



AGENDA

VISION ZERO COMMITTEE Meeting Notice

Date: Tuesday, July 31, 2018; 10:45 a.m.
Location: Committee Room 263, City Hall
Commissioners: Yee (Chair), Stefani (Vice Chair) and Peskin

Clerk: Alberto Quintanilla

		Page
1.	Roll Call	
2.	Approve the Minutes of the October 3, 2017 Meeting – ACTION*	5
3.	Progress Update – INFORMATION*	11
	City staff will provide an update on 2018 highlights of recently completed project milestones and key action items, including updates on the distracted driving campaign, the motorcycle safety campaign, and the Department of Motor Vehicles public service announcement, as well as updates on major project milestones completed for infrastructure projects. This update will also cover the 2017 Year End Report on Vision Zero Traffic Fatalities and summarize trends from traffic deaths, including key findings related to communities of concern, travel mode and demographics.	
4.	Highlights from Board of Supervisors Hearing on Senior Pedestrian Injuries and Fatalities, and Targeted Implementation of Vision Zero Improvements - INFORMATION	
	Commissioner Yee has asked agency staff to share highlights from the July 25 th Board of Supervisors hearing on pedestrian injuries and fatalities affecting seniors and how data on collisions is analyzed to make specific improvements, targeted enforcement, implementation of Vision Zero improvements, education outreach to communities and monolingual communities.	
5.	Community Response, Rapid Response and Crisis Response Update – INFORMATION*	51
	This update will provide an overview of several initiatives underway, including highlights of the San Francisco Municipal Transportation Agency’s (SFMTA’s) Community Response Team (CRT), the SFMTA’s Rapid Response Team, and the City’s Vision Zero Crisis Response. The CRT implements special community projects that solve localized neighborhood transportation issues. Rapid Response summarizes the City’s engineering review after a traffic fatality. The Crisis Response coordinates the City and County of San Francisco’s response to traffic deaths to support the families of victims of traffic fatalities, and eliminate communication gaps to ensure families receive available support services.	

6. Update from Vision Zero Community Groups – INFORMATION

Walk San Francisco will provide an update on the activities of the Vision Zero Coalition's Senior & Disability Workgroup, as well as the San Francisco Bay Area Families for Safe Streets group. Highlights will include 1) an overview of a half-day charrette organized by Walk SF and the Senior & Disability Workgroup on how the City can design protected bike lanes that are safe and accessible for pedestrians, and 2) an update on the Families for Safe Streets' 2018 activities and plans.

7. Bold Ideas Update and Next Steps for Action Strategy – INFORMATION* 65

This update will summarize the results of the Fall 2017 workshop that was convened to discuss bold ideas to achieve Vision Zero. The presentation will summarize the key ideas discussed, as well as next steps to advance them. The presentation will also summarize the next steps for developing the 2019-2020 Action Strategy and ConnectSF citywide modal studies.

8. Introduction of New Items – INFORMATION

During this segment of the meeting, Committee members may make comments on items not specifically listed above, or introduce or request items for future consideration.

9. Public Comment**10. 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.

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Board at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485. There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report

Committee Meeting Agenda

lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.



This Page Intentionally Left Blank



DRAFT MINUTES

VISION ZERO COMMITTEE

Tuesday, October 3, 2017

1. Roll Call

Chair Yee called the meeting to order at 10:35 a.m.

Present at Roll Call: Commissioners Peskin, Safai and Yee (3)

2. Approve the Minutes of the June 14, 2017 Meeting – ACTION

There was no public comment.

Commissioner Peskin moved to approve the minutes.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Peskin, Safai and Yee (3)

3. Vision Zero Traffic Fatality Response Protocol Pilot – INFORMATION

Megan Wier, Director of the Program on Health, Equity, and Sustainability at the Department of Public Health (DPH), presented the item.

Commissioner Safai thanked Ms. Wier for leading the initiative. He asked if the Commissioners could get contact information for victims or their families. He explained that there had been two fatalities in District 11 and both times, the district office was contacted by members of the public who offered support and help to the affected family. Commissioner Safai asked if the District Supervisor could be added to the protocol in terms of letting the victim's family know how to get in touch with them and how they could get in touch with the families. He also asked for the resource packet to be translated into multiple languages.

Ms. Wier replied that she would follow-up and that the resource list would be posted online.

Commissioner Peskin commented that historically, the Commissioners received calls from their police captains after traffic fatalities. He said that last year, he, his staff and the police captain went to the home of a survivor to share their condolences on behalf of the City and that he thought that was meaningful to the family. He said that to the extent that his office could get that information, he would reach out the families.

Chair Yee asked if the protocols could include information on finding out what happened to victims after collisions.

Ms. Wier replied that they had begun speaking with the San Francisco General Hospital staff and the Sheriff's Office to broaden the protocol.

During public comment, Cathy DeLuca, Interim Executive Director at Walk San Francisco, thanked the city agencies involved in the effort. Ms. DeLuca stated that Walk San Francisco managed the San Francisco Bay Area Families for Safe Street's group and shared that it meant so

much to the families to know that the experiences they had in the past would not happen the same way for other people.

4. **Advancing Equity Through Vision Zero SF – INFORMATION**

Megan Wier, Director of the Program on Health, Equity, and Sustainability at the DPH, presented the item.

Commissioner Safai asked to see more specifics on how the Vision Zero team intended to work with Communities of Concern and requested that staff highlight areas in which they could improve outreach. He asked what specifically would be done to get to more information distributed to those communities. He asked if and how this would be integrated with Safe Routes to School.

Luis Montoya, Director of Livable Streets at the San Francisco Municipal Transportation Agency (SFMTA), replied that they did not know the specifics because every community was different. He stated that the SFMTA and Vision Zero team needed to work with the communities served to understand how they could be reached. He said that this should include identifying the best means of communication and places, such as community events, where people will be easier to reach. One lesson learned was from the work on Taylor Street where there was a tight knit group of community service providers, residents and city staff who were already engaged in outreach to the community. He said the team would like to leverage the work already being done in Communities of Concern towards Vision Zero outcomes.

Mr. Montoya said that work in every community would be different and that some communities did not have a strong network of existing community based organizations. He said that the SFMTA planned to work with advocates to cultivate leadership within those communities. Mr. Montoya explained that messages needed to be concise, emphasizing transportation challenges, the rates of pedestrian injury and fatality, and feedback from the community. He stated that typical modes of communication, such as a community meeting at 6:00 pm, cannot be relied upon since many residents with children would not be able to make these meetings.

Commissioner Safai commented that non-traditional methods to communicate information were needed in places like District 11, where many working families were not able to make 6:00 pm meetings.

Mr. Montoya stated that with the Taylor Street project area community, the project team found that community meetings were the least valuable form of communication. He stated that they found that being on the street, holding pop up events on weekdays and transforming the street to provide a vision of what it could look like sparked interest and allowed the community to have a productive dialogue. He said that this was done in conjunction with the community to tap into existing neighborhood meetings to discuss Vision Zero. They found that being more flexible and operating outside of traditional hours for community meetings was a better way to reach the community.

Commissioner Safai commented that it was important to go to where people were already organized like at schools, churches and other places where people already congregate.

Chair Yee commented that more time should be added to crosswalks to allow seniors enough time to cross the street safely.

During public comment, Brian Haagsman, Outreach Coordinator at Walk San Francisco, stated that since Vision Zero was adopted, the city had focused on equity. Mr. Haagsman said that crashes disproportionately impacted low income communities and communities of color and Walk San Francisco looked forward to continuing to work with the city to center equity in Vision Zero

work. He noted that action like intensive plans for community outreach and funding to ensure implementation was essential. He urged that actionable items be included into outreach plans to advance an equitable Vision Zero approach.

5. Recommend Approving a Resolution in Support of the Proposed San Francisco Board of Supervisors Ordinance Prohibiting the Operation of Autonomous Delivery Devices on Public Sidewalks and Right-of-Ways – ACTION

Chair Yee introduced the item. He emphasized that delivery robots can be large and take up space on the sidewalk. He said the proposed legislation was way to keep sidewalks safe for people.

Luis Montoya, Director of Livable Streets at the SFMTA, stated that he appreciated that Chair Yee brought attention to technology companies' use of public right of way. He also appreciated Chair Yee bringing the right people together to look at delivery robots on the sidewalk and what it would mean for the public right of way and vulnerable populations, such as people with disabilities and seniors who may not be able to navigate around the devices. He said that the SFMTA wanted to ensure that the right thought was put into this before the robots were placed on sidewalks.

During public comment, Jim Lazarus, Senior Vice President at the San Francisco Chamber of Commerce, urged the Commissioners not to pass the resolution. He stated that the business community supported a pilot program to address this startup industry. Mr. Lazarus commented that robots were being manufactured in San Francisco, and that many local jobs were in this industry. He said that it would make sense to have a regulatory process for these devices in San Francisco.

Henry Karnilowicz, President at the San Francisco Council of District Merchants Associations, urged the Commissioners not to approve the resolution. He commented that approving the resolution would be detrimental to business and innovation. He said that regulations can be put in place and enforced and stated that San Francisco Public Works gave permits to encroach on sidewalks. He noted that the city should look at locations where and times when the delivery devices could be used.

Paul Pendergast, President of the San Francisco Small Business Network, urged the Commissioners to not pass the resolution and spoke about the importance of small businesses to the economy.

Dan Thomas, student at San Francisco State University, expressed concern that parents using strollers, people with disabilities using mobility devices such as wheelchairs or canes, and travelers carrying luggage would not be able to effectively navigate the sidewalk with a delivery device in their path. He urged the Commissioners to consider both safety and convenience.

Doug Bloch, Political Director at the Teamsters Joint Council 7, urged the Commissioners to be thoughtful and to take a cautious approach. He noted that this revolution in automation would result in many transportation workers losing their jobs in the next 5 to 20 years. He said that they were counting on cities like San Francisco to help the Teamsters make the transition into the new economy. He stated that we needed regulations, and the threat of regulation, to make the companies that are driving this technology to work with various stakeholders. Mr. Bloch said that an outright ban would not help foster a collaborative relationship for this process.

Brian Haagsman, Outreach Coordinator at Walk SF, thanked Chair Yee for introducing and championing the legislation. Mr. Haagsman urged support for the proposed ban of autonomous delivery devices on sidewalks. He noted that over 215 people had signed a petition in support of

the ban. He noted that sidewalks were one of the few public spaces that were exclusively for pedestrians. He said that we should have more space for people walking and that autonomous delivery devices would take space away and make it more difficult for seniors and people with disabilities to navigate sidewalks.

Vikrum Aiyer, Vice President of Public Policy and Strategic Communications at Postmates, said that the city needed to innovate with smart laws and regulations. He stated that the city should create caps on the number of robotic devices that could be in operation on sidewalks.

Harrison Shih, Head of Product and Operations at Marble Robotics, commented that these devices move at walking speed, as opposed to bikes or segways which move faster. He mentioned that they hosted a working group attended by various senior and disability groups in August 2017 to discuss accessibility and how to best use this technology in San Francisco to maximize safety and convenience. He stated that they looked forward to continuing to work with the city and community groups to craft meaningful regulations on autonomous delivery devices.

Leslie Katz, attorney at Starship Technologies, commented that Starship's robots had been operating in numerous cities around the world. She said that safety was of paramount concern to the company and that the company viewed robotic deliveries as one tool to reduce congestion on the street while improving safety. She also noted that Starship had partnered with Johns Hopkins University to explore the delivery of medical devices and was also working with Gallaudet University to ensure that the needs of deaf and blind communities were addressed. She concluded that Starship welcomed a robust conversation about oversight and regulation but opposed an outright ban.

Commissioner Peskin thanked Chair Yee for getting ahead of this emerging technology. He said that he appreciated hearing the public comment and noted the comments on the interaction between robotic deliveries and jobs. He expressed support for a pause in the process as the city figured out how to move forward. He noted that he authored the legislation banning segways from sidewalks and that San Francisco was among the first cities to do this. He said that the city's sidewalks were not all the same and noted that District 3 had some of the most congested sidewalks, making running a delivery robot down Montgomery Street, for example, particularly problematic. Commissioner Peskin said that a ban may be a good interim step to take while grappling with the larger issues and that a ban could always be revisited in the future.

Commissioner Safai highlighted the importance of pedestrian safety. He expressed a desire to have the conversation move forward in a way that protected pedestrians while allowing technology to advance. He noted the need to consider the impact that deliveries had on employment. Commissioner Safai noted that these robotic delivery companies tend to be local and expressed a desire for constructive regulation. He said that robotic delivery could have positive impacts for vulnerable populations, such as by bringing medicine to seniors.

Chair Yee commented that a ban did not mean no more robots, but rather that sidewalks were for people, and suggested that testing could occur in certain areas. He stressed the need for robotic delivery companies to be more innovative. Chair Yee noted that on July 26, the Transportation Authority considered guiding principles for emerging technology that included safety and congestion. He said that robotic delivery seemed to be in conflict with these principles. He said permit violations were common, and questioned how regulation could be expected to work if companies don't adhere to requirements. He expressed concern that human control of the robots would be from an afar control room, which triggers security concerns since, without direct human supervision, it may be possible for dangerous materials to be placed on a delivery robot. He said

that he had asked companies about this but that none had given a satisfactory response. Chair Yee concluded that the city cannot wait for issues to happen before regulation. He clarified that the ban was only for sidewalks and that companies could look for other ways to operate the robots. Chair Yee expressed his desire to continue the discussion with the full Board.

Commissioner Peskin moved to forward the item to the Transportation Authority Board without recommendation.

The item was forwarded to the Board without objection by the following vote:

Ayes: Commissioners Peskin, Safai and Yee (3)

6. Vision Zero Quarterly Update – INFORMATION

Luis Montoya, Director of Livable Streets at the SFMTA, presented the item.

During public comment, Cathy DeLuca, Interim Executive Director at Walk San Francisco, said that at recent conferences, people from around the country had commented that they admired the work of the San Francisco Department of Public Health, in particular its mapping abilities. She said that she wanted San Francisco to also lead the country in reducing fatalities. Ms. DeLuca noted that she had discussed the SFMTA's five-year Capital Improvement Program (CIP) in a recent meeting with the SFMTA Livable Streets team and that this CIP would extend until 2023, one year before the Vision Zero goal of zero fatalities by 2024. Ms. DeLuca expressed a desire to ensure that the CIP addressed all high injury corridors and asked that maps be produced to show whether or not this was happening.

7. Introduction of New Items – INFORMATION

Commissioner Safai asked if the paper handouts of the PowerPoint presentation were still necessary given the new monitors.

Chair Yee responded that paper handouts were no longer necessary

8. Public Comment

During public comment, Andrew Yip spoke about the need of political leaders to show love and kindness.

9. Adjournment

The meeting was adjourned at 12:10 p.m.



This Page Intentionally Left Blank



Vision Zero Traffic Fatalities: 2017 End of Year Report

April 2018, updated July 2018

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



SFMTA
Municipal
Transportation
Agency





Vision Zero Traffic Fatalities: 2017 End of Year Report

Contents

Introduction3

Key Findings4

 High Injury Network and Communities of Concern 4

 Travel Mode 4

 Demographics: Age, Sex, Race/Ethnicity and Homelessness 4

 Primary Collision Factors 5

 Hit and Runs..... 5

The Vision Zero High Injury Network and Communities of Concern6

Race and Ethnicity7

Travel Mode8

Time of Day8

Age9

Sex.....9

Homelessness10

Primary Collision Factors11

Appendices

APPENDIX A – TABLE OF 2017 VISION ZERO FATALITIES12

APPENDIX B – FATALITIES ON FREEWAYS AND IN THE PRESIDIO13

APPENDIX C – EXCLUSIONS: APPLYING THE VISION ZERO TRAFFIC FATALITY PROTOCOL14

Suggested APA Format Citation:

San Francisco Department of Public Health. (2018, April). *Vision Zero Traffic Fatalities: 2017 End of Year Report*. San Francisco: Program on Health, Equity and Sustainability.

Acknowledgements

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

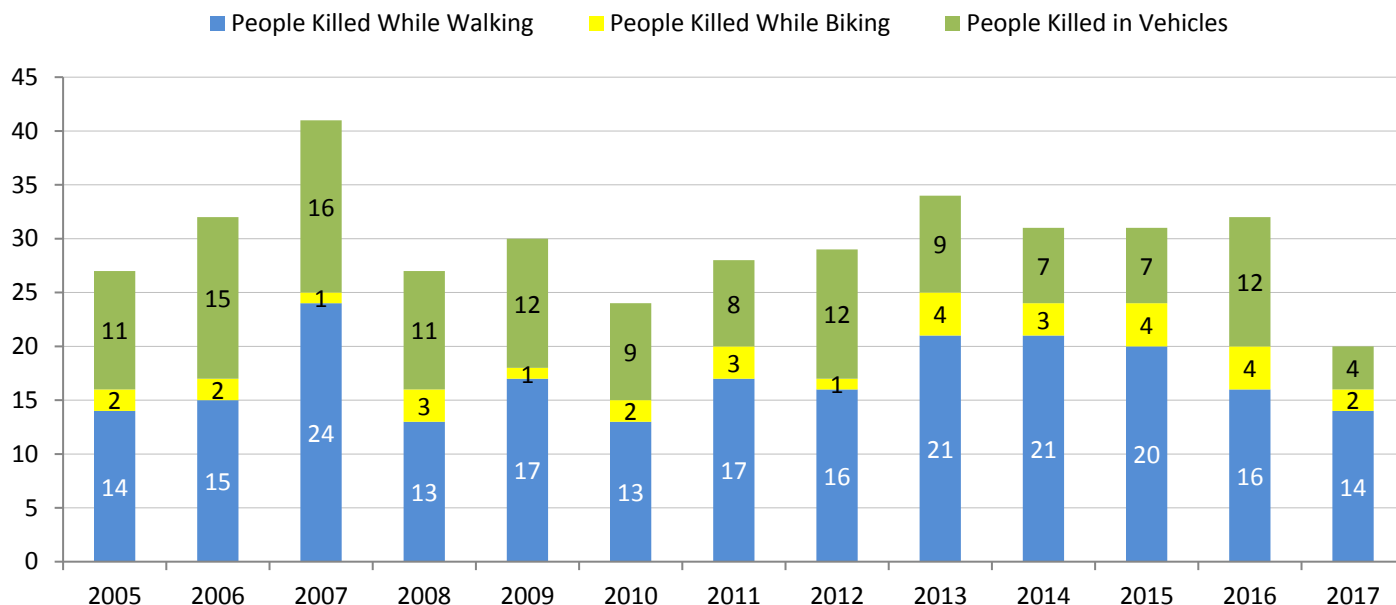


Introduction

San Francisco is committed to achieving our Vision Zero goal of zero traffic deaths. While 2017 saw the fewest traffic deaths in the city's recorded history, it is too early to declare a trend. Regardless, 20 people losing their lives is unacceptable. Every death in this report represents indescribable loss suffered by an individual and the community. This report summarizes traffic death patterns in 2017 to inform Vision Zero initiatives to save lives.

San Francisco saw 20 traffic-related deaths in 2017, a 38% reduction compared to 2016. This represents the least deadly year on record for San Francisco traffic fatalities since 1915. The following chart compares annual fatality data 2005 through 2017. The number of traffic deaths in San Francisco fell significantly in 2017, after relatively stable counts in 2014-2016. This decline is also significant considering that San Francisco's population has grown over the last few years.¹ This reduction in traffic deaths contrasts starkly to traffic collisions on a national level. Preliminary 2016 national data from the National Highway Traffic Safety Administration (NHTSA) report a 6% increase from calendar year 2015 in traffic deaths nationwide, with a 9% increase in pedestrian deaths and 1.3% increase in cyclist deaths.²

San Francisco Traffic Deaths, 2005-2017



NOTE: 2005-2012 deaths 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. 2014-2017 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 light rail vehicles not routinely reported in SWITRS. In July 2018, the 2016 fatality total was adjusted to reflect two fatalities meeting Protocol criteria which had previously been under investigation.

¹ San Francisco's population was 789,172 in 2010 and has steadily risen since – to 850,252 in 2016. Source: U.S. Census Bureau, 2006-2016 American Community Survey 5-Year Estimates

² Source: <https://www.nhtsa.gov/press-releases/usdot-releases-2016-fatal-traffic-crash-data>



Staff from the SF Department of Public Health (SFDPH) work with staff 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 Protocol³: <http://visionzerosf.org/maps-data/>.

This report summarizes characteristics of traffic deaths in San Francisco from 2014-2017. Note that traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance. Analyzing longer-term trends helps address this issue. SFDPH is also monitoring severe injuries to understand trends and characteristics of the most serious traffic-related injuries, which will be an additional metric to evaluate the progress of Vision Zero efforts set to be released later this year.

Key Findings

High Injury Network and Communities of Concern:

- In 2017, half (50%) of traffic fatalities occurred on the Vision Zero High Injury Network.
- Forty percent (n=8) of fatalities occurred in a Community of Concern in 2017, and of those 50% (n=4) were also on the High Injury Network.

Travel Mode:

- Fourteen people were killed while walking in San Francisco, comprising the largest road user group impacted by traffic fatalities (70%)
 - Compared to 2016's sixteen fatalities, there were two fewer people killed while walking, continuing a downward trend since 2014
- Four people were killed while riding a motorcycle, comprising 20% of all traffic fatalities
 - Compared to 2016's single motorcyclist death, three more people killed while riding a motorcycle
- Two people were killed while biking, comprising 10% of all traffic fatalities
 - Compared to 2016's four fatalities, there were two fewer cyclist deaths
- No people were killed while travelling in a motor vehicle, in contrast with 2016, during which 11 people were killed while travelling in a motor vehicle as drivers or passengers

Demographics: Age, Sex, Race/Ethnicity and Homelessness

- In total, 55% of all traffic fatalities were male (n=11) in 2017
- 64% of people killed while walking (n=14) were female (n=9). All people killed while bicycling or motorcycling were male.
- Three quarters of fatalities were people over 45 years old (n=15), while 35% were over 65 years old (n=7). Half of people killed while walking were over 65 years old (n=7/14).
- The vast majority (80%) of people killed in traffic collisions were White or Asian, and Non-Hispanic
- Individuals with no fixed address made up 10% (n=2) traffic fatalities, while representing under 1% of the San Francisco population

³ In 2015, with periodic updates since, the City finalized and standardized the [San Francisco Vision Zero Traffic Fatality Protocol](#), 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 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.



Primary Collision Factors:

- *Over half of fatalities were due to failure to yield at crosswalks or unsafe speed:*
 - The most commonly-cited primary collision factor was failure by a driver to yield right-of-way at crosswalks (21950(a)), cited in 35% (n=7) of fatalities
 - The second most commonly cited factor was unsafe speed for prevailing conditions, (22350), at 20% (n=4)

California Vehicle Code (CVC)	Primary Collision Factor Description	Count (N=20)
21950(a)	Driver failure to yield right-of-way at crosswalks	7
22350	Unsafe speed for prevailing conditions	4
21955	Crossing between controlled intersections (Jaywalking)	2
22101(d)	Violating special traffic control markers	1
22515(a)	Leaving vehicle unattended without setting the brakes or stopping the motor	1
22102	Illegal U-turn in business district	1
21453(a,c)	Red signal - driver or bicyclist responsibilities	1
21650.1	Bicycle to travel in same direction as vehicles (riding wrong way)	1
21950(b)	Pedestrian suddenly entering into vehicle path close enough to create an immediate hazard	1
n/a	Unknown	1

Hit and Runs:

- One traffic fatality (5%) involved a hit and run incident in 2017, resulting in the death of a pedestrian

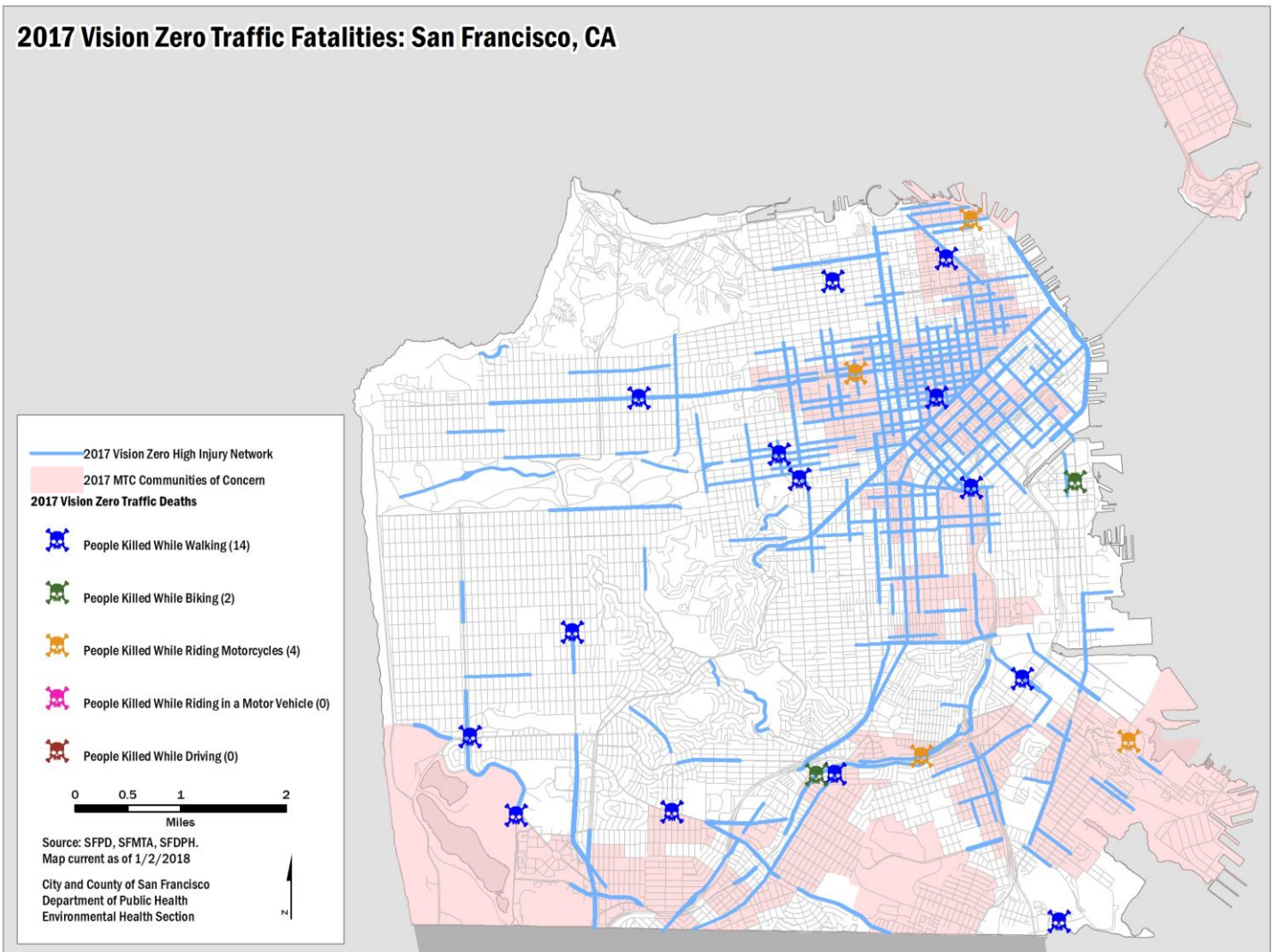


The Vision Zero High Injury Network and Communities of Concern

The Vision Zero High Injury Network (VZHIN) identifies the corridors where the most serious 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 VZHIN represents the 13% of San Francisco streets where more than 75% of severe and fatal traffic injuries occur.

- In 2017, half (50%) of traffic fatalities occurred on the Vision Zero High Injury Network.
- 40% (n=8) of fatalities occurred in a Community of Concern in 2017, 50% (n=4) of which were on the VZHIN.

2017 Vision Zero Traffic Fatalities: San Francisco, CA



An update of the VZHIN was completed in 2017⁴ that incorporates both police and hospital data from a pilot comprehensive Transportation-related Injury Surveillance System. The majority (51.5%, or 66/128 miles) of the updated

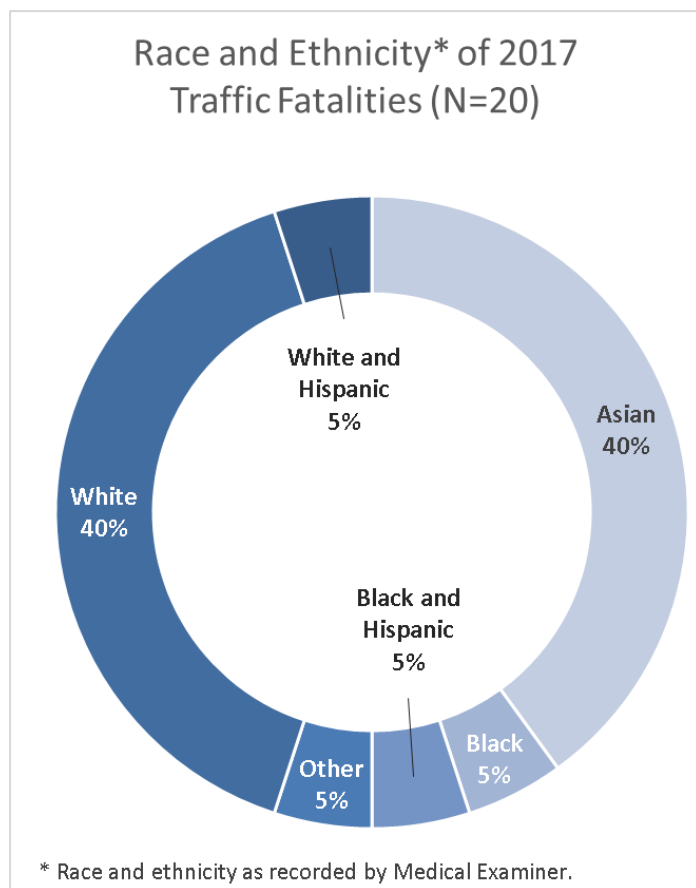
⁴ Source: San Francisco Department of Public Health-Program on Health, Equity and Sustainability. 2017. Vision Zero High Injury Network: 2017 Update – A Methodology for San Francisco, California. San Francisco, CA. Available at: <https://www.sfdph.org/dph/eh/PHES/PHES/TransportationandHealth.asp>.



VZHIN is in the Metropolitan Transportation Commission's (MTC) Communities of Concern⁵, 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.

Race and Ethnicity

People killed in traffic collisions in 2017 were predominantly Non-Hispanic Asian and Non-Hispanic White. Compared to the demographic profile of San Francisco at large (approximately 48% White, 5% Black and 34% Asian among people reporting a single race), White individuals are slightly under-represented (40%) among traffic fatalities while Black (10%) and Asian (40%) racial groups are slightly more affected.⁶ Regarding ethnicity, 15% of San Francisco's population is Hispanic while a slightly lower proportion (10%) of those killed in traffic in 2017 were Hispanic.⁷ Because of small sample size it is possible that these differences are solely due to chance.



⁵ Source: Plan Bay Area: 2040 Plan, 2017. <http://www.planbayarea.org/2040-plan/plan-details/equity-analysis>

⁶ Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

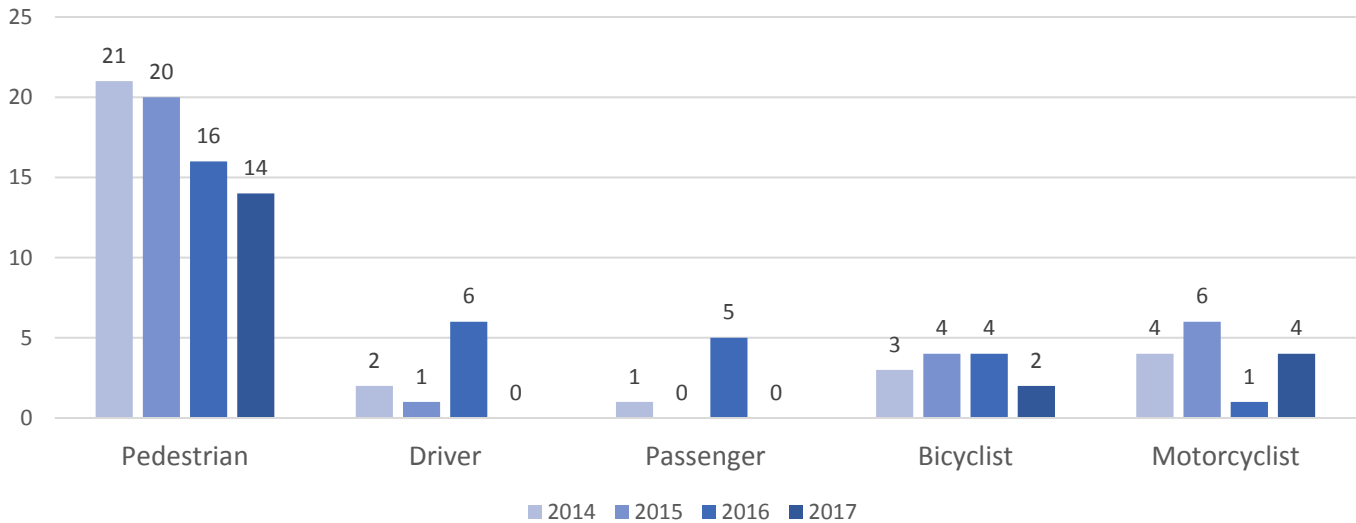
⁷ Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates



Travel Mode

Pedestrians continue to be the most vulnerable road users in San Francisco accounting for over half of all fatalities (70%). There were two fewer pedestrian deaths compared to 2016, continuing a promising downward trend seen annually since 2014. Motorcyclist fatalities saw an increase in 2017 while those killed in motor vehicles (drivers and passengers) decreased precipitously from 11 to zero people in 2017. All pedestrian fatalities resulted from collisions with a motor vehicle⁸.

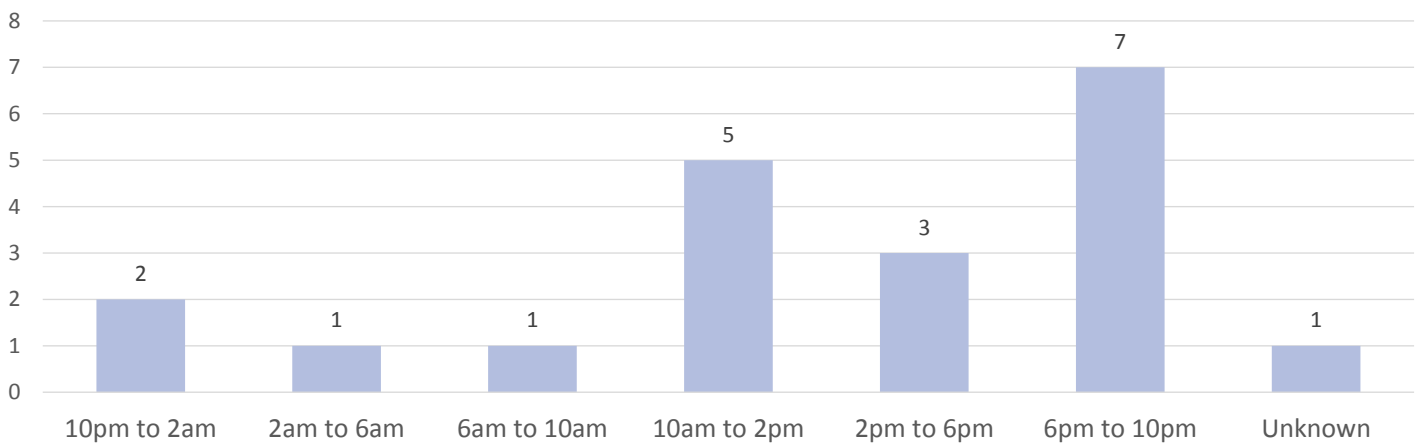
Fatalities by Mode (2014-2017)



Time of Day

Collisions resulting in traffic fatalities in 2017 occurred more frequently in the early afternoon and evening hours with 60% (n=12) happening between the hours of 10:01am and 2pm or from 6:01pm to 10pm. Fatal collision time of day has shown notable variation from year to year.

Fatalities by Collision Time of Day (2017)



⁸ One pedestrian fatality followed a cable car-pedestrian collision.

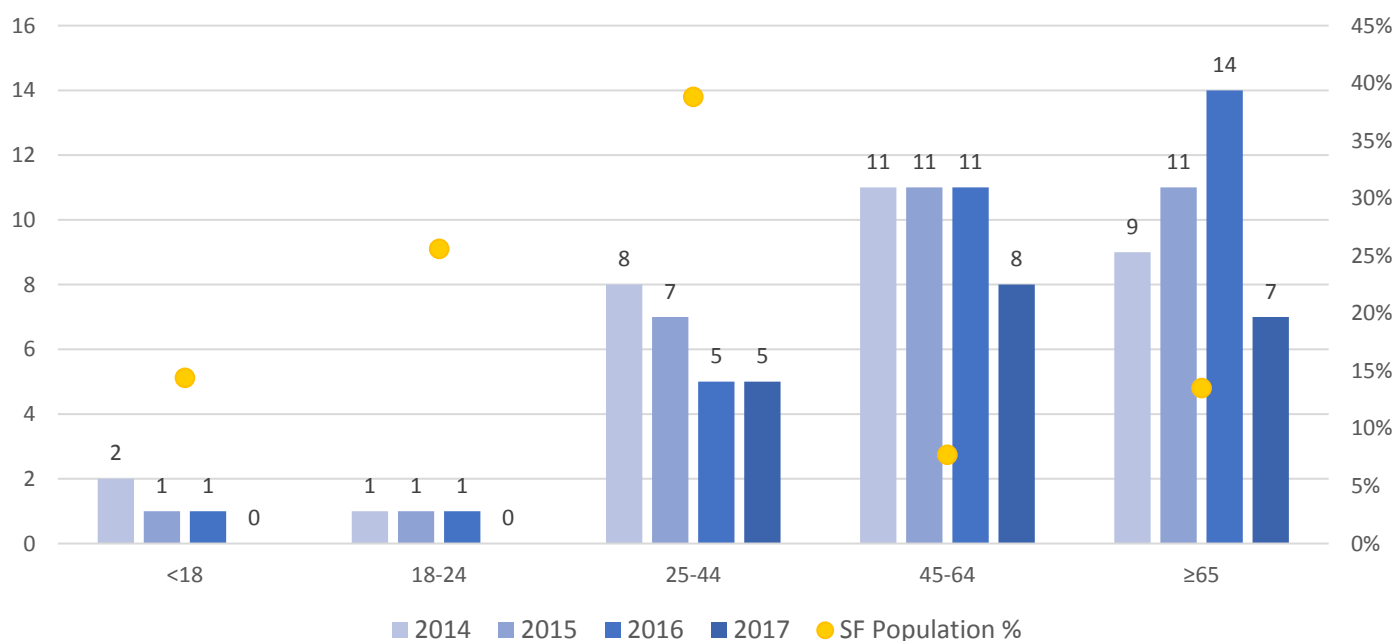


Age

Seniors (aged 65 and up) suffer a disproportionate rate of traffic fatalities. While only 14% of San Francisco's total population⁹, seniors accounted for 35% (n=7) of all traffic fatalities in 2017. Looking specifically at pedestrian fatalities in 2017, 50% (n=7) were people age 65 and older and 79% (n=11) were people age 50 and older (*data in Appendix A*).

Notably, no youth died as a result of traffic collision in 2017. While historically fewer youth die from traffic injury than people in other age groups, fatalities decreased from one to zero in both the 18-24 year and under 18 year age categories between 2016 and 2017.

Fatalities by Age (2014-2017)



Sex

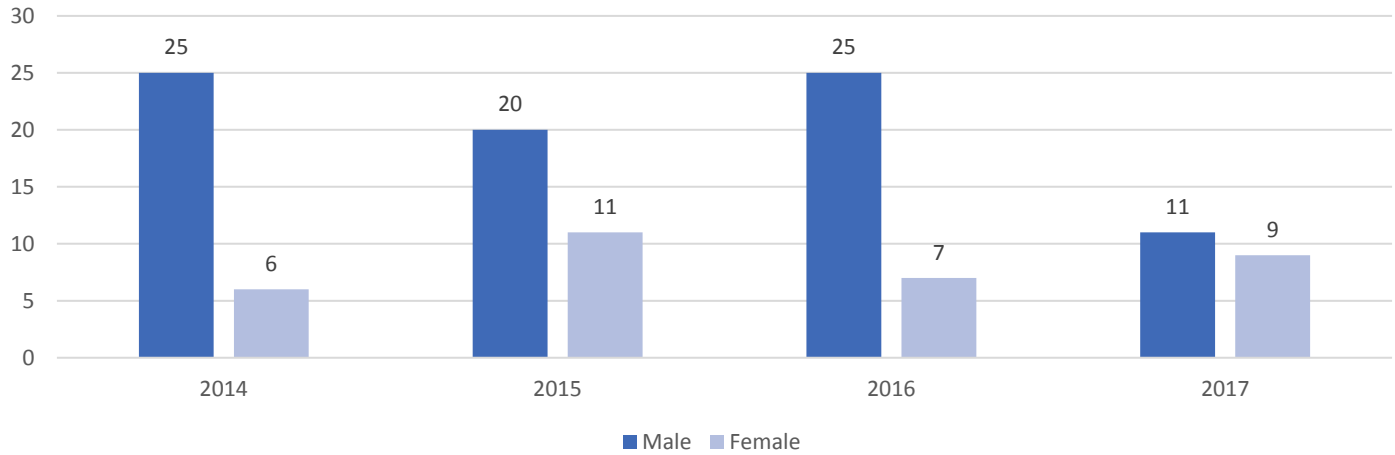
Men are slightly overrepresented in traffic fatalities in 2017. This overrepresentation has featured since the advent of Vision Zero in San Francisco, but is much reduced in 2017 relative to other years. While making up 51% of San Francisco total population¹⁰ men account for 55% (11/20) of all fatalities. However, fatality mode reveals different patterns between males and females: all motorcyclists and bicyclists killed were male, whereas males made up only 36% (5/14) of pedestrian fatalities. Additionally, while fatalities decreased in 2017 overall, splitting data by sex shows evidence of improvement only among male road users.

⁹ Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

¹⁰ Source: U.S. Census Bureau, 2016 American Community Survey 1-Year Estimates



Fatalities by Sex (2014-2017)



Homelessness

This year Vision Zero SF began tracking the proportion of traffic fatalities affecting people with no fixed address as a proxy for homelessness. In 2017, two people without an address were killed on City streets (10% of fatalities): one bicyclist, and one pedestrian. The homeless population of San Francisco is estimated to be 7,499¹¹, making up only 0.9% of the City population¹². Homeless individuals may be particularly vulnerable to traffic injury.

¹¹ Source: Applied Survey Research, 2017 San Francisco Homeless Count Report. <http://hsh.sfgov.org/wp-content/uploads/2017/06/2017-SF-Point-in-Time-Count-General-FINAL-6.21.17.pdf>

¹² San Francisco population estimate of 850,282. Source: 2012-2016 American Community Survey 5-Year Estimates



Primary Collision Factors

Failure to yield to pedestrians and unsafe speed were the top primary collision factors in 2017. Four fatal collisions involved a secondary collision factor (*see Appendix A*). Of fatalities resulting from collisions with two parties and which have vehicle code information available (N=18), 67% were classified by police as caused primarily by the driver of a vehicle. Looking at pedestrian fatalities alone, this proportion rises to 77%. Driver-related¹³ violations accounted for 67% of motorcyclist fatalities among motorcycle-vehicle collisions. In contrast with other years, driver-related code violations did not contribute to bicyclist fatalities in 2017.

California Vehicle Code	Primary Collision Factor Description	2014	2015	2016	2017
21950(a)	Driver failure to yield right-of-way at crosswalks	6	9	6	7
22350	Unsafe speed for prevailing conditions	6	7	3	4
21955	Crossing between controlled intersections (Jaywalking)	3	1	1	2
22101(d)	Violating special traffic control markers (illegal turning movement)	0	0	0	1
22515(a)	Leaving vehicle unattended without setting the brakes or stopping the motor	0	0	0	1
22102	Illegal U-turn in business district	0	0	0	1
21453(a,c)	Red signal - driver or bicyclist responsibilities	2	4	8	1
21650.1	Bicycle to travel in same direction as vehicles (riding wrong way)	0	0	0	1
21950(b)	Pedestrian suddenly entering into vehicle path close enough to create an immediate hazard	3	0	0	1
n/a	Unknown	3	0	4	1
21650	Failure to keep to right side of road	1	1	2	0
22107	Unsafe turn or lane change prohibited	0	2	0	0
21208(a)	Riding outside bicycle lane prohibited	0	1	0	0
21453(d)	Red signal - pedestrian responsibilities	1	0	2	0
21456(b)	Pedestrian violation of Walk or Wait signals	1	1	2	0
21651(b)	Wrong way driving	0	0	1	0
21658(a)	Lane straddling or failure to use specified lanes	1	0	0	0
21712(b)	Unlawful riding on vehicle or bicycle prohibited	1	0	0	0
21801(a)	Violation of right-of-way - left turn	0	1	0	0
21804(a)	Entering highway from alley or driveway	0	1	0	0
21954(a)	Pedestrians must yield right-of-way outside of crosswalks	2	2	1	0
23152(a)	Under the influence of alcohol or drug	1	1	2	0

¹³ "Driver-related" refers to non-motorcyclist drivers in this context.



APPENDIX A – TABLE OF 2017 VISION ZERO FATALITIES

#	Collision Date	Deceased	Collision Type	Primary (Secondary) Collision Factor Code	Victim Age	Hit and Run (Y/N)	Victim Sex	Collision Time	Collision Location
1	1/11/2017	Pedestrian	Pedestrian vs. Vehicle	21950(a) 22350	76	N	F	1233	Union Street at Buchanan Street
2	2/18/2017	Motorcyclist	Motorcycle vs. Vehicle	(22450(a))	26	N	M	2123	Middle Point Road at West Point Road
3	3/1/2017	Pedestrian	Pedestrian vs. Vehicle	21950(a)	50	N	F	1844	Mission St at Ney Street
4	3/19/2017	Pedestrian	Pedestrian vs. Vehicle (Cable Car)	UNK	92	N	M	UNK	Mason Street and Filbert St
5	4/28/2017	Bicyclist	Bicycle vs. Vehicle	21453(a)	25	N	M	1128	3rd Street and Mission Bay Blvd South
6	4/29/2017	Pedestrian	Pedestrian vs. Vehicle	21955(a)	77	N	F	2329	Lake Merced Blvd. 300 ft south of Font Blvd
7	6/20/2017	Bicyclist	Bicycle vs. Vehicle	21650.1	51	N	M	1800	Silver Avenue at Alemany Boulevard
8	6/23/2017	Motorcyclist	Motorcycle vs. Vehicle	22102	59	N	M	1237	100 Block of Bay Street
9	7/19/2017	Motorcyclist	Motorcycle vs. Vehicle (Truck)	22101(d)	29	N	M	2023	Laguna Street and Geary Blvd
10	8/1/2017	Pedestrian	Pedestrian vs. Vehicle	22350 (23103)	37	N	F	1902	Harney Way West of Executive Park Boulevard
11	8/18/2017	Pedestrian	Pedestrian vs. Vehicle	22350	52	N	F	2110	824 Waller Street
12	8/18/2017	Motorcyclist	Motorcycle Collision	22515(a)	49	N	M	1801	500 Block of Alemany Boulevard
13	9/15/2017	Pedestrian	Pedestrian vs. Vehicle	21950(b)	41	N	F	815	Brannan Street and Dore Street
14	9/22/2017	Pedestrian	Pedestrian vs. Vehicle	22350 (21954(a))	56	Y	M	215	2075 Jerrold Avenue
15	9/26/2017	Pedestrian	Pedestrian vs. Vehicle	21950(a) (21456(b))	66	N	M	1242	Leavenworth Street and Golden Gate Avenue
16	10/4/2017	Pedestrian	Pedestrian vs. Vehicle	21950(a)	90	N	M	1722	Baker Street at Fell Street
17	10/31/2017	Pedestrian	Pedestrian vs. Vehicle	21950(a)	47	N	M	2025	1800 Block of Sloat Boulevard
18	11/9/2017	Pedestrian	Pedestrian vs. Vehicle	21955	78	N	F	1219	7th Avenue and Geary Boulevard
19	12/7/2017	Pedestrian	Pedestrian vs. Vehicle	21950(a)	63	N	F	829	Miramar Avenue and Ocean Avenue
20	12/9/2017	Pedestrian	Pedestrian vs. Vehicle	21950(a)	69	N	F	1635	19th Avenue and Quintara Street

APPENDIX B – FATALITIES ON FREEWAYS AND IN THE PRESIDIO

Six people (3 people walking, 2 people riding in a motor vehicle, and 1 person riding a motorcycle) were killed in transportation-related collisions on freeways in San Francisco in 2017. There were no traffic deaths in the Presidio in 2017.

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.

2017 Vision Zero Traffic Fatalities: San Francisco, CA
Freeways



#	Collision Date	Deceased	Collision Type	Victim Age	Victim Sex	Collision Time	Collision Location
1	5/1/2017	Pedestrian	Pedestrian vs. Vehicle	56	M	UNK	1-80 Southbound at Octavia Boulevard
2	6/12/2017	Motorcyclist	Motorcycle Collision	51	F	1204	HWY 101, Near 9th Street Exit
3	9/19/2017	Pedestrian	Pedestrian vs. Vehicle	52	M	315	Eastbound Interstate 80, West of 4th Street US Highway 101 NB, Near the Cesar Chavez Exit
4	10/12/2017	Pedestrian	Pedestrian vs. Vehicle	30	M	2239	Southbound Highway 101; South of the 23rd Street Overpass
5	11/17/2017	Driver	Motor Vehicle Collision	38	M	1559	
6	11/22/2017	Driver	Motor Vehicle Collision	29	M	2316	Bayshore Boulevard at Highway 101 South

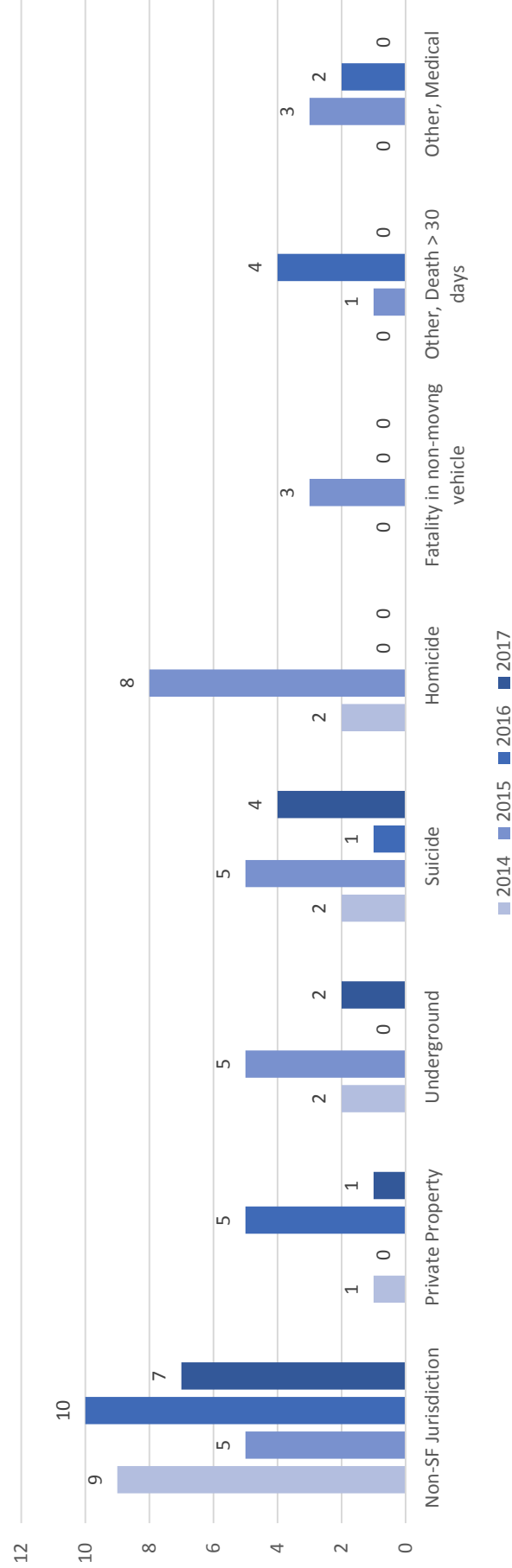


APPENDIX C – EXCLUSIONS: APPLYING THE VISION ZERO TRAFFIC FATALITY PROTOCOL

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; 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 by year, with reasons for exclusion.

Vision Zero Traffic Fatality Protocol Exclusions (2014-2017)





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

VISION ZERO: PROGRESS REPORT

JULY 2018

July 30, 2018

Chava Kronenberg; Vision Zero Task Force Co-Char

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 a safe system



POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH



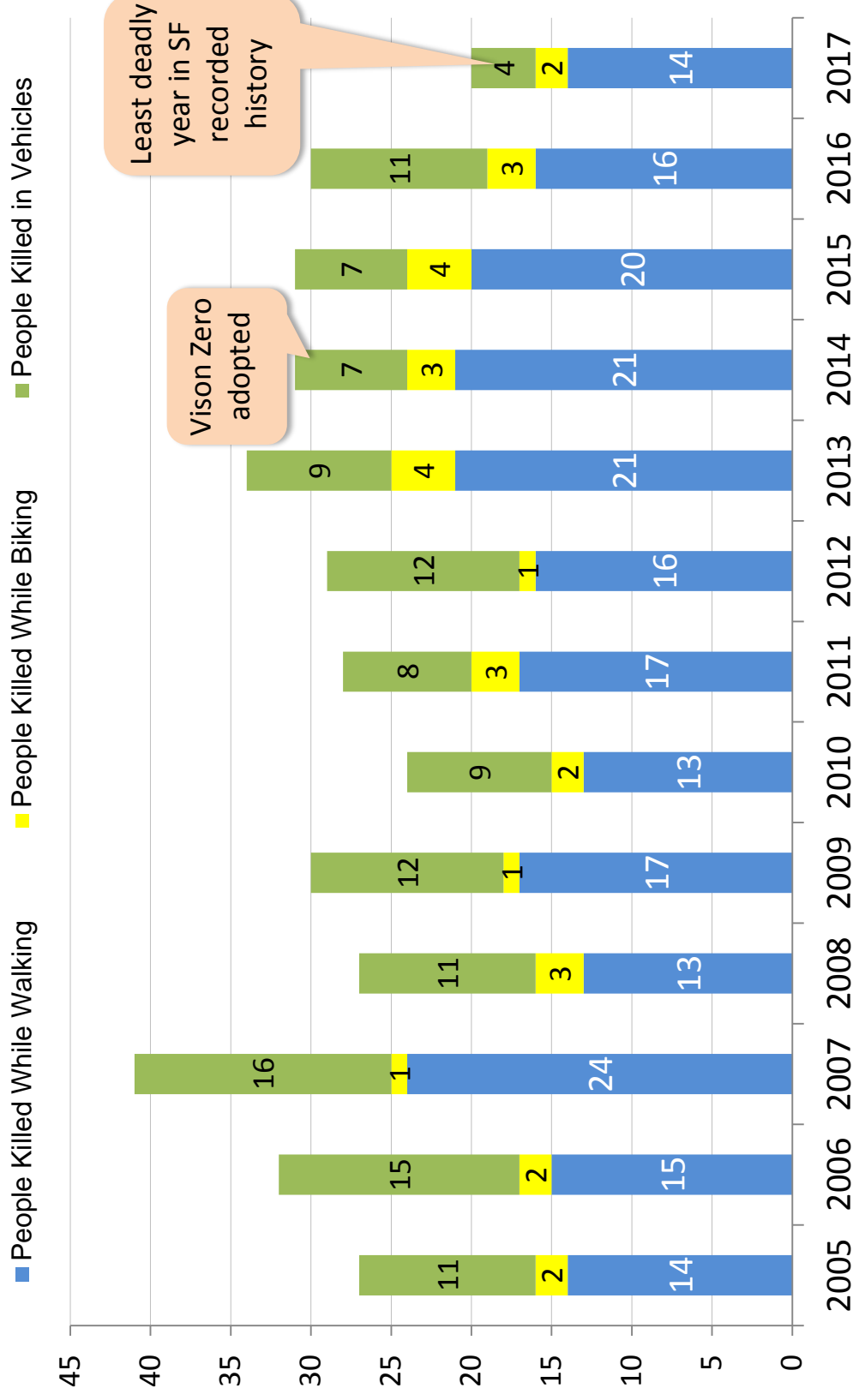
SF Environment



SAN FRANCISCO
PLANNING
DEPARTMENT

SAN FRANCISCO SAW 20 TRAFFIC-RELATED DEATHS IN 2017

San Francisco Traffic Deaths, 2005-2017



Pedestrians are most vulnerable: 70% of fatalities

- Downward trend since 2014



No one killed while travelling in a motor vehicle, in contrast with 2016

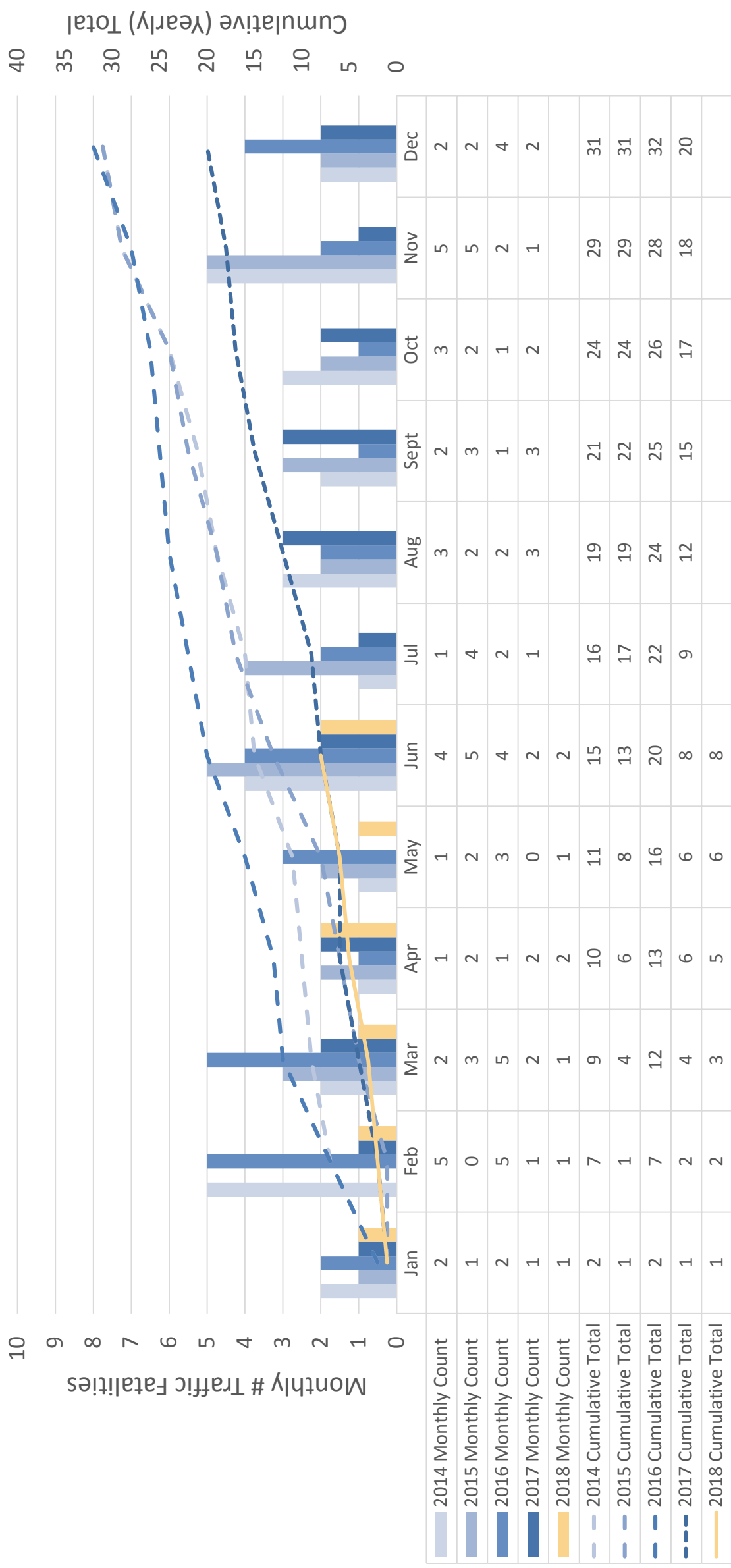


Two people killed while biking: 10% of fatalities



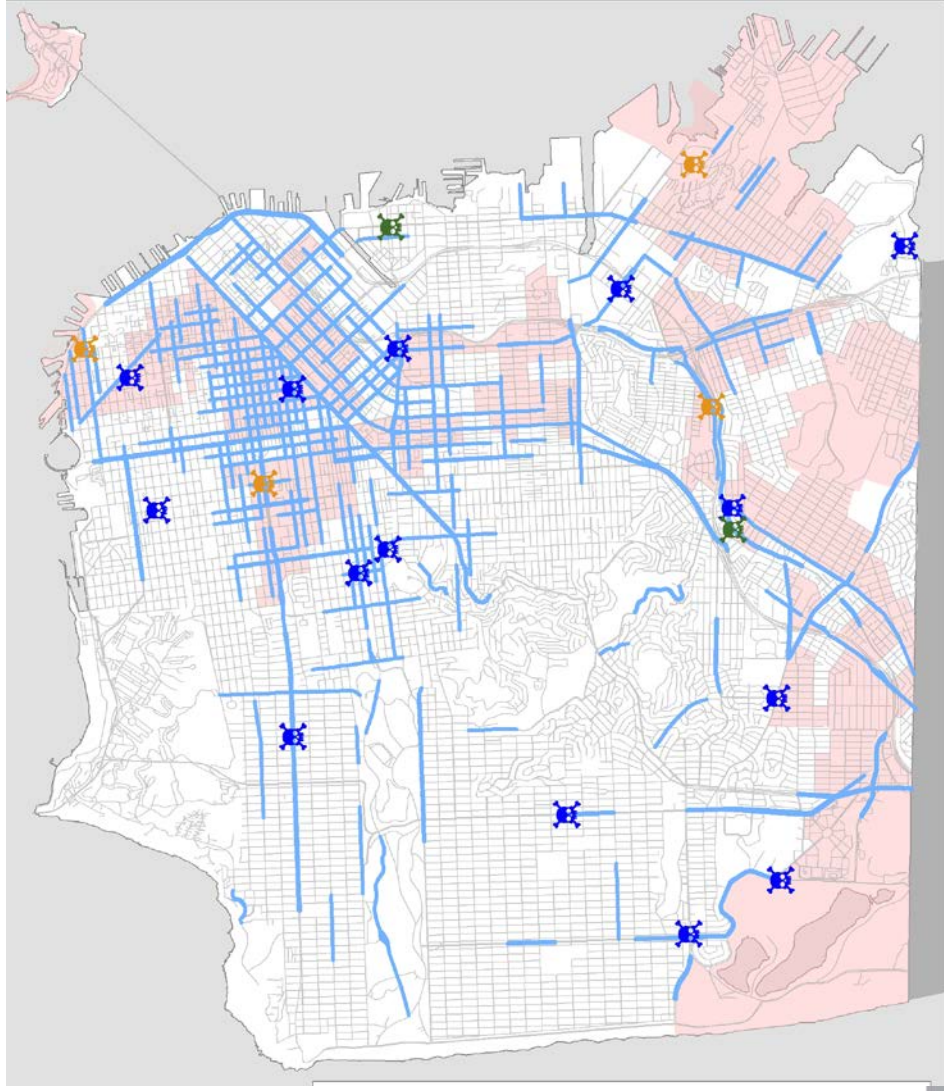
Four people killed while riding a motorcycle: 20% of fatalities

2018 TRAFFIC FATALITIES SO FAR FOLLOW 2017 TREND

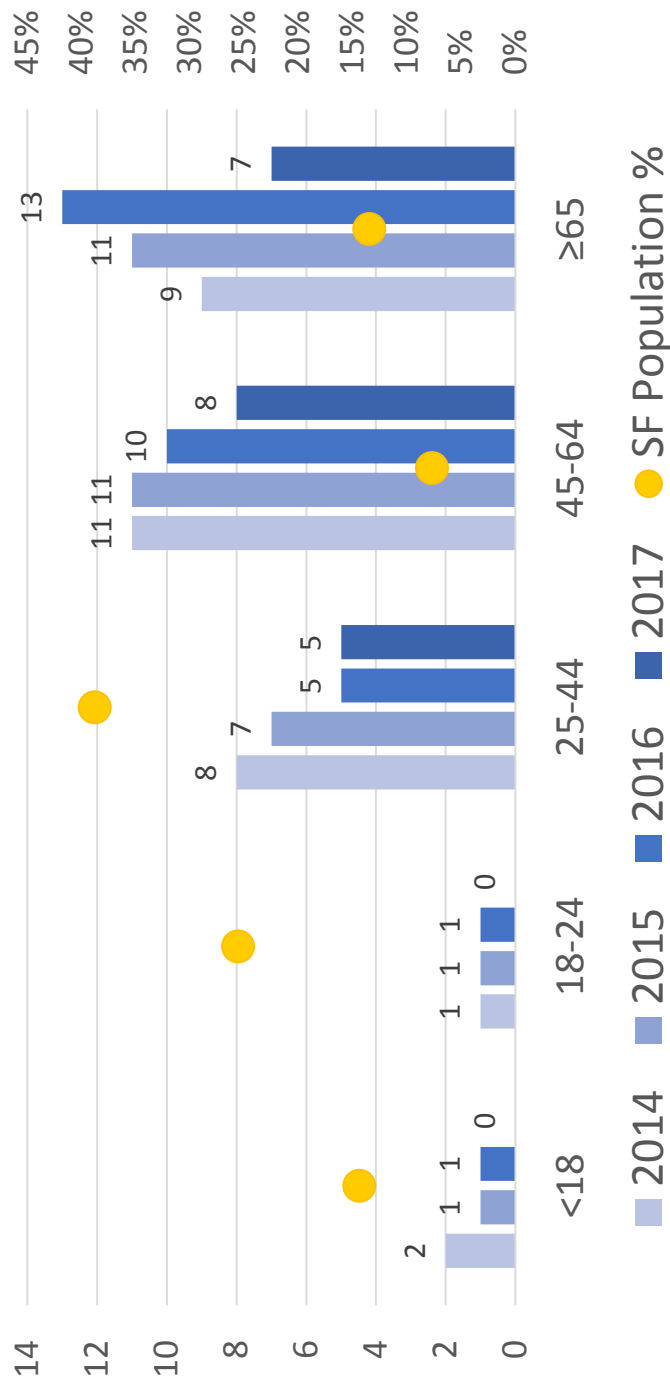


VULNERABLE POPULATIONS

- In 2017, half of traffic fatalities occurred on the Vision Zero High Injury Network.
- Forty percent of fatalities occurred in a Community of Concern – half of which were on the VZHN.
- Among pedestrian fatalities 50% were people age 65 and older and 79% were people age 50 +



Fatalities by Age (2014-2017)



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 a safe system



SF Environment



SAN FRANCISCO PLANNING DEPARTMENT

Safe Streets: 2017 in Review

- **500+ measures** citywide to improve safety, many of which target locations on the Vision Zero High Injury Network
- **56 new miles** of safety treatments citywide
 - Includes **20 new miles** on Vision Zero High Injury Network



7th Street

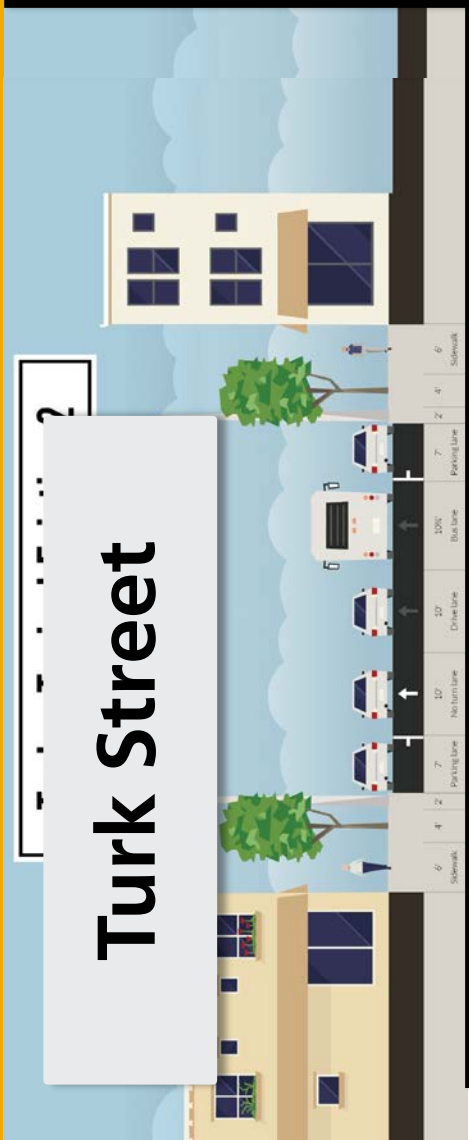


8th Street

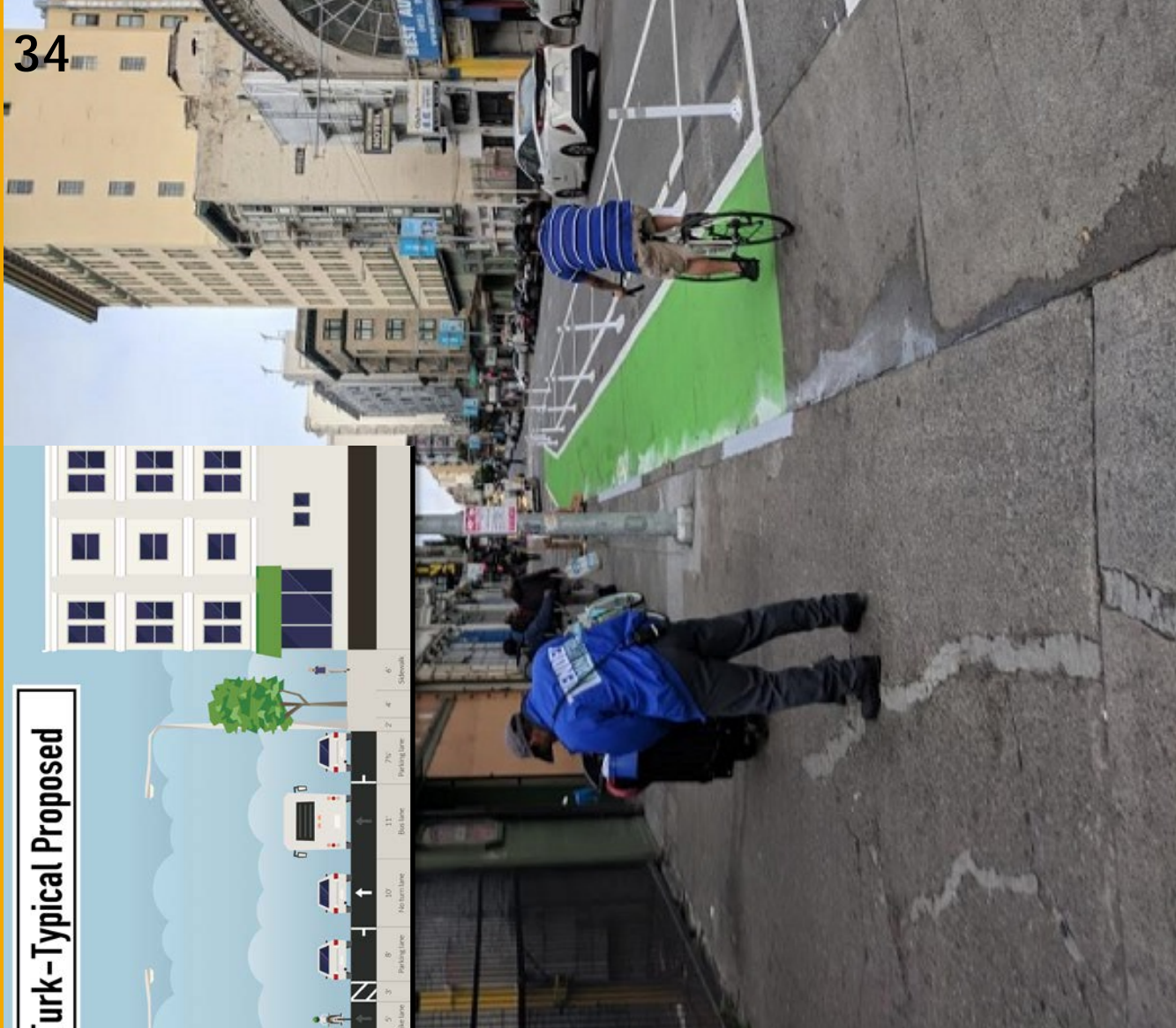
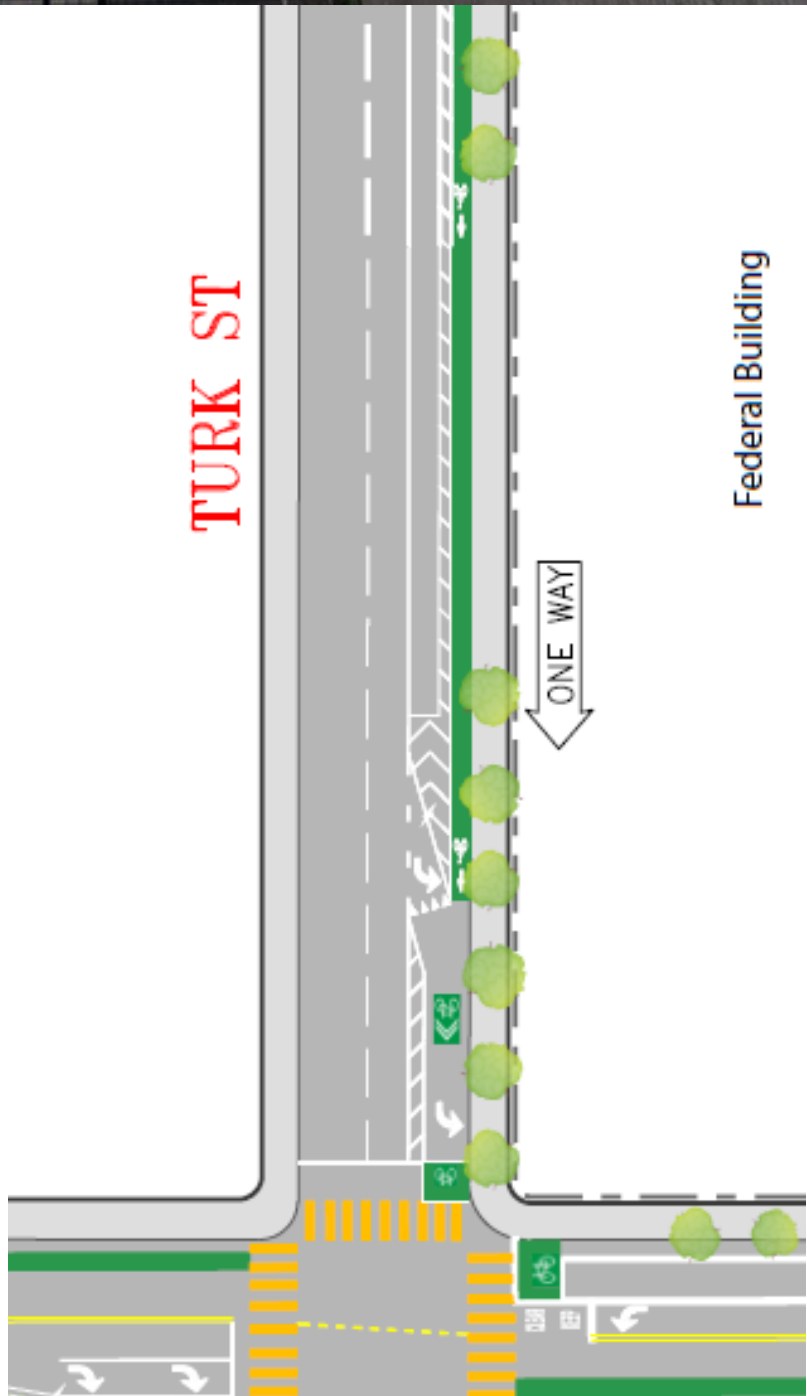
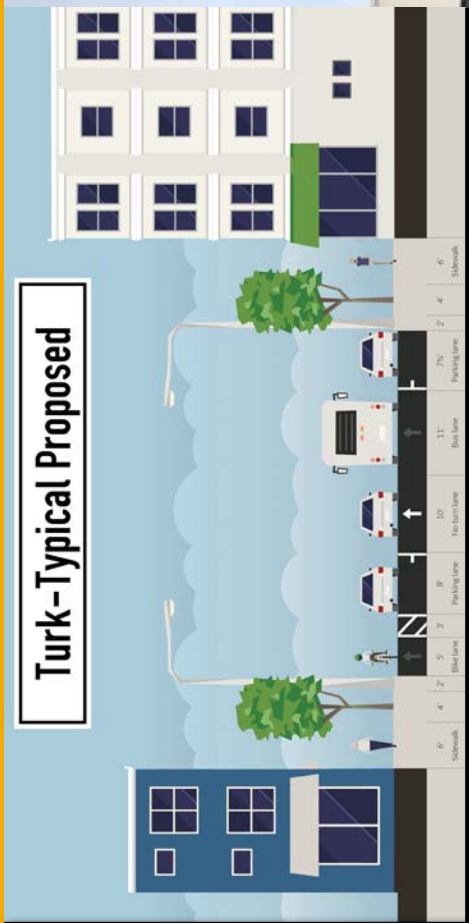


Turk Street

?



Turk-Typical Proposed



Shelley Drive Traffic Calming

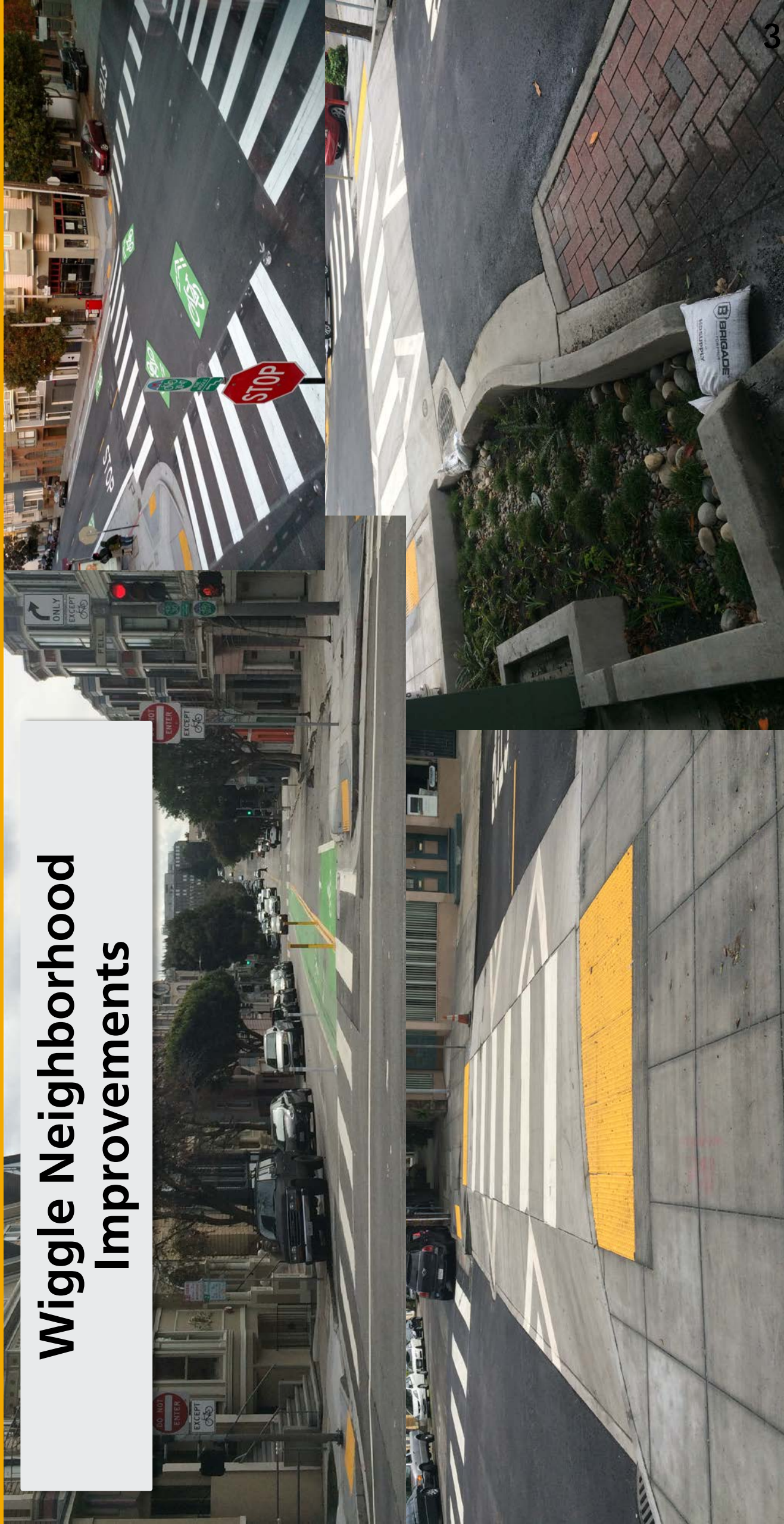


Upper Market

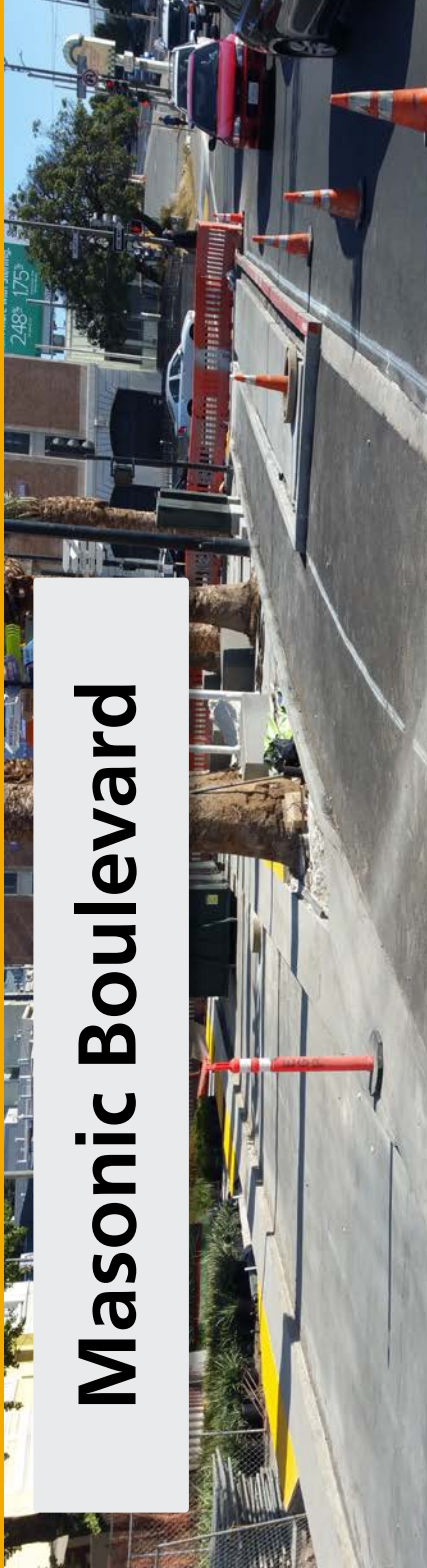
6



Wiggle Neighborhood Improvements

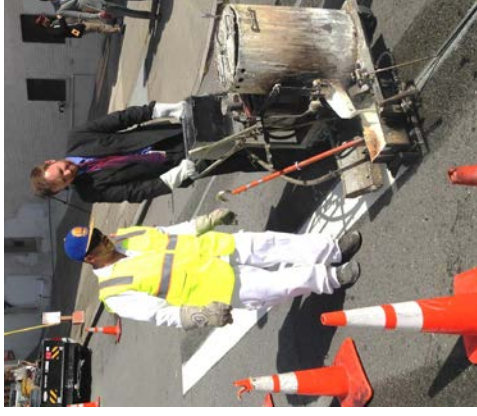


Masonic Boulevard



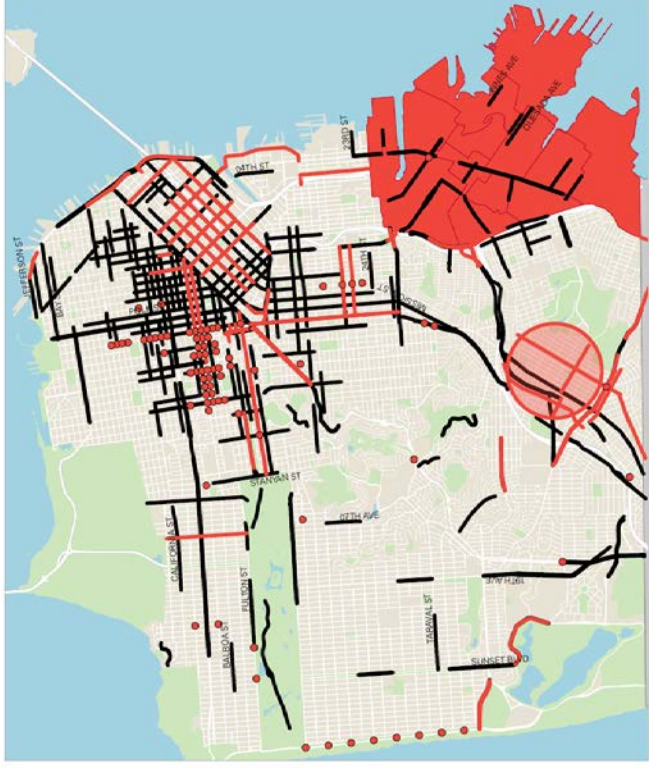
Safe Streets: Look-ahead

- **13 miles** of improvements annually on the Vision Zero High Injury Network
- **\$60+ million** per year budgeted for Vision Zero capital improvements



SFMTA Streets CIP: Guiding Principles

- Support 2017 VZ High Injury Network
- Implement previous or ongoing planning effort/strategy recommendation
- Balance limited numbers of corridor/area projects with programs
- Implement near term improvements of larger corridor projects



Streets CIP: Project Prioritization

- **Safety**
- **Transit First**
- **Mode Shift**
- **Vulnerable Populations**
- **Citywide Lens**
- **Responsiveness**
- **Resiliency**
- **Livability/Affordability**



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 a safe system



District Attorney Senior Safety



Motorcycle Safety & Distracted Driving Campaigns

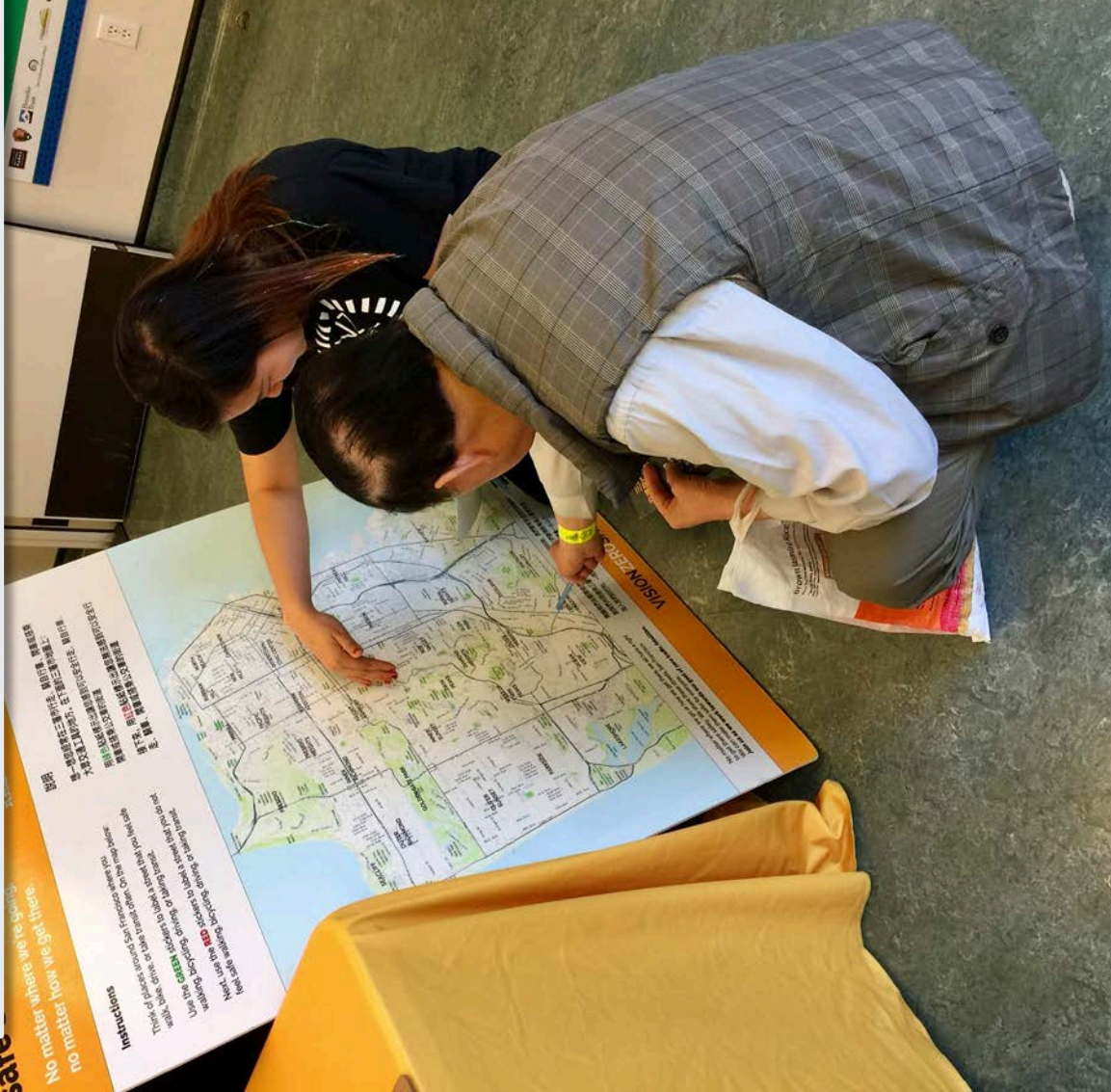


Texting while driving?

You're **23 times** more likely to swerve, screech, sideswipe—or even crash.



Vision Zero Street Team



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 a safe system





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

VISION ZERO SF: TRAFFIC FATALITY 2017 END OF YEAR UPDATE



POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

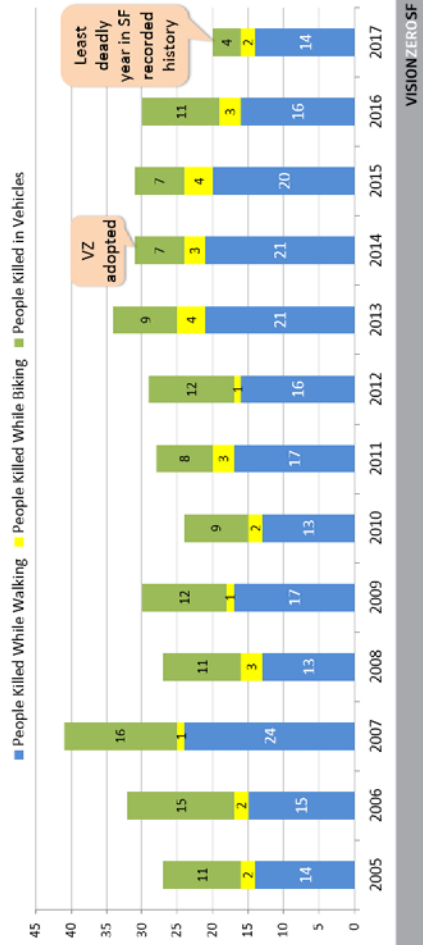
April 26, 2018

Vision Zero Taskforce

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

SAN FRANCISCO SAW 20 TRAFFIC-RELATED DEATHS IN 2017

San Francisco Traffic Deaths, 2005-2017



Transportation Authority Vision Zero Committee

Community & City Vision Zero Task Force

San Francisco Vision Zero

Data & Inputs

Legislative Agenda

Safe Streets

Engineering complete streets projects

Traffic calming in neighborhoods

Safe People

Educating and raising awareness about street safety

Enforcing traffic laws

Safe Vehicles

Using technology to ensure a safe system



AB 342 (CHIU): AUTOMATED SPEED ENFORCEMENT

2017-2018 LEGISLATIVE SESSION

- Assembly Transportation Committee hearing canceled due to lack of votes in April 2017
- Not reconsidered in January 2018 due to continued opposition from law enforcement unions

FUTURE OPPORTUNITIES

- NTSB Speed Management Study
- State Vision Zero Task Force (AB 2363- Friedman)
- New Administration and legislative session in January 2019





Thank you!



SFMTA

SFMTA Rapid Response to Fatal Crashes

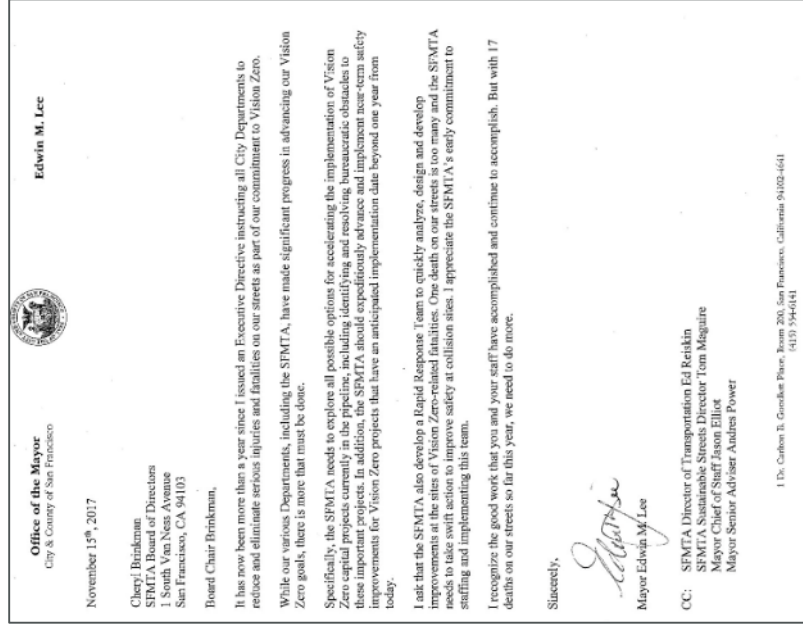
**Ricardo Olea – City Traffic Engineer
DRAFT July 31, 2018**

2017 Executive Directive

“I ask that the SFMTA also develop a Rapid Response Team to quickly analyze, design and develop improvements at the sites of Vision Zero-related fatalities.”

Mayor Ed Lee
Letter to SFMTA,

November 15, 2017



Fatality Response Protocols

- SFPD immediately notifies SFMTA management of incident
- SFMTA assigns staff to do field investigation (typically done within 24 to 48 hours)
- SFPD and SFMTA hold conference call to discuss fatal crash details
- Based on review, SFMTA makes recommendation of any possible changes
- SFMTA contacts other agencies if they are involved
 - Caltrans (State jurisdiction)
 - SFPUC (streetlights)
 - Public Works (civil engineering, trees, construction)

Fatality Totals to July 1st 2018

	2018	2017	2016
Traffic Victim			
	YTD Total (End of June)	YTD Total (End of June)	YTD Total (End of June)
People Killed While Walking	5	4	9
People Killed While Cycling	1	2	3
People Killed While Riding in a Motor Vehicle	0	0	5
People Killed While on a Motorcycle	0	2	1
People Killed While Driving	2	0	2
TOTAL	8	8	20

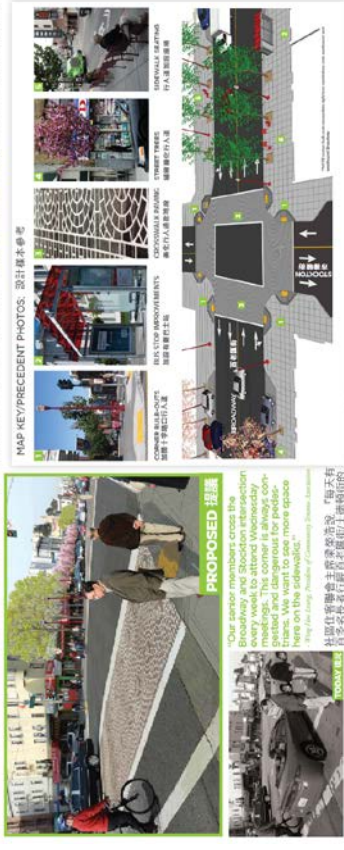
Fatal Locations (First Quarter 2018)

Date	Location	Victim Mode	Summary	Follow Up Note
1/23/2018	Mansell/Visitacion	Driver	Vehicle passed a school bus on Mansell, crossing double yellow. Hit opposing vehicle head on.	SFMTA recommended the following changes: <ul style="list-style-type: none">• Changes to STOP AHEAD signage• Changes to pavement centerline• Addition of radar speed feedback signs to Mansell (pending)
2/24/2018	Rice/San Jose	Pedestrian	Driver failed to yield to pedestrian in crosswalk crossing San Jose	Extended intersection red zones. Made recommendations to Caltrans, who operates this roadway, to review speed survey and pedestrian warning signs. Caltrans has a project to install a pedestrian signal at this intersection by end of 2019.
3/16/2018	Broadway/Cordelia	Pedestrian	Pedestrian crossing midblock struck by driver	Broadway streetscape project under construction (new sidewalk changes, lights, streetscape). Public Works staff followed up on worksite conditions with SFPD investigators.

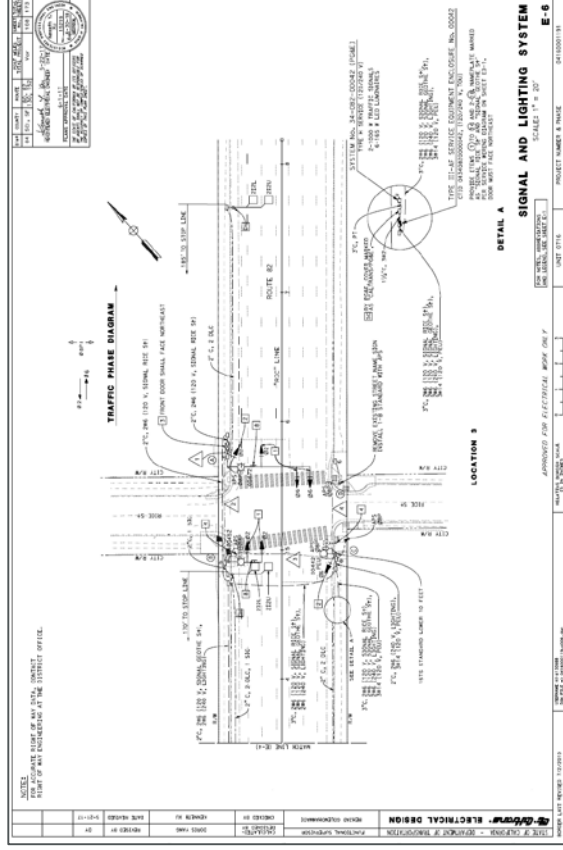
First three 2018 fatalities had...

- Project completed (Mansell Streetscape)
- Project in construction (Chinatown Broadway Streetscape)
- Projects pending (Caltrans San Jose Pedestrian Improvements)

ENVISION A NEW BROADWAY: Broadway & Stockton 百老匯街新貌. 士德頓街地段



FINAL OPEN HOUSE CHINATOWN BROADWAY STREET DESIGN



Mansell St at Visitacion Ave

January 2018



Now



Broadway west of Stockton Street – March 16, 2018

2018 Fatal Incidents (Second Quarter)

Date	Location	Victim Mode	Summary	Follow Up Note
4/17/2018	Ocean/Victoria	Pedestrian	Pedestrian struck by turning vehicle	SFMTA implemented signal timing and marking improvements throughout Ocean Ave corridor
4/28/2018	19th Ave/Winston	Pedestrian	Pedestrian crossing against signal, struck by driver at night	Night site visit identified non-functioning street light, SFMTA submitted maintenance request.
5/29/2018	3rd/Arthur/ Cargo Way	Driver	Carjacking suspect fleeing at high speed, struck fixed object	SFMTA is working with the Port on a project to open the north crosswalk at this intersection.
6/13/2018	28th/Castro	Pedestrian	Tow truck lost control of towed vehicle, unattended vehicle rolled down street and struck city worker working in roadway	Special circumstances of this incident being investigated by SFPD, CHP (tow truck), SFPUC.
6/27/2018	The Embarcadero/ Chestnut/Sansome	Bicyclist	Pedicab struck from behind by driver driving erratically	Under review. The Embarcadero cycle-track study on-going.

2018 Fatal Incidents (July)

Date	Location	Victim Mode	Summary	Follow Up Note
7/7/2018	16th/Mission	Pedestrian	Pedestrian crossing midblock struck by driver	Muni Forward is recommending improvements to existing transit bulbs on Mission.
7/17/2018	36th Ave/Sloat	Pedestrian	Pedestrian crossing on crosswalk stuck by driver on Sloat Blvd	Caltrans activated new pedestrian beacon on July 11 th , 2018. Under investigation. SFMTA coordinating with Caltrans on follow up.



Capital projects

- Vision Zero Improvements
- Bicycle and Pedestrian Facilities
- New Traffic Signals and Upgrades
- Traffic Calming

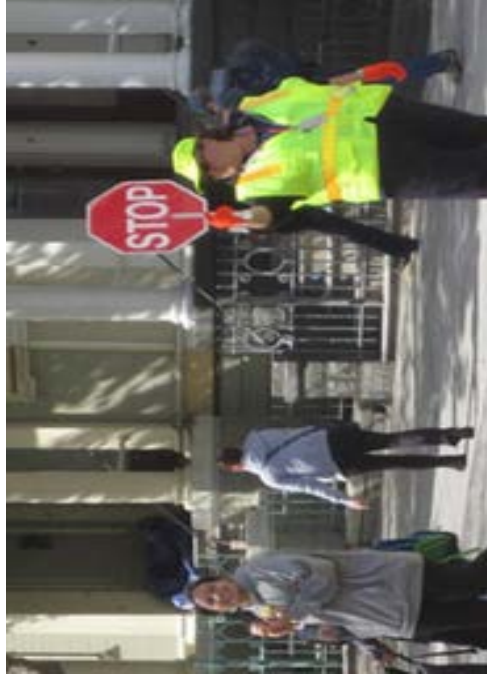


Operational programs

62

SFMTA oversees over 4,000 requests a year concerning:

- Signalized intersections
- Traffic signs and regulations
- Color curb zones
- Pavement markings
- School area safety



CRISIS RESPONSE FOR VICTIMS' FAMILIES



Coordinated City Response for Families of People Killed in Traffic Crashes – Initiated at the Crash Scene. Currently participating agencies:

- San Francisco Department of Public Health – *Crisis Response Team, Community Health Equity and Promotion, Environmental Health*
- San Francisco Medical Examiner’s Office
- San Francisco Police Department
- San Francisco District Attorney’s Office

Increased collaboration and communication for improved service to victims' families:

- **SFPD Collision Investigators** supported by **SFDPH Crisis Counselors at the collision scene**

- **SF District Attorney’s Victim Services** providing services more quickly within the **critical time windows** for grieving families – **including access to State Victim Compensation Program, assistance navigating the Criminal Justice System**
- **SFDPH Crisis Response Team** providing therapy for individuals & families, up to 24

months



This Page Intentionally Left Blank



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

VISION ZERO SF: BOLD IDEAS TO ACHIEVE ZERO

Ryan Reeves
Presentation to Vision Zero Committee July
31, 2018

PURSUING BOLD IDEAS FOR VISION ZERO





What are Bold Ideas?

Bold Ideas are defined by:

- Requiring “more” to realize in San Francisco – they may have political challenges, high costs, equity concerns, or require state or national policy change to achieve
- Being innovative or taking advantage of new technologies
- Likely requiring more than 24 months to implement
- Having an evidence base for reducing severe and fatal injuries

High Visibility Community Engagement

Using community engagement to support the culture change around dangerous driving behaviors, such as speeding



Automated Enforcement

Using automated technologies and programs that complement traditional enforcement methods (for violations such as red light running, speeding, and illegal turns)



Curbside Management

Managing curb space to improve traffic flow, reduce crashes, and improve safety



Change Urban Speed Limits

Adopting alternative approaches to set speed limits that incorporate safety and mobility goals



Congestion Pricing

Implementing a demand management strategy to both reduce traffic congestion and encourage public transit ridership

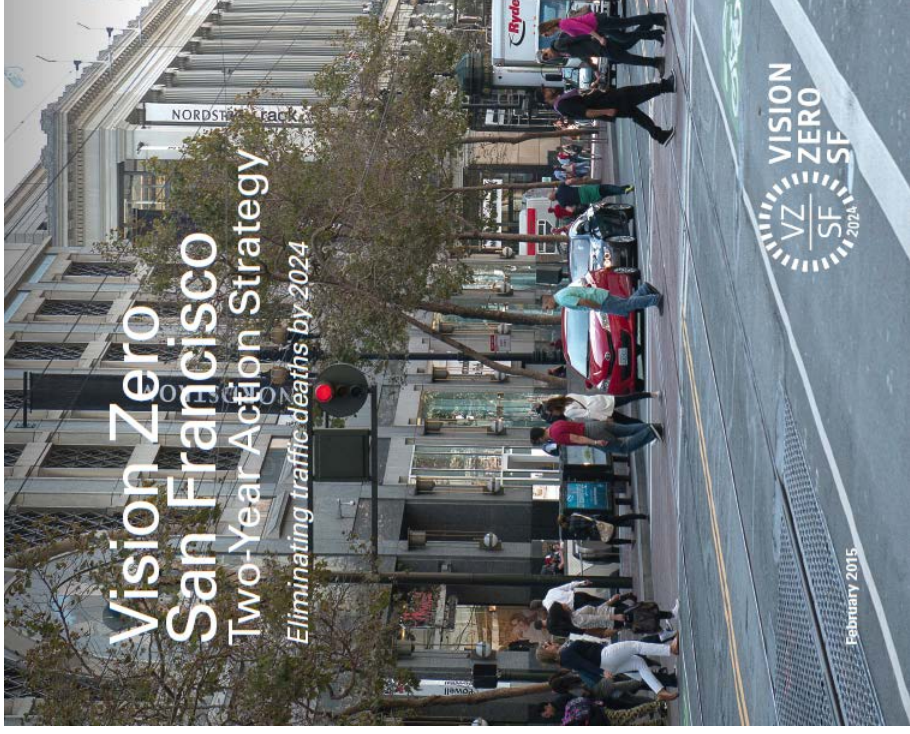


Major Street Redesign

Overcoming challenges around faster delivery of safe streets where they are most needed on high injury streets

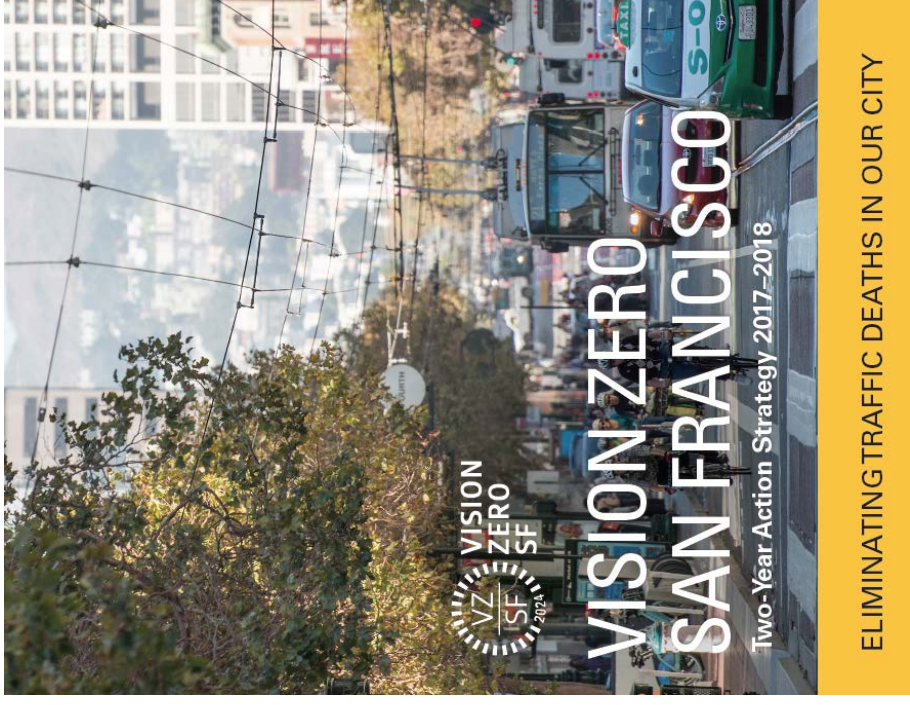


UPDATING THE ACTION STRATEGY



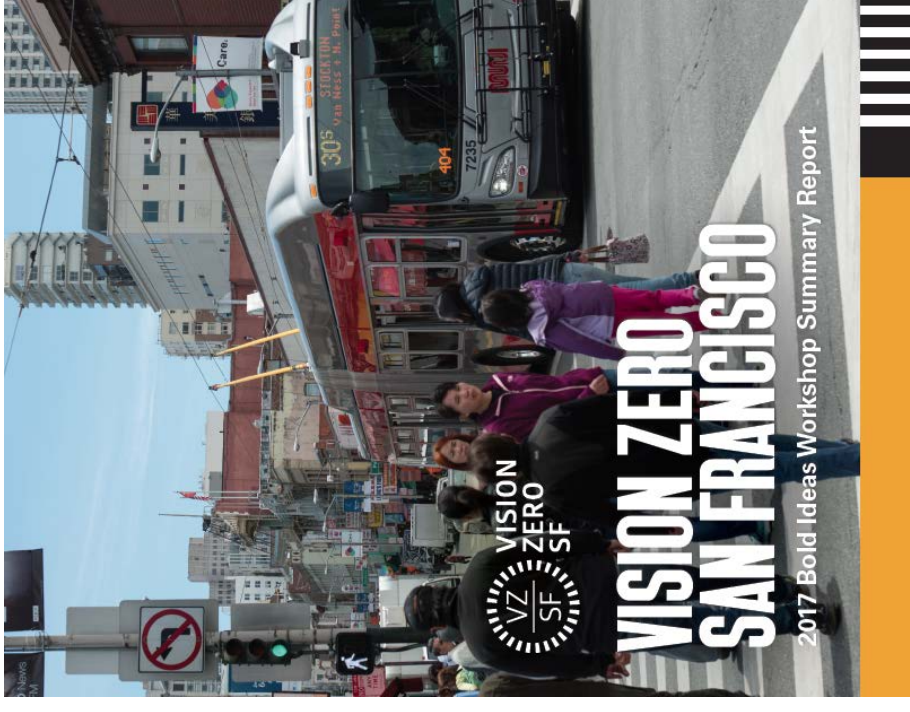
2015

What is Vision Zero?



2017

Defining a Safe
Systems Approach



2019

A Policy Platform of Bold
Ideas to Achieve Vision Zero

WHAT WILL BE DIFFERENT?

- **Policy Platform**
- **Synergies**
- **Safe Streets**
- **Safe People**
- **Safe Vehicles**

2019 ACTION STRATEGY SCHEDULE

Month	Outreach and Development Plans
Spring - Summer 2018	Stakeholder Outreach
Fall 2018	Develop Content
Winter 2019	Agency Review
March 2019	Release Action Strategy

OUTREACH

- 10+ Agency and community group meetings June-August
- Regular updates at Task Force
- Community Workshop 7/30
- Will hold City debrief meetings August
- Holding 10+ Community Coffee Talks August-September



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):





Thank you!

MORE INFO: VISIONZEROSF.ORG