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

September 2016

Vision Zero Subcommittee Updates

Engineering (Lead: Luis Montoya, SFMTA)

- Nine out of 46 Vision Zero Priority Engineering Project milestones have been achieved.
- Recent accomplishments include breaking ground on Masonic Streetscape Project, completing conceptual design for the 28 19th Ave Rapid Project, and completing construction on 4 radar speed feedback signs in District 7.
- Other recent progress toward meeting the goal of 13 miles of safety improvements on the High Injury Network annually include MTA Board approval of the Arguello Safety Project and initiation of several projects in response to the Mayor's Executive Directive on Bicycle and Pedestrian Safety including Golden Gate Park Traffic Calming, and Turk Street.

Education, Communications, and Outreach (Lead: John Knox White, SFMTA)

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

- The Safe Streets for Seniors program released the Request for Applications for fiscal year 16-17. There are two levels of funding - citywide and neighborhood. Applications were due in August and are currently being reviewed. Announcements about awardees will be made in mid-September 2016.
- The Safe Streets SF – Anti-Speeding campaign launched on September 5th, 2016.
- The VZ Communications team has launched Vision Zero radio ads, a print campaign, with a second campaign currently in development.
- SFMTA received Office of Traffic Safety (OTS) motorcycle safety grant, which will launch development in the fall.
- Secured funding from SFMTA for two-years of communications, with SFMTA confirmed funding for Vision Zero Outreach and Education position.

Enforcement (Lead: Robert O'Sullivan, SFPD & Mari Hunter, SFMTA)

- In 2016 Q2 (April-June), citations for Focus on the Five violations (speed, red light, stop sign, failure to yield to pedestrians, and failure to yield while turning) comprised 38% of all traffic citations: 10,378 of 26,723.

Violation Type	Q2 - 2016	%
Focus on the Five	10,378	38.84%
Cell Phone	1,506	5.64%
Unlicensed Driver	437	1.64%
Suspended License	601	2.25%
Ped Offenses	479	1.79%
Bike Offenses	359	1.34%
All Others	12,963	48.51%
Total Violations - Citywide	**26,723**	**100.00%**

- Compared to 2015 Q2 (April-June), the number of Focus on the Five citations remained constant, with citations for failure to yield while turning increasing by 374%.

Violation Type	Q2 - 2015	Q2 - 2016	% Change
Red light	1,454	1,292	-11%
Stop Sign	3,321	3,674	11%
Ped. Right of Way	1,983	1,203	-39%
Speeding	3,156	2,058	-35%
Fail to Yield w/Turn	454	2,151	374%
Total Focus on 5 - Citywide	**10,368**	**10,378**	**0%**

- Compared to 2016 Q1 (January-March), the number of Focus on the Five citations increased by 13%, with citations for stop sign violations increasing by 41%.

Violation Type	Q1 2016	Q2 2016	% Change
Red light	1,127	1,292	15%
Stop Sign	2,604	3,674	41%
Ped. Right of Way	1,445	1,203	-17%
Speeding	2,290	2,058	-10%
Fail to Yield w/Turn	1,687	2,151	28%
Total Focus on 5 - Citywide	9,153	10,378	13%

- Traffic Company Specialized Enforcement Operations from 2016 Q2:
  - 9 enforcement operations on OTS Pedestrian and Bicycle Safety operations
  - 28 enforcement operations on DPH safe routes to school pedestrian safety operations
  - 2 DUI checkpoints and 2 saturation operations
  - 4 joint CHP traffic enforcement operations
  - Participated in Memorial Day DUI enforcement operation
  - Participated in "Click it or Ticket" campaign
  - Participated in Distracted Driving Awareness campaign

Evaluation and Data (Lead: Megan Wier, SFDPH)

- The SFDPH team has started data collection for the evaluation for The Safe Streets SF – Anti-Speeding campaign. For the next year, data collectors are using LiDAR to record vehicle speeds along selected intervention and control corridors and conducting intercept surveys to better understand perceptions of speeding, education, and enforcement in San Francisco.
- SFDPH has released the TransBASESF.org Dashboard prototype to a technical advisory committee made up of various city staff across multiple agencies. Their feedback will be used to improve and refine the Dashboard prior to public release. The Dashboard summarizes and maps TransBASESF.org data, including injuries, at various geographic levels defined by the user, and is being developed in response to requests from city staff and the public.
- SFDPH is completing probabilistic data linkage for 2013 and 2014 police and hospital data sources for the transportation-related surveillance system. Thorough data quality and data validation checks are underway on

the linked data in preparation for the Fall release. This data will be utilized for the update of the Vision Zero High Injury Network for the 2017-2018 Two Year Action Strategy.

Policy (Lead: Kate Breen, SFMTA)

- The 2015-2016 State legislative session concluded on August 31st and now all bills that passed both the Senate and Assembly will be reviewed and either signed or vetoed by the Governor. We took positions and advocated for several pieces of legislation that support traffic safety and Vision Zero including SB 986 (Hill), AB 2796 (Bloom), AB 1785 (Quirk) and SBX1 1 (Beall).
    - **SB 986 (Hill)** would have reduced the fine for not coming to a complete stop before making a right turn at a red light from $100 to $35. The City took an opposed position on this bill and the bill failed to move out of the Assembly.
    - **AB 2796 (Bloom)** would have required the California Transportation Commission (CTC) to award a minimum amount of Active Transportation Program (ATP) funds for planning and community engagement activities and education programs in disadvantaged communities thereby supporting SFMTA's Vision Zero education programs. The SFMTA took a support position on the bill however, it failed to pass through the Senate Committee on Appropriations.
    - **AB 1785 (Quirk)** clarifies that a driver may not operate an electronic device that is held in his/her hand while driving. Existing law merely prohibits "text-based" communication and making a phone call while holding a device, but fails to encompass a large portion of dangerous behavior that happens behind the wheel such as the use of applications. SFMTA took a support position on this bill and it has been presented to the Governor.
    - **SBX1 1 (Beall)** is a $7.4 billion transportation funding package that would provide new funding to state, regional and local transportation organizations such as the SFMTA for the maintenance and rehabilitation of the state highway system and local streets and roads, as well as to fund transit capital projects and operations. Notably, the bill dedicates $80 million statewide for bicycle and pedestrian projects. The SFMTA has taken a support position on the bill and we will continue to monitor it through the end of the Transportation and Infrastructure Special Session which concludes the end of October.
- San Francisco lead a workshop on automated speed enforcement (ASE) at the Big Cities' Department of Transportation meeting in Los Angeles in July. The workshop was attended by staff from Fresno, Oakland, Long Beach, Los Angeles, Sacramento, San Diego, San Francisco, San Jose, and two state agencies including the Director of the Office of Traffic Safety (OTS) and senior staff from the Office of Planning and Research (OPR). San Francisco shared their work to date on ASE and our approach to the 2017 State legislative session. Discussion also ensued about ideas for bills for the next legislative session related to Vision Zero such as clarifying jay walking laws. OTS shared their recent traffic safety media campaign found here.[1]
- Working in partnership with the City of San Jose and the City of Los Angeles, we submitted a resolution and packet of supporting documents[2] to the League of California Cities (LCC) in support of Vision Zero. The City of San Jose is the sponsor and six other cities provided initial letters of support. The resolution will be considered at the LCC's

[1] https://www.youtube.com/watch?v=lGn_bds7afc

[2] https://www.cacities.org/Resources-Documents/Policy-Advocacy-Section/Policy-Development/Annual-Conference-Resolutions/2016-Annual-Conference-Resolution-Packet

annual meeting in October in Long Beach. Until then, we plan to garner additional support from cities and members of the LCC who will be voting on the resolution.

- On August 4, 2016, the Mayor issued an Executive Directive[3] on Bicycle and Pedestrian Safety reaffirming the City's commitment to advancing automated speed enforcement at the state level. Consistent with this message, we have continued our efforts to build local and state support for a bill to authorize automated speed enforcement to be introduced the 2017 legislative session. In the last quarter, we have had several conversations with key state organizations to discuss our ASE legislative proposal, we have met with local neighborhood and merchant organizations to educate the public and garner support such as the India Basin Neighborhood Association, the Castro Merchants Association and the Chamber of Commerce and updated several members of the Board of Supervisors on our efforts and how they can get involved. We continue to work closely with WalkSF, SFBC, SFCTA, SFDPH and the City of San Jose to build statewide support and engage potential authors.

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.

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.
- Mark your calendars - Walk and Roll to School Day will be held October 5, 2016!

[3] http://sfmayor.org/article/mayor-lee-issues-executive-directive-bicycle-pedestrian-safety