Archived Document

This document was originally published on visionzerosf.org. It is now part of the archived Vision Zero SF website archive and is kept for reference only.

The content is historical and may be out of date. It does not reflect current City policy, programs or data.

Vision Zero SF has been replaced by the City's Street Safety Initiative. For current information, visit the San Francisco Street Safety Initiative webpage.

The SFMTA's terms of use are at the SFMTA terms webpage.

VISION ZERO SF

Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco by 2024

VISION ZERO SF:

ELIMINATING TRAFFIC DEATHS BY 2024

MARCH 14, 2017



IN MEMORIAM

December 2016 – Present

Anthony Lowenstein

Lanqing Dong

Wei Jia Li

Paul Villamor

Jeanie Yee

Thomas Osborne Jr.

Qui Liang

AB 342: AUTOMATED SPEED ENFORCEMENT



SF SANCTUARY CITY

VISION ZERO SF

Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco by 2024

2016 VISION ZERO FATALITY END OF YEAR REPORT

MARCH 14, 2017

Full Report available at: http://visionzerosf.org/maps-data/

VISION ZERO FATALITY PROTOCOL

San Francisco Vision Zero Traffic Fatality Protocol (2015)
ensures consistency of fatality tracking and reporting across city agencies.

Department of Public Health, Municipal Transportation Agency, and the Police Department meet monthly to implement the protocol and tabulate and publish monthly statistics on http://visionzerosf.org/maps-data/.

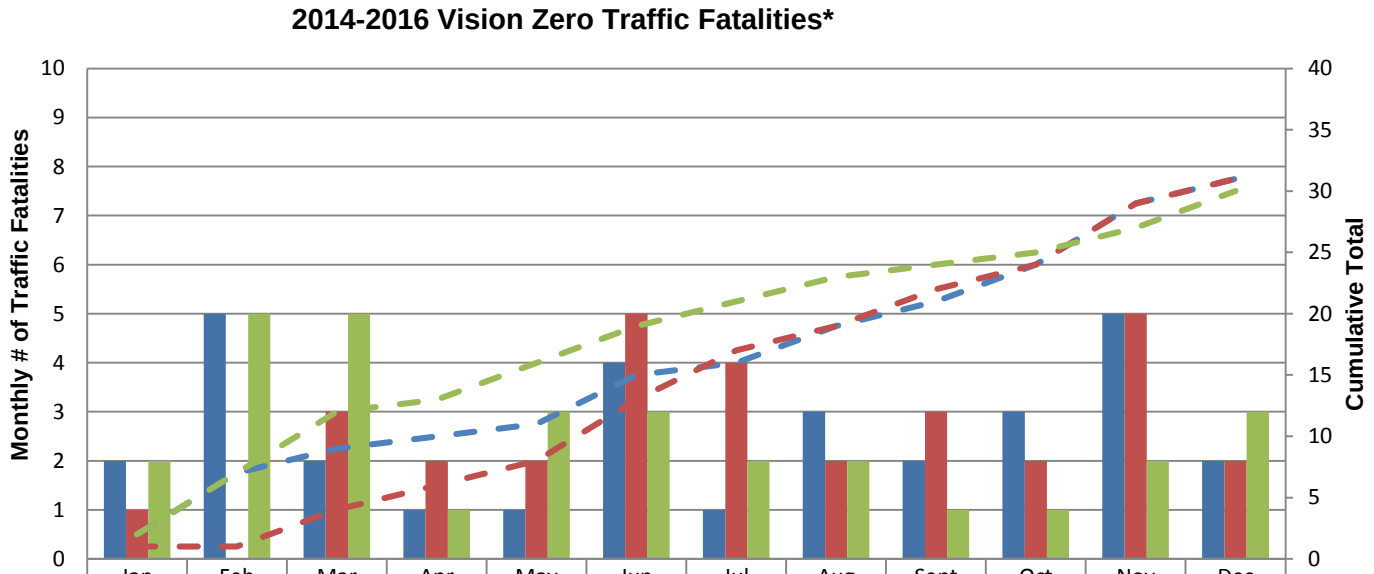
- Definition consistent with California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) and
- *Expanded* to include *above ground light rail vehicle (LRV)-involved fatalities with pedestrians and cyclists.*

"Any person(s) killed in or outside of a vehicle (bus, truck, car, motorcycle, bike, moped, light rail vehicle (LRV), 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."

S.F.P.D. SFMTA Municipal Transportation Agency SFDPH

2016 VISION ZERO FATALITIES

30 people were killed while traveling on San Francisco streets in 2016.

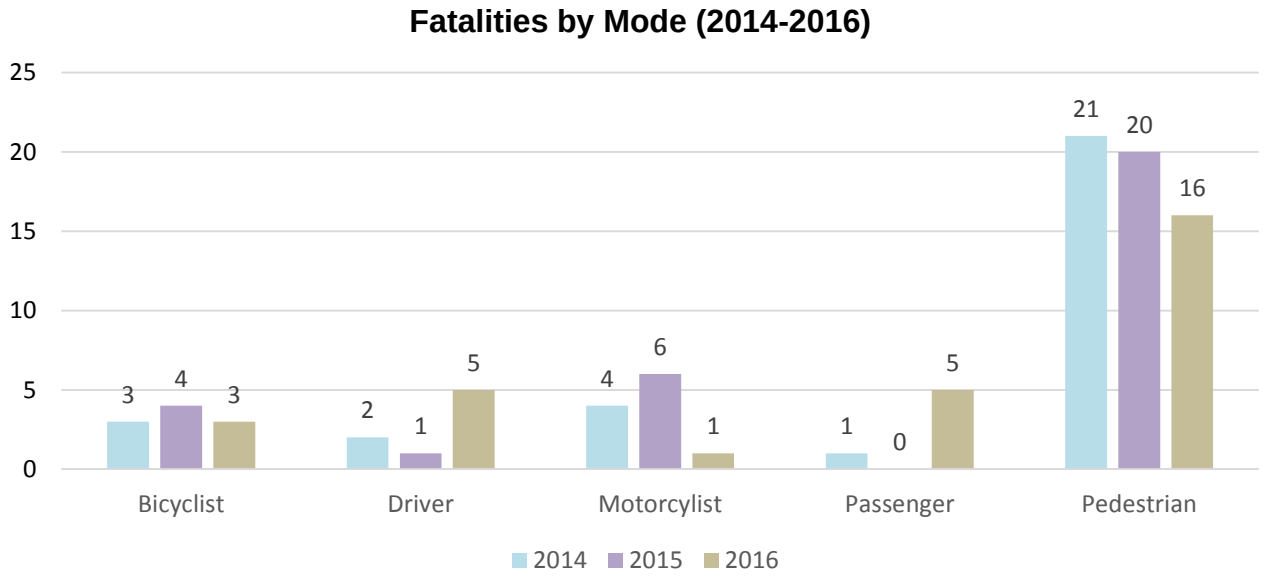


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
2014 Monthly Count	2	5	2	1	1	4	1	3	2	3	5	2
2015 Monthly Count	1	0	3	2	2	5	4	2	3	2	5	2
2016 Monthly Count	2	5	5	1	3	3	2	2	1	1	2	3
2014 Cumulative Total	2	7	9	10	11	15	16	19	21	24	29	31
2015 Cumulative Total	1	1	4	6	8	13	17	19	22	24	29	31
2016 Cumulative Total	2	7	12	13	16	19	21	23	24	25	27	30

TRANSPORTATION MODE

People walking continue to be most impacted (50%) - though a decrease in 2016 relative to 2014 and 2015.

- Motorcyclist fatalities also had a reduction in 2016.
- Motor vehicles fatalities increased, though included one collision which resulted in three deaths.



NOTE: Traffic fatality numbers are low from a statistical standpoint and therefore susceptible to random variation (due to chance) from year to year. It is therefore important to monitor longer-term trends to distinguish true patterns in the data.

NATIONAL DATA: *IN CONTRAST*

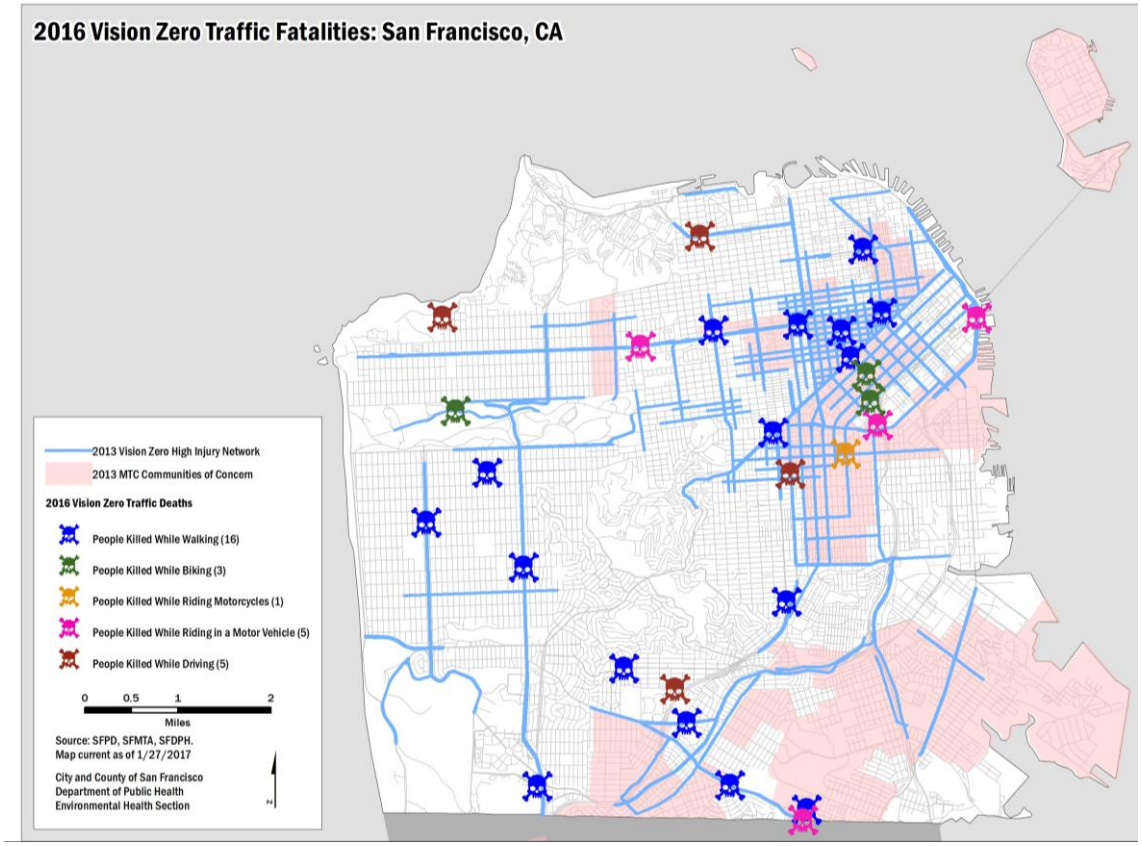
Overall U.S. traffic deaths are on the rise, with a 14% increase estimated from 2014 to 2016, from approximately 35,000 to over 40,000 deaths in traffic.

This change is primarily driven by increases in deaths to people walking, biking and on motorcycles.

Approximately 10% of these deaths occur in California.

National Safety Council: http://www.nsc.org/NewsDocuments/2017/12-month-estimates.pdf
NHTSA Traffic Safety Facts: DOT HS 812 358

VISION ZERO HIGH INJURY NETWORK



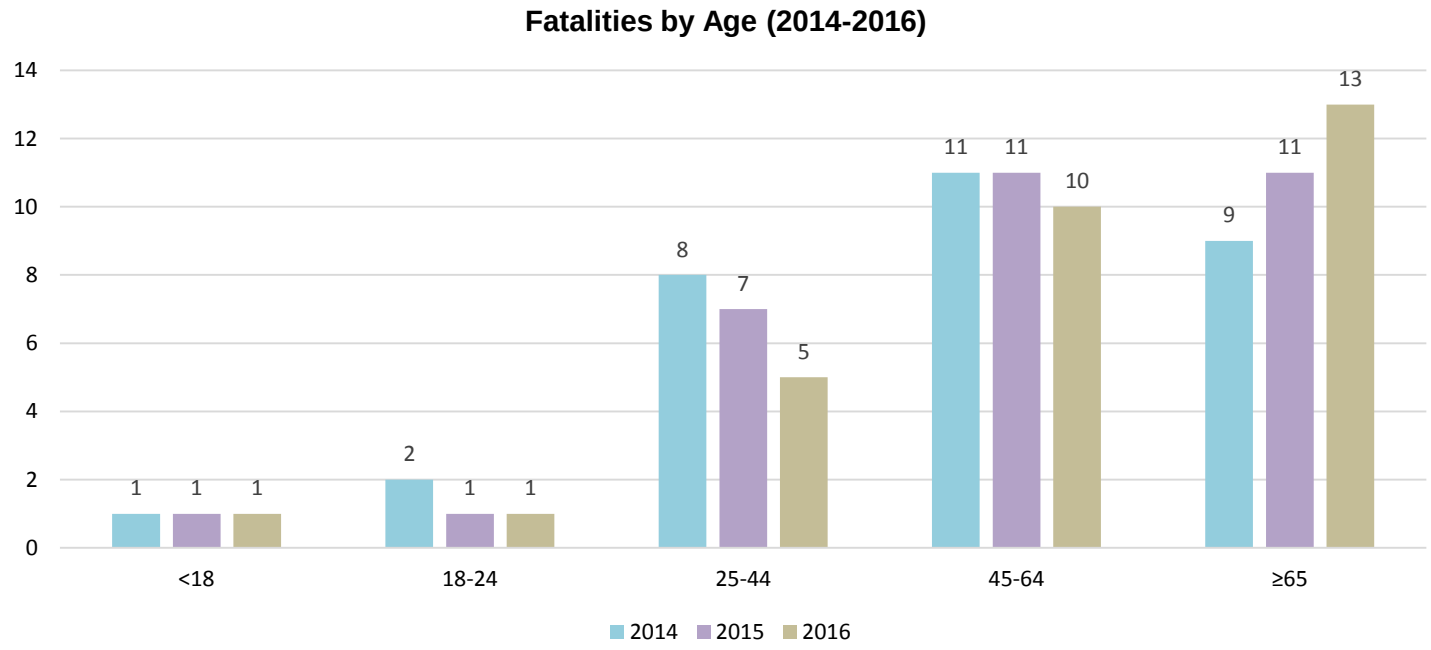
63% of 2016 traffic fatalities occurred on the High Injury Network

30% of 2016 fatalities occurred in a Community of Concern;
89% of which were also on the VZHIN.

AGE

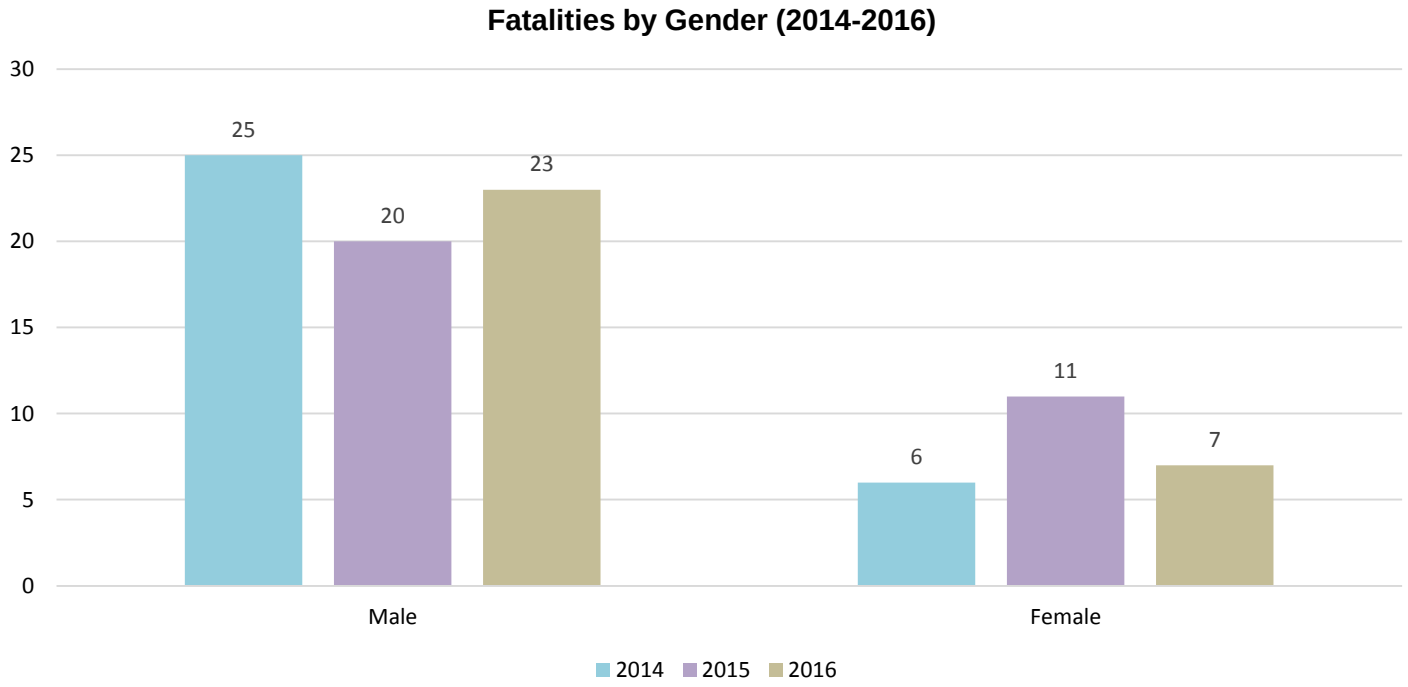
Seniors (aged 65+) suffer a disproportionate rate of traffic fatalities. While only 15% of San Francisco's total population, seniors account for 44% (n=13) of all traffic fatalities in 2016.

Pedestrian Fatalities: Seniors accounted for 63% (n=10); 88% (n=14) of pedestrian deaths were people aged 60 and older.



SEX

Men are vastly overrepresented in 77% of 2016 traffic fatalities, consistent with previous years and national data.
Males comprise 51% of San Francisco's total population yet 91% (n=10) of motor vehicle/motorcyclist fatalities and 75% (n=12) of pedestrian fatalities. However, 67% (n=2) of bicyclist fatalities were women in 2016.



PRIMARY VEHICLE CODE VIOLATIONS

Red light running, failure to yield to pedestrians, and unsafe speed were the top primary violations in 2016 - consistent with previous years – accounting for over half of deaths.

Unsafe speed was indicated as a secondary collision factor in an additional two deaths.

THANK YOU –
SFDPH CONTACTS

Vision Zero Epidemiologist

Leilani Schwarcz

Leilani.Schwarcz@sfdph.org

GIS Developer and Analyst

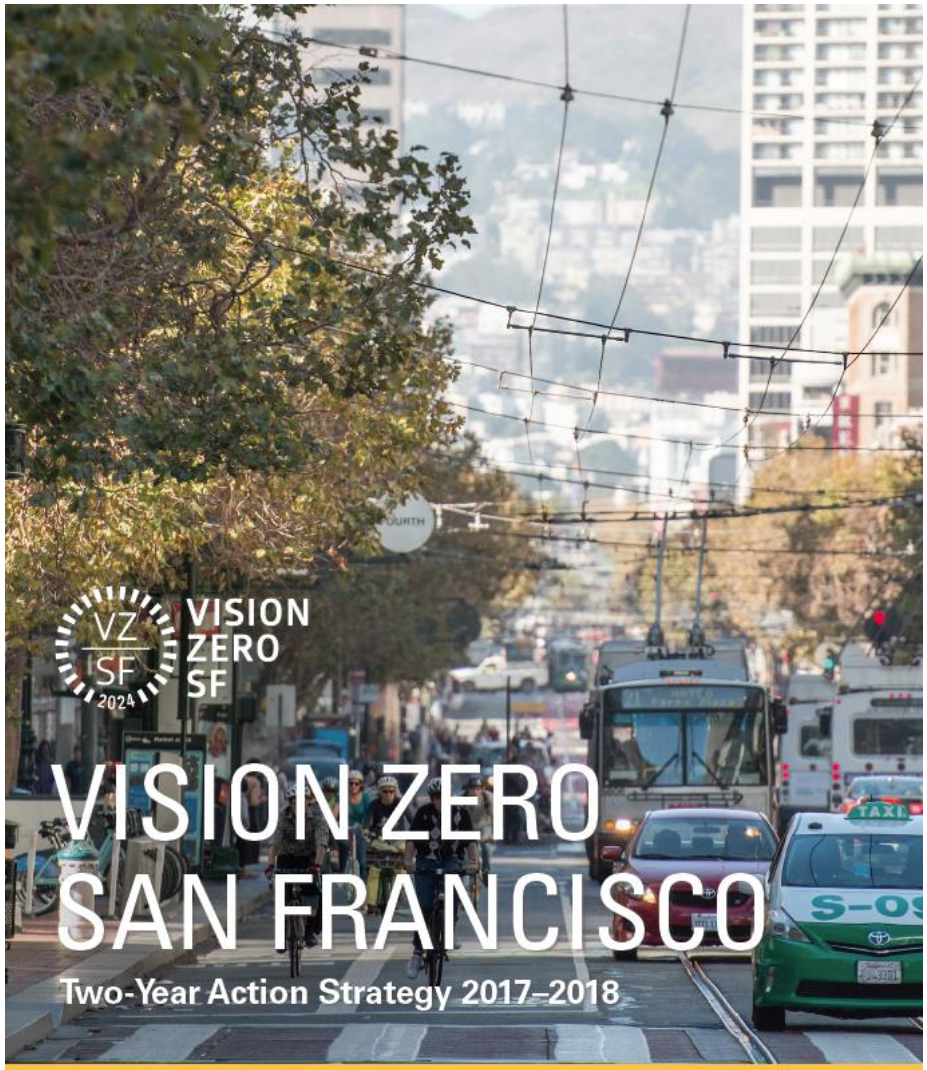
Devan Morris

Devan.Morris@sfdph.org

Vision Zero Co-Chair, Data/Evaluation Lead

Megan Wier

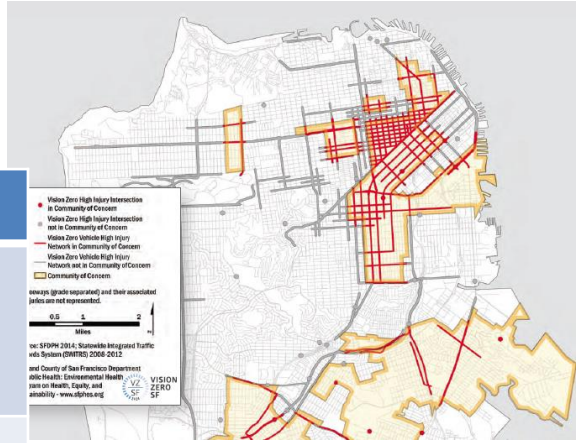
Megan.Wier@sfdph.org


VISION ZERO SF
VISION ZERO SAN FRANCISCO
Two-Year Action Strategy 2017–2018
ELIMINATING TRAFFIC DEATHS IN OUR CITY

VISION ZERO TWO YEAR ACTION STRATEGY: RELEASED MARCH 14, 2017

Features:

- Identification of key challenges since adoption of VZ



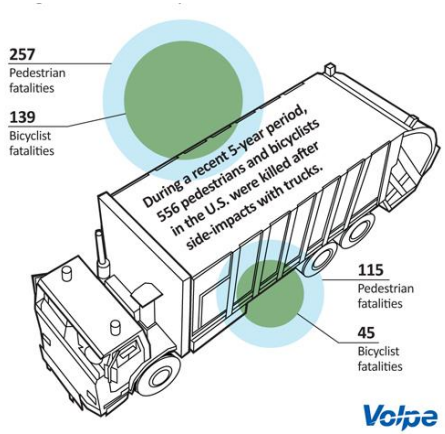
Challenges We Face	Overcoming the Challenges
Communities of concern and seniors are at a higher risk of severe and fatal traffic collisions.	Implement or expand projects and programs focused on increasing safety for these communities.
Project opposition can result in fewer or delayed safety improvements.	Use best practices in community engagement to increase public engagement, particularly in low-income communities, communities of color and other vulnerable populations.
A culture that prioritizes speed over safety.	Build awareness for the need to create safer streets, the role of vehicle speed, and that we all play an important role.

VISION ZERO TWO YEAR ACTION STRATEGY: RELEASED MARCH 14, 2017

Features:

- Identification of key challenges since adoption of VZ continued

Challenges We Face	Overcoming the Challenges
A growing population and booming economy, with more people walking and biking.	Conduct analyses to identify factors that predict where serious and fatal injuries will occur to inform future planning efforts.
Many features of vehicles protect the people driving, but not people walking and bicycling, who are at greater risk of serious injury and death in traffic collisions.	Bring increased focus to opportunities for improving vehicle safety, using the city vehicle fleet as a model for driver performance tracking technology and vehicle design.



VISION ZERO TWO YEAR ACTION STRATEGY

Features Continued:

- **Elevated discussion of equity and engagement**



- **Introducing new actions** and advancing key actions from the previous strategy
  - ❑ Introduce automated speed enforcement legislation
  - ❑ Issue public facing report of telematics data
  - ❑ Implement 13+ miles of high-quality safety treatments each year

Special thank you to all stakeholders and staff for their contributions and participation