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Vision Zero SF has been replaced by the City's Street Safety Initiative.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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Quarterly Progress Report:
To the San Francisco Vision Zero Task Force and
The Vision Zero Committee of the Transportation Authority Board

December 2016

Vision Zero Subcommittee Updates

Engineering (Lead: Luis Montoya, SFMTA)

- 16 out of 43 Vision Zero Priority Engineering Project milestones have been achieved.
- Recent accomplishments include breaking ground on Complete Streets projects on Van Ness, Broadway, Potrero and Polk, implementing pedestrian safety upgrades in the vicinity of Tenderloin Elementary School, as well as the completion of comprehensive safety upgrades on Arguello Blvd.
- In response to the Mayor's Executive Directive on Bicycle and Pedestrian Safety the SFMTA Board of Directors recently approved a plan to install parking protected bikeways on 7th and 8th Streets, MTA and DPW crews implemented 10 speed humps on JFK Drive in Golden Gate Park, and MTA and Recreation and Park staff held a public meeting to envision more comprehensive traffic safety upgrades Golden Gate Park.

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

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

- Paratransit Urban Driver Safety Video completed.
- Large vehicle collision avoidance technology report finalized with Volpe.
- City Administrator is moving forward to require all city contractors commit to showing all of their drivers the Large Vehicle Urban Driving Safety video.
- Completed the Office of Traffic Safety speed safety program, including community outreach to seniors and families of school aged children as well as SFMTA parking garage advertising.
- Vision Zero media analysis and framing work completed, next steps for vision zero communications and education research being developed.
- Work on a new Vision Zero communications contract is underway. This work will be funded out of the SFMTA budget.
- Safer Speeds program is finalizing community organization grants for providing outreach in 2017. Selection should occur in mid-December.
- Motorcycle safety program is in development with the Office of Traffic Safety (OTS). SFDPH will provide evaluation and collaborate on program development. SFPD will provide outreach support.
- Safe Streets for Seniors program continues to provide presentations to seniors. The program also awarded 7 community organization grants for providing education and outreach to seniors and people with disabilities in 2017.
- Safe Routes to School hosted Walk and Roll to School Day on October 5th at 95 schools, including the debut of the Vision Zero Hero at Dianne Feinstein Elementary.
- *Executive Directive Milestones:*

- ACHIEVED: the Mayor's Executive Directive to begin implementing a comprehensive Vision Zero awareness campaign within the next 30 days (of August 4th) to ensure the widespread public knowledge and significant increased awareness of Vision Zero. – three separate radio campaigns have run, as have digital outreach and bus shelter advertising.
- UNDER WAY: work to develop recommendations for prioritized projects to be implemented for improve safety for youth, seniors and people with disabilities.

Enforcement (Lead: Robert O'Sullivan, SFPD)

- In 2016 Q3 (July-September), citations for Focus on the Five violations (speed, red light, stop sign, failure to yield to pedestrians, and failure to yield while turning) comprised 51% of all traffic citations: 13,499 of 26,437.
- Note: September 2016, we started to track our non-traffic related violations by stations. 888 violations were issued in September 2016.

Violation Type	Q3 - 2016	%
Focus on the Five	13,499	51.06%
Cell Phone	931	3.52%
Unlicensed Driver	397	1.50%
Suspended License	470	1.78%
Ped Offenses	455	1.72%
Bike Offenses	206	0.78%
All Others	10,479	39.64%
Total Traffic Violations – Citywide	**26,437**	**100.00%**
Total Non-Traffic Violations – Citywide	**888**	**N/A**

- The Citywide Focus on the Five violations remained unchanged comparing Q3 2015 with Q3 2016, but increased by 30% if comparing to Q2 2016. Please refer to tables below.

Violation Type	Q3 - 2015	Q3 - 2016	% Change
Red light	1,550	1,551	0%
Stop Sign	4,256	4,216	-1%
Ped. Right of Way	2,681	1,550	-42%
Speeding	3,272	4,432	35%
Fail to Yield w/Turn	1,688	1,750	4%
Total Focus on 5 - Citywide	**13,447**	**13,499**	**0%**

Violation Type	Q2 - 2016	Q3 - 2016	% Change
Red light	1,292	1,551	20%
Stop Sign	3,674	4,216	15%
Ped. Right of Way	1,203	1,550	29%
Speeding	2,058	4,432	115%
Fail to Yield w/Turn	2,151	1,750	-19%
Total Focus on 5 - Citywide	**10,378**	**13,499**	**30%**

- Traffic Company Specialized Enforcement Operations from July – September 2016:
  - 64 Speed/LIDAR/RADAR enforcement operations
  - 53 pedestrian and bicycle safety operations
  - 10 school enforcement operations on back to school week
  - 4 pedestrian and bicycle safety education presentations
  - 3 Joint CHP enforcement operations
  - 2 commercial vehicle enforcement operations
  - 2 DUI checkpoints and 3 DUI saturation operations

Evaluation and Data (Lead: Megan Wier, SFDPH)

- The SFDPH data team de-duplicated and cleaned victim level SFPD data from Crossroads for years 2013-2015. This data will be used to update, along with hospital data from the surveillance system, the Vision Zero High Injury Network in support of the next Vision Zero 2-year Action Strategy. Both the network and the victim level data will be released on TransBASESF.org in early 2017.
- SFDPH surveyed organizations working with youth, seniors, and people with disabilities to better understand opportunities to address traffic safety concerns, and received almost 300 online responses from both staff and community members representing these populations. SFDPH is now analyzing the data and will use it in combination with focused injury analyses to inform recommendations for targeted safety improvements that will advance in coordination with SFMTA and community stakeholders in 2017.
- SFDPH has completed data linkage between police and hospital data sources for 2013 and 2014 for the transportation-related injury surveillance system. 2015 data linkage is underway, and staff are working with SFDPH's Office of Compliance and Privacy Affairs and the City Attorney regarding data sharing.
- In collaboration with our partners at Zuckerberg San Francisco General Hospital, a Vision Zero Severe Traffic Injury Protocol has been developed and is being refined with feedback from SFMTA and SFPD for severe injury trend reporting moving forward.
- The SFDPH team continues data collection for the evaluation for The Safe Streets SF – Anti-Speeding campaign. 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 until November 2017.

Policy (Lead: Kate Breen, SFMTA)

- In partnership with the City of San Jose and the City of Los Angeles, San Francisco submitted a resolution and supporting documents to the League of California Cities (LCC) in support of Vision Zero. The resolution was considered at the LCC's annual meeting in October in Long Beach and was ultimately approved unanimously. This action by a statewide group will support on-going efforts to advance other legislation and policy recommendations that are supportive of Vision Zero in the upcoming 2017 State Legislative Session. At SFMTA's request, support for Vision Zero legislative efforts has also been incorporated into the legislative program for the regional Metropolitan Transportation Commission.
- In August 2016, the Mayor issued an Executive Directive on Bicycle and Pedestrian Safety reaffirming the City's commitment to advancing automated speed enforcement at the state level. Consistent with this directive, we

have continued efforts to build local and state support for legislation to authorize an automated speed enforcement pilot program for San Francisco and San Jose to be introduced the 2017 legislative session. In the last quarter, we conducted numerous meetings with key organizations such as the Electronic Frontier Foundation, the American Civil Liberties Union, AAA and the California Highway Patrol to discuss the draft ASE legislative proposal and incorporate changes based on feedback. Working with SFPD, a resolution of support for ASE was considered and approved by the San Francisco Police Commission. We continued to meet with local neighborhood and merchant organizations to educate the public and garner support. We continue to work closely with WalkSF, SFBC, SFCTA, SFDPH and the City of San Jose to build statewide support and engage potential authors. Of note during this quarter was the launch of the "San Francisco Families for Safe Streets" group which has declared advancing authorization of ASE as its top priority in working to end preventable traffic crashes. Finally, support for advancing ASE has been incorporated in the SFMTA's proposed 2017 State Legislative Program and a briefing was provided the SFMTA Citizens Advisory Committee.