

# SPUR

**Ideas + Action for a Better City**

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*#SafeStreetsSF*

# **Safe streets throughout the Bay Area**

## **October 4, 2017**

Anne Richman / Metropolitan Transportation Commission

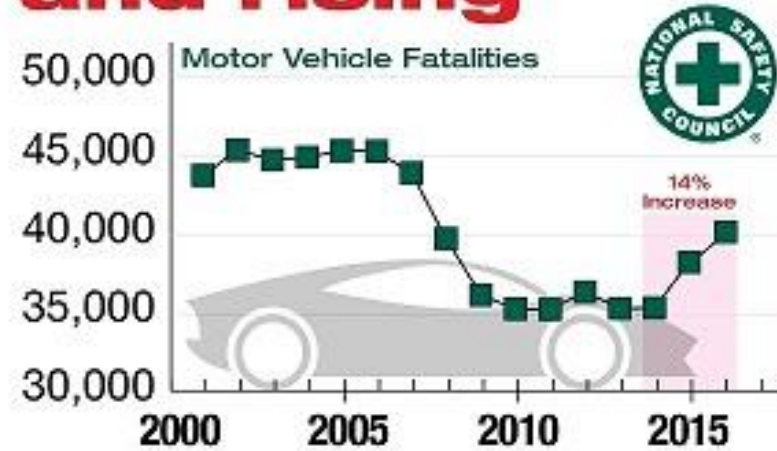
Luis Montoya / SF Municipal Transportation Agency

Clarrissa Cabansagan / Transform

Jenn Fox / Vision Zero Network



# An estimated 40,000 deaths and rising



# 360

people were killed as a  
result of traffic crashes on  
Bay Area roads in 2012  
(approx. one per day)



## “OUR COMPLACENCY IS KILLING US.”

Debbie Hersman  
President and CEO  
National Safety Council

#FatalFacts

# We can prevent fatalities on our roadways

## 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**

# Vision Zero Cities

## A Vision Zero City meets the following minimum standards:

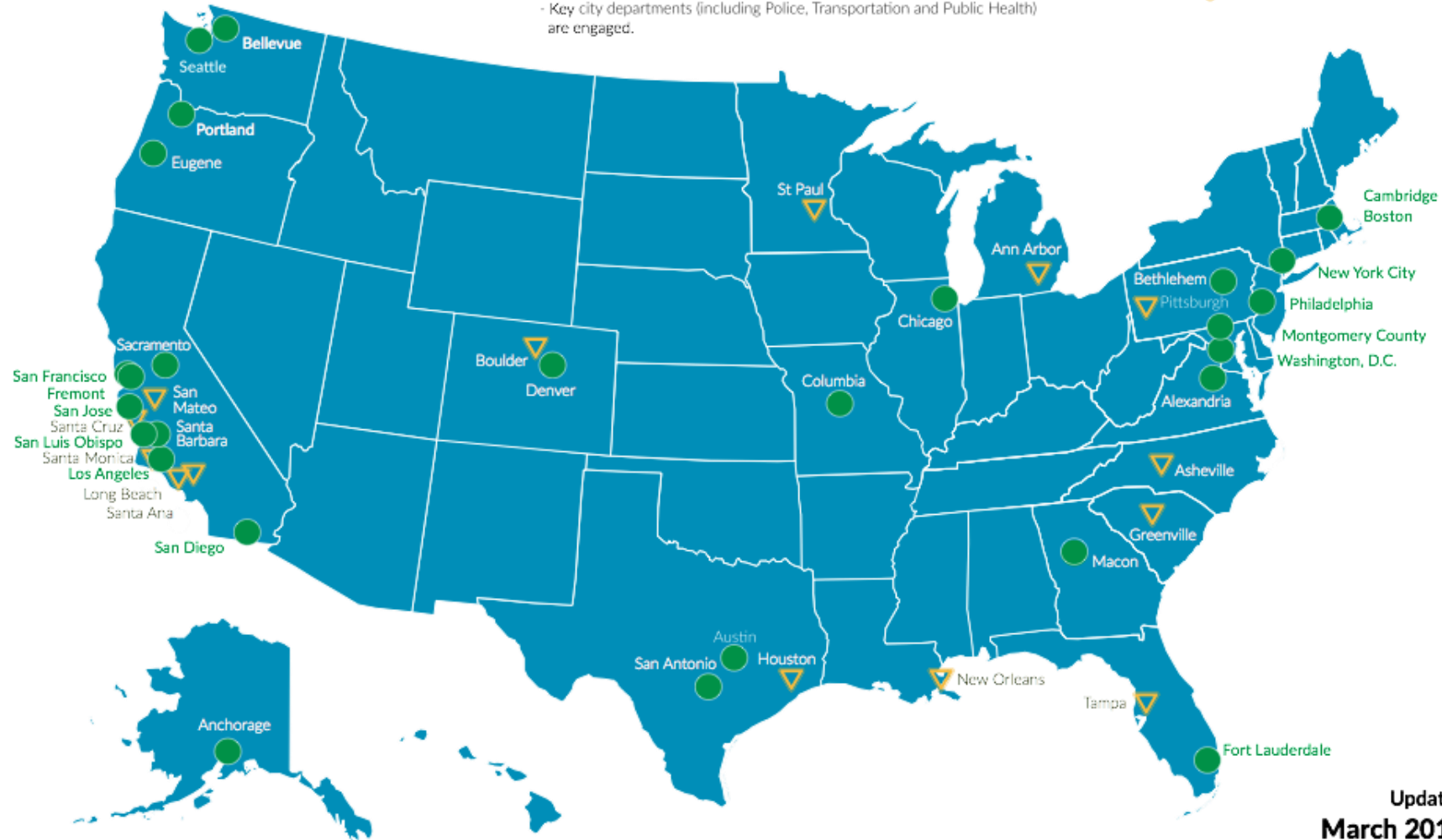
- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health)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



Vision Zero City



Considering Vision Zero



Updated  
March 2017



# Oregon Metro's campaign and goal



**In 2015, there were 586 serious injuries and fatalities due to traffic crashes in the Portland metro area.**

## Recommended 2018 RTP Vision Zero target for 2035

*By 2035 eliminate transportation related fatalities and serious injuries for all users of the region's transportation system, with a 16% reduction by 2020 (as compared to the 2015 five year rolling average), and a 50% reduction by 2025.*



**What do you think is a good goal for the region?**

# Speed management works

**HIT BY**  
A VEHICLE AT **20 MPH**



**9 OUT OF 10**  
**PEDESTRIANS SURVIVE**

**HIT BY**  
A VEHICLE AT **30 MPH**



**5 OUT OF 10**  
**PEDESTRIANS SURVIVE**

**HIT BY**  
A VEHICLE AT **40 MPH**



**1 OUT OF 10**  
**PEDESTRIANS SURVIVE**

# **SAFE TRAVEL FOR ALL**

```
graph TD; A[SAFE TRAVEL FOR ALL] --> B[SAFE STREETS]; A --> C[SAFE SPEEDS]; A --> D[SAFE VEHICLES]; A --> E[SAFE PEOPLE];
```

**SAFE STREETS**

**SAFE SPEEDS**

**SAFE VEHICLES**

**SAFE PEOPLE**





# MTC AND TRANSPORTATION SAFETY IN THE BAY AREA

**Anne Richman**  
Metropolitan Transportation  
Commission & Association of Bay  
Area Governments

# OVERVIEW OF MTC/ABAG AND THE BAY AREA

Metropolitan Planning Organization (MPO) and Council of Governments (COG) for the nine-county San Francisco Bay Area – the nation's **fourth largest metro area**

- 7.7 million residents as of 2017
- 3.7 million jobs as of 2016
- 101 cities, 9 counties

## Three key roles for MTC: **Plan, Coordinate, Fund**

- Recently adopted the Regional Transportation Plan/Sustainable Communities Strategy (Plan Bay Area 2040)
- Performance tracking and work with Caltrans, cities, transit agencies
- Various funding programs

# ECONOMY



ECONOMIC  
VITALITY

Increase access to  
jobs by all modes

Preserve the share  
of jobs in middle-  
wage industries

Reduce per-capita  
delay on freight  
network



TRANSPORTATION  
SYSTEM  
EFFECTIVENESS

Increase non-auto  
mode share

Reduce auto  
maintenance costs

Reduce transit  
delay associated  
with aged  
infrastructure

# ENVIRONMENT



CLIMATE  
PROTECTION

Reduce per-capita  
greenhouse gas  
emissions from cars  
and light-duty trucks



HEALTHY AND SAFE  
COMMUNITIES

Reduce adverse  
health impacts



OPEN SPACE AND  
AGRICULTURAL  
PRESERVATION

Direct all non-  
agricultural  
development  
within the urban  
footprint

# EQUITY



ADEQUATE  
HOUSING

House all of the  
region's projected  
housing growth



EQUITABLE  
ACCESS

Decrease housing  
+ transport costs  
for lower-income  
households

Increase share of  
affordable housing

Do not increase the  
risk of  
displacement

## Goals and Targets

The Vital Signs performance monitoring initiative tracks 40 different indicators of regional performance – including fatalities and injuries from crashes.

<http://vitalsigns.mtc.ca.gov>

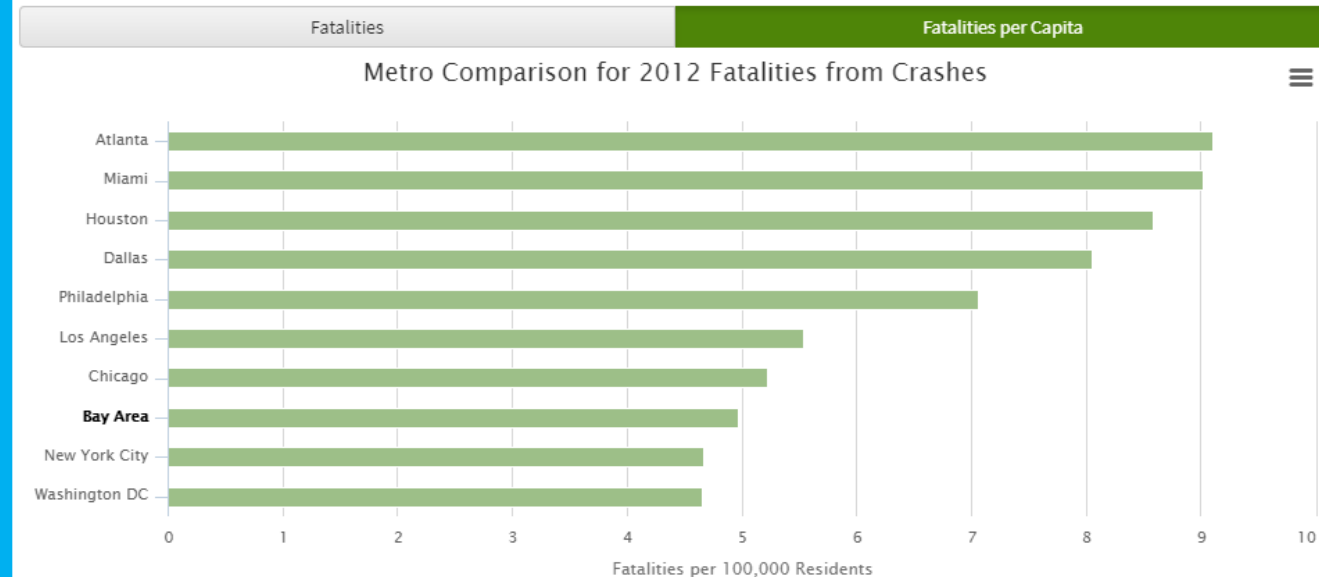
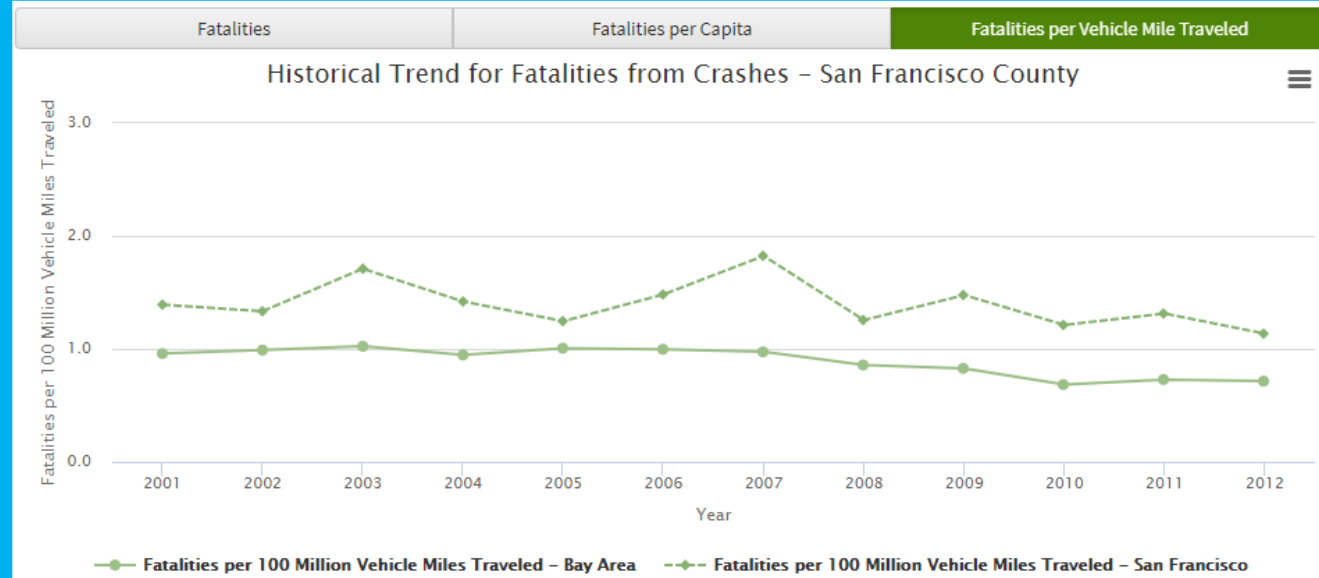
## Historical Trend Data

Regional and County Trends for Fatalities (Total, Per Capita, Per MVMT) and for Injuries (Total, Per Capita, and Per MVMT)

## Metro Comparison Data

Single-Year Comparison for Fatalities (Total and Per Capita) and for Injuries (Total and Per Capita)

Breakdown by mode of transport coming in fall 2017, along with safety data through the end of calendar year 2015 (the most recent California safety dataset).



The Vital Signs performance monitoring initiative tracks 40 different indicators of regional performance – including fatalities and injuries from crashes.

<http://vitalsigns.mtc.ca.gov>

### Detailed Safety Mapping

Annual Crash Data Visualization (including differentiation between crashes by mode)

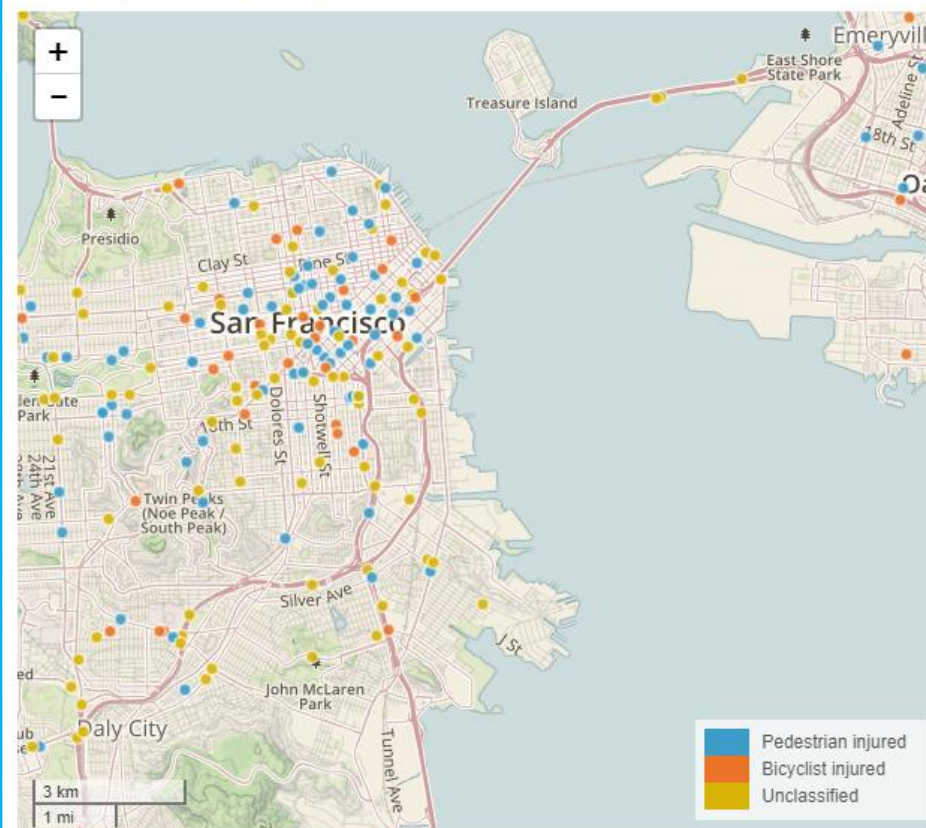


### Public Data Downloads

Datasets Available as Simplified Excel and Regularly-Updated APIs



#### 2012 Injuries from Crashes



Change year:



1 injured in May 2012

**Location:**

POTRERO AV at 22ND AV

**City:**

SAN FRANCISCO

**County:**

SAN FRANCISCO

**Time of day:**

6:00 PM

**Pedestrians injured:**

1

**Bicyclists injured:**

0

**Motorists injured:**

0

## Data Center

Explore a wide variety of public datasets related to transportation, land use, the economy, and the environment. Select one or all of the datasets aggregated and refined for the Vital Signs initiative—then download them and start your own analyses of Bay Area trends!

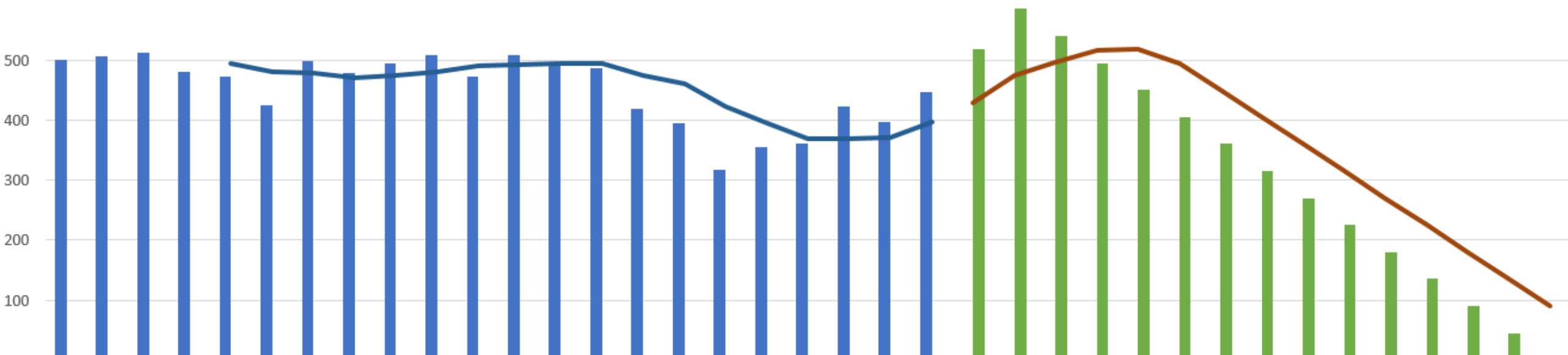


# ANNUAL TARGET-SETTING PROCESS FOR SAFETY

Worked with Caltrans and peer MPOs across California in setting of state safety performance targets for 2018 – state adopted “Towards Zero Deaths” targets

Bay Area, like all other MPOs, has until February 2018 to either (1) support state safety targets or (2) adopt region-specific safety targets

Engagement process with stakeholders this fall – including cities – to explore options



# FUNDING SAFETY PROJECTS

## One Bay Area Grant (OBAG) Program

- Approx. \$350 M to counties (5-year program)
  - Safety projects eligible; other projects may have safety components as well
  - \$25 M dedicated to Safe Routes to Schools
- Regional Arterial Operations Program – est. \$3 million per year

## Active Transportation Program (ATP)

- \$19 M per year to regional program
- Statewide competitive program

## Lifeline Program

- Amount varies by cycle
- Community-based, safety-related projects

## Regional Measure 2 Safe Routes to Transit

- \$20 million, funded x projects

## Regional Measure 3/SB595

- \$150 M for Bay Trail/Safe Routes to Transit, if approved

## Conditioning Existing Funding

- Requirement for local jurisdictions applying for OBAG and Active Transportation Program to meet Complete Streets requirements







# QUESTIONS?

**Anne Richman** – [arichman@bayareametro.gov](mailto:arichman@bayareametro.gov)



# SAFE STREETS IN THE BAY AREA



Clarrissa Cabansagan  
Sr. Community Planner  
10.4.2017



## PEOPLE KILLED WHILE WALKING



[Governing, 2014](#)

## CHILDREN KILLED WHILE WALKING



[Dangerous by Design, 2011](#)

## STREETS WITH SIDEWALKS



[Bridging the Gap, 2012](#)

## CHANCE OF BEING STOPPED AND SEARCHED



[New York Times, 2015](#)







I am considered a nuisance, actively attempting to disrupt the City of Chicago's beautiful, equitable and well thought out [Vision Zero Chicago Action Plan](#), dutifully crafted by mostly well meaning White people who don't live or work in our neighborhoods and without consultation from the very people of color impacted by Vision Zero here in Chicago.

The Vision Zero Chicago Action Plan is not beautiful, it's ugly because it explicitly states on pages 44 and 48 that police traffic enforcement is part of the plan. The plan is ugly because it does not explicitly acknowledge **the role of racism** in our city toward causing traffic violence, continuing to only address the symptoms while putting an out-sized burden on people assaulted daily by racism in Chicago.

*Olatunji Oboi Reed*  
*Co-Founder, Slow Roll Chicago*  
*9/21/2017*

Vicious cycle of the lack of investment and reliable transportation choices...









## The Untokening

To truly reclaim streets for people and make them safe and accessible for all, we need to address what that means in terms of culture, class, race, identity, and community.





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

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The background of the slide is a dark, blue-tinted photograph of a city street. In the foreground, several cyclists are riding across the frame. In the background, a red and white bus is visible, along with a building that has a large 'H' logo (Honda). The overall scene is busy and urban.

# VISION ZERO SF

## OVERVIEW FOR SPUR FORUM

October 4, 2017







## VISION ZERO TWO YEAR ACTION STRATEGY: RELEASED MARCH 2017

### Challenges We Face

- Low-income, minority and senior residents are disproportionately affected by traffic violence
- A growing population and booming economy, with more people walking and biking
- Public opposition can result in fewer or delayed safety improvements
- A culture that prioritizes speed over safety



# THANK YOU

[visionzerosf.org](https://visionzerosf.org)



**SFMTA**  
Municipal  
Transportation  
Agency

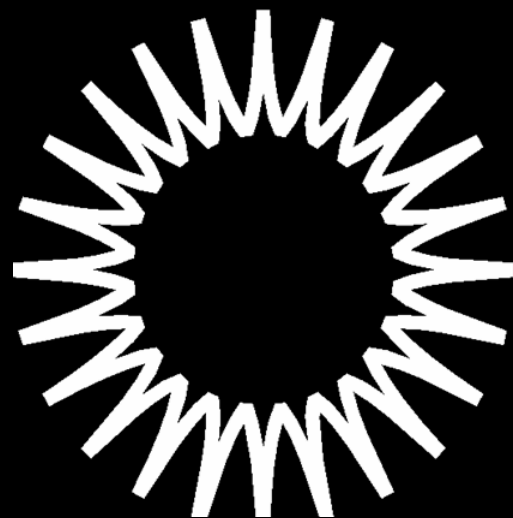


SAN FRANCISCO  
**PLANNING  
DEPARTMENT**



SAN FRANCISCO  
**DEPARTMENT  
OF PUBLIC HEALTH**





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