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Vision Zero SF has been replaced by the City's Street Safety Initiative.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

Working together to prioritize street safety and eliminate all traffic deaths in San Francisco by 2024

Quarterly Progress Report:
To the San Francisco Vision Zero Task Force and
The Vision Zero Committee of the Transportation Authority Board

December 2015

Vision Zero Subcommittee Updates

Engineering (Lead: Mari Hunter, SFMTA)

- 24 of 24 projects complete
    - Recent highlights :
        - Raised cycletrack on Market from Gough to 12th Streets
        - Citywide signal changes at the top 20 pedestrian injury locations
        - Temporary bulb, continental crosswalks, and leading pedestrian interval at Geary/Leavenworth and Eddy/Mason Streets
    - Six additional projects to be completed by February 2016
        - —Howard pedestrian and bicycle improvements between 6th and 10th
        - Early implementation of specific safety and street improvements on Polk from McAllister to Union
        - Pedestrian treatments at Kearny/Sacramento and Kearny/Geary
        - Pedestrian and signal improvements at Ocean/Geneva from Ashton to Mission Streets
        - Citywide signal changes at top 20 broadside injury locations
        - Pedestrian improvements at Persia Triangle
- 13 miles of safety treatments have been installed on the high injury network as of September 2015. Staff will analyze the data for the remaining months of the year to provide a full report of engineering improvements both on and off the high-injury network in the Spring of 2016
- Reporting/Monitoring: information & technology staff and project staff are working to improve project data collection. This will streamline process for reporting and monitoring safety efforts.

Education, communications and outreach (Lead: John Knox White, SFMTA)

Subcommittee agencies (SFMTA, SFDPH, SFPD, SFCTA, SFE, the District Attorney's Office, and SFUSD)

- Development of the Education and Communications Strategy Work Plan is nearly complete and on-schedule for completion at the end of the year.
- The Large Vehicle Urban Driving Safety video is being reedited with translated captions and graphics for drivers who speak Chinese and Spanish.
- The city continues to receive a lot of earned media coverage around Vision Zero efforts due to increased communications work and coordination.
- The Safe Streets SF – Anti-Speeding campaign has started work planning. An RFP has recently closed for the selection of a communications consultant. The program will focus on slowing speeds throughout the city

through education and enforcement. 11 focus corridors, that will receive additional enforcement, outreach and communications work have been identified as:

Street	From Cross street	To Cross street
19th Ave	Pacheco	Junipero Serra
16th	DeHaro	Mission
Bay	Embarcadero	Van Ness
Geary	22nd	48th
Golden Gate	Divisidero	Franklin
Masonic	Geary	Page
Pine	Jones	Masonic
San Jose	St. Mary	Randolph
S. Van Ness	Market	13th
Bayshore	Paul	Silver
Sunset Boulevard	at Lake Merced	Wawona

- SFMTA has convened a group of bicycle advocates and Muni operators to address safety concerns held by both groups and form plans for a year-long safety education and outreach program.

Enforcement (Lead: Ann Mannix, SFPD & Mari Hunter, SFMTA)

- In Q3, Focus on the 5 violations citations (speed, red light, stop sign, failure to yield to ped, and on left turn) comprised 43% of all traffic violations: 13,447 of 30,924. The percent issued by mode is: 97% motor vehicles, 2% pedestrians, 1% bicyclists. The overall number of citations to date are on par with the number issued in 2014, the highest numbers recorded by SFPD – and Focus on the Five violation citations have increased 78% overall, ranging from 26-1261% by violation citation category.
- Lidar speed operations at school zones and senior centers increased in Q3.
- Comparing Citation Issuance (Nov 2015 to Nov 2014)
  - Double Parking Inc 12% (2,036 vs. 2,282)
  - Blocking Bike Lane Inc 48% (132 vs. 195)
  - Intersection Gridlock Dec 24% (606 vs. 460)
- Controller's Office started Citation and Collision Analysis project. Project goal is to optimize the time and place of traffic enforcement and provide the SFPD with tools for making ongoing strategic deployment decisions. Immediate next steps are to (1) obtain citation data and other potential sources of enforcement data, assess the quality of the data, and take steps to clean, transform, and spatially reference it and (2) update 2012 collision analysis using methodology employed in other cities and research institutes.

Evaluation and Data (Lead: Megan Wier, SFDPH)

- SFDPH obtained data from SF Department of Emergency Management that is being linked to SFPD collision data and SF General Hospital data for the comprehensive transportation injury surveillance system, with the first pilot data release of the comprehensive dataset slated for Spring 2016. The intensive data linkage process is underway, using software and linkage methods that have also been used by the National Highway Traffic Safety Administration.
- The SFDPH team is supporting The Safe Streets SF – Anti-Speeding campaign, including through TransBASESF.org data analysis to identify target corridors and the development of a rigorous evaluation plan that will be implemented in tandem with campaign in 2016.
- A paper on TransBASESF.org – the online, open spatial data resource for Vision Zero SF – has been accepted for presentation at the 2016 Transportation Research Board Annual Meeting in Washington, DC in January 2016. It is undergoing final peer review with consideration for publication. The paper documents the methods and process used to develop TransBASESF.org, and will help support its institutionalization locally as well as replication nationally; it is currently being replicated in a collaboration between LADOT and LADPH.
- SFDPH, SFMTA, and SFPD continue to meet on a regular basis to finalize and publish monthly Vision Zero Fatality statistics and to standardize and institutionalize reporting on collision data via the Crossroads reporting system. Reporting of Vision Zero traffic fatalities are updated monthly on an interactive web map to track Vision Zero progress and to visually display the burden of traffic mortality as it relates to the HIN (high injury network), which remains highly predictive of traffic fatalities. There have been 24 fatalities on SF streets through October 2015, the same number occurred during that period in 2014.

Policy (Lead: Kate Breen, SFMTA)

- ***State Level:***
  - The City's State Legislation Committee approved SFMTA's 2016 State Legislative Program which identifies Automated Speed Enforcement (ASE) as SFMTA's top legislative priority for the 2016 legislative session.
  - Launch of the 2016 ASE campaign. For the last four months, we have been working closely with WalkSF and SFBC to identify key stakeholders and develop collateral materials to share with the public. These materials include fact sheets that can be found on the VisionZeroSF website, an ASE resolution, an ASE letter of support, media clips and presentation materials. We are continuing to meet with key stakeholders to socialize ASE and build support including members of our state delegation, local organizations, relevant advocacy groups and businesses, regional and state agencies and union representatives.
  - We have continued to engage the seven major urban cities in California that were convened in July and are working closely with the City of San Jose to identify a sponsor for ASE legislation. We are working with the City Attorney's office to draft such legislation. Efforts are underway to convene a 2nd Big Cities DOT meeting in February in Fresno. Vision Zero will be on the agenda.
  - Los Angeles City Council Member, Mitch Englander, introduced a motion in late August requesting a report on the impediments to effective speed enforcement and recommendations for how to enhance Los Angeles' ability to enforce safe speed. The report was released in October and highlighted ASE as an

effective tool to reduce speeds. Notwithstanding this finding, Los Angeles' main priority currently is to change the way speed limits and speed zones are determined. We are currently monitoring state legislation that could alter the way speed limits are set (SB 632).

- The Metropolitan Transportation Commission, at San Francisco's request, and the SFCTA are both proposing to include support for Vision Zero efforts and policies such as ASE in their 2016 Legislative Programs.
- Release of the Controller's report of **Automated Speed Enforcement Implementation: Survey Findings and Lessons Learned Around the County**. The Controller's Office surveyed six jurisdictions that implemented ASE programs to learn about the various implementation approaches and to obtain lessons learned for San Francisco's own advancement of an ASE program. The report found that ASE was an effective tool that improved road safety in all jurisdictions surveyed and that the most critical issues to address are the perception of ASE as a revenue generating mechanism and the perception that speeding is an acceptable driver behavior. The report was covered by several media outlets.
- AB 902 (Bloom and Chiu) enacted by Governor Brown, authorizes a local jurisdiction to allow a person of any age, not just a minor, to attend a diversion program (e.g. safety education classes) offered by a local agency and approved by local law enforcement, instead of paying a penalty in part or in full for committing a moving violation while operating a bicycle or other non-motorized vehicle. The bill also allows the local agency to charge a fee to participate in the diversion program.
- Monitored the State Special Session on Transportation Infrastructure. There were several proposal related to funding for bicycle and pedestrians safety projects, however, agreement has yet to be reached on new funding mechanisms. We will continue to monitor.

- ***Federal level****:*
  - At NACTO's annual Designing Cities Conference in October, SFMTA participated on a panel, along with NY City DOT, Austin TX Police Department and the City of Portland DOT addressing various aspects of automated speed enforcement.
  - We are expecting a long-term federal surface transportation reauthorization bill to be passed in early December. Throughout the process, we engaged our federal representatives and made requests for certain provisions to increase funding for alternative types of transportation, provide local jurisdictions increased flexibility to design streets for all modes of transportation, allow local jurisdictions to spend federal funds on safety education and automated traffic enforcement, and reduce duplicative processes and unnecessary delays when delivering multi-modal transportation projects.

Vision Zero Work Group Updates

The following Work Groups are working on products to inform activities of the above Subcommittees. Work Groups may be time-limited once their topic is sufficiently integrated into the Subcommittee structure.

City Vision (Lead: Megan Wier, SFDPH)

- The international review of traffic safety best practices has been accepted for presentation at the Transportation Research Board's Annual Meeting in Washington DC, in January 2016, and is undergoing final peer review with consideration for publication. Once final peer review has been completed, the findings will be disseminated

locally – and will inform the next iteration of the Vision Zero Action Strategy – as well as to the cities included in the review. Traffic safety practices were reviewed for: "peer" U.S. cities, now all with Vision Zero Policies (New York, Chicago, Portland, Seattle, Washington DC, Boston, Los Angeles); and international countries/cities with

Funding (Leads: Chava Kronenberg, SFMTA; Anna LaForte, SFCTA)

- The Funding Working Group has been tasked with helping develop funding strategies to institutionalize activities in support of Vision Zero. This past quarter, the Funding Working Group Co-Chairs worked with the Task Force Co-Chairs to pursue findings and recommendations from the Vision Zero summit with NHTSA/OTS held in April and the interagency Vision Zero workshop held in October.
- Continued to work closely with the Funding Working Group members to facilitate coordination and improve cross-agency dialogue to support efforts to seek and secure grants.
- Participated in discussions at the local and regional levels about lessons learned from the recent cycle of the statewide Active Transportation Program and potential ways to maximize San Francisco's success in future funding cycles.
- Coordinated advancing Vision Zero in the SFMTA's Capital Improvement Program to help stabilize and grow the funding and priority for Vision Zero supportive projects.
- Continued discussion of the role of private funding sources to support Vision Zero and where there may be opportunity for intersections between what private companies and foundations are seeking to fund, and what the City is seeking to achieve.
- Vision Zero policies (Sweden, the Netherlands, London) – and compared with existing practice in San Francisco.

Schools (Lead: Ana Validzic, SFDPH)

- The SF Safe Routes to School (SF SRTS) Partnership has agreed to be the Schools workgroup for Vision Zero and will serve as the coordinating body for Vision Zero school-related work. SF SRTS is an existing partnership of SFUSD, City agencies, and CBOs working on school related transportation, including pedestrian and bicycle safety.
- The SRTS Partnership has now expanded to work with 35 elementary schools and is leveraging the current grant to extend resources to the remainder of the elementary schools in SFUSD.
- SF SRTS was awarded an Active Transportation Program grant for $2.8 million for school years 2017-2019. The grant allows the SF SRTS Program to continue its work and establish neighborhood hubs for walking school buses and bike trains.
- On International Walk and Roll to School Day, SF SRTS Program was proud to host US Surgeon General Vivek Murthy, Mayor Ed Lee, Supervisor Julie Christensen, SFDPH Deputy Director and Health Officer Tomás Aragón, SFPD Police Chief Greg Suhr and other leaders as they joined approximately 100 students and families as part of a "walking school bus" to Spring Valley Science Elementary School on Wednesday October 7th. This event highlighted Vision Zero traffic safety initiatives as well as the need for physical activity for our students. Throughout the city, 95 schools and approximately 14,000 students celebrated Walk and Roll to School Day, the highest number of participating schools and students to date! The event was very successful and will kick off efforts to increase safe and active transportation for schoolchildren and their families in San Francisco.