



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary

Vision Zero

HEARING DATE: JUNE 12, 2014

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date: June 5, 2014
Case No.: 2014.0556U
Project: Vision Zero
Staff Contact: Lily Langlois – (415) 575-9083
lily.langlois@sfgov.org
Reviewed By: Adam Varat – (415) 558-6405
Adam.Varat@sfgov.org

Recommendation: **Recommend that the Planning Commission adopt a resolution to support Vision Zero and help the City reduce traffic fatalities to zero by the year 2024.**

BACKGROUND

San Francisco is consistently voted one of the best cities for walking in the country. However, San Francisco continues to experience a high loss of life each year. In 2013, there were 21 pedestrian fatalities and four bicyclist fatalities. From 2002 to 2011, the city lost a total of 310 lives to traffic fatalities.

There are significant inequities and costs associated with pedestrian injuries. Six percent of City streets account for 60% of severe and fatal pedestrian injuries. These injuries are concentrated in communities with higher percentages of residents that are low-income, seniors, disabled, non-English speaking, and immigrants. The majority of pedestrian injuries occur in specific geographic locations and impact vulnerable populations. The financial impact of pedestrian injuries is very high. The annual medical costs related to pedestrian injuries are estimated at 15 million¹ and 564 million for health related economics costs.

In April 2013, Mayor Lee issued the Pedestrian Directive which directed City departments to implement solutions that would reduce severe or fatal pedestrian injuries by 25 percent by 2016 and by 50 percent by 2021, increase the walkability of San Francisco and make all neighborhoods safer for people walking. Vision Zero builds on this Directive, with a further

¹ San Francisco Injury Center (2010). Evaluation of Pedestrian Injury and its Associated Hospital Costs in San Francisco.

commitment to eliminate traffic fatalities in San Francisco by 2024. Cities across the United States have made similar commitments, including Chicago and New York.

Vision Zero expands existing initiatives to reduce pedestrian and bicycle injuries and improve the safety of our roadway. The Planning Department has been engaged in a number of these initiatives including the Better Streets Plan, WalkFirst, the Pedestrian Strategy, the Bicycle Strategy, Green Connections and various streetscape and public realm plans, working closely with other City agencies to improve pedestrian and bicycle safety.

VISION ZERO

Resolution 91-2014 was passed by the Board of Supervisors in March 2014. The resolution calls on the City to implement an action plan to reduce traffic fatalities to zero in the next ten years through a combination of engineering measures, education and enforcement. In response to Resolution 91-2014, the City has moved forward with the following:

- A new Vision Zero Committee of the Transportation Authority Board meets bi-monthly.
- The Pedestrian Safety Task Force has been reestablished as the Vision Zero Task Force, co-chaired by SFDPH and SFMTA. The Task Force meets quarterly and the Steering Committee meets monthly. Planning Department staff participates in both.
- The Vision Zero Steering Committee is organized around four sub-committees which will develop specific programs and projects.
 - **Education Subcommittee, chaired by SFMTA**
 - o Deliver education campaign to address pedestrian right-of-way violations
 - o Deliver large vehicle training program
 - o Coordinate Active Transportation grant application
 - o Improve citywide coordination
 - **Engineering Subcommittee, chaired by SFMTA**
 - o Identify 24 pedestrian and cyclist safety pilot projects to be implemented over the next two years. Projects are in locations where data shows the highest number and severity of traffic collisions.
 - o Collaborate with Evaluation and Data on before/after needs
 - o Continue to track delivery of Vision Zero capital projects
 - **Enforcement Subcommittee, chaired by SFPD and SFMTA**
 - o Implement "Focus on the Five" enforcement campaign
 - o DA Position for Vehicular Manslaughter
 - o Implement Strategic Enforcement In Support of Vision Zero
 - **Evaluation and Data Subcommittee, chaired by SFDPH**
 - o Provide data and analysis to inform targeted enforcement, education, and engineering efforts
 - o Coordinate monitoring and evaluation of Vision Zero initiatives

- A number of City Departments have passed resolutions to support Vision Zero and help the City to achieve this goal.

CURRENT PROPOSAL

The Planning Department through our role in updating the General Plan, reviewing General Plan referrals, reviewing and entitling development applications, and developing streetscape and public realm plans can help the City to achieve Vision Zero. The resolution before the Planning Commission outlines the following ways the Department can work to achieve Vision Zero:

- Include the Vision Zero goal in near term and long term planning documents, including the General Plan, as appropriate.
- Review General Plan Referrals against the Policies and Objectives of the General Plan related to pedestrian and bicycle safety.
- Review development projects with an understanding of the impacts to pedestrian and bicycle safety, and encourage project sponsors to design projects to maximize pedestrian and bicycle safety.
- Require projects subject to 138.1 to incorporate pedestrian and bicycle safety measures wherever feasible particularly on high injury corridors and intersections.
- Continue to work with other City Departments to implement a complete streets process.

BASIS FOR RECOMMENDATION

On January 14, 2014, Supervisors Jane Kim, John Avalos and Norman Yee introduced a resolution (BOS file no 140047) urging the SFMTA and other City Agencies to take various actions to reduce traffic fatalities to zero by 2024. The SFMTA Board has adopted a Vision Zero resolution, the Police Department has officially adopted Vision Zero, and a similar resolution was adopted by the Health Commission on May 6th. The Planning Department plays a key role in developing plans, policies and designs which can improve pedestrian and bicycle safety and help the City to achieve Vision Zero.

REQUIRED COMMISSION ACTION

Planning staff recommends that the Planning Commission adopt a resolution to support Vision Zero and help the City reduce traffic fatalities to zero by the year 2024.

RECOMMENDATION:	Adopt Resolution
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Attachments:

- Exhibit A: DRAFT CPC Resolution
- Exhibit B: Vision Zero BOS Resolution 91-2014



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. HEARING DATE JUNE 12, 2014

Date: June 5, 2014

Case No.: 2014.0556U

Project: Vision Zero

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WHEREAS, in 2013, 25 people were killed while walking or bicycling on the streets of San Francisco; and,

WHEREAS, A high percentage of traffic injuries and fatalities involve people walking, riding a bicycle and other vulnerable users; and,

WHEREAS, The City of San Francisco adopted a Pedestrian Strategy in 2013 to reduce serious or fatal pedestrian injuries by 25 percent by 2016 and by 50 percent by 2021; and,

WHEREAS, Vision Zero provides a framework for reducing traffic deaths to zero by the year 2024 through a combination of engineering, education, and enforcement measures; and,

WHEREAS, The mission of the Planning Department, under the direction of the Planning Commission, is to shape the future of San Francisco and the region by: generating an extraordinary vision for the General Plan and in neighborhood plans; fostering exemplary design through planning controls; improving our surroundings through environmental analysis; preserving our unique heritage; encouraging a broad range of housing and a diverse job base; and enforcing the Planning Code,

WHEREAS, The Planning Department works with other city agencies including the SFMTA, SFDPW, SFCTA, SFDPH on initiatives such as the Better Streets Plan, WalkFirst, the Pedestrian Strategy, the Bicycle Strategy, and various streetscape and public realm projects to improve pedestrian and bicycle safety in San Francisco;

RESOLVED, The Planning Department will include the Vision Zero goal in near term and long term planning documents, including the San Francisco General Plan, as appropriate;

RESOLVED, The Planning Department will review General Plan Referrals against the Policies and Objectives of the General Plan, and ensure that the proposed project is in conformity with General Plan policies and objectives relating to pedestrian and bicycle safety,

RESOLVED, That the Planning Department will review development projects with an understanding of the impact of such projects on pedestrian and bicycle safety and encourage project sponsors to design projects such that they maximize pedestrian and bicycle safety consistent with adopted codes and policies,

RESOLVED, That the Planning Department will require projects subject to streetscape plans per Planning Code Section 138.1, to include pedestrian and bicycle safety improvements to the greatest extent feasible, particularly on identified high-injury corridors and intersections;

RESOLVED, That the San Francisco Planning Department will continue to develop streetscape and public realm plans and will incorporate pedestrian and bicycle safety measures wherever feasible, particularly on identified high-injury corridors and intersections;

RESOLVED, That the San Francisco Planning Department will continue to work with other City agencies to implement a complete streets process;

AND BE IT FURTHER RESOLVED, That the San Francisco Planning Commission adopts a resolution to support Vision Zero and help the City reduce traffic deaths to zero by the year 2024.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on May 15, 2014

Jonas Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

1 [Implement a VISION ZERO Three Point Plan: Engineering, Education and Enforcement]

2
3 **Resolution urging the Mayor, the Chief of Police, and Director of the Municipal**
4 **Transportation Agency to adopt a VISION ZERO Three Point Plan to expedite the goals**
5 **of San Francisco's Pedestrian and Bicycle Strategies and implement an action plan to**
6 **reduce traffic fatalities to zero in the next ten years through better engineering,**
7 **education, and enforcement.**

8
9 WHEREAS, The City of San Francisco adopted a Pedestrian Strategy in 2013 to
10 reduce serious or fatal pedestrian injuries by 25 percent by 2016 and by 50 percent by 2021
11 which is on file with the Clerk of the Board of Supervisors in File No. 140047 and which is
12 hereby declared to be a part of this resolution as if set forth fully herein; and

13 WHEREAS, In June 2009, the Municipal Transportation Agency (MTA) adopted the
14 San Francisco Bicycle Plan which is on file with the Clerk of the Board of Supervisors in File
15 No. 140047 which is hereby declared to be a part of this resolution as if set forth fully herein,
16 which outlines 60 separate bicycle safety improvement projects; and

17 WHEREAS, The City of San Francisco continues to experience an entirely preventable
18 loss of life annually, constituting a public health crisis, with 2013 ending with a combined loss
19 of life with 21 pedestrian fatalities and 4 cyclist fatalities; and

20 WHEREAS, The Board of Supervisors has convened multiple hearings on pedestrian
21 and cyclist safety which reveal an urgent need for action on a combined strategy of
22 engineering, education and enforcement to eliminate traffic fatalities; and

23 WHEREAS, According to the Police Department's (PD) own data, as captured in PD's
24 2011 Traffic Collision Report which is on file with the Clerk of the Board of Supervisors in File

1 No. 140047 and which is hereby declared to be a part of this resolution as if set forth fully
2 herein, an average of 2 to 3 pedestrians are hit by vehicles in San Francisco every day; and

3 WHEREAS, The Department of Public Health (DPH) developed a methodology in
4 partnership with MTA to identify high injury corridors that should be targeted for pedestrian
5 safety improvements which is on file with the Clerk of the Board of Supervisors in File No.
6 140047 and which is hereby declared to be a part of this resolution as if set forth fully herein,
7 and the resulting data and map of high injury corridors have been shared with PD for
8 purposes of targeting traffic enforcement in order to save lives; and

9 WHEREAS, Chicago and New York City have set a national benchmark by committing
10 to reducing traffic fatalities to zero in the next ten years after similar VISION ZERO
11 recommendations implemented in Sweden, the Netherlands and the United Kingdom
12 produced positive results; now, therefore, be it

13 RESOLVED, That the Board of Supervisors will work with the Mayor, MTA, PD, DPH
14 and the Transportation Authority (TA) to expedite the goals of the Mayor's Pedestrian Strategy
15 and implement a three-point action plan to reduce traffic fatalities to zero by 2024 through
16 engineering, education and enforcement; and, be it

17 FURTHER RESOLVED, That the City will convene a working group comprised of the
18 City Administrator's office, MTA, TA, DPH, PD, the Department of Public Works (DPW), the
19 Transbay Joint Powers Authority (TJPA), Walk San Francisco, the San Francisco Bicycle
20 Coalition and stakeholders representing Recology, trucking companies and drivers, including
21 the Teamsters and California Trucking Association, to create a mandatory driver safety
22 curriculum for all San Francisco City and County employed drivers and drivers that contract
23 with the City and County of San Francisco and identify and implement programs that increase
24 the safety of efficient goods and commuter movement by all large vehicles with the goal of
25 implementing this training program by 2015; and, be it

1 FURTHER RESOLVED, The Board of Supervisors urges PD to target its enforcement
2 to known high-injury corridors and intersections and to the most dangerous traffic crimes
3 including speeding, failure to stop, failure to yield, turning violations and violation of the
4 pedestrian and cyclist right of way, and to track and report on the total number of citations for
5 the most high-risk driving violations; and, be it

6 FURTHER RESOLVED, That the Board of Supervisors urges MTA to create a "crisis
7 intervention" team in collaboration with other city agencies, which would be tasked with
8 engineering and implementing at least 24 pedestrian and cyclist safety pilot projects over the
9 next two years in the corridors where data demonstrates the high number and/or severity of
10 traffic collisions, including temporary bulbouts, traffic signal additions or retiming, speed
11 reduction measures, separated bike lanes, lane removal or left turn restrictions, and that the
12 two year pilot period be used to analyze progress toward our goal of zero traffic fatalities by
13 2024.



City and County of San Francisco

Tails

Resolution

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 140047

Date Passed: March 18, 2014

Resolution urging the Mayor, the Chief of Police, and Director of the Municipal Transportation Agency to adopt a VISION ZERO Three Point Plan to expedite the goals of San Francisco's Pedestrian and Bicycle Strategies and implement an action plan to reduce traffic fatalities to zero in the next ten years through better engineering, education, and enforcement.

March 06, 2014 Neighborhood Services and Safety Committee - RECOMMENDED

March 18, 2014 Board of Supervisors - ADOPTED

Ayes: 11 - Avalos, Breed, Campos, Chiu, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee

File No. 140047

I hereby certify that the foregoing Resolution was ADOPTED on 3/18/2014 by the Board of Supervisors of the City and County of San Francisco.

Handwritten signature of Angela Calvillo

Angela Calvillo
Clerk of the Board

Unsigned

Mayor

3/28/14

Date Approved

I hereby certify that the foregoing resolution, not being signed by the Mayor within the time limit as set forth in Section 3.103 of the Charter, or time waived pursuant to Board Rule 2.14.2, became effective without his approval in accordance with the provision of said Section 3.103 of the Charter or Board Rule 2.14.2.

Handwritten signature of Angela Calvillo

Angela Calvillo
Clerk of the Board