21203	N	IFO 160 7th Street
12	5/1/2019	830	Pedestrian	F	77	Pedestrian vs. Vehicle	21950(a)	N	Divisadero Street and Sutter Street
13	5/11/2019	1900	Pedestrian	M	66	Pedestrian vs. Vehicle	None	N	Hyde Street and Golden Gate Avenue
14	5/11/2019	2212	Motorcyclist	M	47	Motorcycle Collision	22350	N	Polk Street and Pine Street
15	5/29/2019	525	Pedestrian	F	85	Pedestrian vs. Vehicle	21456(c) (21950(a))	N	Geary Boulevard and Laguna Street
16	6/23/2019	120	Driver	M	27	Motor vehicle collision	21453(a)	Y	Third Street and Paul Avenue
17	6/23/2019	120	Passenger	F	49	Motor vehicle collision	21453(a)	Y	Third Street and Paul Avenue

¹⁵ IFO stands for “in front of”

#	Collision Date	Collision Time	Deceased	Victim Sex	Victim Age	Collision Type	Primary (Secondary) Collision Factor	Hit and Run	Collision Location
18	6/24/2019	302	Driver	M	56	Motor vehicle collision	23152(a) (22350)	N	California Street and Funston Avenue
19	6/27/2019	200	Pedestrian	M	30	Pedestrian vs. Motor Vehicle	21950(a)	N	First Street and Howard Street
20	7/18/2019	542	Pedestrian	M	54	Pedestrian vs. Motor Vehicle	21950(a)	N	Eddy Street and Mason Street
21	7/21/2019	1410	Pedestrian	M	39	Pedestrian vs. Motor Vehicle	21453(a) (22350)	N	Taylor Street at O'Farrell Street
22	8/4/2019	2356	Pedestrian	M	59	Pedestrian likely struck by motor vehicle	Pending	Y	1150 Carroll Street/ Carroll and Giant Streets
23	8/10/2019	2050	Pedestrian	F	79	Pedestrian vs. Motor Vehicle	21453(d)	N	Market Street and 5th Street
24	10/6/2019	1539	Driver	M	50	Motor Vehicle Collision	22350 (21460(a))	N	Westbound Hunter's Point Boulevard at Evans Avenue
25	10/13/2019	1957	Driver	F	70	Motor Vehicle Collision	23152(a) (21453(a))	N	Divisadero Street and Grove Street
26	10/31/2019	1526	Pedestrian	F	69	Pedestrian vs. Motor Vehicle	21950(a)	N	19th Street and South Van Ness Avenue
27	11/2/2019	848	Pedestrian	M	77	Pedestrian vs. Motor Vehicle	21950(a)	N	16th Street at De Haro Street
28	12/7/2019	607	Pedestrian	F	79	Pedestrian vs. Motor Vehicle	21456(c)	N	Bacon Street and Bayshore Boulevard
29	12/21/2019	100	Driver	M	66	Motor Vehicle Collision	22350	N	Ocean Avenue and Ashton Avenue

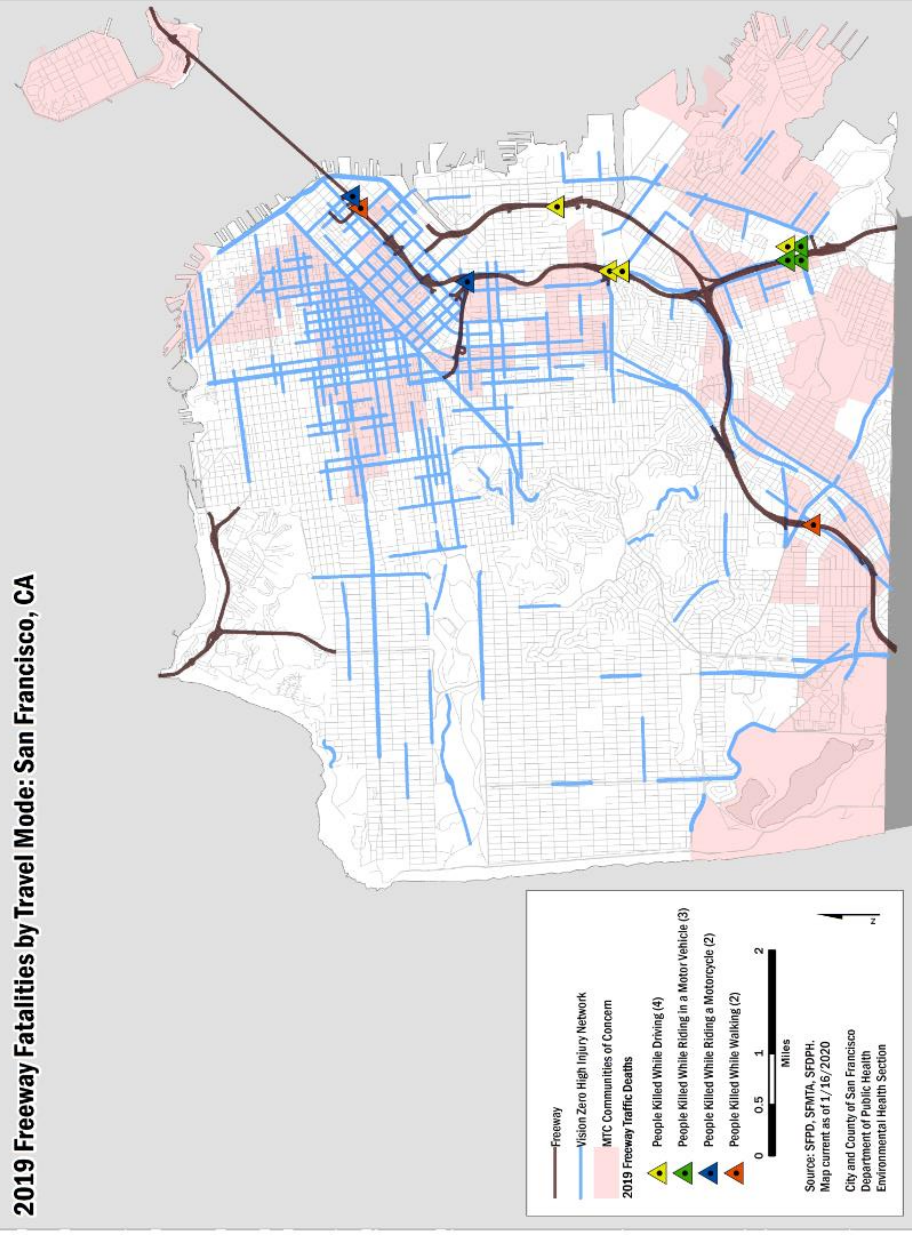


APPENDIX B – TRACKING SEPARATE FROM VISION ZERO TOTALS: FATALITIES ON FREEWAYS, AT SAN FRANCISCO INTERNATIONAL AIRPORT, AND IN THE PRESIDIO

Eleven people (2 people walking, 3 people riding in a motor vehicle, 4 drivers, and 2 people riding motorcycles) were killed in transportation-related collisions on freeways in San Francisco in 2019. In 2019 wrong-way freeway driving resulted in two separate collisions with multiple fatalities, with one killing two people and another killing four.

Separate from the freeway fatality count, one person walking died at San Francisco International Airport (private property under San Mateo County jurisdiction) in 2019. There were no traffic deaths in the Presidio in 2019.

Freeways are defined as grade separated highway with high-speed vehicular traffic and controlled ingress/egress. Traffic fatalities on freeways and in the Presidio are tracked, but not included in the Vision Zero SF Fatality counts, as these areas are serviced by various state and federal agencies. Caltrans is the state agency responsible for freeway operation, maintenance and improvements, and the California Highway Patrol (CHP) is the state agency responsible for traffic law enforcement. Within the Presidio, the National Park Service's US Park Police officers perform law enforcement and public safety functions. Additionally, the Presidio Trust is responsible for operation, maintenance and improvement of all roadways within the Presidio. The City engages with these agencies regarding transportation safety issues and freeway right-of-ways in San Francisco.





FATALITIES ON FREEWAYS

#	Collision Date	Deceased	Collision Type	Victim Age	Victim Sex	Collision Time	Collision Location
1	1/7/2019	Pedestrian	Pedestrian vs. Auto	32	F	2345	Eastbound 80 east of the 1st Street on ramp
2	2/3/2019	Driver	Motor Vehicle Collision	21	F	0230	Northbound US 101 south of Vermont Street
3	2/3/2019	Driver	Motor Vehicle Collision	40	M	0230	Northbound US 101 south of Vermont Street
4	4/30/2019	Motorcyclist	Motor Vehicle Collision (Motorcycle)	36	M	0738	Westbound 80 at Bay Bridge and Fremont Street
5	7/4/2019	Pedestrian	Pedestrian vs. Motor Vehicle	53	M	1705	Northbound 280 at Geneva Avenue exit
6	9/15/2019	Motorcyclist	Motorcycle collision with fall	29	M	0130	Westbound 80 to NB 101 near San Bruno Avenue at Division Street
7	10/3/2019	Passenger	Motor Vehicle Collision	57	F	0024	Northbound 101 north of Paul Avenue (at Bayshore Boulevard overpass)
8	10/3/2019	Passenger	Motor Vehicle Collision	62	M	0024	Northbound 101 north of Paul Avenue (at Bayshore Boulevard overpass)
9	10/3/2019	Driver	Motor Vehicle Collision	43	M	0024	Northbound 101 north of Paul Avenue (at Bayshore Boulevard overpass)
10	10/3/2019	Driver	Motor Vehicle Collision	34	F	0024	Northbound 101 north of Paul Avenue (at Bayshore Boulevard overpass)
11	12/1/2019	Driver	Motor Vehicle Collision	31	M	0415	Southbound 280 at 25th Street exit ramp

FATALITIES AT SAN FRANCISCO INTERNATIONAL AIRPORT

#	Collision Date	Deceased	Collision Type	Victim Age	Victim Sex	Collision Time	Collision Location
1	7/1/2019	Pedestrian	Pedestrian vs. Auto	33	M	1515	San Francisco International Airport arrival terminal



APPENDIX C – PRIMARY COLLISION FACTORS BY YEAR

CA Vehicle Code	Primary Collision Factor Description	2014	2015	2016	2017	2018	2019
21950(a)	Driver failure to yield right-of-way at crosswalks	6	9	6	7	5	8
22350	Unsafe speed for prevailing conditions	6	7	3	4	3	4
21453(a,c)	Red signal - driver or bicyclist responsibilities	2	4	8	1	2	3
21456(b,c)	Pedestrian violation of Walk or Wait signals	1	1	2	0	1	2
23152(a)	Under the influence of alcohol or drug	1	1	2	0	1	2
21954(a)	Pedestrians must yield right-of-way outside of crosswalks	2	2	1	0	3	1
21460(a)	Remain at right of double parallel solid yellow lines - driver responsibility	0	0	0	0	1	1
22107	Unsafe turn or lane change prohibited	0	2	0	0	0	1
21453(d)	Red signal - pedestrian responsibilities	1	0	2	0	0	1
21804(a)	Entering highway from alley or driveway	0	1	0	0	0	1
21954(b)	Failure of driver or bicyclist to exercise due care for safety of pedestrian on roadway	0	0	0	0	0	1
22517	Opening door on traffic side when unsafe	0	0	0	0	0	1
21203	Illegal to hitch a ride on other vehicle	0	0	0	0	0	1
n/a	Unknown, Pending, or None	3	0	4	1	1	2
21650	Failure to keep to right side of road	1	1	2	0	2	0
21955	Crossing between controlled intersections (Jaywalking)	3	1	1	2	1	0
21956	Pedestrian upon roadway	0	0	0	0	1	0
22102	Illegal U-turn in business district	0	0	0	1	1	0
22106	No starting or backing vehicle while unsafe	0	0	0	0	1	0
22101(d)	Violating special traffic control markers (illegal turning movement)	0	0	0	1	0	0
22515(a)	Leaving vehicle unattended without setting the brakes or stopping the motor	0	0	0	1	0	0
21650.1	Bicycle to travel in same direction as vehicles (riding wrong way)	0	0	0	1	0	0
21950(b)	Pedestrian suddenly entering into vehicle path close enough to create an immediate hazard	3	0	0	1	0	0
21208(a)	Riding outside bicycle lane prohibited	0	1	0	0	0	0



CA Vehicle Code	Primary Collision Factor Description	2014	2015	2016	2017	2018	2019
21651(b)	Wrong way driving	0	0	1	0	0	0
21658(a)	Lane straddling or failure to use specified lanes	1	0	0	0	0	0
21712(b)	Unlawful riding on vehicle or bicycle prohibited	1	0	0	0	0	0
21801(a)	Violation of right-of-way - left turn	0	1	0	0	0	0



APPENDIX D – EXCLUSIONS: APPLYING THE VISION ZERO TRAFFIC FATALITY PROTOCOL

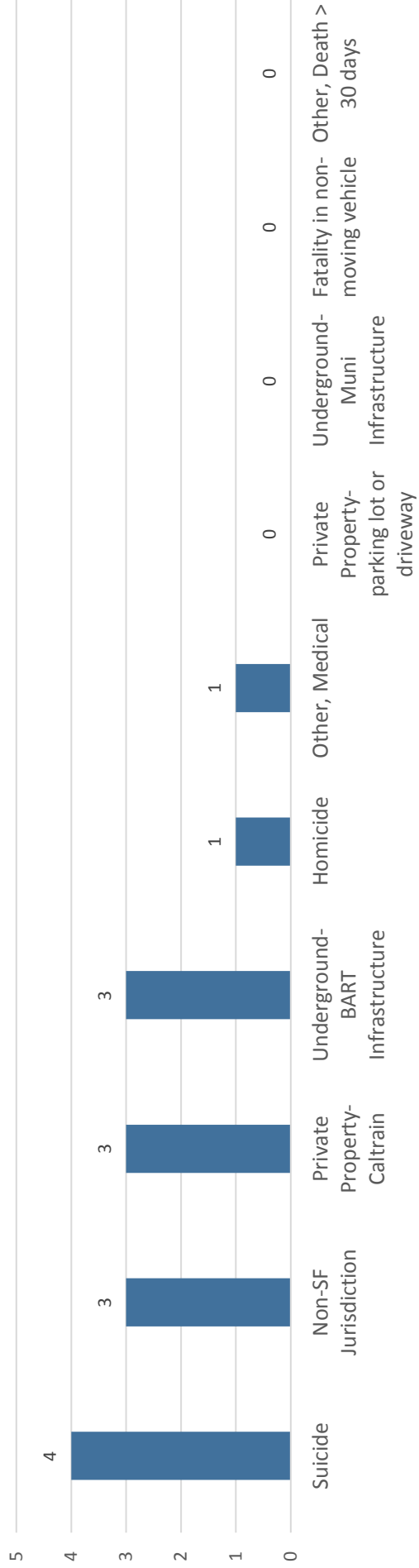
Data provided from San Francisco’s Office of the Medical Examiner may include fatalities that: occurred in a motor vehicle but are not directly attributable to a traffic collision; occurred outside San Francisco; or occurred more than 30 days after the collision. The Vision Zero Traffic Fatality Protocol provides exclusion criteria for these cases, consistent with national and international best practices. The purpose of the protocol is to ensure consistent reporting of traffic fatalities through uniform application of agreed-upon criteria for defining a traffic death. A shared and consistent definition ensures that we can objectively evaluate trends and the impact of our efforts over time.

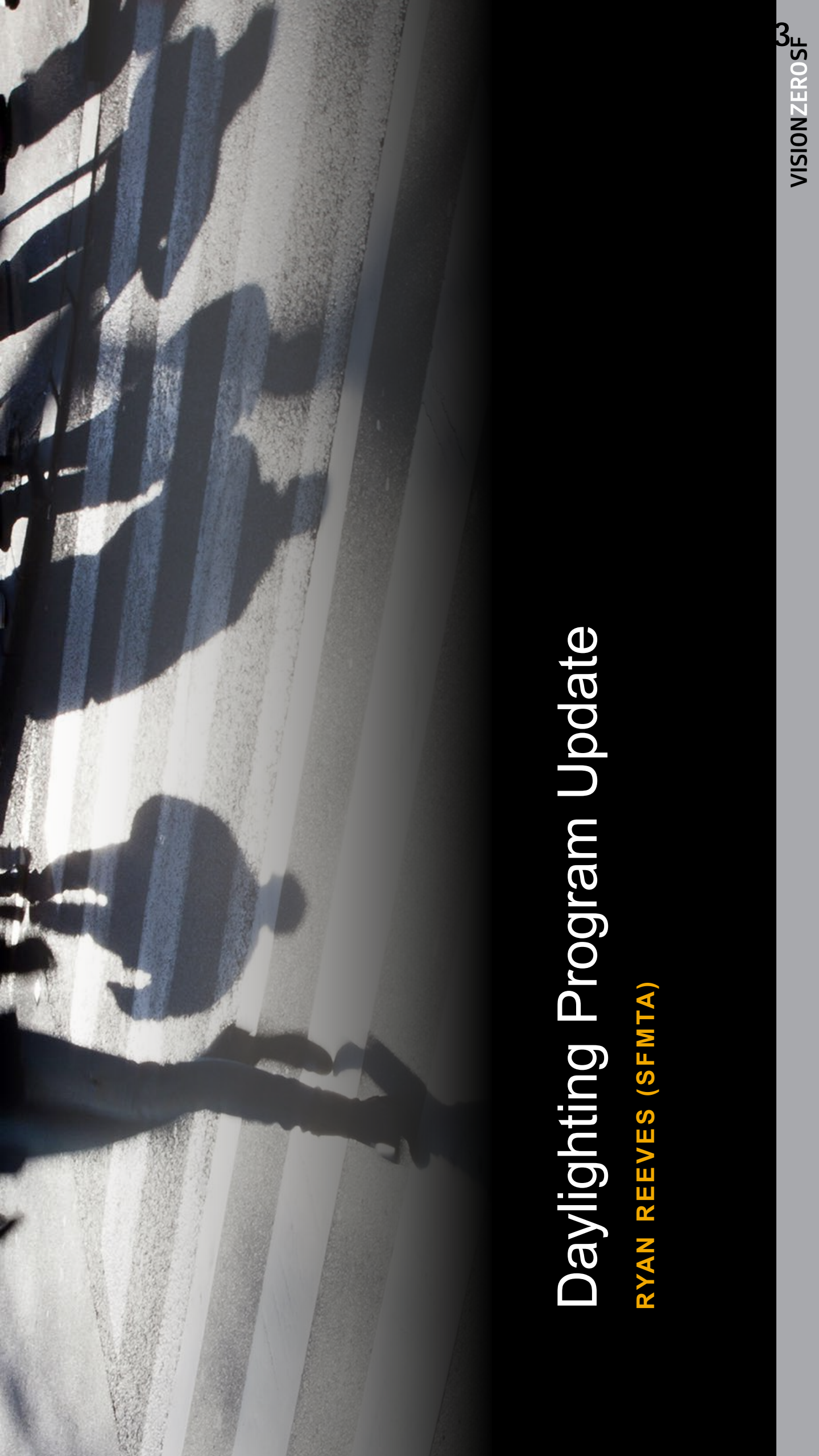
Cases are excluded if the death: occurs outside of the City and County of San Francisco; occurs on private property (including Caltrain right of way); occurs in the underground MUNI or BART transportation infrastructure; is reported as a suicide based on investigation; is reported as a homicide in which the ‘party at fault’ intentionally inflicted serious bodily harm that caused the victim’s death; or is a fatality caused directly and exclusively by a medical condition or where the fatality is not attributable to road user movement on a public roadway. (Note: In the event that a person driving suffers a medical emergency and consequently hits and kills another road user, the latter is included although the driver suffering a medical emergency is excluded.) Below is a chart of fatalities excluded from Vision Zero counts in 2019, with reasons for exclusion. *Fatalities may fall into multiple exclusion categories.* Fatalities included in Appendix B are not represented here.

2019 Suicide and Railway deaths: Six deaths were associated with railways (specifically BART (n=3) and Caltrain (n=3)) in 2019. Three-quarters of traffic deaths determined to be suicides in 2019 were also railway collisions (n=3/4).

Vision Zero Traffic Fatality Protocol Exclusions (2019)

N=12 Total; Fatalities within SF may fall in multiple categories





Daylighting Program Update

RYAN REEVES (SFMTA)

BOS RESOLUTION 19-0507

- Issued May 2019
- 1,200 intersections in the next year

PROGRESS TO DATE: EXISTING CAPITAL PROJECTS

SOUTH OF MARKET

Brannan St



Townsend St



PROGRESS TO DATE: QUICK BUILDS



6th St

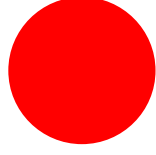


Taylor St

PROGRESS TO DATE: PROACTIVE DAYLIGHTING

DISTRICT FOUR

Planned Intersection
= Daylighting



=



NEXT STEPS

- Continued progress through Quick Builds, Proactive Daylighting & Capital Projects
- Identifying funding for additional daylighting



SFMTA

Vision Zero Proactive Traffic Calming Program

June 25, 2020

San Francisco County Transportation Authority

Vision Zero Committee

Outline

- Brief Program History
- Program Goals
- Program Purpose
- Program Prioritization
- Traffic Calming Toolbox

Program History

- Began in 2018 as simply “Proactive Traffic Calming”
- Brief stint as “Safe Streets for Vulnerable Populations”
- Renamed “Advancing Equity Through Safe Streets”
- Now called “Vision Zero Proactive Traffic Calming”
 - The name has changed but the intent and focus still remains the same

Goals

- Enhancing safety for all residents, but especially for seniors and people with disabilities, by reducing instances of speeding vehicles along residential streets
- Creating safer streets and neighborhoods across San Francisco

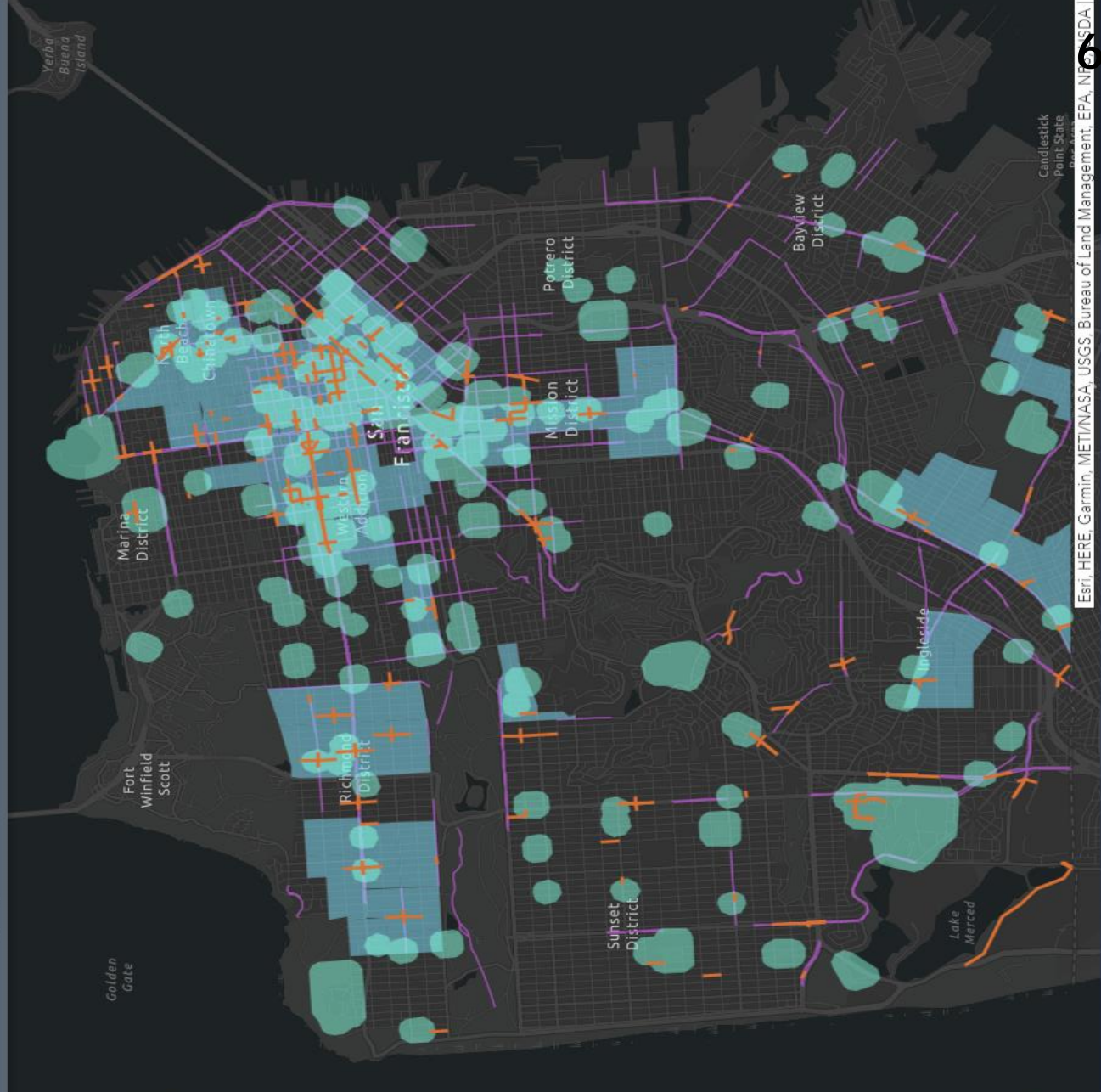
Purpose

- Traffic calming measures encourage slower mid-block speeds along residential streets in San Francisco, and include physical safety improvements put in place on our roads for the purpose of altering, slowing down, or reducing motor-vehicle traffic.
- Different types of traffic calming measures are appropriate on different types of streets; these include speed humps, speed cushions, median islands, traffic circles, changes to the lane width, and lane shifting. These measures have been shown to reduce speeding and increase safety.
- This traffic calming effort will not be application-based, but will instead pro-actively prioritize neighborhoods where seniors and people with disabilities are more at risk for a severe injury or fatality resulting from a traffic collision.

Prioritization

The neighborhoods selected for the Vision Zero Proactive TC program are based on a planning effort led by the Department of Public Health to address safety for seniors and people with disabilities – communities particularly vulnerable to severe and fatal traffic injury. These neighborhoods are prioritized based on the following:

- **Attractors for Seniors and People with Disabilities:** senior centers, public libraries, public health facilities, where there were at least 100 paratransit trips taken during a one month period, and other locations that provide services to seniors or people with disabilities such as food or health care.
- **Density of Seniors and People with Disabilities:** the top third of census tracts with residents that are senior (age 65+), person with disability, or fulfill both criteria from ACS 2011-2015 data and normalized by square mile.
- **Severe Injuries and Fatalities of Seniors and People with Disabilities:** Quarter-mile street segments with at least 1 severe/killed or 3 non-fatal/severe injuries involving a senior or person with disability.



Esri, HERE, Garmin, METN/ASA, USGS, Bureau of Land Management, EPA, NPS, USDA

About

This map visualizes **injury segments** where **pedestrian injuries to seniors and people with disabilities are concentrated** and **priority areas** where **seniors and people with disabilities live and travel**.

These locations are mapped to help inform proactive project prioritization and planning in support of Vision Zero SF to address safety for seniors and people with disabilities - communities particularly vulnerable to severe and fatal traffic injury.

*Attractors include senior centers, public libraries, public health facilities, where there were at least 100 paratransit trips taken during a one month period, and other locations that provide services to seniors or people with disabilities such as food or health care.

^Density is the top third of census tracts with residents that are senior (age 65+), person with disability, or fulfill both criteria from ACS 2011-2015 data and normalized by square mile.

~Priority segments were derived from the Traffic Injury Surveillance System (TISS) 2013-2015 dataset. Segments with at least 1 severe/killed or 3 non-fatal/severe injuries involving a senior or person with disability.

Sources: San Francisco Police Department (SFPD) collision reports, 2013-2015; Zuckerberg San Francisco General (ZSFG) Hospital data linked to Emergency Medical Services data, 2013-2015; Office of the Medical Examiner, San Francisco (OME) traffic fatality reports, 2013-2015

Data Pull Date: 10/10/2017 from the Traffic Injury Surveillance System (TISS)

City and County of San Francisco
San Francisco Department of Public Health

Traffic Calming Toolbox

- The Vision Zero Proactive Traffic Calming counter-measures toolbox is consistent with the Application-Based Traffic Calming toolbox
- Includes measures proven effective at reducing traffic speeds below the posted speed limit and significantly reducing the incidence of egregious speeding

Traffic Calming Toolbox

Speed Humps and Speed Tables

Speed humps and speed tables (slightly expanded speed humps) are the default device used as part of the Traffic Calming Program to meet the program's goals of reducing mid-block vehicular speeding. The devices are relatively inexpensive, easy and fast to construct, and do not require any trade-offs such as parking removal. Most importantly, speed humps and speed tables are the most effective traffic calming device in reducing vehicular speeds on a residential street.



Traffic Calming Toolbox

Speed Cushions

Speed cushions are speed humps that include wheel cutouts to allow large vehicles, such as Muni buses and emergency response vehicles, to pass unaffected, while reducing passenger vehicle speeds. Speed cushions can either be a 5-lump design, allowing for a set of slots in each direction of travel, or a 3-lump design, with a single set of slots that run down the center of the street.



Traffic Calming Toolbox

Raised Crosswalks

Raised Crosswalks are speed tables striped with crosswalk markings and signage to channelize pedestrian crossings, providing pedestrians with a level street crossing. Also, by raising the level of the crossing, pedestrians are more visible to approaching motorists.



Community Engagement

- Intent is to directly serve seniors and people with disabilities
- Commitment to perform a deep level of engagement with seniors and people with disabilities in each project community
- Opportunity to engage other vulnerable populations who would benefit from the improvements
 - schools or centers serving non-English speaking populations
- Each project will fulfill a higher degree of community engagement than standard traffic calming projects



Current/Future Projects

- FY2019-2020
 - Inner Richmond
 - 2 pedestrian refuge islands – Completed July 2019
 - 23 traffic calming devices on 12 blocks – Completed September 2019
 - Central Richmond
 - Phase 1: 6 pedestrian refuge islands – Completed December 2019
 - Phase 2 (in progress): 23 traffic calming devices on 12 blocks
 - Work expected to begin in June 2020 through a JOC contract
 - Excelsior
 - Phase 1: 58 traffic calming devices on 44 blocks – Completed March 2020
 - Phase 2 (in progress): 38 traffic calming devices on 27 blocks
 - Working with D11 Office and SFFD to finalize list
- FY2020-2021
 - Ingleside
 - Visitacion Valley
- And beyond
 - Potrero Hill, other?

Questions?

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