



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

VISION ZERO SF: 2023 UPDATE



POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

Collaborators




October 3, 2023

SF Vision Zero Health Commission

Iris Tsui, MPH, San Francisco Dept. of Public Health

Jamie Parks, SFMTA Livable Streets Director



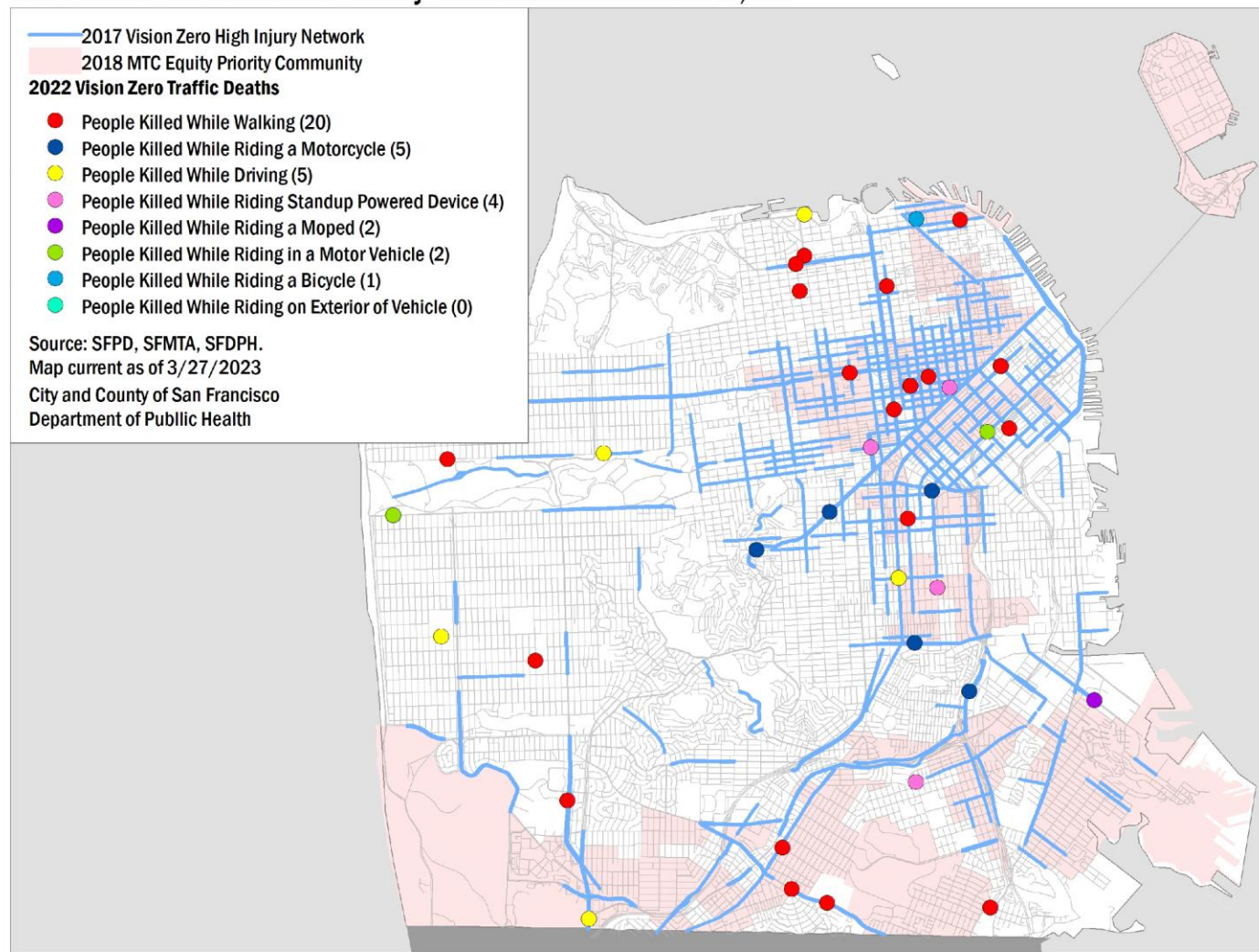


In 2014, the City and County of San Francisco adopted Vision Zero as a policy.

Vision Zero is the city's commitment to creating safer, more livable streets with the goal of **eliminating all traffic fatalities and reducing severe injuries.**

VISION ZERO HIGH INJURY NETWORK

2022 Vision Zero Traffic Fatalities by Travel Mode: San Francisco, CA



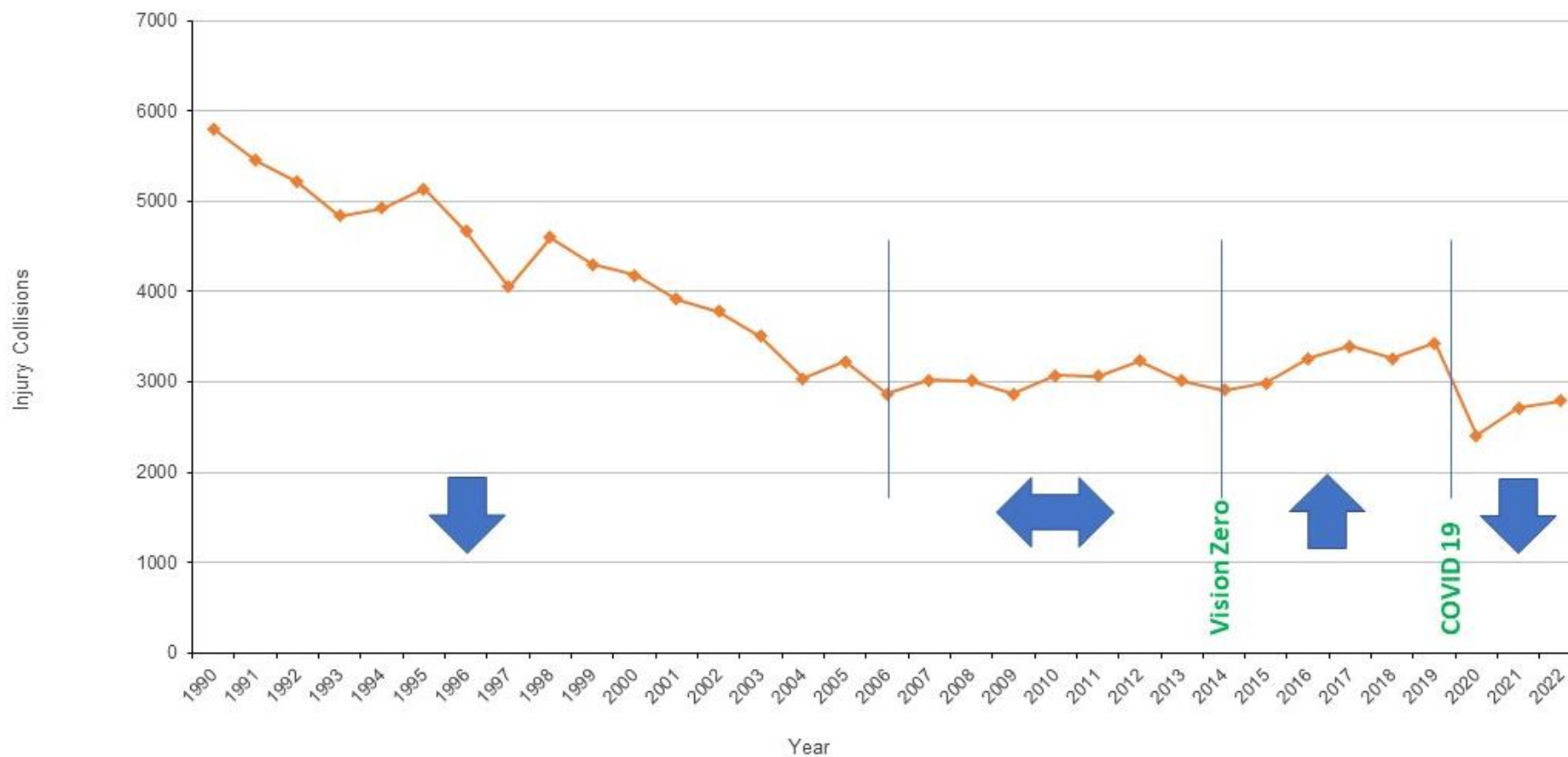
In 2022, 59% (n=23) of traffic fatalities occurred on the Vision Zero High Injury Network (VZHIN)

Almost half of fatalities (44%; n=17) occurred in an Equity Priority Community

11 of which (65%) were also on the VZHIN

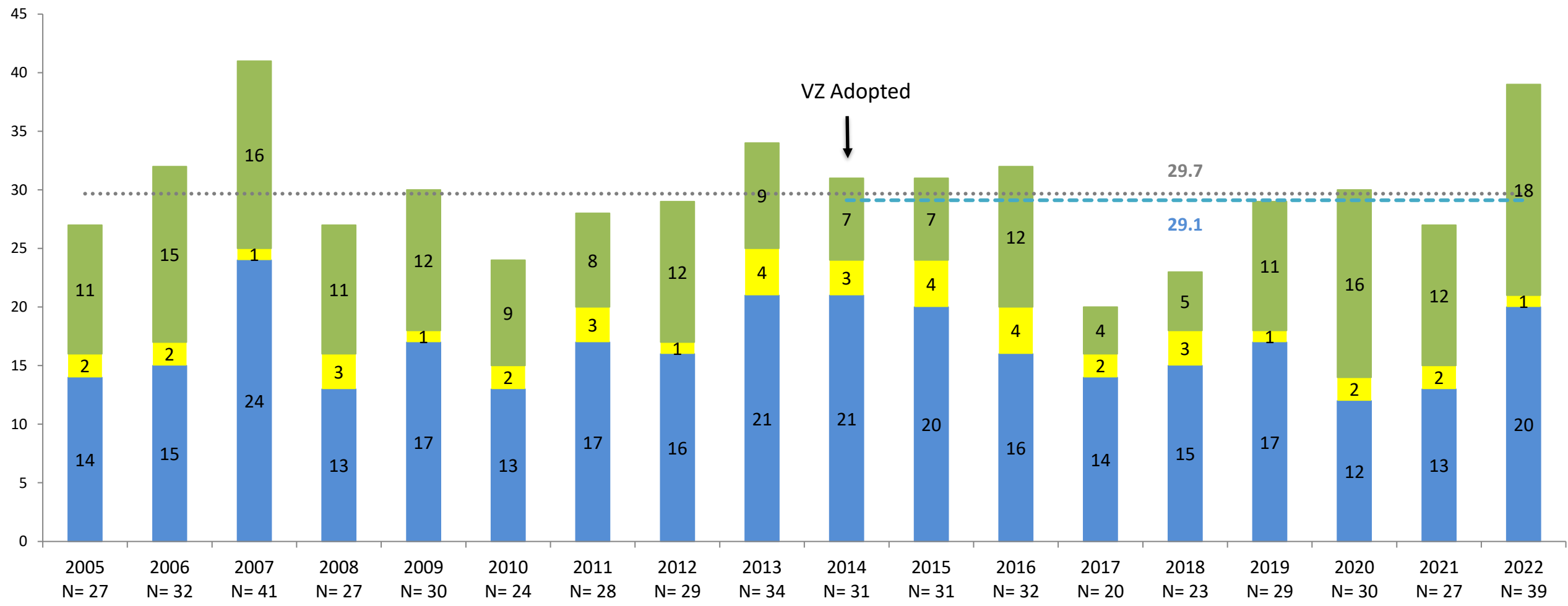
SF INJURY TRAFFIC CRASHES TRENDING DOWN SINCE 1990

SF Injury Reported Crashes (1990-2022)



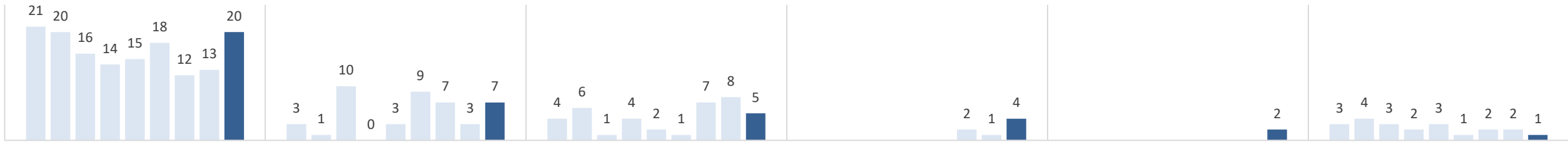
39 TRAFFIC-RELATED DEATHS IN 2022

People Killed While Walking People Killed While Biking People Killed in Vehicles Overall AVG VZ AVG



FATALITIES BY TRAVEL MODE

2014-2021 2022



Pedestrian

Cars and Trucks

Motorcyclist

Standing Powered Device Rider

Moped

Bicyclist



Pedestrians remain most vulnerable

Five drivers and two passengers

Five people killed while riding a motorcycle

Includes e-scooters and e-unicycles

Lower-powered sit-down vehicles

One person killed while biking

51% of total fatalities

18%

13%

10%

5%

3%

Highest since 2015

Four more than last year

Lower than the past three years

More than doubles the total

Newly separated from motorcycles

One fewer than last year

Note: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.

SF TRAFFIC FATALITIES IN CONTEXT

	2019	2022	Percent change from pre-pandemic
OAKLAND	26	36	+38%
SAN FRANCISCO	29	39	+34%
LOS ANGELES*	244	312	+29%
NATIONAL Jan 1 – Sep 30 only	24,827	31,785	+28%
LONG BEACH	36	45	+25%
SAN DIEGO*	51	59	+16%
SAN JOSE*	60	65	+8%

<https://www.oaklandca.gov/topics/traffic-fatality-tracking>

<https://www.latimes.com/california/story/2023-01-14/traffic-deaths-rise-again-in-2022-with-marked-increase-in-pedestrian-fatalities>

<https://www.nhtsa.gov/press-releases/nhtsa-estimates-traffic-deaths-2022-third-quarter>

<https://lbpost.com/news/traffic-deaths-have-spiked-in-recent-years-with-45-in-2021>

<https://data.sandiego.gov/datasets/police-collisions-details/>

<https://www.sanjoseca.gov/your-government/departments-offices/transportation/safety/vision-zero/maps-data>

QUICK-BUILD ANALYSIS

Earliest Vision Zero quick-builds completed in 2018

Goal: to estimate collisions and morbidity/mortality outcomes based on trend data before vs after 2020

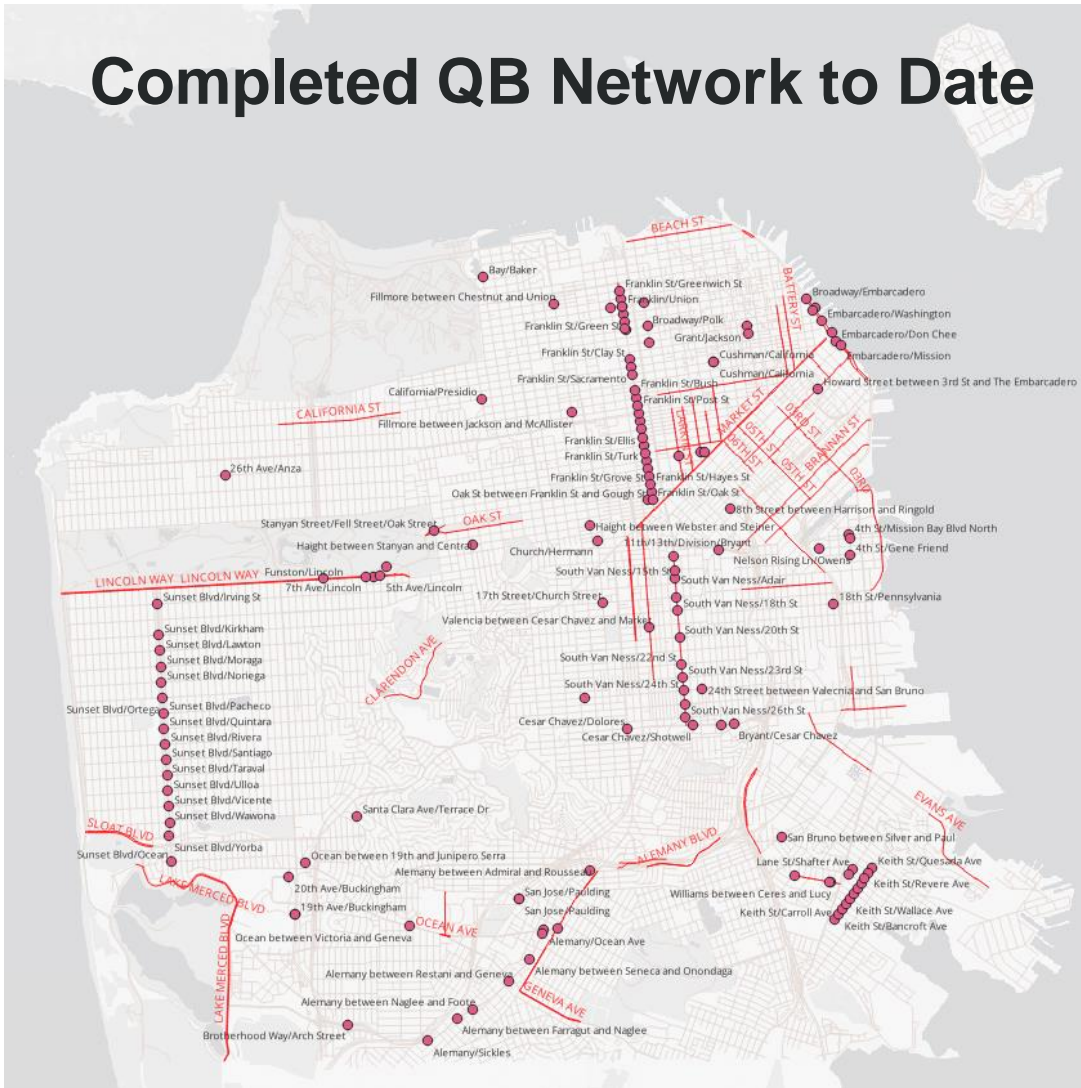
2020 excluded as anomalous traffic year due to pandemic shelter in place orders

Compared collisions in 2019 vs. 2021



PRELIMINARY QUICK-BUILD ANALYSIS FINDINGS

Completed QB Network to Date



QBs Completed in 2020



PRELIMINARY QUICK-BUILD ANALYSIS FINDINGS

Simple comparative statistical tests for differences were conducted.

Results:

- **Significantly fewer total collisions**
- **Significantly fewer overall injuries**

No differences observed among fatalities or severe injuries.

Outcomes (counts) on the 2020 QB street segments in 2019 and 2021

Outcome	2019	2021
Collisions	896	768*
All Injured	1,137	1,029*
Severely Injured Only	76	66
Fatalities Only	7	7

* Statistically significant difference at a 95% confidence level

SAFETY IMPACT OF STREET DESIGNS

Measure	Metric	Overall Findings
Collisions	Δ Total Collisions	-18%
	Δ Bike Related Collisions	-33%
	Δ Pedestrian Related Collisions	-32%

Our findings show that **street design changes are decreasing bike and pedestrian-related collision rates by 33 and 32%, respectively.**

BRIEF OVERVIEW OF DATASF PREDICTIVE ANALYSIS

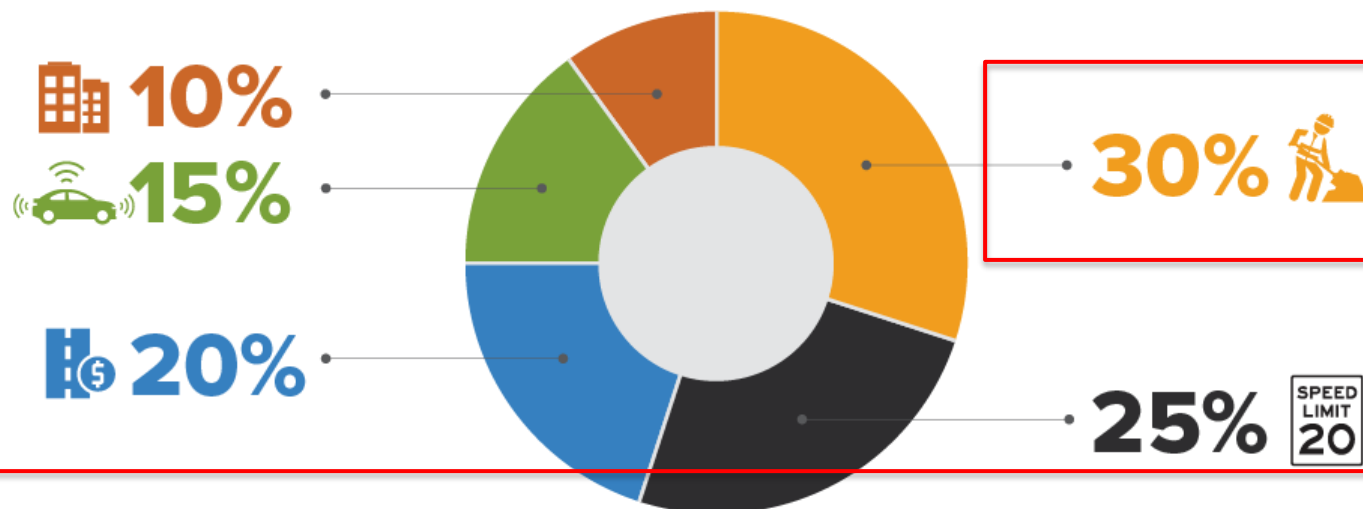
In collaboration with DataSF, DPH will construct a predictive model for collisions, fatalities, and severe injuries

Measures of Success

Having a functional predictive model that allows the CDS Vision Zero Data Science Team to better target engineering and enforcement improvements on our streets by prospectively identifying severe injury and fatality risk locations across our city using historical data.

Work is scheduled to begin in Winter 2023

GETTING TO ZERO REQUIRES TRANSFORMATIVE CHANGES



Major Street Redesign: Car free zones, Quick-Build projects, Protected bike lane network, and transit only lanes



Speed Safety Cameras: Using speed cameras to enforce speed limits



Mode Shift and Pricing Tools: Moving to active transportation modes by using tools like pricing



Advanced Vehicle Technologies: Advance driver-assisted systems and smaller vehicles



Increased Housing Density: Housing near jobs/services, especially affordable housing and services for unhoused populations

KEY ISSUES TO ADDRESS



Vehicles are moving too fast

- SFMTA can slow them down



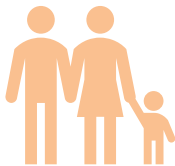
Pedestrians are vulnerable roadway users

- SFMTA can protect them



Streets feel unsafe for two-wheeled modes

- SFMTA can create an active mobility network that addresses mode shift, equity, and climate goals



Non-infrastructure human behavior

- Cannot be solved solely with street design, but SFMTA can mitigate some harms



Slow Down Speeding Vehicles



Traffic Calming Programs

- Commitment to install 100 devices annually



Speed Management

- 20 MPH speed limit reduction in key business activity districts as a result of recent state legislation



Responsive Spot Improvements

- Rapid response to incidents
- Response to public requests



Speed Safety Cameras

- Efforts at the state level to pursue a pilot program for speed safety cameras



Signal Retiming

- Vision Zero Signal Retiming project (HSIP grant)
- Signal State of Good Repair inventory and action plan



Protect Pedestrians



Quick-Build Program

- 17+ funded corridor projects in progress



Quick-Build Toolkit

- Programmatic installation of proven quick-build treatments on 50 miles of the HIN



School Safety Program

- School Walk Audits
- Proactive School Loading Zone Traffic Calming



Conflict Reduction

- Left Turn Safety Treatments
- NTOR (No Turn on Red)
- Ped head start signal timing



Create Safer Shared Streets



Expand Protected Bike Network

- Quick-Builds and streetscape projects are expanding the network. The HIN and Active Communities Plan continue to define priorities.



Active Communities Plan

- Community-centered plan for citywide infrastructure investment that expands a proposed Active Transportation Network



Slow Streets Network

- 19 permanent streets, with more added via Active Communities Plan

VISION ZERO SINCE 2014

What we thought then	What we know now	What we're doing about it
We can rebuild all our high-injury streets, curb-to-curb	Project delivery for >100 miles of streets would take decades	Launching Quick-Build program, applying proven tools on HIN
Speed safety cameras will be up and running in a few years	Cameras would be a much harder lift in Sacramento	Planning for camera implementation as we see a way forward
Vision Zero is mainly about "the 3 E's"	We need long-term mode shift, supported by an active network	Co-designing that network through the Active Communities Plan
Police enforcement would be a cornerstone	SFPD resources are scarce and police alone cannot drive change	Leading with design, focusing SFPD on worst behavior
We will reach zero in 2024	Zero was the right goal, but ten years not enough to fix deep societal issues	Reaffirming our commitment with humility and community partnership



Thank you!

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