

Attachment 2

VISION ZERO LAUNCH

December 3, 2019

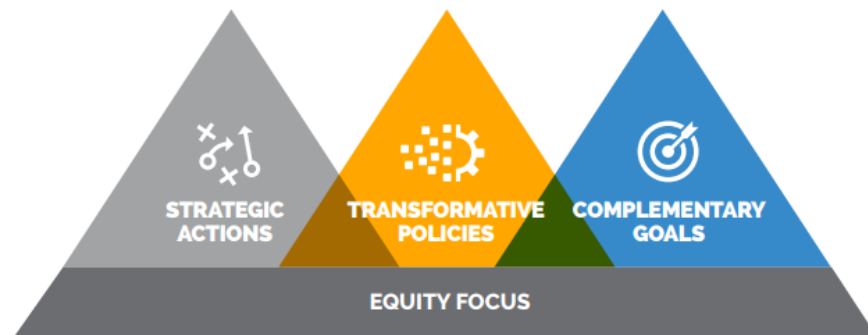


VISION ZERO
ACTION STRATEGY

Eliminating Traffic Deaths in San Francisco



GETTING TO ZERO



This Action Strategy proposes three key areas that will need to advance for the city to get to zero. These key areas are rooted in a foundation of **equity**, that historic injury inequities in vulnerable communities are addressed through actions, policies and coordination with complementary goals and that initiatives do not contribute to or exacerbate existing inequities.

- **Strategic Actions:** Key actions valued at \$65 million annually in investment for Vision Zero SF agencies to commit to and act on to improve traffic safety outcomes within a Safe Systems framework.
- **Transformative Policies:** Four key legislative needs for San Francisco that have proven nationally and internationally to dramatically reduce crashes and save lives.
- **Complementary Goals:** City policies that complement and advance Vision Zero by reducing vehicle miles traveled, a major predictor of crashes.

City of Oakland
Department of Transportation
Strategic Plan



City of
Oakland

Equitable
Jobs and
Housing

Holistic
Community
Safety

Vibrant
Sustainable
Infrastructure

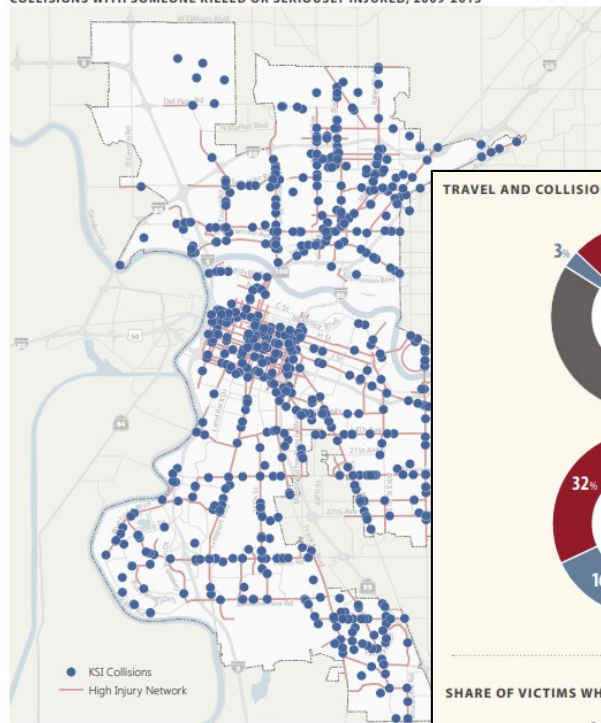
Responsive
Trustworthy
Government



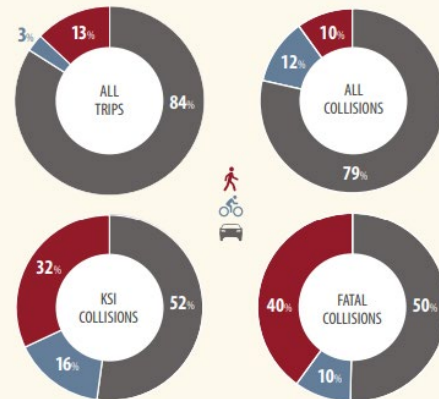
VISION ZERO SACRAMENTO

ACTION PLAN
ADOPTED AUGUST 14, 2018

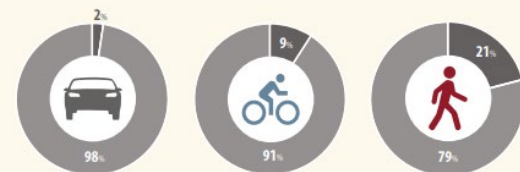
COLLISIONS WITH SOMEONE KILLED OR SERIOUSLY INJURED, 2009-2015



TRAVEL AND COLLISIONS BY MODE



SHARE OF VICTIMS WHO WERE KILLED OR SERIOUSLY INJURED BY MODE



KILLED OR SERIOUSLY INJURED
NOT KILLED OR SERIOUSLY INJURED



COMPLEMENTARY GOALS

San Francisco's Vision Zero goal works together with other city goals and policies that prioritize walking, biking and improved transit, while reducing driving and vehicle miles traveled on our streets. Meeting the goal of zero traffic deaths depends on the city's advancement of these related policy goals.



TRANSFORMATIVE POLICY AGENDA

Getting to zero will require political will and public support for ambitious and transformative policies.

The four policies recommended for Vision Zero SF and state partners:

- require local legislative authority,
- are evidence-based to reduce severe and fatal injuries, and
- are high-impact initiatives that will significantly move San Francisco towards its Vision Zero goal.



**AUTOMATED
ENFORCEMENT**



**PRICING AND
REDUCING VEHICLE
MILES TRAVELED**



**URBAN SPEED
LIMIT SETTING**



**LOCAL REGULATION
OF TRANSPORTATION
NETWORK COMPANIES**

4. Ensure safe design standards are available and accessible to all

Through a variety of new street design publications—including those produced by the National Association of City Transportation Officials—there are more tested, proven and exciting street design resources available today than ever, providing examples of innovative designs on the streets of cities across the nation and around the world. By demonstrating affordable, practical transit, bike and pedestrian design options, these documents offer powerful statements of possibility for planners and the public alike, and they should be available as a ready resource.

- Finalize Complete Streets guidelines and implement recommendations
- Develop pedestrian safety street design toolkit
- Ensure staff are trained in national best practices for safe street design and management

5. Establish request and criteria-based programs for targeted pedestrian safety enhancements

Nobody knows their streets better than the residents of neighborhoods themselves. Putting the power to request safer, more walkable streets directly into the hands of residents will combine traffic safety with community empowerment, transform communities into safety partners and put better streets within reach of more Oaklanders.

- Refine pedestrian safety public request process
- Use a data-driven approach to routinize pedestrian safety improvements

Safe Routes to Schools



In parts of Oakland, 40% of students walk or bike to school. To ensure the safety of these students on their way to and from school, OakDOT teams with Alameda County's Safe Routes to School (Alameda County SR2S) program. Alameda County SR2S program works in schools across Alameda County, teaching kids the basics of walking and biking safely, making walking and biking to school fun with special events, and working with communities to identify traffic investments to make their communities safer.

To identify traffic investments, Alameda County SR2S convenes "walk audits" which are walking visits to school grounds, timed just before the first bell. Walk audits include Alameda County SR2S staff, OakDOT, school staff and parents, and are an opportunity to connect key partners in school transportation safety and to observe and identify transportation safety issues around the school site. Following a walk audit, Alameda County SR2S staff develop conceptual improvement plans for the school that list the improvements identified in the walk audit.

Walk audits and concept plans are great tools for OakDOT to use in applying for funding to implement neighborhood safety projects. Using an Alameda County SR2S walk audit summary and concept plan prepared for Parker Elementary in the Eastmont neighborhood of Oakland, the City of Oakland received funding from the State of California's Safe Routes to Schools program to implement a set of pedestrian improvements around the school.

The improvements included a large sidewalk extension to square off an intersection near the school, reducing crossing distances and minimizing pedestrians' exposure to vehicle traffic. The project also included new sidewalks, curb ramps and crosswalks to improve pedestrian accessibility and safety.

6. Enhance signal operations for greater safety, efficiency and flexibility

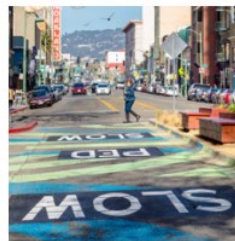
Traffic signals regulate the essential right-of-way for city streets and can hold a critical role in creating new rules for safety on Oakland's streets. Signals also must be engineered to balance the needs of transit, pedestrians, bicycles and the changing flow of vehicles at different times of the day.

- Establish a Signal Operations Unit
- Create a signal operations plan that prioritizes safety for all modes
- Implement Pedestrian Signal Policy
- Update all pedestrian signal heads to countdown timers

7. Review speed limits to support safe travel on our roadways

How fast a driver operates his or her vehicle is one of the single most important determinants of whether a crash will occur and the severity of the damage and injuries it could cause. A difference of just 10 mph can mean the difference between life and death, making strategies that moderate speed among the most effective safety measures that cities can undertake.

- Establish 25 mph zone program



8. Provide safe access to all Oakland schools

Many parents drive their children to schools not because they are too far away but because they feel that the routes are too dangerous. Streets and crossings must be designed to provide accessible routes to school that are safe and easy to use by our youngest Oaklanders, with clear markings, shorter crosswalks and refuges, and designs that help physically reduce the speed of traffic.

- Develop stronger partnership with the Alameda County Safe Routes to Schools program
- Regularly update school walking plans to support safe travel for our students

9. Make Oaklanders feel safe walking and waiting for the bus at all times of day or night

Transit stops and hubs are destinations for tens of thousands of Oaklanders, and safe access to them is as important as transit itself. A bus system that has stops that are difficult to reach, poorly lit, or lack sidewalks can depress ridership, threaten public safety and undermine the region's transit investments. OakDOT is committed to breaking down these barriers to ridership by shining a new light on the importance of transit accessibility.

- Create a Safe Routes to Transit program and integrate Crime Prevention Through Environmental Design techniques, particularly near and along transit corridors

Benchmarks

The tables on the following pages list the benchmarks that OakDOT will use to measure progress toward achieving its goals and implementing the strategies of this strategic plan.

Glossary

ACPHD	Alameda County Public Health Department
ACTC	Alameda County Transportation Commission
BART	Bay Area Rapid Transit
BIDs	Business Improvement Districts
CAO	Oakland City Administrator
DRE	Department of Race and Equity
EBMUD	East Bay Municipal Utility District
HCD	Department of Housing & Community Development
HRM	Department of Human Resources Management
MO	Mayor's Office
MTC	Metropolitan Transportation Commission
OAK	Oakland International Airport

Equitable Jobs and Housing

1-year benchmarks

3-year benchmarks

Partners

1. Adopt equitable transportation decision-making frameworks for planning and project development

Define equity for Oakland, and develop quantitative equity metrics	<ul style="list-style-type: none"> Analyze transportation outcomes in Oakland to understand and identify inequitable distribution of transportation investments and services across categories relevant to equity considerations, including but not limited to geographic areas of historic disinvestment and Communities of Concern Draft a vision statement to make clear to the public and to OakDOT staff what equitable transportation is and why it is imperative 	<ul style="list-style-type: none"> Confirm and refine a decision making framework to evaluate new transportation projects Evaluate all new projects and programs through framework 	DRE, MO
Use metrics to inform ongoing project management and transportation planning processes	<ul style="list-style-type: none"> Create metrics to measure efficacy of projects, services, programs Measure our equity goals on project-by-project and agency-wide and citywide basis to maintain accountability for these frameworks 	<ul style="list-style-type: none"> Update metrics quarterly and publish relevant results in the online portal 	
Form a Transportation Commission to provide broader input to OakDOT on values, priorities, policies, projects and proposals	<ul style="list-style-type: none"> Form an OakDOT working group to liaise with Mayor's Office officials and council members to develop the commission ordinance Adopt a City Council Ordinance to form and staff the commission 	<ul style="list-style-type: none"> All seats on the commission are filled and the commission regularly achieves quorum 	

2. Plan and distribute paving program resources based on equity, road condition and safety metrics

Create a Complete Streets Paving Project Group to plan, coordinate and maximize opportunities	<ul style="list-style-type: none"> Create evaluation criteria and project management team for repaving program that includes road condition, safety and equity inputs 	<ul style="list-style-type: none"> Fill Complete Streets Paving Project group staffing 	OPW, OEWD, Planning, other City agencies, utility companies
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SAN FRANCISCO'S HIGH INJURY NETWORK

The Vision Zero High Injury Network (HIN) guides the city's investments in infrastructure and programs, and ensures that Vision Zero projects support those most in need.

75%

of San Francisco's
severe and fatal
traffic injuries
occur on just

13%

of our streets.

31%

of city streets are
in Communities
of Concern,

50%

of the high
injury network
is in those same
communities.

MAP LEGEND



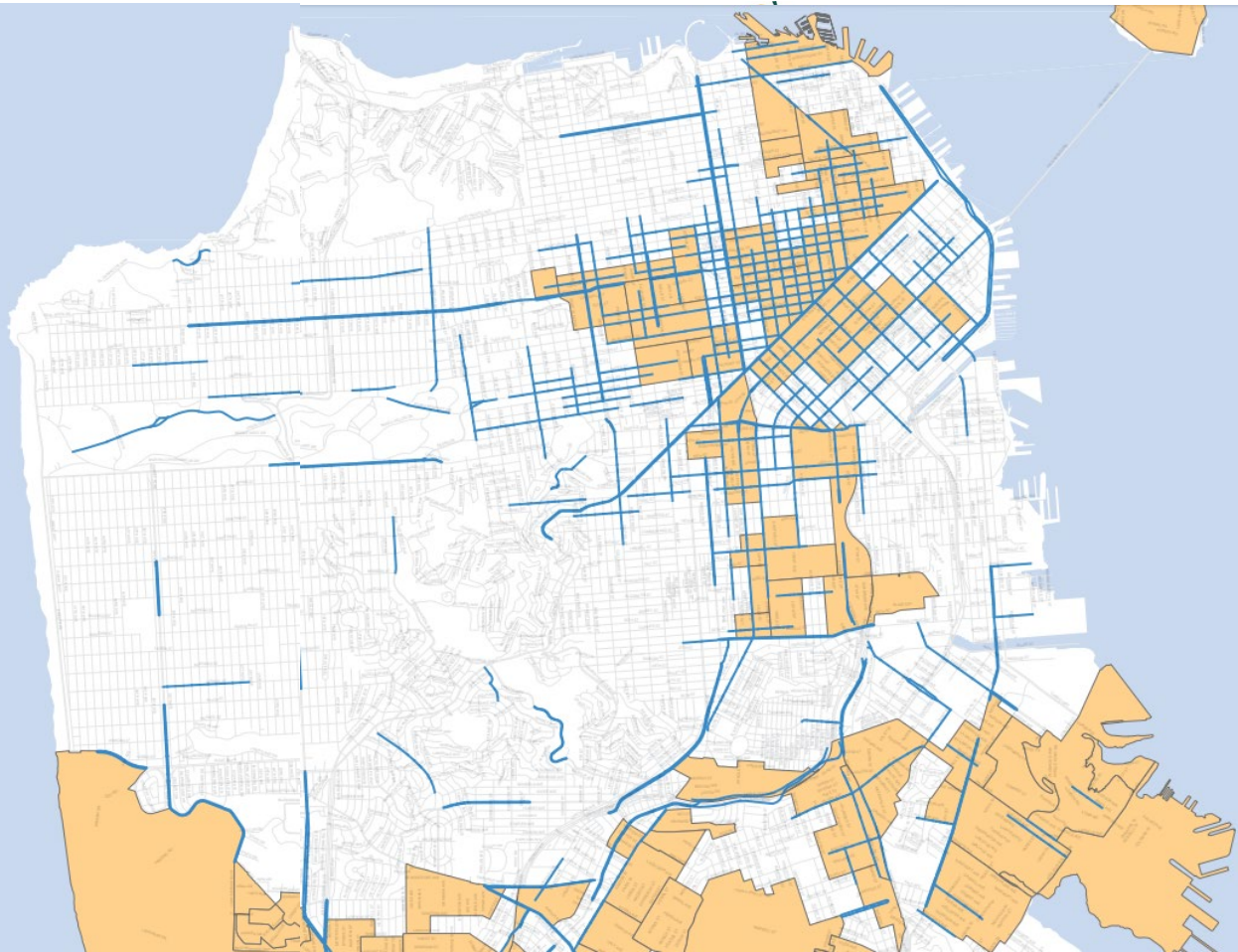
High Injury Network

The 13% of streets where 75% of severe and fatal collisions occur.



Metropolitan Transportation Commission Communities of Concern

Low-income communities, communities of color, seniors and people who rely on walking and transit as their primary means of transportation.



The primary collision factor in a crash is the factor which "best describes the primary or main cause of the collision," according to the reporting officer.¹⁰ When the primary collision factor is cited as "unsafe speed," it means that someone involved in the crash was driving "at a speed greater than is reasonable or prudent" for the conditions.¹¹ By slowing vehicles down, we can increase the time drivers have to react to potentially dangerous situations and we can reduce the severity of injuries by lessening the impact of a crash. The following countermeasures outline potential options for redesigning our roads to discourage unsafe speeds and enforce the speed limits that are in place.

FACTORS



Primary collision factor was "unsafe speed"
Crash occurred on an arterial or collector street

MODES



STATS

77

KSI CRASHES

- » Accounts for **10%** of all KSI crashes and **17%** of vehicle KSI crashes

PROFILE 1: UNSAFE SPEED ON NON-LOCAL STREETS



COUNTERMEASURES

STREET NARROWING

Several countermeasures fall within the Intersection Narrowing toolkit, including curb extensions (bulbouts), lane narrowing and visual narrowing. Curb extensions are raised devices, usually constructed from concrete and/or landscaping, that reduce the corner radius or narrow the roadway in order to reduce speeds of turning vehicles, improve sight lines, and shorten crossing distances. In addition to physically narrowing intersection or lane widths, visual narrowing techniques can help to slow speeds and increase driver attentiveness. Visual narrowing techniques include adding street trees, vertical lighting elements, street furniture, special paving treatments, or roadway markings.

EFFICACY:¹² ●●○

COST: ●●○

COMPLEXITY: ●○○

ROAD DIETS

Reduction in number of travel lanes, often paired with a center turning lane. Road diets can allow for additional space for other uses, including for pedestrians, bike lanes and parking.

EFFICACY: ●●●

COST: ●●○

COMPLEXITY: ●●●

SIGNAL SYNC, SLOW GREEN WAVE

Signals can be synchronized to give a progressive green band for cars traveling at a specified speed, resulting in vehicles traveling faster than the specified speed having to stop more frequently.

EFFICACY: ●○○

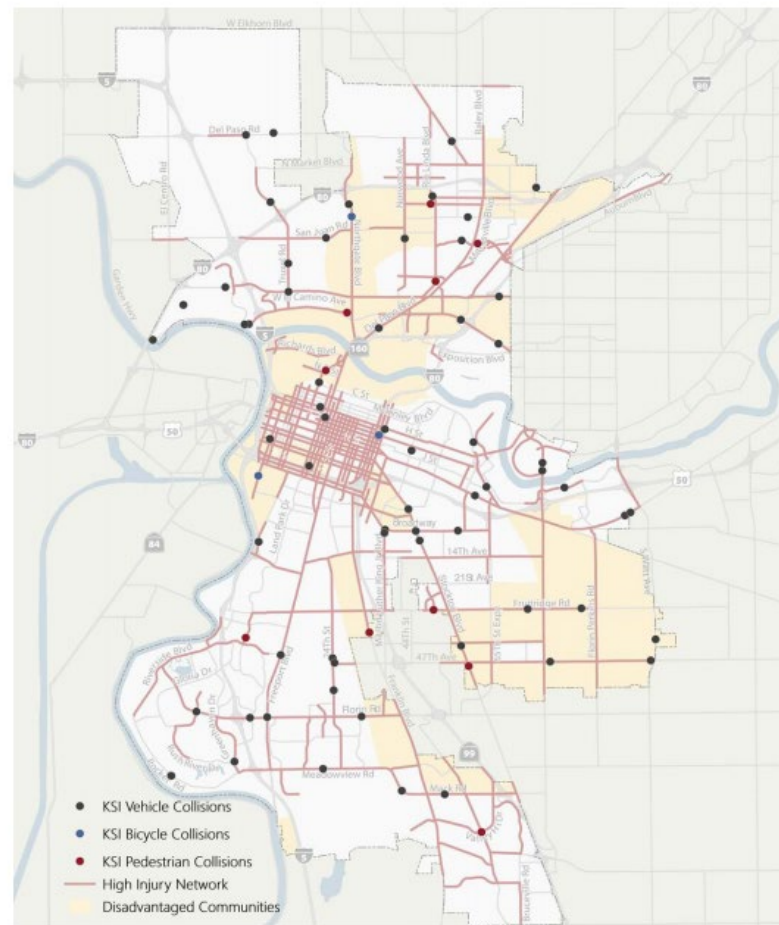
COST: ●○○

COMPLEXITY: ●○○

Automated Speed Enforcement

Automated speed detection devices can identify speeding violations and provide citations. California is currently considering legislation to allow this type of enforcement and the City of Sacramento plans to support this effort.

MAP 1: UNSAFE SPEED ON NON-LOCAL STREETS

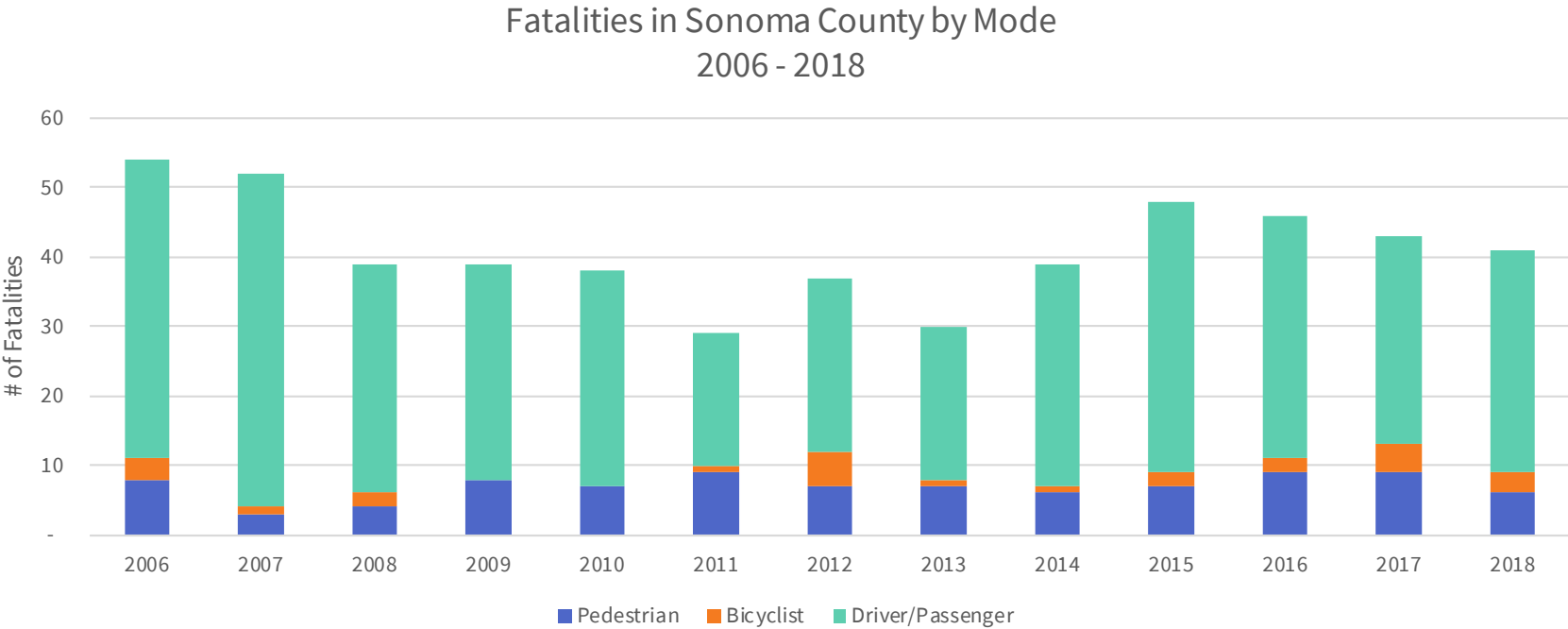




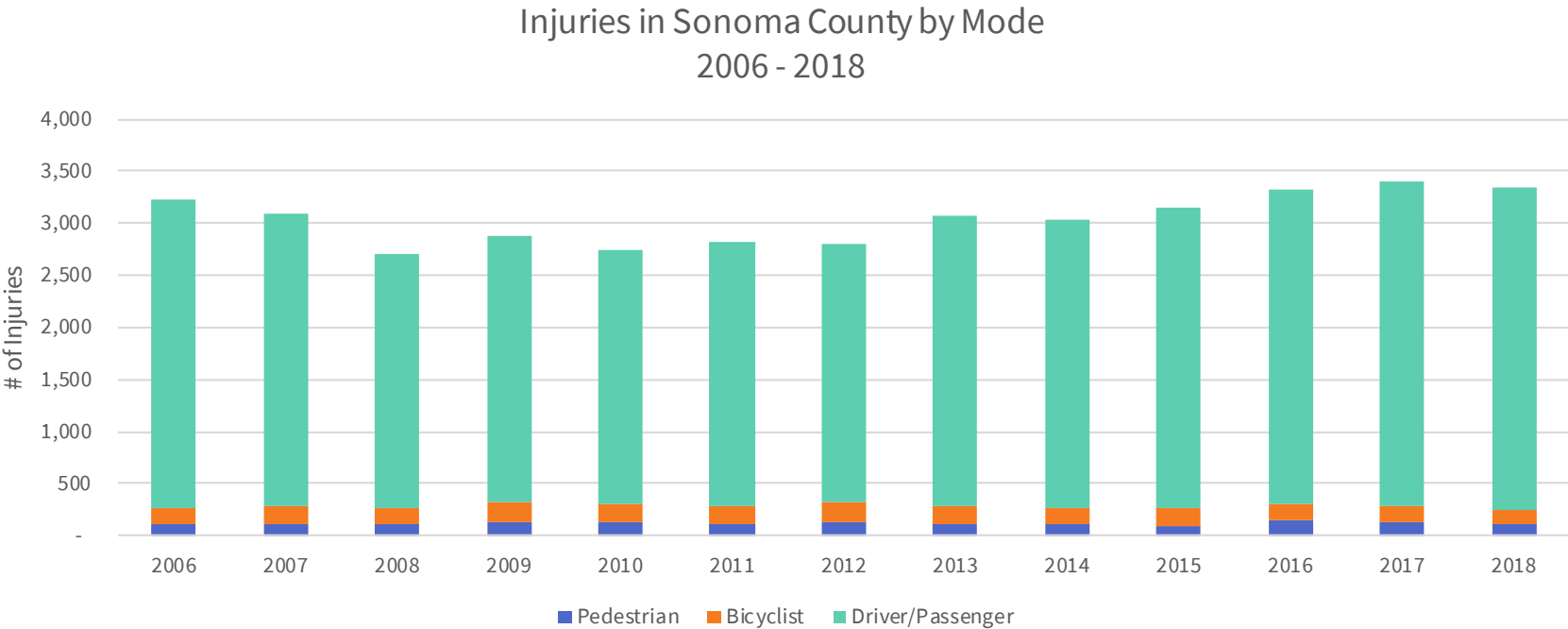
Data Systems

Data Systems actions improve data that informs and monitors targeted Vision Zero efforts to save lives, delivered in partnership with the Vision Zero Injury Prevention Research Collaborative. The Collaborative includes epidemiologists, trauma surgeons, emergency physicians, and key staff from the SF Department of Public Health and Zuckerberg SF General Hospital and Trauma Center.

ACTION	TIME FRAME	LEAD AGENCY
EVALUATION AND REPORTING		
Increase transparency and accountability by integrating the transportation-related Injury Surveillance System, the dataset linking police, hospital and emergency medical service (EMS) data, as allowable by privacy law into TransBaseSF.org.	2 years	SFDPH
Expand transportation-related injury monitoring by integrating SFMTA's transit injury data and exploring 911/EMS response data.	2 years	SFDPH
Integrate SFPD Collision Data into Crime Data Warehouse for timely, efficient reporting and sharing of SFPD-reported injury collisions.	5 years	SFPD
Issue an annual research brief to address injury inequities related to homelessness, race/ethnicity, language, income, and immigration status (one topic each year) to inform policies, projects, programs and needed data quality improvements.	5 years	SFDPH
Issue an annual report on Severe Injuries utilizing Zuckerberg SF General Hospital and Trauma Center (ZSFGH) and police data.	Annual	SFDPH
Develop an Emerging Mobility Injury Monitoring system to evaluate emerging mobility services including e-scooters and identify intervenable factors associated with injury and injury severity.	2 years	SFDPH

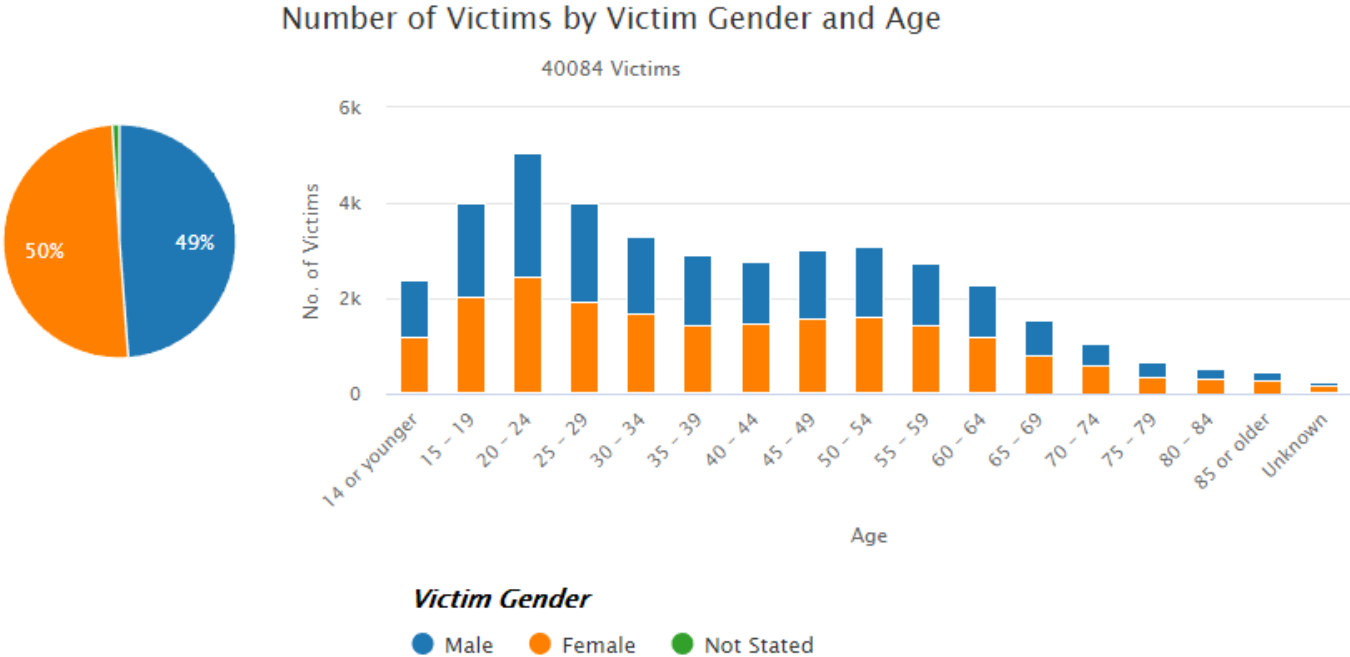


Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019
2016 – 2018 is provisional and subject to change.



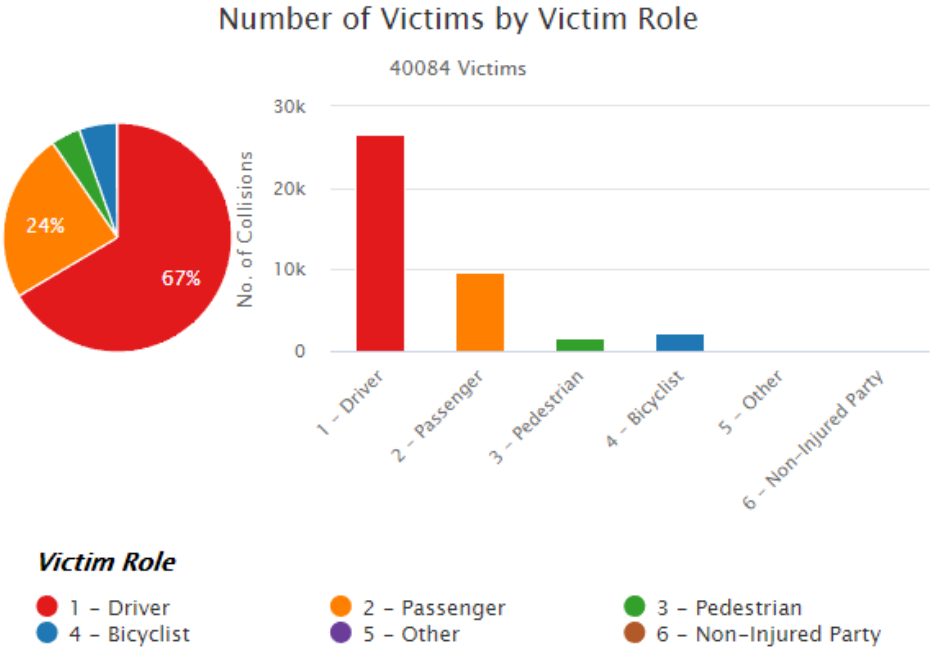
Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019
2016 – 2018 is provisional and subject to change.

Victims by Gender and Age (2006 – 2018)



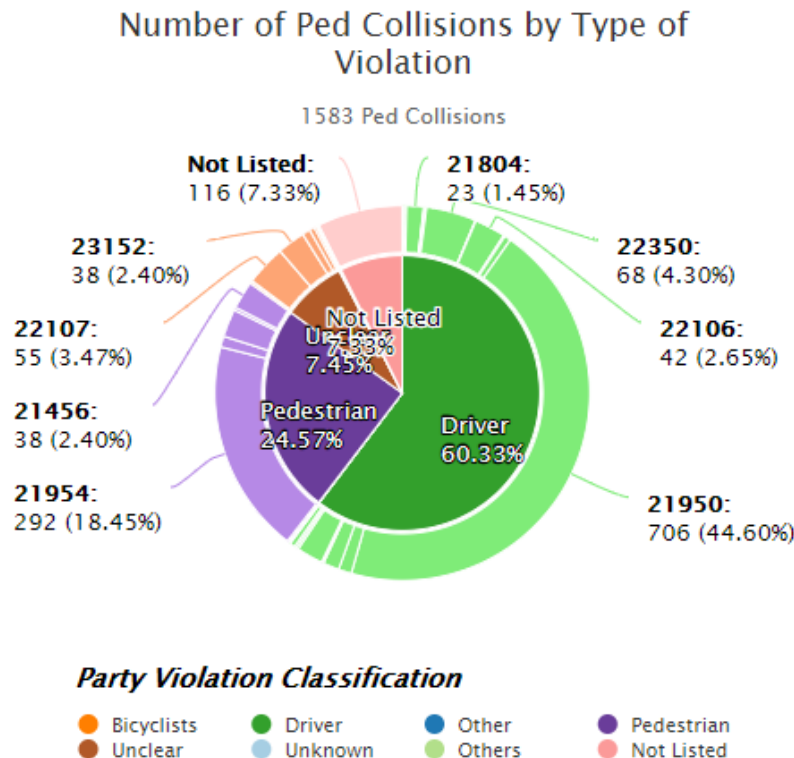
Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019
2016 – 2018 is provisional and subject to change.

Victims by Victim Role (2006 – 2018)



Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019
2016 – 2018 is provisional and subject to change.

Number of Pedestrian Collisions by Type of Violation (2006 – 2018)

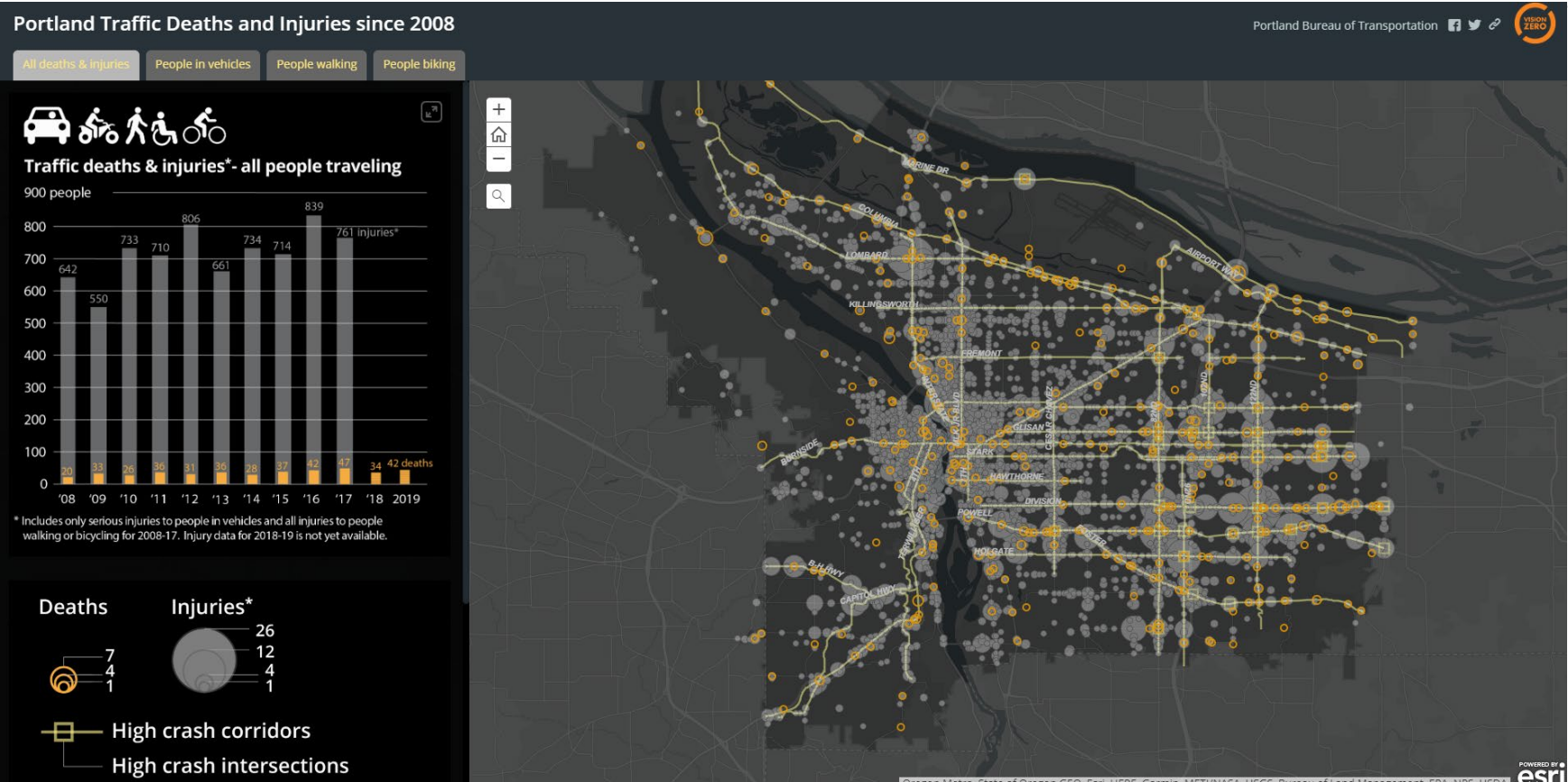


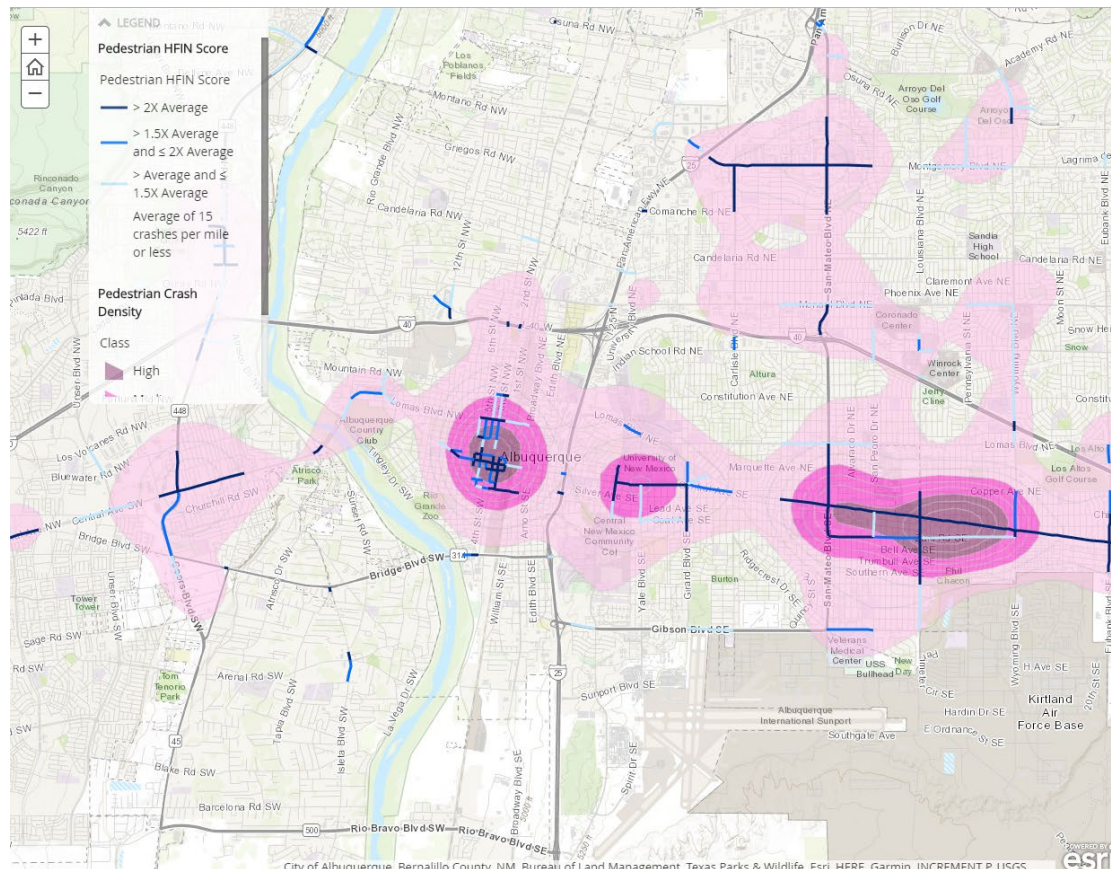
Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019
2016 – 2018 is provisional and subject to change.

Pedestrian Collisions – Top 10 Violation Types (2006 – 2018)

Party Violation Classification	Description	%
Driver	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	44.6%
Pedestrian	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	18.5%
Not Listed	Violation code was not included in the collision	7.3%
Driver	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	4.3%
Unclear	Unsafe turning or moving right or left on a roadway Turning without signaling	3.5%
Driver	Unsafe starting or backing of a vehicle on a highway	2.7%
Unclear	Driving under the influence of alcohol (BAC 0.08+) or drugs	2.4%
Pedestrian	Pedestrian failure to yield right-of-way at traffic signal / Failure of pedestrian to yield right-of-way to vehicles already in intersection Failure to obey crosswalk symbols or finish crossing before "countdown" ends	2.4%
Pedestrian	Pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present / Pedestrian failure to walk on the left-hand edge of the roadway when outside of a business or resident district, unless crossing is not possible	2.4%
Driver	Failure to stop at a limit line or crosswalk at a red light Failure to yield right-of-way to pedestrian when turning on a red light	2.3%

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019
 2016 – 2018 is provisional and subject to change.
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A MRMP Story Map



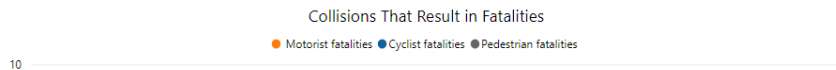
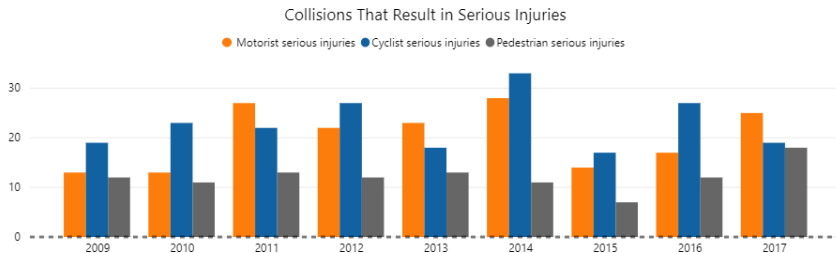
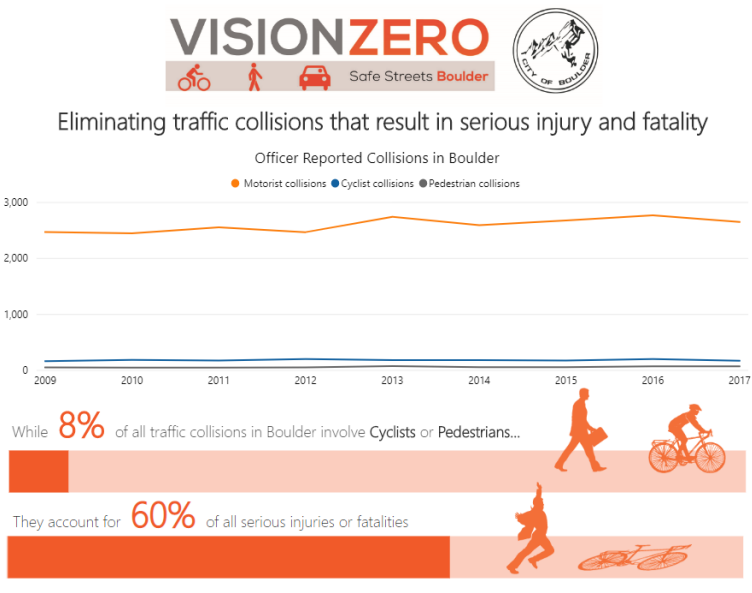
High Fatal and Injury Network (HFIN) for the Albuquerque Area

Pedestrian Involved Crashes in ABQ

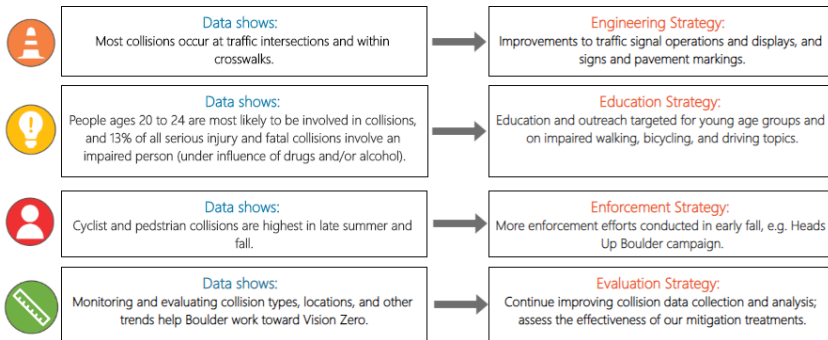
Vision Zero is used around the world to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. It is a commitment to create safer streets for all of us, whether we are walking, biking, driving, or taking transit, and regardless of our age or ability.

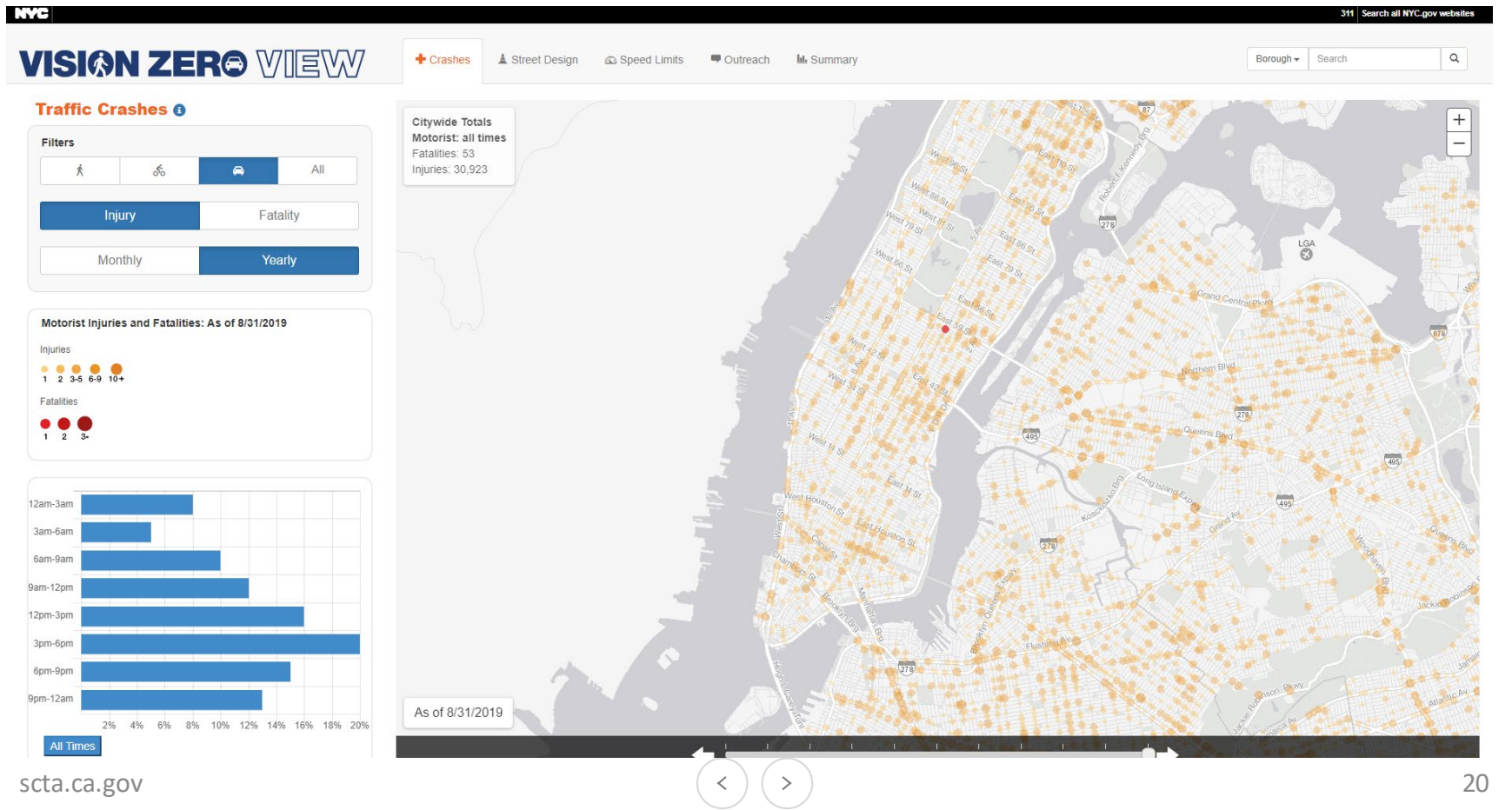
Pedestrians are some of our most vulnerable road users and make up around half of the deaths on our roads. This map provides an HFIN Score for all fatal and injury pedestrian involved crashes in the Albuquerque Area and a "hot spots" map of all pedestrian involved crashes.

Facebook Twitter Share



How does our data help our strategies for eliminating serious injuries and fatalities from traffic collisions?





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20