



Progress Report to the Vision Zero Committee of the Transportation Authority Board

Thursday, December 11, 2014

Vision Zero Two-Year Action Strategy

- The Vision Zero Two-Year Action Strategy will be released in January 2015.
- An overview of key actions will be presented later in this meeting.

New York City Vision Zero Symposium

- San Francisco was well represented at the nation's first symposium on Vision Zero hosted by Transportation Alternatives in New York City on November 13-15, 2014. Attendees included: Supervisors Jane Kim and Norman Yee; City Staff from the Mayor's Office, Vision Zero Co-chairs Timothy Papandreu (SFMTA) and Megan Wier (SFDPH), city staff from SFMTA, SFPH and SFPD; community leaders from Walk SF, SF Bicycle Coalition, Folks for Polk, Chinatown Community Development Center, Senior and Disability Action, the Pedestrian Safety Advisory Committee, the TODCO Group, and the Central City SRO Collaborative; and a representative from Lyft.
- Megan Wier (SFDPH) and Commander Mikail Ali (SFPD) presented as a part of a session focused on the importance of, and challenges with, using data to inform and evaluate Vision Zero.
- The symposium featured much of the Vision Zero work that has been underway in NYC in the past year, and provided an opportunity for learning from and networking with people in NYC and around the country as well as Vision Zero experts from Sweden (the country that started Vision Zero) regarding lessons learned and best practice.
- SF was recognized by our NY counterparts for the level of citywide collaboration that we are bringing to this effort, as evidenced by the diverse participants at the event. Several of the measures that have recently been implemented in New York City such as traffic calming, speed limits, countdowns signals and other safety measures were identified as either being pioneered or piloted earlier in SF.
- The importance of community engagement for accountability around Vision Zero was a key symposium theme.

Vision Zero Subcommittees

Engineering (Lead: Mari Hunter, SFMTA)

- 9 of the 24 projects in 24 months have been completed.
- Dashboard for interagency coordination on the 24 in 24 projects is 95% complete.
- Beta version of interactive dashboard for public is complete.

Education (Lead: John Knox White, SFMTA)

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

- Safe Streets SF, an educational and enforcement partnership of SFMTA, SFDPH, SFPD and Walk San Francisco, kicked off enhanced, focused, enforcement activities, has partnered with CCDC, SOMCAN, and MEDA, as well as the San Francisco Conservation Corp, to provide on-street outreach to pedestrian, businesses and road users about pedestrian safety. Over 950 people have currently taken the pledge for safe streets as a part of the program.
- The subcommittee has developed a scope and timeline for develop a citywide safety education strategy to begin rolling out a long-term education program. The project is on schedule is to have a draft for Board/Commission review by the end March 2015.
- SFMTA has finalized standards and a curriculum for a large vehicle training curriculum. The work has been reviewed by CCSF safety departments and the Northern and Southern safety councils of the California Trucking Association. Between now and the end of February, staff is working on developing a multimedia version of the training that will be offered to large vehicle drivers who work for the city, offered as a free resource to companies that agree to offer it.
- SFMTA has added a requirement to all future contracts that require companies contracting with SFMTA to provide this training or certify that their driver training programs meet the standards of the program. It is expected that most, if not all, departments in the city will follow suit.

Enforcement (Lead: Mikail Ali, SFPD & Mari Hunter, SFMTA)

- As of September 30, 2014, there has been a 54% increase in citations issued as compared to the same period in 2013. Of all the citations issued 24% were for the "Focus on the Five" collision factors: Speeding, red light violations, stop sign violations, failure to yield to a pedestrian in a crosswalk, and failure to yield while making a left or u-turn. The quarterly traffic enforcement numbers will be updated at the end of the calendar year.
- As of December 3, 2014, SFPD reports 28 traffic fatalities in San Francisco. This is the same number as 2013 for the same time period.
- Based on SFPD reports, there is an overall 15% reduction in injury traffic collisions from January 1st through September 30th, 2014 versus the same period of time 2013. Most notable are the reductions in the severity of injuries sustained in 2014 collisions – with a **16%** decrease in severe injury, an 18% decrease in other visible injury, and a 14% decrease in complaint of pain injury among all modes.
- A detailed Third Quarter Report of Traffic Enforcement and Collision Data is included in this report packet.
- Beginning on December 3, 2014, SFMTA Enforcement Division kicked off a year-long enhanced effort to control intersection and pedestrian crosswalk blocking that is being coordinated with SFPD enforcement of similar violations, as well as other moving violations. 2 days per week, PCOs will monitor and enforce illegal intersection blocking through the issuance of parking citations under California Vehicle Code 22526. Intersections locations will not be announced in advance, and the locations will vary within the SoMa area roughly defined by Mission Street, 2nd Street, Bryant Street, and the Embarcadero.

Evaluation, Analysis and Monitoring (Lead: Megan Wier, SFDPH)

- SFDPH utilized TransBASE to create the Vision Zero High Injury Network, which identifies 12% of San Francisco streets where 70% of vehicle, 76% of motorcycle, 72% of pedestrian and 74% of cyclist severe/fatal injuries occur. This network will inform the prioritization of Vision Zero safety improvements. An overview of this network will be presented later in this presentation.
- SFDPH is coordinating with SFMTA to evaluate the Safe Streets SF Education and Enforcement campaign.
- A new SFDPH Epidemiologist started on December 1st who will be developing a comprehensive transportation injury surveillance system linking hospital and police collision records, thanks to an SFMTA Work Order with SFDPH. This work will help capture the estimated 20-25% of pedestrian and cyclist injuries not included in police records, and inform targeted safety efforts.

Policy (Lead: Timothy Papandreou, SFMTA)

- The Policy Subcommittee is working to identify a set of policy initiatives that Vision Zero partners can support and mobilize behind at the local and state level, in coordination with the next two-year state legislative session starting in January. Recommended policy proposals for advancement will need to be supported by a cross-department team who can serve as experts and participate in the advocacy/legislative process. The City Vision process – discussed later in this update – is supporting the identification of potential policy proposals that include but are not limited to: automated safety enforcement and related safety technology. In the interim SFMTA is continuing to reduce speed limits on state surface roads. We will also be seeking to broaden awareness and support for Vision Zero goals with State agencies that can look to San Francisco as a jurisdiction for best practices in achieving Vision Zero goals throughout the State.

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 (Leads: Megan Wier, SFDPH and Timothy Papandreou, SFMTA)

- SFDPH, SFMTA and the SFTA have conducted an international review of traffic safety best practices. Traffic safety practices were reviewed for: U.S. cities with Vision Zero Policies (New York, Chicago); “peer” U.S. cities (Portland, Seattle, Washington DC, Boston, Los Angeles; and international countries with Vision Zero policies (Sweden, the Netherlands, Australia) – and compared with existing practice in San Francisco.
- These practices are further being evaluated with best practice evidence regarding traffic safety based on research from the transportation and public health fields, with a goal of informing how different packages of improvements and approaches to implementation would advance San Francisco towards zero deaths.

- Findings with respect to opportunities for implementation in San Francisco are informing both the Two-Year Action Strategy and the longer-term strategy for realizing Vision Zero in San Francisco.

Communications (Lead: John Knox White, SFMTA)

Subcommittee agencies (SFMTA, SFDPW, SFDPH, SFPD, SF Planning, SFFD, SFUSD, and SFDPH)

- The Vision Zero SF logo has been finalized. The logo represents a timer, ticking down to zero fatalities in 2024. It is a visual reminder of the commitment to making lasting, long-term change on our streets that result in no fatalities and a significant reduction in collisions for all road users.
- The Vision Zero fact sheet is now available. This document provides a background to support multiple agencies and players in communicating about what Vision Zero SF is, what are its goals, focus and how the city and community are organizing around the new policy.
- VZ SF communications framework has been completed (by the time of the committee meeting)

Funding (Leads: Chava Kronenberg, SFMTA; Anna Laforte, SFTA)

- The newly formed Vision Zero Funding Working Group is a multi-functional working group comprised of City professionals engaged in administering and securing funding for projects, programs and activities that directly support the Vision Zero policy. The Working Group will ensure that actions ensure timely implementation in coordination with the goal of achieving Vision Zero by 2024. Working group goals are to: 1) Position City agencies and departments to effectively compete for competitive and discretionary funding sources; 2) Accurately describe the funding needs from all agencies and departments charged with meeting the Vision Zero goal; 3) Improve internal and external fund sharing process through improvements that reduce delays and barriers; 4) Identify funding for emerging needs that support Vision Zero as defined through Vision Zero subcommittees.
- The working group has instituted a new cross-agency fund opportunity monthly briefing for Vision Zero programs in order to facilitate coordination, improve cross-agency dialogue and prepare the City to effectively compete for grant sources.
- Next steps for the working group are to identify workable action items to meet the goals through member interviews and consensus.

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 25 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 \$990,000 for school years 2015-2017. The grant will provide detailed transportation toolkits to 100 schools in SFUSD supported by multi-lingual outreach and traffic enforcement for schools on high injury corridors. SF SRTS expects to start work on this grant by summer 2015.

- On **International Walk and Roll to School Day**, Mayor Ed Lee, Supervisor Jane Kim, Superintendent Richard Carranza, SFDPH Deputy Director and Health Officer Tomás Aragón, SFPD Police Chief Greg Suhr and other leaders joined students and families as part of a “walking school bus” to Bessie Carmichael Elementary School on Wednesday October 8th. With the leadership of the SoMa community, Supervisor Jane Kim, and a citywide commitment to Vision Zero, Bessie Carmichael celebrated new improvements that will make it safer for children and the community, including school zone signage, a leading pedestrian interval, and bulbouts. Longer term street and sidewalk improvements will be implemented later this year. Throughout the city, **84 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.

San Francisco Police Department



3rd Quarter Report of Traffic Enforcement and Collision Data

**Prepared by Commander Mikail Ali
December 2, 2014**

**Traffic Citations Issued -
January 1 thru September 30, 2014**

	Red Light	Stop Sign	Ped Right of Way	Speeding	Failure to Yield w/turning	Cell Phone	Unlicensed Driver	Suspended License	All Others
Central	281	201	164	227	3	118	42	131	5647
Southern	420	150	102	334	6	163	71	156	5257
Bayview	245	1363	95	254	52	275	361	592	6169
Mission	222	419	368	59	14	133	259	193	4205
Northern	663	564	248	179	31	444	120	151	5233
Park	236	729	93	204	2	227	50	114	3521
Richmond	373	2049	353	2053	79	245	69	79	3425
Ingleside	230	2150	317	290	13	382	272	201	4454
Taraval	159	655	291	859	53	296	106	148	6049
Tenderloin	346	3	60	12	2	237	53	122	1615
Traffic	745	1595	1249	693	28	1469	262	238	10105
Tactical	65	67	29	2	0	175	23	51	3028
Totals	3985	9945	3369	5166	283	4164	1688	2176	58708

	Pedestrian Offences	Bicyclist Offences	Total Citations	Focus on Five Total	Focus on Five % of Totals	Percentage of Citations to mode of travel	
Central	212	5	7031	876	12.46%	Motorist	93.92%
Southern	170	145	6974	1012	14.51%	Pedestrian	4.84%
Bayview	115	80	9601	2009	20.92%	Bicyclist	1.24%
Mission	406	146	6424	1082	16.84%	TOTAL Citation Comparison	
Northern	181	135	7949	1685	21.20%	2013	61,974
Park	16	7	5199	1264	24.31%	2014	95,275
Richmond	39	33	8797	4907	55.78%	Focus of Five Comparison	
Ingleside	410	52	8771	3000	34.20%	2013	13,782
Taraval	43	10	8669	2017	23.27%	2014	22,748
Tenderloin	2361	330	5141	423	8.23%		
Traffic	611	223	17218	4310	25.03%		
Tactical	50	11	3501	163	4.66%		
Totals	4614	1177	95275	22748	23.88%		

Injury Collisions Resulting from Motor Vehicle Colisions With:

	2013		2014		
		% of Total		% of Total	YOY % Change
Pedestrian	613	22.73%	546	23.96%	-11%
Bicyclist	467	17.32%	392	17.20%	-16%
Other Motor Vehicles	1154	42.79%	950	41.68%	-18%
Parked Motor Vehicles	102	3.78%	98	4.30%	-4%
<i>Fixed Object</i>	130	4.82%	88	3.86%	-32%
Other Object	42	1.56%	35	1.54%	-17%
Non-Collision	50	1.85%	58	2.54%	16%
On Other Roadway	42	1.56%	34	1.49%	-19%
All Others	97	3.60%	78	3.42%	-20%
Total	2697		2279		-15%

Injury Collision Severity

	2013		2014		
		% of Total		% of Total	YOY % Change
* Fatal	28	1.04%	28	1.23%	0%
Severe Injury	171	6.33%	144	6.30%	-16%
Other Visible Injury	784	29.00%	640	28.01%	-18%
Complaint of Pain	1720	63.63%	1473	64.46%	-14%
Total	2703		2285		-15%

* As of December 3rd

Party Identified as Primary Cause of Collision (ALL Collisions):

	2013		2014	
		% of Total		% of Total
Motor Vehicle	383	56.74%	339	57.26%
Pedestrian	202	29.93%	201	33.95%
Undetermined	90	13.33%	52	8.78%
Total	675		592	

Motor Vehicle	283	53.80%	236	54.38%
Bicyclist	217	41.25%	188	43.32%
Undetermined	26	4.94%	10	2.30%
Total	526		434	

Party Identified as Primary Cause of Collision (FATAL Collisions):

	2013		2014	
		% of Total		% of Total
MV v Pedestrian				
Motor Vehicle	10	63%	8	47%
Pedestrian	6	38%	9	53%
Undetermined	0	0%	0	0%
Total	16		17	

MV v Bicyclist				
Motor Vehicle	1	25%	0	0%
Bicyclist	3	75%	3	100%
Undetermined	0	0%	0	0%
Total	4		3	

MV v MV	8		8	
---------	----------	--	----------	--

Total Traffic Collision Deaths	28		28	
--------------------------------	-----------	--	-----------	--

The Department's enforcement strategy currently places emphasis on the enforcement of California Vehicle Sections 21453 (Red Light Violation), 22350 (Basic Speed Law), 22450(a) (Stop Sign Violation), 21950(a)(Ped Right of Way Violation, 21801(a)(Failure to Yield while Turning Violation). This is based upon an analysis of collision data from 2006 to 2011. This analysis was conducted by the San Francisco Municipal Transportation Agency. A cursory analysis of collision data covering the period of time from January 1 - September 30, 2014 indicates that the primary collision factor for collisions involving all modes of travel may not have changed. The factors identified as noted below.

Although, a more comprehensive analysis of traffic collision factors affecting our more vulnerable road users (Pedestrains and Bicyclist) is needed. Accordingly, the Department has provided the SFMTA copies of all collision reports from 2011 to date to assist in that effort.

Top Five Collision Factors

All Collisions

Unsafe Speed
Improper Turning
Traffic Signals and Signs
Auto R/W Violation
Ped R/W Violation

Top Five Collision Factors
Involved with Pedestrian
or Bicyclist

Ped R/W Violation
Pedestrian Violation
Improper Turning
Traffic Signals and Signs
Auto R/W Violation