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Vision Zero SF has been replaced by the City's Street Safety Initiative.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

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State of Vision Zero 2015
San Francisco

May 2016

VISION ZERO SF

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Message from Mayor Lee

Vision Zero, our City's goal to get to zero traffic deaths by 2024, is a long-term commitment that will take a sustained effort. We can, and we must, provide safety for all road users.

That's why we developed a two-year action strategy in February 2015. There, we laid out the key milestones for our City agencies to achieve over the next two years in support of Vision Zero.

Today, I am pleased to report that we have made significant progress on our ambitious agenda. In addition to a number of public education campaigns to raise awareness around the issue of street safety, in 2015 alone we invested in and built safer streets with 1,600 new safety treatments. We also bolstered our enforcement efforts, issuing more than 41,800 citations for the five traffic violations that most commonly lead to severe injury or death.

While we have made progress, there is still more work to do. The only acceptable goal is zero. Getting to zero traffic deaths will not be easy or quick and will require us all to get serious about traffic safety.

Vision Zero is an ambitious goal to have. But it is the right one, and we will get there.

Sincerely,

Edwin M. Lee
Mayor

WHAT IS VISION ZERO?

Every year in San Francisco, about 30 people lose their lives and more than 200 are seriously injured while traveling on city streets. These deaths and injuries are unacceptable and preventable, and San Francisco is committed to stopping further loss of life.

The City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws and adopt policy changes that save lives.

The goal is to create a culture that prioritizes traffic safety and to ensure that mistakes on our roadways don't result in serious injuries or death. The result of this collaborative, citywide effort will be safer, more livable streets as we work to eliminate traffic fatalities by 2024.

For more information, go to:www.visionzerosf.org

BY THE NUMBERS - a brief look at 2015 data



35%

Percent of Total Citations Issued for Focus on the Five Violations

Number of Engineering Safety Treatments Installed

1,599



Percent of Public that is Aware of Vision Zero and its Principles



16%

Number of Severe Injury Collisions

220 +

41,829

Number of Citations Issued for Focus on the Five Violations

Average Number of Focus on the Five Citations Issued per Officer

45



31 People Killed

Total Miles of Safety Improvements



34.2

REFLECTING ON 2015

San Francisco is a rapidly growing city. With more people getting around town then ever before, about 30 people lose their lives and over 200 more are seriously injured while traveling on our city streets each year. San Francisco had just as many traffic deaths in 2015 as it did in 2014.

31 people were killed in traffic collisions:

- 21 people walking
- 5 people riding a motorcycle
- 4 people biking
- 1 person driving

Nationwide, cities are seeing a rise in traffic deaths. Preliminary national data shows an eight percent increase in traffic deaths for the first six months of 2015, according to a report from the National Highway Transportation Safety Administration.

There's no clear reason on why we are seeing a trend up nationwide, but we do know what the leading causes of San Francisco's 2015 traffic deaths were.

The top three causes of these fatal collisions were:

1. Driver failure to yield to pedestrians (29 percent)
2. Driver speeding (26 percent)
3. Driver red light running (13 percent)

San Francisco's Vision Zero policy and goal is still in its infancy. The city is just two years into a very long-term commitment to eliminating traffic deaths in San Francisco.

Over the past two years, the city has launched a range of education, engineering and enforcement initiatives to create safer, better streets.

There is no silver bullet to stopping traffic deaths. To get to zero we need to do more than using the engineering, enforcement and education solutions we have in our toolkit. We all need to change our behavior and create a culture that prioritizes life and traffic safety.

"We never planned on losing our son. Just imagine this was someone you loved – your mother, your children. Dylan was just starting his adult life, he would be 24 years old if he was still alive today. Vision Zero is the one thing I can support to help make change in memory of Dylan."

- Julie Mitchell

Mother of Dylan Mitchell, who was killed while riding a bicycle in San Francisco on May 23, 2013.



We know where traffic crashes in San Francisco happen.

More than 70 percent of severe and fatal traffic injuries occur on just 12 percent of San Francisco streets.

Through Vision Zero SF, we have used years of police-reported data to identify the streets and intersections where investments in engineering, education and enforcement will have the biggest impact in reducing fatalities and severe injuries for people walking, bicycling and driving.

The city is prioritizing improvements on these streets, the 125 miles of roadway identified as the Vision Zero High-Injury Network.





"Zero traffic deaths is an ambitious goal, but it's a new standard San Francisco needs. No longer can we turn a blind eye to the people getting killed and seriously injured on our streets. Vision Zero is about saving lives and protecting the most vulnerable people in our communities, such as the elderly and people with disabilities."

- Yvette Fang

San Francisco resident and disability community advocate

ENGINEERING

Vision Zero SF aims to tame streets with higher collision rates and prevent tragedy when people make mistakes. Engineering projects in support of Vision Zero incorporate effective safety improvements like protected bike lanes, wider sidewalks and reduced traffic speeds. The goal is to calm traffic, enhance visibility and improve the organization of our streets.

AT A GLANCE: 2015 HIGHLIGHTS

30 high-priority projects completed in 24 months

In February 2014, the SFMTA committed to delivering 24 street safety projects in 24 months. That goal was reached three months ahead of schedule. The agency completed an additional six projects by the February 2016 deadline for a total of 30 high-priority projects. These projects were selected because they were located on San Francisco's High-Injury Network, were visible, and demonstrated a range of safety treatments.

34 miles of safety improvements

San Francisco's High-Injury Network is comprised of 125 miles of city streets, and the city has committed to implementing safety treatments along 13 miles of the network each year. The city achieved that mark in September 2015, three months ahead of schedule. For the entirety of 2015, the city implemented 20.2 miles of safety treatments on the High-Injury Network and 14 miles off the network.

1,599 safety treatments installed

In 2015, at least 1,599 safety treatments were implemented on the streets of San Francisco. These safety treatments range from the construction of bulbouts and refuge islands to daylighting and pedestrian countdown signals.

Type of Safety Treatment	Number Implemented in 2015
Crosswalks	600+
Daylighting	300+
Leading Pedestrian Intervals	60+
Pedestrian Countdown Signals	50+
Painted Safety Zones	50+
Bulbouts	30+
Speed Cushions	30+
Accessible Pedestrian Signals	20+
Median/Refuge Islands	5+



"I wish recovery was over, but it's not. I wish I could work the way I used to. I wish I could dance the way I used to. Every day I struggle. I lost my research job at UC Berkeley. I no longer have plans of going to graduate school. Life changes."

- Monique Porsandeh

Hit by a car going 40 MPH on February 24, 2013. Left in a coma with several broken bones and is still recovering.

ENFORCEMENT

Traffic laws exist to create order and ensure safety for everyone moving around San Francisco. By encouraging people to obey the rules of the road, law enforcement will help create safe, livable streets in San Francisco communities.

AT A GLANCE: 2015 HIGHLIGHTS

41,829 citations issued for Focus on the Five violations

The SFPD's Focus on the Five campaign is a targeted initiative to enforce the five traffic violations that most often result in traffic deaths and serious injuries. These violations include: running red lights, running stop signs, violating pedestrian right of way, speeding, and failure to yield while turning. In 2015, 35 percent of citywide traffic citations were for Focus on the Five violations, compared to 24 percent in 2014. On average, there were 45 Focus on the Five citations issued per officer in 2015.

93 percent charge rate for prosection of vehicular manslaughter

When someone dies due to a person's criminally negligent operation of a vehicle, the San Francisco's District Attorney's Office prosecutes for vehicular manslaughter. In 2015, the office had a 93 percent prosecution rate of vehicle manslaughter compared to 90 percent in 2014.

Office of Traffic Safety grant awarded

In 2015, the SFPD competed for and was awarded a $255,000 grant from the California Office of Traffic Safety for a year-long program of special enforcement and public awareness efforts to prevent traffic deaths and injuries. This campaign will kick-off in late-2016.

Citation and Collision Analysis Project

To optimize the time and place of traffic enforcement, as well as provide the SFPD with tools to make more strategic officer deployment decisions, the San Francisco Controller's Office started the Citation and Collision Analysis Project in 2015. This analysis will be complete in 2016 and will have actionable next steps for the city.

"Raising four small children in San Francisco makes traffic safety that much more important to me."

- Sgt. William Murray

| *San Francisco Police Department*



EDUCATION

Street safety education and public outreach will help people move more safely through the city, whether they're driving, walking, bicycling or taking transit. Effective street safety education creates a common set of expectations and changes behavior, resulting in safer, more livable streets for all.

AT A GLANCE: 2015 HIGHLIGHTS

Citywide Strategy for Education and Outreach finalized

This strategy outlines the city's Vision Zero education and outreach approach over the next 10 years.

Numerous education and enforcement campaigns underway

Numerous initiatives promoting safer streets were launched or continued in 2015, including efforts to:

- Increase driver yielding to pedestrians
- Reduce collisions between bikes and right-turning vehicles
- Slow speeds citywide, with an emphasis on the high-injury network
- Increase safety around schools through San Francisco's Safe Routes to School program
- Increase safety for seniors

Enhanced driver training resources introduced

More emphasis has been placed on ensuring that professional drivers and city employees have the training needed to continue safe driving on city streets. In 2015, the SFMTA:

- Released a Large Vehicle Urban Driving Safety Video with efforts to encourage private companies, city contractors and city large vehicle drivers to take the course
- Committed to including a new Taxi Driver Safety Video in the taxi training program for new and existing drivers
- Instituted a required online defensive driving course for employees who drive non-revenue SFMTA vehicles



"Vision Zero sets the tone for the work our school crossing guards do every day. For them, it's all about the next generation – ensuring they are safe and creating a lasting culture of safety."

- Bashir Algaheim, School Safety Specialist

| *SFMTA Crossing Guard Program*

EVALUATION

To be successful in eliminating traffic fatalities, it's critical to know where, when and why collisions, crashes, or injuries and deaths are happening from a population-level. In order to effectively reduce traffic injury and death, we need to use the most accurate, timely, and complete data available. Routine analysis and reporting ensures assessment of projects and informs future prevention efforts.

AT A GLANCE: 2015 HIGHLIGHTS

Vision Zero Traffic Fatality Protocol launched

The Department of Public Health worked with the SFPD and SFMTA to develop the city's first Vision Zero Traffic Fatality Protocol, which creates standardized fatality reporting procedures across city agencies.

Transportation-Related Surveillance System in development

Zuckerberg San Francisco General Hospital and the Department of Public Health kicked-off the development of a comprehensive surveillance system that links police data with hospital and emergency medical services information. "Surveillance" is the systematic collection, analysis and interpretation of health-related data needed for planning, implementation and evaluation of public health practice.

Once complete, this system won't just provide a more complete picture of the traffic injuries in the city, it will help the city better understand the causes and consequences of traffic crashes to inform efforts to save lives.

"It Stops Here" campaign evaluated

The "It Stops Here" campaign focused on the issue of drivers failing to yield to pedestrians in the crosswalk. The campaign had targeted ads and outreach on select high-injury corridors. The Department of Public Health evaluated the campaign's impact and found a 3 percent to 10 percent increase in driver yielding at intervention sites.

"The impact of traffic injuries and deaths is profound and preventable. Vision Zero provides us all with an avenue for hope.

By better understanding the issue of traffic deaths, we can all work together and tackle it in a comprehensive way."

- Rochelle A. Dicker, MD

Trauma Surgeon, Zuckerberg San Francisco General Hospital



POLICY

Through public policy initiatives on the state and local level, San Francisco will be better positioned to implement innovative solutions to enhance safety on city streets. City partners are advocating for policy changes that save lives by reducing traffic speeds, improving law enforcement methods and more.

AT A GLANCE: 2015 HIGHLIGHTS

More city agencies adopting Vision Zero

To date, 12 San Francisco agencies have committed to Vision Zero, many of which include formal resolutions with clear metrics. In 2015, the SF Fire Department and the Mayor's Office on Disability adopted Vision Zero resolutions.

Controller's Office Report on Automated Speed Enforcement released

The Controller's Office released a report on automated speed enforcement which surveyed several jurisdictions that implemented these programs. The report documented the various approaches and lessons learned to inform San Francisco's own advancement of an automated speed enforcement program. Most importantly, the report found that automated speed enforcement is an effective tool that improved road safety in all jurisdictions surveyed.

Automated speed enforcement a top 2017-2018 legislative priority

The SFMTA plans to secure a sponsor for legislation that would authorize an automated speed enforcement pilot program prior to the 2017-2018 state legislative session which begins January 2017. The agency is building broad support for the initiative by meeting with local and state organizations, advocacy groups and agencies, as well as potential opponents.

Key legislation passed

Introduced by Assembly Member David Chiu, AB 1287 reauthorizes San Francisco to use automated forward-facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes. This bill helps ensure the safety of transit-only lanes and safe driving behavior of all transit and the municipal vehicle fleet.

"I live with a heavy heart daily. Arman was my only child; he was my legacy. Now, I won't see him graduate from college. I won't see him get married. I won't see him have a family. We can't afford to look away just because this hasn't happened to us ... because it can."

- Alvin Lester

Father of Arman Lester, who was killed riding a skateboard in San Francisco on November 1, 2014



CONTINUING OUR EFFORTS

Achieving Vision Zero is not going to be easy, but we are committed to making all traffic deaths in San Francisco a thing of the past.

To get there, we will continue our proactive approach to making our roads and sidewalks safer for everyone, no matter how you get around.

Here are just a few of the key next steps our various city agencies are taking over the next year to move the needle towards zero.

ENGINEERING

- **Major construction efforts** on high-injury corridors like Van Ness, Masonic, 2nd St., and Polk
- Additional **13 miles of safety improvements** on the High-Injury Network
- More **quick and effective safety improvements** at the highest-need intersections, such as high-visibility crosswalks, red visibility curbs and painted safety zones.

ENFORCEMENT

- Ongoing **Focus on the Five enforcement**
- A year-long program of **special enforcement and public awareness efforts**, funded by the recently awarded Office of Traffic Safety Grants
- Completion of the **Citation & Collision Analysis Project,** which will optimize time and placement of traffic enforcement
- Improve data reporting and targeted enforcement through a **new E-Citations Program**
- **Targeted enforcement efforts,** including: speed enforcement with the California Highway Patrol; saturation enforcement to reduce pedestrian collisions; DUI enforcement; and increased enforcement around schools

EDUCATION

- Launch **Anti-Speeding Campaign** focusing on slowing speeds through education and enforcement at strategic locations citywide
- Continue **Safe Streets for Seniors and Safe Routes to School programs** to reach our elders, youth and their families
- Ongoing Vision Zero **community outreach** to increase understanding about what Vision Zero is and how we all have a role to play

EVALUATION

- In-depth **evaluation of Safer Market Street Project**
- Completion of the city's **traffic injury surveillance system** and integration into www.TransBASESF.org
- **Update the city's High-Injury Network** to ensure a data-driven approach and effective use of traffic safety investments

POLICY

- Secure a **sponsor for automated speed enforcement** in the next state legislative cycle
- Support city partners who are passing **Vision Zero resolutions**

Appendix

11-15 **Status of Two-Year Action Items**

16-18 **2015 Enforcement Data**

19-20 **2015 Traffic Death & Injury Data**



Two-Year Action Items

San Francisco's Two-Year Action Strategy outlined the projects and policy changes the city plans to pursue from 2015-2017 to build safety and livability into city streets.

Pages 11-15 share the various policies, programs and initiatives the city committed to prioritize, as well as a status on each of those items. They fall within the five categories of: engineering, education, enforcement, evaluation and policy.

2015 Data

Also included in this appendix is various data on San Francisco's enforcement efforts and the city's reported traffic fatalities and injuries from the year 2015.

Engineering

Status of Two Year Action Items

Two Year Action Items	Status Update	Icon
Complete the 24 safety projects identified in SFMTA and Board of Supervisors Vision Zero resolutions	***Complete:*** The 24 safety projects were completed in November 2015, two months ahead of schedule	✓
Use High Injury Network map to: • Prioritize projects already identified and ensure they are scoped with appropriate safety treatments for all agencies • Identify gaps and design and implement safety projects • Further prioritization based on vulnerable road users, child and senior injuries, schools, housing for seniors and people with disabilities, and communities of concern	***Complete:*** All modes included in high injury network map	✓
Implement safety treatments along at least 13 miles of the High Injury Network annually, including: • WalkFirst • Muni Forward along with supplemental safety interventions	***Complete:*** The 13 miles of safety treatments along the High Injury Network were completed in September 2015, three months ahead of schedule	✓
Implement universally beneficial treatments citywide (e.g. daylighting, signal timing, high visibility crosswalks, and proper bus stop lengths)	***Complete:*** Safety treatments were installed on 34.2 miles of city streets	✓
Report progress of capital projects which support Vision Zero on Vision Zero website	***Complete:*** The 24 safety projects are identified and included on the Vision Zero website	✓
Implement project integration process and project delivery to ensure all projects are appropriately scoped with respect to safety	***Complete:*** High Injury Network map is now included in Envista (Right-of-Way MIS) to improve project coordination among departments and external implementers	✓
Review coordinated projects at interagency director meeting to improve delivery time and reduce costs	***Complete:*** Monthly meeting between senior management at SFMTA and SFDPW to review project delivery and any potential concerns	✓
Develop and publish list of key treatments including efficacy to better communicate engineering solutions, building on WalkFirst	***In Progress:*** Additional key treatments identified and under internal review	–
Develop collision evaluation process to identify opportunities for increased inter-departmental coordination including site investigation of severe and fatal collisions to review street design and ensure all critical information is captured	***In Progress:*** New traffic fatalities reporting protocol has been established along with an ongoing monthly inter-departmental data sub-group	–
Develop a funding strategy to institutionalize engineering activities which support Vision Zero including: • Developing project menu as necessary • Evaluate need for dedicating percentage of project budget to finance safety countermeasures	***In Progress:*** The Draft SFMTA Capital Improvement Program for the next five years incorporates Vision Zero safety improvements across a large variety of programs.	–
Complete Living Labs pilot and develop strategy to engage with private sector, specifically for developing and/or utilizing technology to advance goal of Vision Zero	***Replaced:*** Staff reviewed Living Labs submissions and were unable to determine an appropriate intervention side, but have initiated an alternative demonstration, a Vision Zero Living Innovation Zone at 6th and Market to be installed in 2016	X

Enforcement

Status of Two Year Action Items

Two Year Action Items	Status Update	Icon
Continue "Focus on the Five" enforcement campaign, targeting violations associated with severe and fatal injuries, high injury areas/corridors, schools, and housing for seniors and persons with disabilities	***Complete:*** • SFPD continues to target "Focus on the Five" violations and has seen an upward trajectory in the number of citations issued • Targeted enforcement at schools and senior centers annually	✓
Implement additional strategic enforcement in support of Vision Zero	***Complete:*** Engage CHP partners in cooperative enforcement activities around speed and pedestrian violations	✓
All existing and new officers to view pedestrian and bicycle safety video	***Complete:*** All existing officers have viewed pedestrian and bicycle safety video	✓
Advance implementation of Crossroads database for electronic collision data reporting and real-time data sharing with SFMTA and SFDPH	***Complete:*** SFPD, in collaboration with SFMTA and SFDPH, have implemented Crossroads for sharing electronic collision data	✓
Provide a report to the San Francisco Police Commission every quarter, to be calendared for the second Police Commission meeting of the quarter (report will also be made available to stakeholders), regarding the progress made toward Vision Zero including, but not limited to: • Number of traffic citations given (by total and by mode) • Number of collisions attributed to one of the five primary collision factors • Number of people receiving citations/arrests at the scene of traffic collisions vs. number of collisions • Number of operations around school facilities and senior zones • LIDAR (speed detection device) statistics	***Complete:*** SFPD has completed all quarterly reports for 2015	✓
Explore implementation of E-Citation Pilot	***In Progress:*** SFPD is currently moving forward in implementing e-citation technology	–
Work with community stakeholders to expand training and education of SFPD officers regarding the rights and responsibilities of everyone on the road	***In Progress:*** SFPD is currently working in cooperation with WalkSF and SF Bike Coalition to expand training and education of SFPD officers	–
SFMTA Parking Control Officer (PCO) program will identify duties that support Vision Zero goals and complete PCO program resource optimization process and formalize means by which PCOs may be assigned those Vision Zero-supporting duties	***In Progress:*** Enhanced Enforcement since the Congestion Management Strategy launched in December of 2014: • Intersection Gridlock - 14,306 citations issued. 208% change since 2014 • Blocking Bike Lane - 3,054 citations issued. 114% change since 2014 • Double Parking - 32,137 citations issued. 46% change since 2014	–
Publish statistics on cases involving severe and fatal collisions	***In Progress:*** • Fatal collision data has been published and is available on the Vision Zero SF website • A standardized metric for measuring severe traffic injuries is in development and will be finalized and piloted in Fall of 2016	–
Develop a funding strategy to institutionalize future enforcement activities which support Vision Zero including developing menu of needs as necessary for grants and other funding opportunities	***In Progress:*** • SFPD received funding through a Speed Enforcement Grant • SFPD submitted an application for a Motorcycle Education Grant	–
Explore needs for implementation of a vehicular manslaughter unit	***Not Started:*** The DA's office championed the implementation of a vehicular manslaughter unit, however funding was not identified/available	X

Education

Status of Two Year Action Items

Two Year Action Items	Status Update	Icon
Develop a best practice citywide education strategy	***Complete:*** See "Education Strategy" on Page 6	✓
Implement year one of education strategy	***Complete:*** See "Education Strategy" on Page 6	✓
Develop baseline understanding of educational needs	***Complete:*** While, the initial baseline understanding of educational needs is complete, this is an ongoing activity that will be updated as needed	✓
Implement large vehicle safe driving training for all municipal vehicles including taxis and transit vehicles and increase coordination with transit operators as well as commercial operators	***Complete:*** • See "Large Vehicle Urban Driving Safety Video" on Page 6 • Video has been translated into Spanish and Chinese	✓
Administer existing targeted mini-grant program to support and expand community engagement along high injury corridors, including community-based organizations serving vulnerable populations (i.e, seniors, disabled, multilingual and multi-ethnic populations, etc)	***In Progress:*** Seven mini-grants were issued in 2015 for the It's Stops Here Campaign	−
Develop a funding strategy to institutionalize future education efforts which support Vision Zero including developing menu of needs as necessary for grants and other funding opportunities	***In Progress:*** One-year funding secured, actively pursuing grants and working to identify new areas for funding.	−
Expand the Safe Streets SF education campaign	***In Progress:*** • Expanded Safe Streets SF during the year to include buses and additional outreach • Continuing to work on funding for continued exposure (an ongoing activity) • Safer Speeds campaign is funded through ATP and will be launching in late-2016	−

Evaluation

Status of Two Year Action Items

Two Year Action Items	Status Update	Icon
Institutionalize and continue to expand the capacity of TransBASESF.org as the central repository of monitoring, evaluation, and injury data in support of Vision Zero	***Complete:*** Working on data dashboard with OTS grant to develop a more user-friendly interface	✓
Train key staff on TransBASESF.org and customize site data and interface to support Vision Zero monitoring, evaluation and analysis	***Complete:*** • Conducted TransBASESF.org road tour, which included several training sessions with City agencies and the Vision Zero Coalition • Additional trainings to be held on an ongoing and as-needed basis	✓
Expand Pedestrian Strategy metrics to include all modes for Vision Zero monitoring and report annually	***Complete:*** • Monthly and annual traffic fatality reporting includes mode of victim • Future reporting of severe traffic injuries will include mode	✓
Implement targeted evaluation of key Vision Zero Engineering, Education, and Enforcement initiatives	***Complete:*** • DPH conducted an evaluation of the 'It Stops Here' Campaign, evaluating driver yielding intervention that included targeted education and enforcement • Speed Campaign (underway)- worked with PD and MTA to select enforcement sites; working on an evaluation plan with PD and MTA • MTA is currently planning for the evaluation of Safer Market Street to determine its impact on safety, transit efficiency, crime, and economic development	✓
Develop a web-based system to post Vision Zero monitoring data, including timely reporting fatalities and annual reporting of other key metrics	***Complete:*** • Monthly traffic fatalities are reported and mapped on the VZ website • Additional maps are also available, which include fatalities, injuries by mode, engineering improvements data, and vulnerable users • Will be developing more user-friendly interface as a part of OTS grant	✓
Demonstrate TransBASE and online tools at public meetings related to Vision Zero to increase public knowledge of and access to those tools and obtain feedback regarding how to improve	***Complete:*** Conducted TransBASESF.org road tour, which included several training sessions with City agencies and the Vision Zero Coalition	✓
Develop High Injury Corridor/Network map(s) that address severe/fatal injuries for all transportation modes	***In Progress:*** HIN will be updated in Fall 2016 with the incorporation of the most recent TISS data	✓
Develop a funding strategy to institutionalize future evaluation and monitoring needs which support Vision Zero including developing menu of needs as necessary for grants and other funding opportunities	***In Progress:*** DPH is coordinating with MTA to develop a long-term evaluation plan, including budget scenarios	−
Pilot a comprehensive Transportation-related Injury Surveillance System (TISS) and integrate findings into TransBASESF.org	***In Progress:*** DPH experienced delays in procuring the probabilistic linkage software needed to perform the linkage, but is currently working on the linkage between multiple data streams that include: • Police/Crossroads data • SFGH Trauma Registry data • SFFD EMS data • SFGH ED data Linkage is planned to be complete by Spring of 2016 and then integrated into TransBASESF.org after quality control is completed	−
Continue to update High Injury Corridor maps that inform the prioritization of Vision Zero initiatives	***In Progress:*** HIN will be updated in Fall 2016 with the incorporation of the most recent TISS data	−

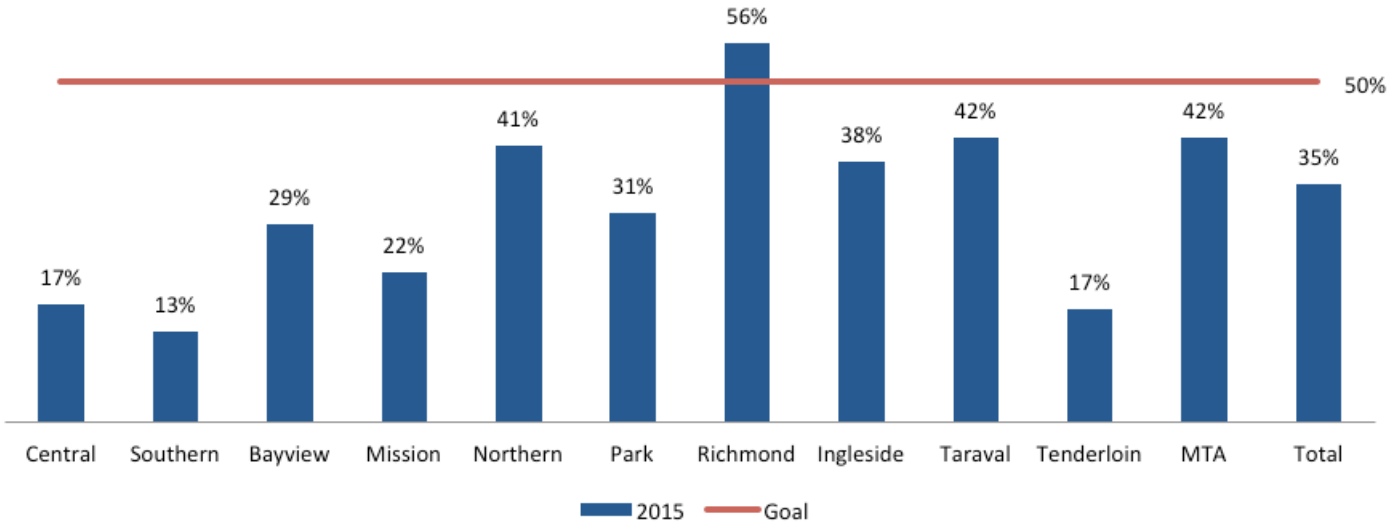
Policy

Status of Two Year Action Items

Two Year Action Items	Status Update	Icon
Advance Automated Speed Enforcement (ASE) initiative at the state level • Consider as San Francisco-only pilot around school zones, housing for seniors and people with disabilities • Formalize support from city agencies and key stakeholders	***Complete:*** Automated Speed Enforcement is SFMTA's top legislative priority for the 2016 legislative session	✓
Evaluate opportunity for apparatus on vehicles to ensure: • Safety of transit only lanes • Safe driving behavior of all transit and municipal vehicle fleet	***Complete:*** See "AB 1287: Vehicle Parking Violations" on Page 8	✓
Partner with Office of Traffic Safety, Caltrans, SafeTrec, Department of Motor Vehicles, CHP, CDPH, CalSTA, NHTSA and MTC to advance goals of Vision Zero • Convene on-site workshop/assessment with regional, state and national leadership on Vision Zero administrative and legal issues	***Complete:*** • NHTSA & OTS Summit on April 12, 2015 • Mayor signed onto USDOT Secretary Foxx's challenge for Safer People, Safer Streets	✓
Work with key policy makers to reduce speeds on city streets	***In Progress:*** • Speed reduction is being addressed primarily through ASE • Currently, working with all members of our delegation (Ting, Leno, and Chiu) to gain their support, as well as other law makers from cities who share the same goal • Worked with our local Board of Supervisors to gain their support as they recently passed a resolution in support of ASE	–
Report to Vision Zero Task Force annually on the following: • Include Vision Zero goal in near term and long term planning documents including the San Francisco General Plan • Review General Plan Referrals to be consistent with Vision Zero goals • Review development projects and inform project sponsors to design projects to be consistent with Vision Zero goals • 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 • Incorporate safety measures in all streetscape and public realm plans where feasible	***In Progress:*** • Vision Zero policies will be incorporated into the next General Plan update • General Plan Referrals on high-injury corridors are flagged • Sponsors encouraged to design projects consistent with Vision Zero • Street Design Advisory Team reviews projects, coordinates between city agencies, and encourages/requires pedestrian and bicycle safety improvements • Pedestrian safety is incorporated into all plans where feasible	–
Develop a funding strategy to institutionalize future policy efforts which support Vision Zero including developing menu of needs as necessary for grants and other funding opportunities	***In Progress:*** While there is no formal effort to identify funding for Vision Zero related policy efforts, the policy component of Vision Zero is influenced by the Engineering, Enforcement and Education efforts	–
Work with state agencies including Office of Traffic Safety to streamline state traffic collision data timelines	***Not Started:*** While the state has improved the timeline for the release of SWITRS data, specific efforts to streamline data timelines are forthcoming	X

Enforcement Statistics

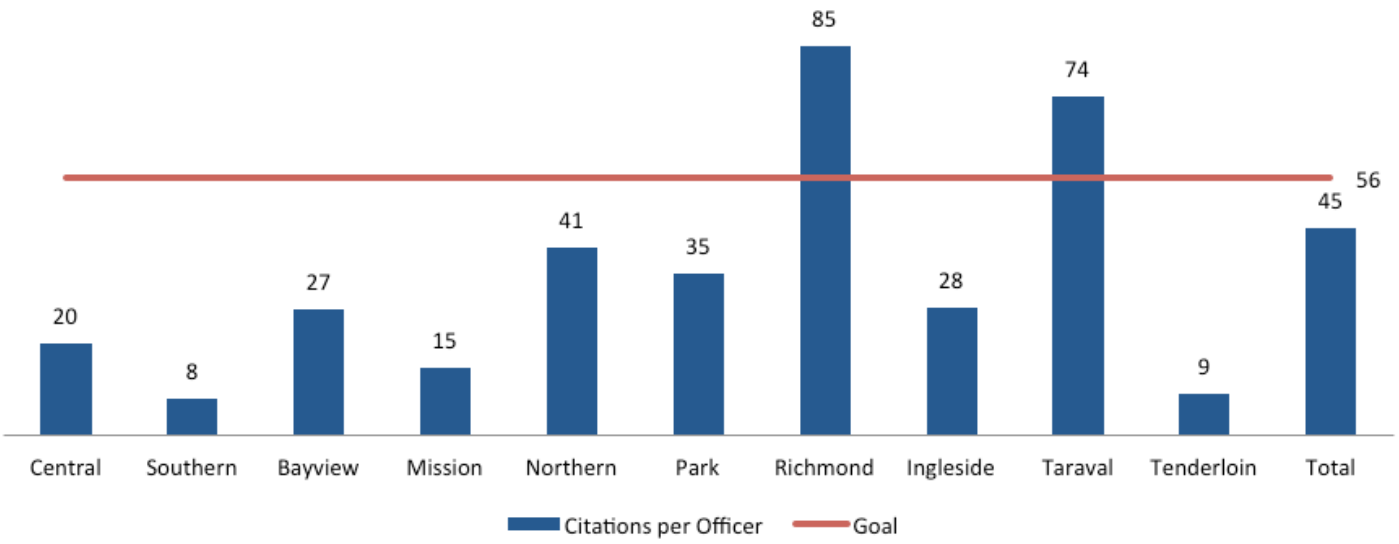
Percent of Citations for Focus on the Five Violations by San Francisco Police District, 2015



Police District	Number of Citations for Focus on the Five Violationst	Total Citations Issued	Percent of Focus on the Five Citations
Central	1,997	11,496	17%
Southern	812	6,130	13%
Bayview	3,053	10,510	29%
Mission	1,554	7,067	22%
Northern	4,641	11,402	41%
Park	2,221	7,246	31%
Richmond	5,428	9,732	56%
Ingleside	2,695	7,022	38%
Taraval	5,893	14,107	42%
Tenderloin	857	5,156	17%
MTA (Traffic Company)	12,678	30,265	42%
Total	41,829	120,133	35%

Source: SFPD Citywide Traffic Citations, 2015

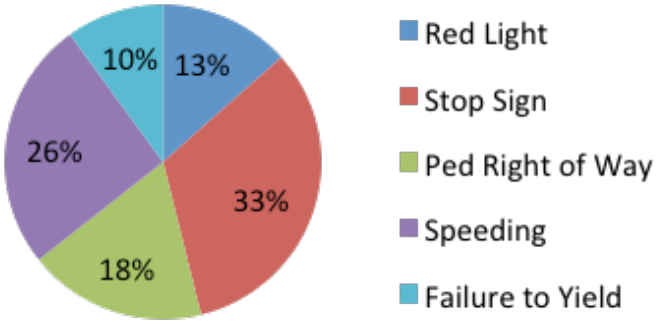
Average Number of Citations Issued per Officer for Focus on the Five Violations by San Francisco Police District, 2015



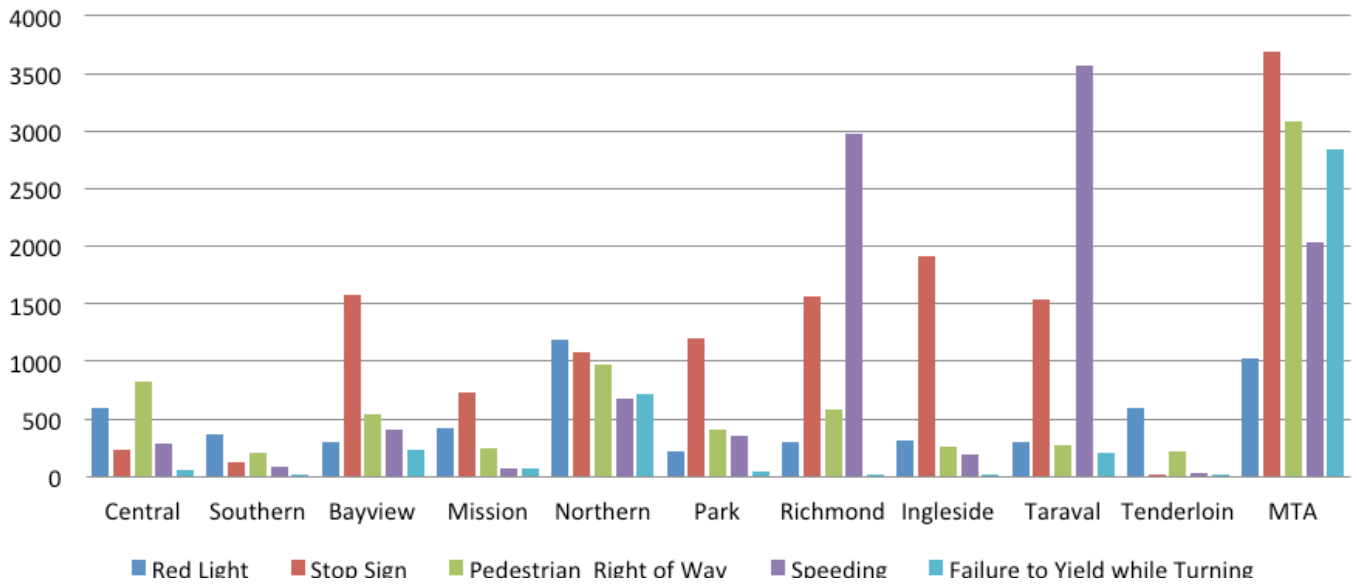
Police District	Number of Officers	Total Citations Issued for Focus on the Five Violations	Average Number of Focus on the Five Violations per Officer
Central	101	1,997	20
Southern	101	812	8
Bayview	112	3,053	27
Mission	105	1,554	15
Northern	114	4,641	41
Park	63	2,221	35
Richmond	64	5,428	85
Ingleside	97	2,695	28
Taraval	80	5,893	74
Tenderloin	97	857	9
MTA (Traffic Company)	--	12,678	--
Total	934	41,829	45

Source: SFPD Citywide Traffic Citations, 2015

Focus on the Five Citations by Violation Type in San Francisco, 2015



Citations Issued for Focus on the Five Violations by Type and San Francisco Police District, 2015



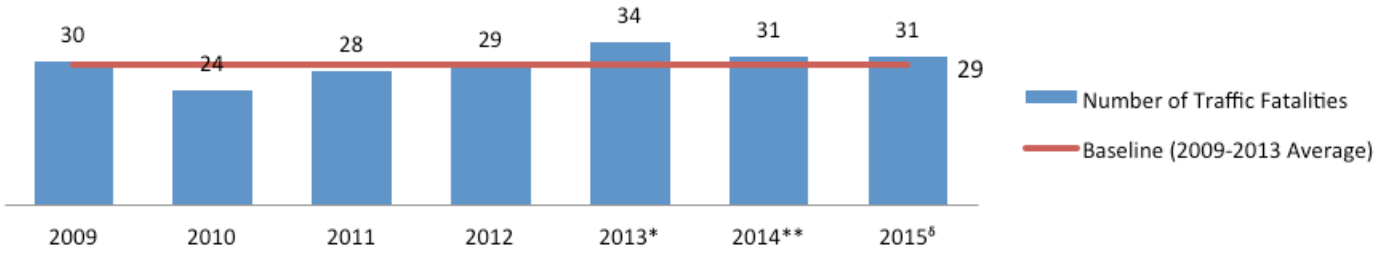
Station	Red Light	Stop Sign	Pedestrian Right of Way	Speeding	Failure to Yield While Turning
Central	596	230	829	289	53
Southern	373	127	206	87	19
Bayview	302	1,573	547	401	230
Mission	421	737	251	74	71
Northern	1,194	1,074	972	682	719
Park	217	1,204	407	352	41
Richmond	295	1,560	581	2,984	8
Ingleside	316	1,912	265	193	9
Taraval	295	1,541	277	3,573	207
Tenderloin	597	14	216	29	1
MTA (Traffic Company)	1,030	3,685	3,090	82,036	2,837
Total	5,636	13,657	7,641	10,700	4,195

Source: SFPD Citywide Traffic Citations, 2015

Traffic Fatalities & Severe Injuries

Fatalities

San Francisco Traffic Fatalities, 2009-2015



NOTE: SWITRS data was used to report traffic deaths from 2009-2012, restricting to San Francisco City Streets jurisdiction, including streets that intersect with freeways (i.e., fatalities occurring at freeway ramps in the City jurisdiction). Because SWITRS does not routinely report light rail vehicle-related deaths, these numbers may underreport the actual number of fatalities between 2009 and 2012.
*Traffic Deaths from 2013 by SFPD.
**Traffic Deaths from 2014 are reported using the Vision Zero Traffic Fatality Protocol based on data from the Office of the Medical Examiner and SFPD, and include 2 pedestrian/light rail vehicle-related deaths that are not routinely reported in SWITRS.
δTraffic Deaths from 2015 are reported using the Vision Zero Traffic Fatality Protocol based on data from the Office of the Medical Examiner and SFPD, and include 1 pedestrian/light rail vehicle-related deaths that are not routinely reported in SWITRS.

San Francisco Traffic Fatalities by Supervisorial District, 2015

Supervisorial District	Fatality Count	Percent
	N	%
District 1	2	7%
District 2	1	3%
District 3	6	19%
District 4	3	10%
District 5	4	13%
District 6	3	10%
District 7	1	3%
District 8	1	3%
District 9	6	19%
District 10	1	3%
District 11	3	10%
Total	31	100%

San Francisco Traffic Fatalities by Transportation Mode, 2015

Transportation Mode	Fatality Count	Percent
	N	%
Vehicle	1	3%
Walking	21	68%
Bicycle	4	13%
Motorcycle	5	16%
Total	31	100%

San Francisco Traffic Fatalities by Age, 2015

Age	Fatality Count	Percent
	N	%
Under 18	1	3%
18-34	6	19%
35-44	2	7%
44-54	6	19%
55-64	5	16%
65 +	11	36%
Total	31	100%

San Francisco Traffic Fatalities by Location within Communities of Concern, 2015

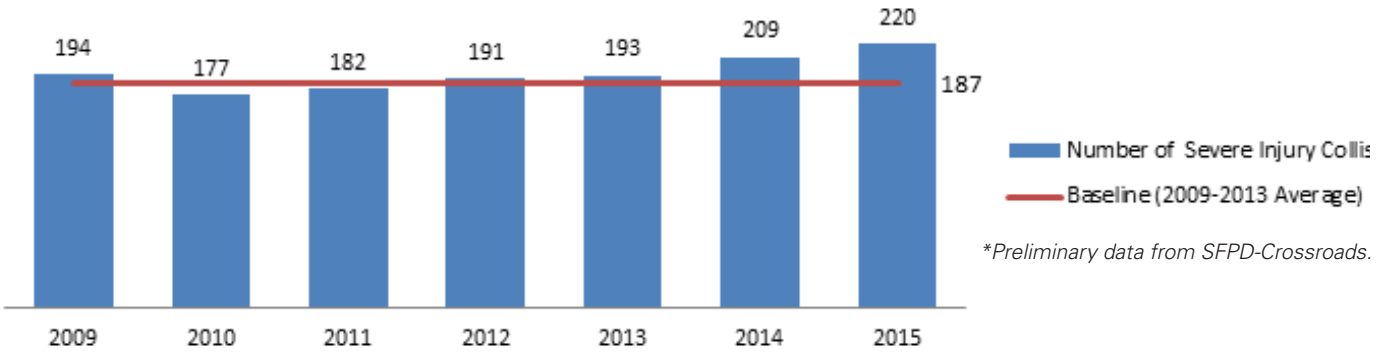
Within Communities of Concern?	Traffic	Fatalities
	N	%
Yes	19	61%
No	12	39%
Total	31	100%

San Francisco Traffic Fatalities On and Off the High Injury Network, 2015

Located On High Injury Network?	Traffic	Fatalities
	N	%
Yes	20	65%
No	11	35%
Total	31	100%

Severe Injuries

San Francisco Severe Injury Collisions, 2009-2015



**Preliminary data from SFPD-Crossroads.*

San Francisco Severe Injury Collisions by Supervisorial District, 2015

Supervisorial District	Traffic	Collisions
	N	%
District 1	11	5%
District 2	16	7%
District 3	30	14%
District 4	2	1%
District 5	21	10%
District 6	42	20%
District 7	14	6%
District 8	14	6%
District 9	21	10%
District 10	33	15%
District 11	13	6%
Total	217	100%

San Francisco Severe Injury Collisions by Location within Communities of Concern, 2015

Within Communities of Concern?	Traffic	Collisions
	N	%
Yes	92	42%
No	125	58%
Total	217	100%

San Francisco Severe Injury Collisions On and Off the High Injury Network, 2015

Located On High Injury Network?	Traffic	Collisions
	N	%
Yes	138	64%
No	79	36%
Total	217	100%

[1]While the number of severe injury collisions occurring in San Francisco in 2015 is 220, 3 of these collisions were not able to be geo-coded and are therefore not included in the data by Supervisorial District, Communities of Concern, and on/off the High Injury Network.

ACKNOWLEDGMENTS

Through public policy initiatives on the state and local level, San Francisco will be better positioned to implement innovative solutions to enhance safety on city streets. City partners are advocating for policy changes that save lives by reducing traffic speeds, improving law enforcement methods and more.

To learn more about Vision Zero and how you can get involved, please:

- Visit us online: www.visionzerosf.org
- Follow us on Facebook and Twitter: @VisionZeroSF

More city agencies adopting Vision Zero

To date, 12 San Francisco agencies have committed to Vision Zero, many of which include formal resolutions with clear metrics. In 2015, the SF Fire Department and the Mayor's Office on Disability adopted Vision Zero resolutions

PARTNER OFFICES AND AGENCIES

Office of the Mayor, Edwin M. Lee

San Francisco Municipal Transportation Agency

San Francisco Department of Public Health

San Francisco Police Department

San Francisco Public Works

San Francisco Planning

San Francisco County Transportation Authority

San Francisco Youth Commission

San Francisco Board of Supervisors

San Francisco Mayor's Office of Disability

San Francisco Department of the Environment

San Francisco Fire Department

San Francisco International Airport

San Francisco Recreation & Parks Department

San Francisco Unified School District



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