

2013 to 2017

Crashes			Public Safety Police
Fatalities	44	38	Homicides
Incapacitating Injuries	399	617	Rape
Non-Incapacitating Injuries	3,096	2,682	Assault
Possible Injury	5,617	1,190	Robbery
All Crashes	26,819	39,854	All Incidents

42% of operating budget

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2013 to 2017

2013-2017 Crashes	Total	Motorvehicle Only Crash	Motorcycle Flagged Crash	Moped Flagged Crash	Bike Flagged Crash	Ped Flagged Crash
Fatalities	44	22	4	-	4	14
A - Incapacitating Injury	399	248	39	13	28	71
B - Non-Incapacitating Injury	3,096	2,387	146	74	294	195
C - Possible Injury	5,617	5,215	68	38	157	139
Total Injuries	9,112	7,850	253	125	479	405
Total Crashes	26,819	25,398	316	150	537	418

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Box

- **Speed**
- **Convenience**
- **Able to live where you want**

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VISION ZERO NETWORK

What is **Vision Zero**?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now it's gaining momentum in major American cities.

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

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From Engineering to a Public Health Perspective

While traditional approaches to transportation safety have prioritized reducing or preventing collisions, Vision Zero instead advocates for the focus to be *preventing injuries*.

Instead of asking “Why did that person crash?” the Vision Zero framework examines “Why was that person so seriously injured in the crash?” This change in thinking, from collision reduction to injury prevention, represents a significant shift from an *engineering to a public health perspective*.

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The Vision Zero Network will recognize as “Vision Zero communities” those who are taking demonstrable and significant actions to advance the principles of Vision Zero to ensure safe mobility for all people. At a minimum, this includes the community meeting the following criteria:

- Setting a clear goal of **eliminating traffic deaths** and serious injuries among all road users within an **explicit timeframe** (i.e. 10 years);
- The Mayor (or top elected official) publicly, officially committing to Vision Zero within the set timeframe and directing appropriate city staff to prioritize the work;
- **A Vision Zero Action Plan or Strategy is in place**, or the Mayor and key departments have committed to creating one in a specified time frame and which includes a focus on being data driven, equitable, and including community input;
- **Key city departments**, including Transportation, Public Health, Mayor’s Office, and Law Enforcement, **are actively engaged** as leaders and partners in the process of developing the Vision Zero Plan, implementing it, and evaluating and sharing progress;
- A Vision Zero Task Force (including the agencies listed above, as well as community stakeholders, and others) meets regularly to lead and evaluate efforts.

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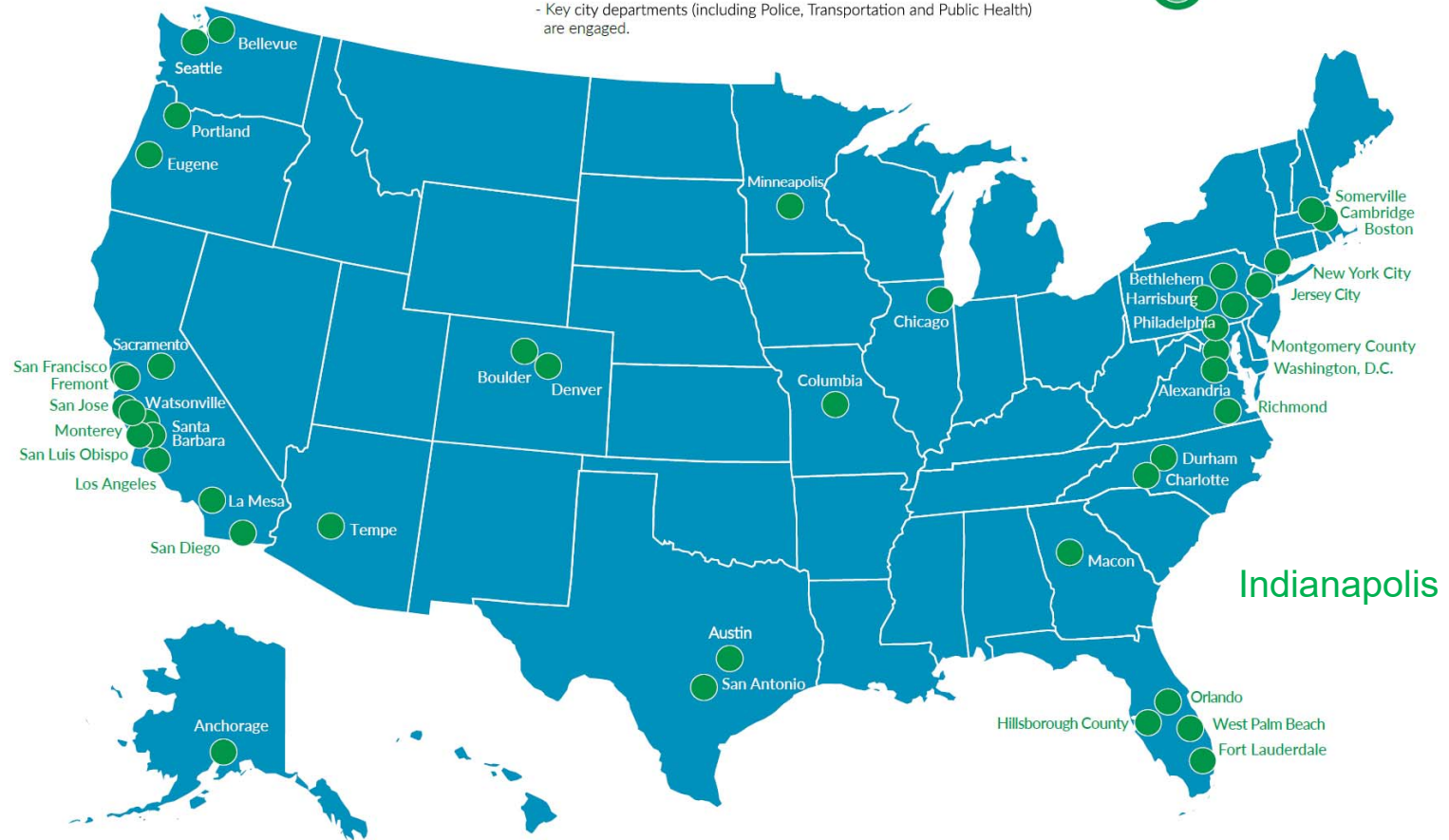


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Vision Zero Cities

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.



A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.

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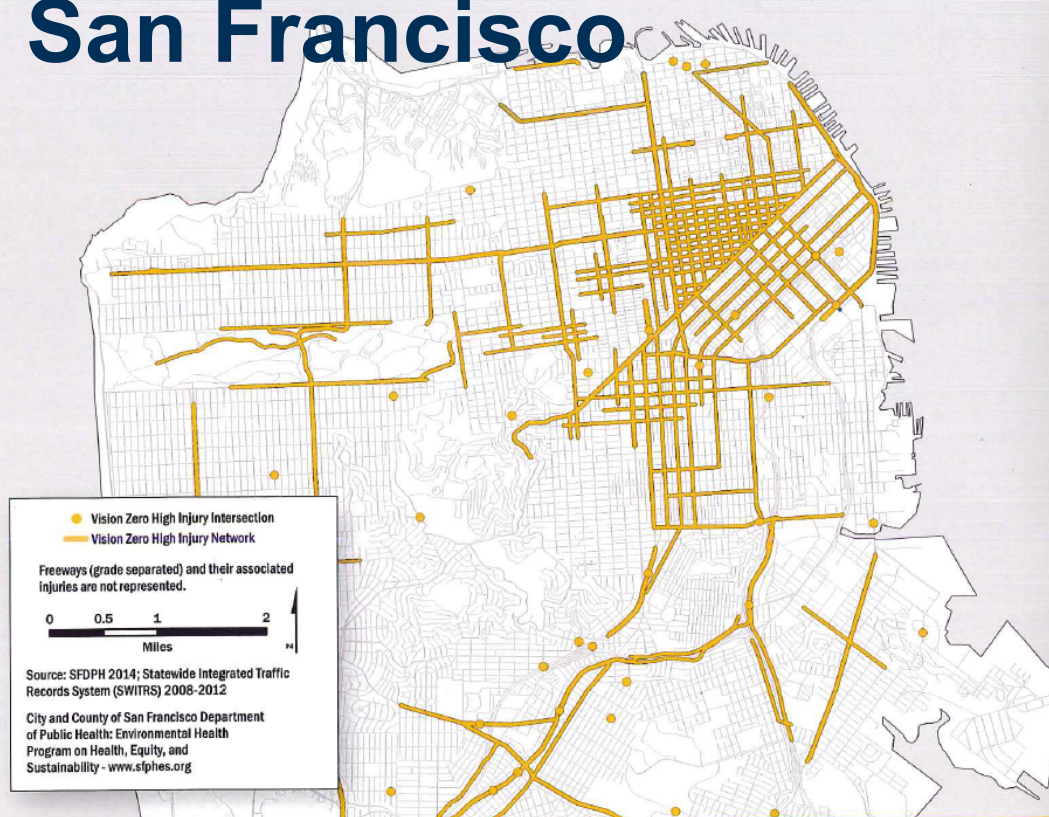


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70% of San Francisco's severe and fatal traffic injuries occur on just 12% of our streets.

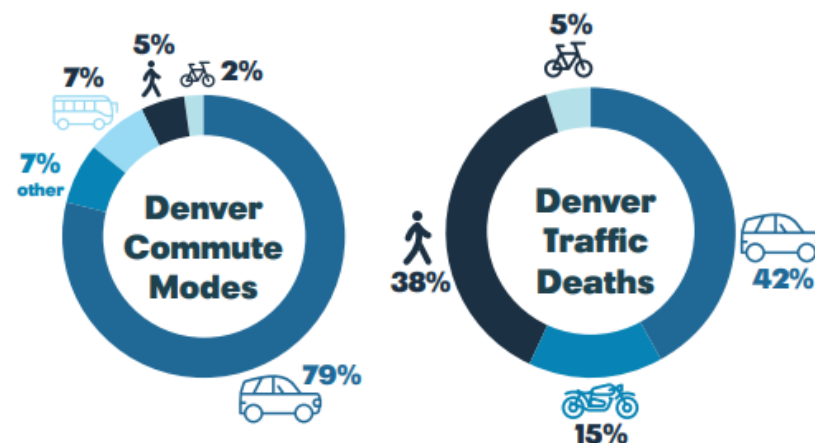
The "High Injury Network" (HIN) helps prioritize city efforts and funds, and ensures Vision Zero initiatives support the people and places most in need.

San Francisco



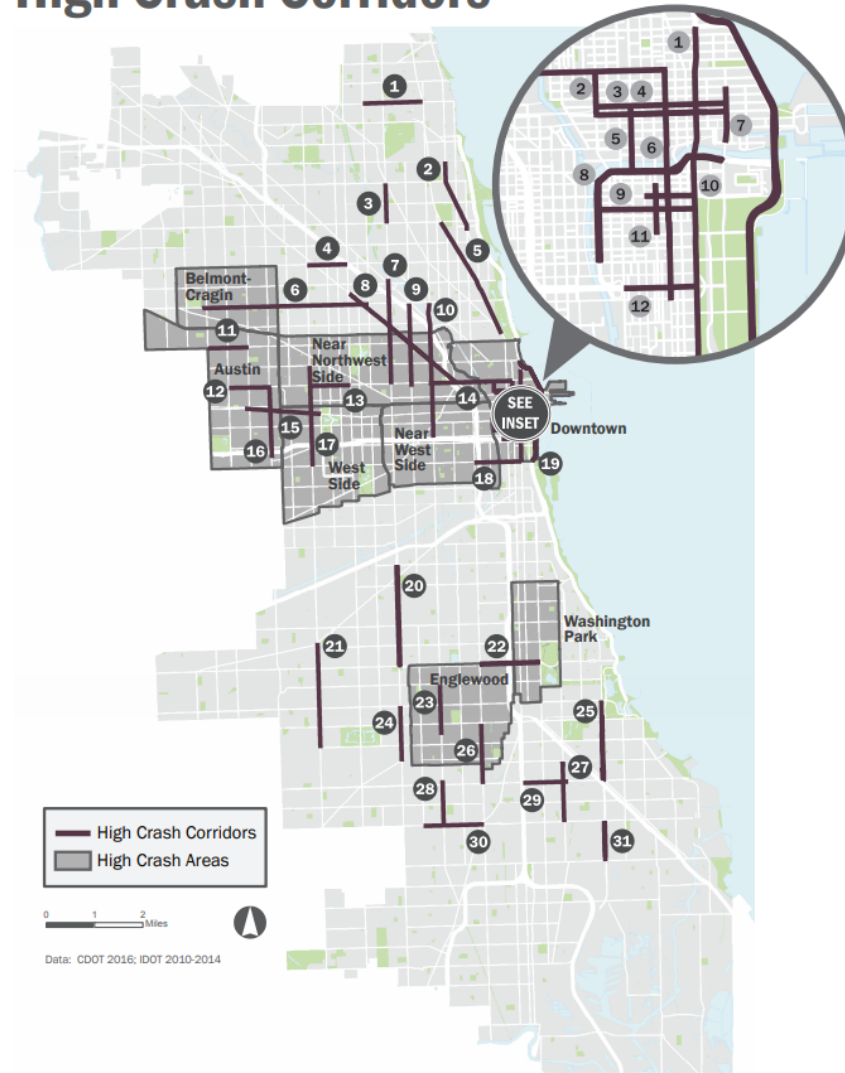
Denver

Data can help identify disproportionate safety impacts



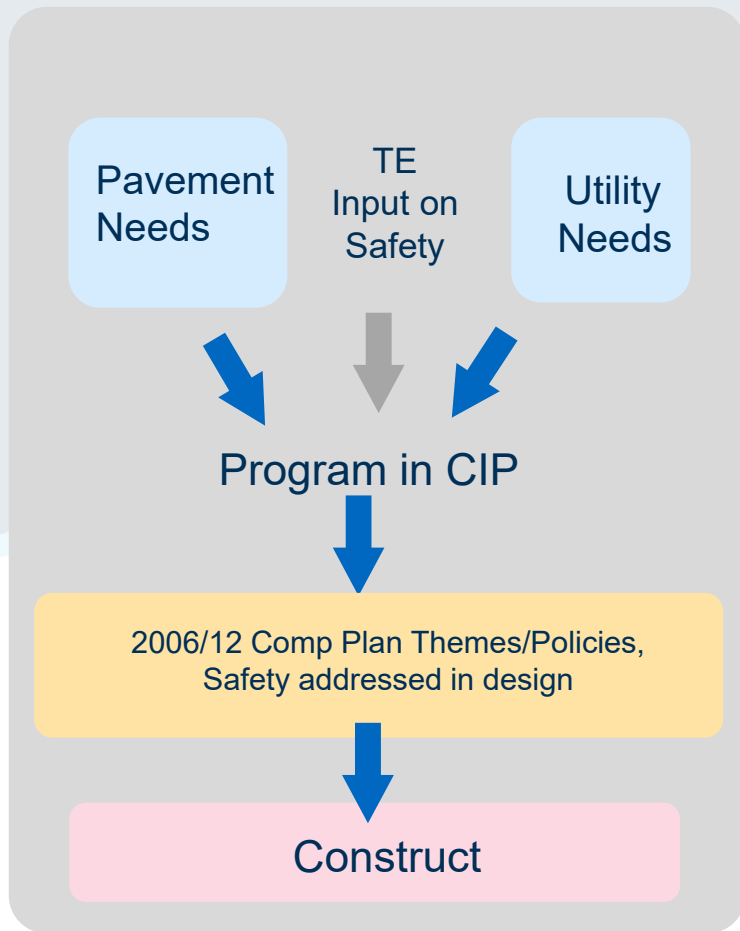
50% of Denver's traffic fatalities occur on just 5% of their streets

High Crash Corridors



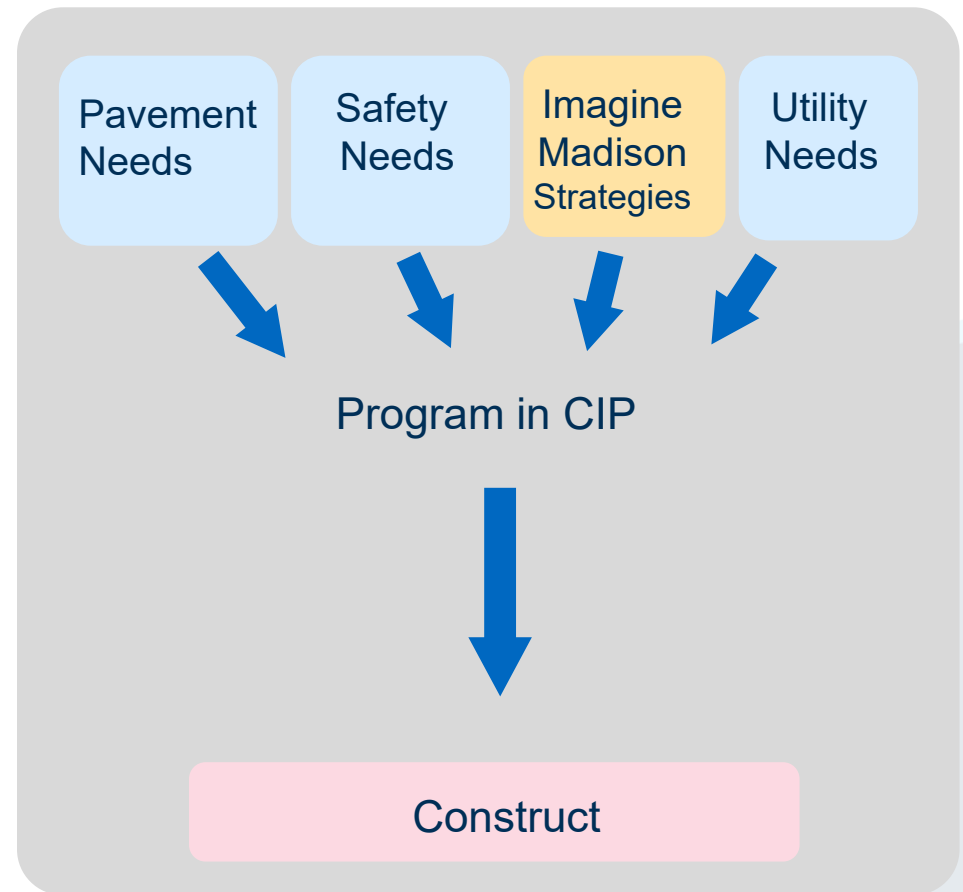
Chicago

CIP Process



Possible CIP Process?

Increase role of safety and Comp Plan in programming



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SAFE STREETS: TWO-YEAR ACTION ITEMS	PARTICIPATING AGENCIES
1. Coordinate planning and design of infrastructure upgrades and other public and private capital investments to redesign corridors and intersections with high-quality, evidence-based treatments through processes that employ the community outreach commitments, promotes equity and is sensitive to community context • Implement at least 13 miles of treatments prioritized by the High-Injury Network each year • Implement treatments programmatically citywide • Complete HIN gap analysis so Capital Improvement Program supports reaching annual targets	Municipal Transportation Agency, Public Works, Recreation & Parks, International Airport
2. Reduce delivery timelines for safety improvements • Implement near-term treatments in advance of larger capital projects • Improve coordination opportunities (e.g. technological tools) and identify, solve for and report on delay factors	Municipal Transportation Agency, Public Works, Recreation & Parks, International Airport, County Transportation Authority
3. Launch comprehensive analysis for bicycle collisions and evidence-based solutions	Municipal Transportation Agency, Public Health
4. Implement electronic citations (e-citations) and electronic stops (e-stops) and analyze data to identify design solutions to make the streets safer	Police Department, Municipal Transportation Agency
5. Evaluate innovative designs for implementation to create safer streets in San Francisco	Municipal Transportation Agency
6. Further integrate Vision Zero and Transit First policy goals into transportation and land use planning policy and code such as the transportation demand management ordinance to reduce need for driving and vehicle miles traveled to reduce opportunity of collisions involving vehicles	Planning, Municipal Transportation Agency, County Transportation Authority
7. Work with local, state and federal partners in the development of design standards for safer streets and participate in discussions regarding methodology for setting speed limits	Municipal Transportation Agency
8. Conduct predictive modeling to understand environmental and socio-demographic factors that predict where injuries occur to inform future development and transportation projects	Public Health, Municipal Transportation Agency, Planning
9. Develop vehicle speed monitoring system to capture speed data collected citywide, including on the high injury network, for monitoring and evaluation and establish baseline for monitoring	Public Health, Municipal Transportation Agency, Planning, County Transportation Authority
10. Implement the evaluation plan to determine efficacy and needed refinements of select VZ projects and programs	Public Health, Municipal Transportation Agency, Police Department, Controller's Office

San Francisco



Total KAB Compilation 2013-2017



KAB Intersection Value

- 1 - 5
- 6 - 10
- 11 - 20
- 21 - 30
- 31 - 50
- 51 - 174.5

Fatal (K) = Any injury from a traffic crash which resulted in death within 30 days of the crash
A-level = Suspected Serious Injury
B-level = Suspected Minor Injury

Calculations based on following factors:
Fatality (K) - 72.5
Incapacitating Injury (A) - 4.25
Non-Incapacitating Injury (B) - 1.25

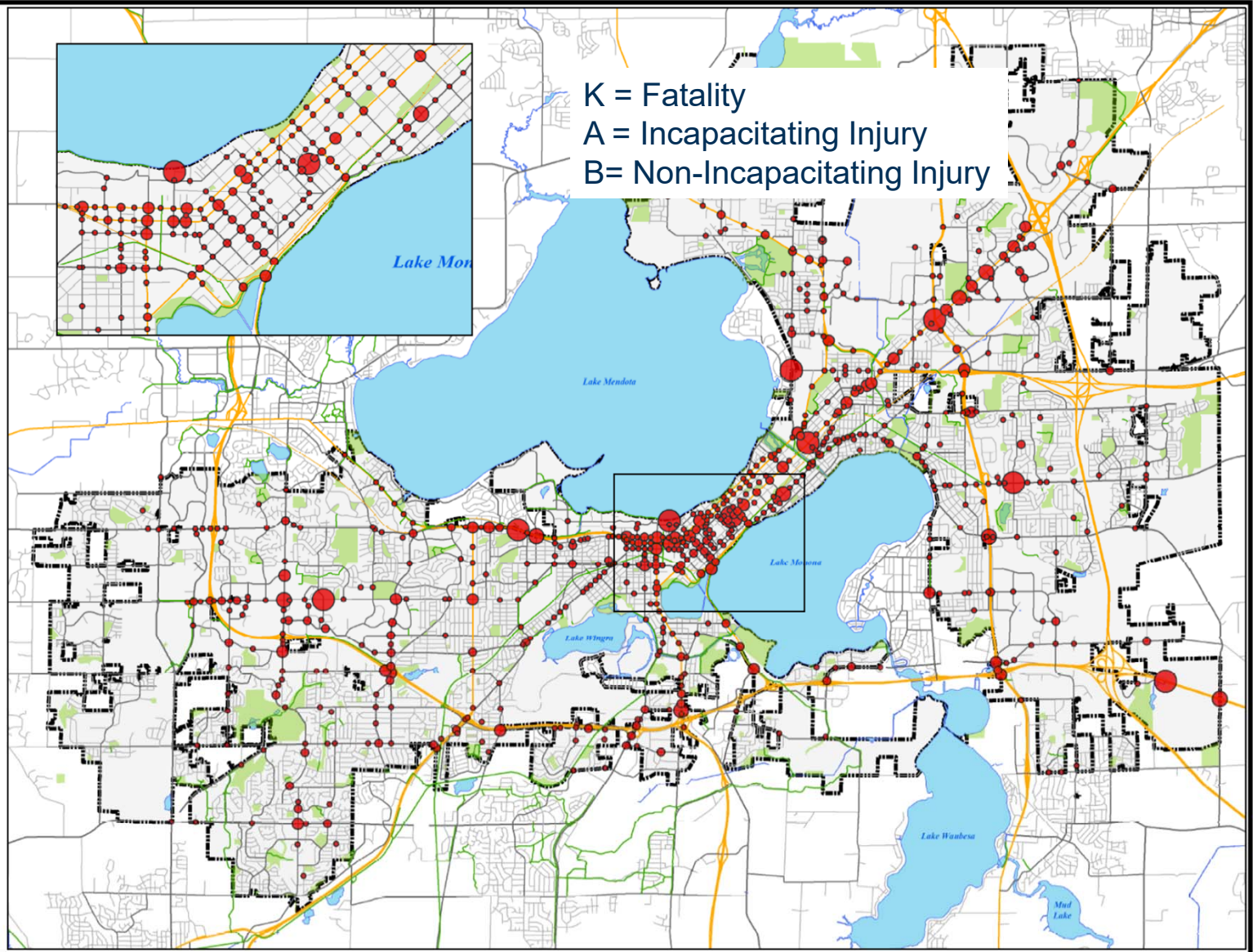


0 0.25 0.5 1 1.5 2
Miles

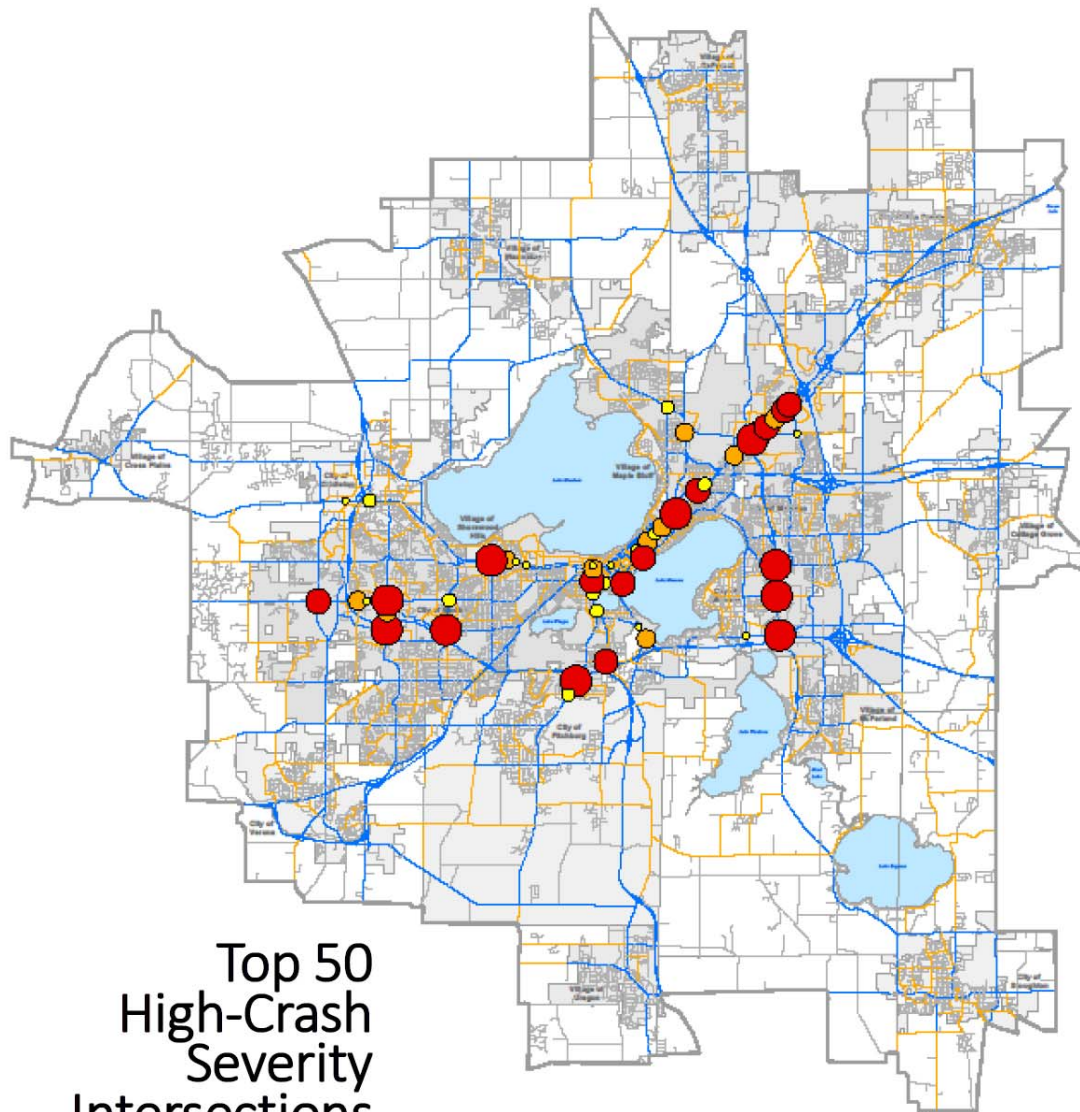
Coordinate System: NAD 1983 HARN WISCONSIN Dane County Feet
Projection: Lambert Conformal Conic

Date Revised: 2/8/2019

K = Fatality
A = Incapacitating Injury
B = Non-Incapacitating Injury



**Top 50
High-Crash
Severity
Intersections**



**Top 10 High-Crash
Severity Intersections**

1. Stoughton Rd @ Buckeye Rd
2. Stoughton Rd @ Pflaum Rd
3. Fish Hatchery Rd @ Greenway Cross
4. Stoughton Rd @ Broadway
5. E Washington Ave @ First St
6. Gammon Rd @ Watts Rd
7. E Washington Ave @ Mendota St
8. Gammon Rd @ Mineral Point Rd
9. Midvale Blvd @ University Ave
10. Odana Rd @ Whitney Way

■ State of Wisconsin

Recent study by Wisconsin TOPS lab

Crash Cost by Type and Severity

SEVERITY		CRASH TYPE		
		PED	BIKE	VEH
K	Fatal	\$3,305,922	\$3,147,627	\$3,782,512
A	Incapacitating	\$433,383	\$362,759	\$389,169
B	Non-Incapacitating	\$113,100	\$90,303	\$107,674
C	Possible Injury	\$73,539	\$60,060	\$56,365
O	Property Damage	\$35,692	\$49,042	\$24,322

Motor Vehicle-Pedestrian (PED), Motor Vehicle-Bicycle (BIKE), Motor Vehicle Only (VEH)

EPDO Weights

■ State of Wisconsin

Recent study by Wisconsin TOPS lab

EPDO Weights by Crash Type and Severity

SEVERITY		CRASH TYPE		
		PED	BIKE	VEH
K	Fatal	135.9	129.4	155.5
A	Incapacitating	17.8	14.9	16.0
B	Non-Incapacitating	4.7	3.7	4.4
C	Possible Injury	3.0	2.5	2.3
O	Property Damage	1.5	2.0	<u>1.0</u>

Motor Vehicle-Pedestrian (PED), Motor Vehicle-Bicycle (BIKE), Motor Vehicle Only (VEH)

Severity Rank (EDPO)	Intersection	Traffic Control	Severity (EPDO)	Total Crashes	Crash Severity			
					Fatal	Injury	PDO	
1	N Stoughton Rd & E Washington Ave	Signal	415.2	60	2	16	42	
2	N First St & E Washington Ave	Signal	290.7	59	1	21	37	6
3	US Highway 12 & 18 & Millpond Rd	Stop	283.2	44	1	19	24	
4	Campus Dr & Farley Ave	Signal	227.2	25	1	10	14	
5	Mineral Point Rd & N Pleasant View Rd	Yield (Round)	214.8	190	0	11	179	
6	Acewood Blvd & Cottage Grove Rd	Signal	205.6	29	1	10	18	4
7	N Hancock St & E Washington Ave	Stop	176.9	17	1	6	10	
8	Mineral Point Rd & S Yellowstone Dr	Signal	172.7	26	1	9	16	
9	Blossom Ln & E Buckeye Rd	Stop	164.2	16	1	5	10	
10	Ridge St & University Ave	Signal	157.6	24	1	4	19	
11	Commercial Ave & N Sherman Ave	Signal	140.9	6	1	0	5	
12	N Lake St & Mendota Ct	No Control	135.9	1	1	0	0	
13	E Broadway & S Stoughton Rd	Signal	133.5	85	0	26	59	16
14	Lien Rd & E Washington Ave	Signal	125.0	45	0	20	25	2
15	Buckeye Rd & S Stoughton Rd	Signal	111.9	59	0	17	42	9
16	County Rd M & Valley View Rd	Yield (Round)	109.9	88	0	12	76	
17	N Baldwin St & E Washington Ave	Signal	109.0	49	0	13	36	8
18	Portage Rd & Thierer Rd	Signal	106.3	42	0	20	22	
19	W Beltline Hwy & S Whitney Way	Signal	105.4	60	0	22	38	
20	N Park St & Regent St	Signal	100.1	57	0	21	36	10
21	W Badger Rd & S Park St	Signal	99.0	45	0	14	31	1
22	Lien Rd & N Thomson Dr	Yield (Round)	97.3	86	0	6	80	

CE Budget 2019

- **Ped/Bike** **\$4.6 M**
- **Major Streets** **\$78.6 M**
 - TIP projects \$27.9 M
 - Pavement Management \$19.2 M
 - Street Reconstruction \$21.8 M
 - Other \$9.7 M
- **Other Projects** **\$3.4 M**

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