



# AGENDA

## VISION ZERO COMMITTEE Transportation Authority Board Special Meeting

**Date:** 2:00 p.m., Thursday, December 11, 2014  
**Location:** Room 250, City Hall  
**Commissioners:** Commissioners Kim (Chair), Yee (Vice Chair), Breed, Mar, Wiener and Avalos (Ex Officio)

**CLERK: Steve Stamos**

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|----|--|-------------|
| 1. | <b>Roll Call</b>   |             |
| 2. | <b>Approve the Minutes of the September 30, 2014 Meeting – ACTION*</b>   | <b>3</b>    |
| 3. | <b>Vision Zero Progress Report – INFORMATION*</b>  | <b>7</b>    |
|    | <p>The co-chairs of the Vision Zero Task Force, Megan Wier of the Department of Public Health and Timothy Papandreou of the San Francisco Municipal Transportation Agency, will provide an overall progress report on the various Vision Zero projects and initiatives, highlighting the work done in 2014. This will also include an update on the Safe Streets SF education campaign, a draft Vision Zero high injury network that will illustrate streets with high concentrations of injuries and fatalities regardless of mode of travel, and a recap of the Vision Zero for Cities Symposium held in New York on November 14, 2014. <b>This is an information item.</b></p>  |             |
| 4. | <b>Update on Near-Term Capital Projects – INFORMATION*</b>   | <b>17</b>   |
|    | <p>Tom Maguire, the new Director of the San Francisco Municipal Transportation Agency (SFMTA) Sustainable Streets Division will provide a status report on the 24 Vision Zero near-term engineering capital projects and additional Vision Zero related projects funded through the City's Fiscal Year 2014/15 budget. This will include an update on the status, schedule, and funding plan for each of the projects, and describe the prioritization criteria used to select the projects. The SFMTA will also highlight barriers to project delivery, and provide an update regarding the efforts to identify needed staff resources and timeline for hiring new staff to support Vision Zero and other project implementation. <b>This is an information item.</b></p> |             |
| 5. | <b>Draft Vision Zero Two-Year Action Strategy – INFORMATION*</b>   | <b>17</b>   |
|    | <p>The co-chairs of the Vision Zero Task Force, Megan Wier of the Department of Public Health and Timothy Papandreou of the San Francisco Municipal Transportation Agency will present a draft Vision Zero two-year action strategy defining the specific actions agencies will be taking over the next two years to support progress towards Vision Zero. <b>This is an information item.</b></p>   |             |
| 6. | <b>Introduction of New Items</b>   |             |
| 7. | <b>Public Comment</b>  |             |
| 8. | <b>Adjournment</b>   |             |

\* Additional materials

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# DRAFT MINUTES

## VISION ZERO COMMITTEE

Tuesday, September 30, 2014

### 1. Roll Call

Chair Kim called the meeting to order at 10:07 a.m. The following members were:

**Present at Roll Call:** Commissioners Breed, Kim and Yee (3)

**Absent at Roll Call:** Commissioners Mar (entered during Item 2), Tang (entered during Item 4) and Wiener (entered during Item 3) (3)

### 2. Approve the Minutes of the June 12, 2014 Meeting – ACTION

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Kim, Mar and Yee (4)

Absent: Commissioner Wiener (1)

### 3. Update on Near-Term Capital Projects – INFORMATION

Chair Kim welcomed the group. She noted that the commissioners had dedicated funding to Vision Zero in the annual budget approved June, and requested an update on the status of funded projects.

Mari Hunter, Senior Planner at the San Francisco Municipal Transportation Agency (SFMTA), said that the SFMTA had already delivered eight of the Vision Zero projects on the near-term capital projects list. She stated that the costs of all forty projects on the list summed to \$21 million. Project managers had been assigned to all projects and projects funded by General Fund add-backs had also been included on the list of projects.

Chair Kim and Commissioner Mar indicated that two of the projects (curb extensions at 6<sup>th</sup> Street and Howard Street and a new traffic signal at Masonic Avenue and Ewing Terrace) were planned prior to Vision Zero and questioned whether they should be included on the list. Tim Papandreou, Deputy Director of Strategic Planning and Policy at the SFMTA, acknowledged that some projects had been planned prior to Vision Zero and indicated that he would take the feedback into consideration. Commissioner Yee commented that some projects planned prior to Vision Zero are being expedited as a result of the process.

Commissioner Wiener noted that investment in Districts 4 and 8 seemed low relative to the share of collisions happening in those districts. He expressed his concern about the need for pedestrian safety improvements to upper Market Street. Commissioner Wiener stated that he wants to see momentum in addition to funding to get the Vision Zero projects done within 24 months.

Commissioner Mar stated that it was important to use data and look at the most dangerous intersections. He noted that the new traffic signals at Masonic at Ewing Terrace, and Geary at Palm should be referenced as falling in both Districts 1 and 2.

Commissioner Breed requested a map showing the most problematic intersections and how the Vision Zero projects related to those locations. She stated she wanted to understand the data particularly for streets like Turk, Eddy, and Golden Gate Avenue, especially eastward toward Steiner. Megan Wier, Epidemiologist at the San Francisco Department of Public Health, noted that city departments have the data indicating where bicycle and pedestrian collisions happen and where they are most severe. Ms. Hunter agreed to provide the information requested by Commissioner Breed.

Commissioner Yee stated that he would like more information the scope and schedule of the projects funded through General Fund add-backs for District 7. Ms. Hunter agreed to provide an update.

Chair Kim requested a breakdown of the funding sources for the \$21 million for the Vision Zero near-term capital projects. Mr. Rewers responded that the funding was coming from SFMTA Revenue Bonds, Prop K, operating funds, and General Fund add-backs.

During public comment, Nicole Schneider, Executive Director of Walk SF, reminded the Committee that the original purpose of Vision Zero was to go above and beyond projects that were already planned.

Debbie Gould, a resident of District 6, requested more information on the definitions of road diets and leading pedestrian intervals and asked if the list of projects could be modified.

Leah Shahum, Executive Director of the San Francisco Bicycle Coalition, echoed the concern of Nicole Schneider that the Vision Zero projects ideally would go above and beyond work that was already planned.

Mark Fong, an attorney, spoke on behalf of the family of an individual who was killed on September 20 at the intersection of Stockton and Sacramento. He reported that three days later another individual was struck at the same intersection, and in fact, 29 pedestrian injuries and two fatalities have occurred at the intersection over the previous nine years.

Chair Kim requested a recess and the Committee declared the meeting in recess at 11:10 a.m.

Transportation Authority Chair Avalos temporarily removed Commissioner Mar from the Committee and appointed Commissioner Tang in place of Commissioner Mar to serve until the end of the meeting. Vice Chair Yee reconvened the meeting at 11:24 a.m., with Commissioners Breed and Tang in attendance.

#### **4. Update on Enforcement Activities – INFORMATION**

Commander Ali of the San Francisco Police Department relayed that, as of August 31, there had been a 62 percent increase in the number of traffic citations issued compared to 2013. He noted that citations had focused on the top five pedestrian safety collision factors, which accounted for 24 percent of the citations issued.

## 5. **Vision Zero Progress Report – INFORMATION**

Tim Papandreou of the San Francisco Municipal Transportation Agency (SFMTA) noted that two-year action strategies would be ready for release in December and highlighted items contained in the progress report packet.

Megan Wier, Epidemiologist at the San Francisco Department of Public Health (SFDPH), noted the release of the Transbase database, available at [www.transbasesf.org](http://www.transbasesf.org). She explained that the database was a key input into Vision Zero. Commissioner Tang asked for more information on some of the policy initiatives and changes that might need to occur in support of Vision Zero. Mr. Papandreou noted that the SFMTA was not currently allowed to implement automated speed enforcement. He also referenced the need for Don't Block the Box programs and stated that the SFMTA was looking into the role of Parking Control Officers in enforcing the don't-block-the-box message.

Commissioner Yee asked about the focus of the safety education initiatives. John Knox White, Transportation Planner at the SFMTA, explained that the SF Safe Streets education campaign, which launched in September, involved citywide outreach with a focus on four high injury corridors: Geary, Mission, 6<sup>th</sup> Street, and Kearny. He stated that the additional funding provided through the city budget would be used to support the program until state Active Transportation Program grant funding was available to expand the campaign to ten corridors and provide 52 weeks of enhanced citywide enforcement and speed-related enforcement on those focus corridors. Mr. Knox White agreed to send Commissioner Yee more information on the focus corridors.

During public comment, Bob Planthold reported that Governor Brown had vetoed Senate Bill 1151 which would have doubled the fine for driving under the influence in school zones. Mr. Planthold suggested that the Transportation Authority, the SFMTA, and advocacy groups could coordinate around a Vision Zero policy agenda. Mr. Planthold suggested that San Francisco follow the California Traffic Control Devices Committee recommended guidelines for walking speed of 2.8 feet per second.

Nicole Schneider of Walk SF thanked John Knox White from the SFMTA for his data-driven approach to safety education.

## 6. **Introduction of New Items – INFORMATION**

There were no new items.

## 7. **Public Comment**

There was no public comment.

## 8. **Adjournment**

The meeting was adjourned at 11:52 a.m.



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

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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



## 3<sup>rd</sup> 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<br>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               | <b>95275</b>    | 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%         |
| <b>Total</b>          | <b>2697</b> |            | <b>2279</b> |            | <b>-15%</b>  |

### 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%         |
| <b>Total</b>         | <b>2703</b> |            | <b>2285</b> |            | <b>-15%</b>  |

\* 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         | <b>675</b> |            | <b>592</b> |            |

|               |            |        |            |        |
|---------------|------------|--------|------------|--------|
| Motor Vehicle | 283        | 53.80% | 236        | 54.38% |
| Bicyclist     | 217        | 41.25% | 188        | 43.32% |
| Undetermined  | 26         | 4.94%  | 10         | 2.30%  |
| Total         | <b>526</b> |        | <b>434</b> |        |

### 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           | <b>16</b> |            | <b>17</b> |            |

|                |          |     |          |      |
|----------------|----------|-----|----------|------|
| MV v Bicyclist |          |     |          |      |
| Motor Vehicle  | 1        | 25% | 0        | 0%   |
| Bicyclist      | 3        | 75% | 3        | 100% |
| Undetermined   | 0        | 0%  | 0        | 0%   |
| Total          | <b>4</b> |     | <b>3</b> |      |

|         |          |  |          |  |
|---------|----------|--|----------|--|
| MV v MV | <b>8</b> |  | <b>8</b> |  |
|---------|----------|--|----------|--|

|                                |           |  |           |  |
|--------------------------------|-----------|--|-----------|--|
| Total Traffic Collision Deaths | <b>28</b> |  | <b>28</b> |  |
|--------------------------------|-----------|--|-----------|--|

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





**VISION  
ZERO  
SF**

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Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco by 2024

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# VISION ZERO COMMITTEE QUARTERLY UPDATE

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**DECEMBER 11, 2014**

## SUMMARY OF PROGRESS

### Engineering

- 24 projects in 24 months: 9 projects are complete
- Dashboard for interagency coordination Beta version of interactive dashboard for public complete and available online

### Education

- Safe Streets SF kicked off enhanced, focused, enforcement activities. Over 950 people have currently taken the pledge for safe streets as a part of the program.
- Developed scope and timeline for a citywide safety education strategy and is on schedule is to have a draft for Board/Commission review by the end March 2015

### Enforcement

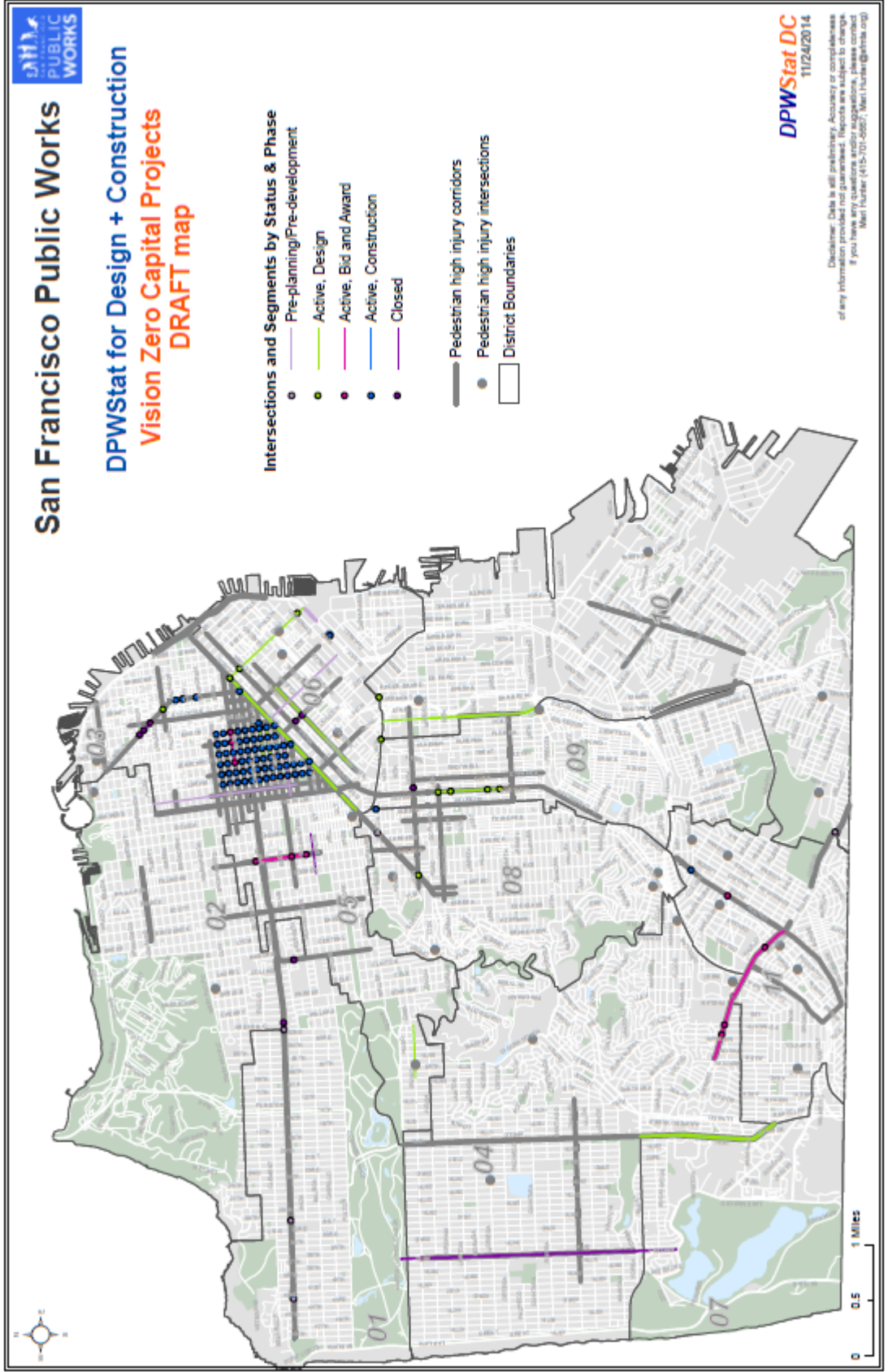
- As of September 30, 2014, there has been a 54% increase in citations issued as compared to the same period in 2013
- SFMTA Enforcement Division kicked of a year-long enhanced effort to control intersection and pedestrian crosswalk blocking that is being coordinated with SFPD enforcement of similar violations

### Evaluation

- High Injury Network complete with Pedestrian, Bicycle, Vehicle and Motorcycle Data. Initiated rail data integration

### Policy

- Opportunities for State Legislation to support Vision Zero goals



# CHANGES IN CITY PROCESSES

## 2013: 25 deaths

Source: San Francisco's Call for Vision Zero (Walk SF: <http://walksf.org/2014/01/06/call-for-vision-zero/>)

| Project Status                | Project Count | Est. Budget  | Blocks Treated | Locations Treated |
|-------------------------------|---------------|--------------|----------------|-------------------|
| Closed                        | 10            | \$1,762,043  | 24             | 7                 |
| Active                        | 28            | \$18,628,876 | 71             | 145               |
| Pre-planning/ Pre-development | 9             | \$2,047,317  | 34             | 8                 |
| Grand Total                   | 47            | \$22,457,136 | 129            | 160               |

## Summary of project count and budget by status

| Month, Year  | Proj Name                               | VZ ID | DPW | Locations Tre. | Blocks Treated |
|--------------|---|-------|-----|----------------|----------------|
| May 2014     | Market St. / Duboce Ave. / Buchanan St. | 31    | N   | Null           | Null           |
| June 2014    | Fulton St. from Laguna to Steiner       | 17a   | N   | Null           | 1              |
| July 2014    | Keamy St. Improvements A                | 35    | N   | Null           | 1              |
|              | Masonic Ave. at Eving Terr              | 9b    | N   | Null           | 1              |
|              | Sunset Blvd. from MLK to Lake Merced    | 9a    | N   | Null           | 19             |
|              | Sunset Blvd. from MLK to Lake Merced    | 9a    | N   | Null           | 19             |
| October 2014 | Twin St. at Chapp St                    | 34    | N   | Null           | 1              |
|              | 6th St at Minna St                      | 33    | N   | Null           | 1              |
|              | Geary Blvd / Palm Ave.                  | 38    | N   | Null           | 1              |
|              | 6th St / Howard St.                     | 1     | N   | Null           | 1              |

## Closed Projects by Actual Completion Date & Total Budget

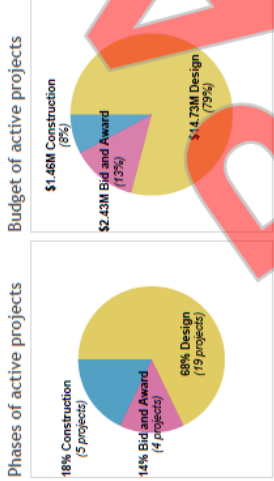
| Month, Year of E. | Proj Name                                | VZ ID | DPW | Locations Tre. | Blocks Treated |
|-------------------|--|-------|-----|----------------|----------------|
| December 2014     | Division St. at 6th                      | 12b   | Y   | 1              | 1              |
|                   | Columbus Ave. from Powell to Union       | 32    | N   | 1              | Null           |
|                   | Mission St. Silver Ave                   | 32    | N   | 1              | Null           |
|                   | 16th Ave. from Sloat to Junipero Serra   | 13    | N   | Null           | 14             |
| January 2015      | Valencia / Duboce Ave.                   | 38    | N   | 1              | Null           |
| March 2015        | Sutter St. at Mason, Taylor, and Leav.   | 21    | Y   | 3              | Null           |
|                   | Howard St. Pilot A                       | 5a    | N   | Null           | 5              |
| May 2015          | 2nd St. from Market to Mission           | 11    | N   | Null           | 1              |
|                   | Ocean Ave / Geneva Ave. from Ashto.      | 20b   | Y   | 8              | Null           |
| June 2015         | Saler Market Street                      | 6     | N   | Null           | 5              |
|                   | Tenderloin Daylighting                   | 22    | N   | 80             | Null           |
|                   | Mission St. from 18th to 23rd            | 19    | N   | Null           | 5              |
| August 2015       | Market St. from Gough to 12th            | 18    | Y   | 1              | 1              |
|                   | Webster St. from Fulton to Sutter        | 10a   | Y   | Null           | 9              |
| September 2015    | 11th St / 13th St / Bryant St.           | 39    | N   | 1              | Null           |
|                   | 4th St. at King St.                      | 40    | N   | 1              | Null           |
| October 2015      | Keamy St. Improvements B                 | 17b   | N   | 2              | Null           |
| November 2015     | Columbus Ave. Broadway to Union          | 24    | Y   | Null           | 3              |
| December 2015     | Elis. St. / Eddy St. from Leavenworth b. | 2     | Y   | Null           | 6              |
|                   | Persia Triangle Improvements             | 37    | Y   | 1              | Null           |
|                   | Ocean Ave / Geneva Ave. from Ashto.      | 20a   | Y   | 1              | Null           |
|                   | Division St. at 8th / Townsend           | 12a   | Y   | 1              | Null           |
| January 2016      | 16th St. Market St.                      | 25    | Y   | 1              | Null           |
| February 2016     | Citywide signal changes (broadways)      | 26    | N   | 20             | Null           |
|                   | Citywide signal changes (pedestrian in.  | 27    | N   | 20             | Null           |
| December 2016     | Potrero Ave. from Division to Cesar C.   | 8     | Y   | Null           | 14             |
|                   | Irving St. from Arguello to 8th          | 19    | Y   | Null           | 8              |

## Active Projects by Baseline Completion Date, Current Phase, & Total Budget

| Month, Year of E. | Proj Name                                | VZ ID | DPW | Locations Tre. | Blocks Treated |
|-------------------|--|-------|-----|----------------|----------------|
| December 2014     | Division St. at 6th                      | 12b   | Y   | 1              | 1              |
|                   | Columbus Ave. from Powell to Union       | 32    | N   | 1              | Null           |
|                   | Mission St. Silver Ave                   | 32    | N   | 1              | Null           |
| January 2015      | 16th Ave. from Sloat to Junipero Serra   | 13    | N   | Null           | 14             |
| March 2015        | Valencia / Duboce Ave.                   | 38    | N   | 1              | Null           |
|                   | Sutter St. at Mason, Taylor, and Leav.   | 21    | Y   | 3              | Null           |
| May 2015          | Howard St. Pilot A                       | 5a    | N   | Null           | 5              |
|                   | 2nd St. from Market to Mission           | 11    | N   | Null           | 1              |
|                   | Ocean Ave / Geneva Ave. from Ashto.      | 20b   | Y   | 8              | Null           |
| June 2015         | Saler Market Street                      | 6     | N   | Null           | 5              |
|                   | Tenderloin Daylighting                   | 22    | N   | 80             | Null           |
| August 2015       | Mission St. from 18th to 23rd            | 19    | N   | Null           | 5              |
|                   | Market St. from Gough to 12th            | 18    | Y   | 1              | 1              |
|                   | Webster St. from Fulton to Sutter        | 10a   | Y   | Null           | 9              |
| September 2015    | 11th St / 13th St / Bryant St.           | 39    | N   | 1              | Null           |
|                   | 4th St. at King St.                      | 40    | N   | 1              | Null           |
| October 2015      | Keamy St. Improvements B                 | 17b   | N   | 2              | Null           |
| November 2015     | Columbus Ave. Broadway to Union          | 24    | Y   | Null           | 3              |
| December 2015     | Elis. St. / Eddy St. from Leavenworth b. | 2     | Y   | Null           | 6              |
|                   | Persia Triangle Improvements             | 37    | Y   | 1              | Null           |
|                   | Ocean Ave / Geneva Ave. from Ashto.      | 20a   | Y   | 1              | Null           |
|                   | Division St. at 8th / Townsend           | 12a   | Y   | 1              | Null           |
| January 2016      | 16th St. Market St.                      | 25    | Y   | 1              | Null           |
| February 2016     | Citywide signal changes (broadways)      | 26    | N   | 20             | Null           |
|                   | Citywide signal changes (pedestrian in.  | 27    | N   | 20             | Null           |
| December 2016     | Potrero Ave. from Division to Cesar C.   | 8     | Y   | Null           | 14             |
|                   | Irving St. from Arguello to 8th          | 19    | Y   | Null           | 8              |

## Pre-Planning Projects by Baseline Completion Date & Total Budget

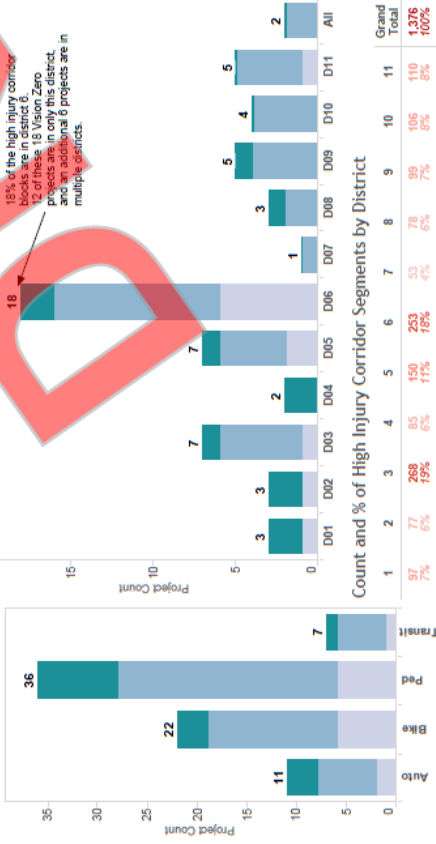
| Month, Year of E. | Proj Name                              | VZ ID | DPW | Locations Tre. | Blocks Treated |
|-------------------|--|-------|-----|----------------|----------------|
| Null              | Polk St. from McAllister to Union      | 7     | N   | Null           | 20             |
| August 2015       | 5th St. from Market to Townsend        | 23    | N   | Null           | 7              |
| October 2015      | Webster St. from Fulton to Sutter      | 10c   | Y   | 2              | Null           |
| December 2015     | Howard St. Pilot B                     | 5b    | N   | Null           | 2              |
| March 2016        | Geary Blvd / Leavenworth St. and Edl.  | 28    | N   | 2              | Null           |
| April 2017        | Golden Gate Ave. from Polk to Jones    | 4     | N   | Null           | 4              |
| June 2017         | King St. bike improvements             | 30    | Y   | Null           | 1              |
|                   | Geary Blvd. at Arguello, 30th and 42nd | 15    | N   | 3              | Null           |
|                   | Geneva Ave. / Brodhead Ave.            | 29    | N   | 1              | Null           |



## Budget of active projects

## Project Count by District

All statuses; a project may include multiple modes



## Count and % of High Injury Corridor Segments by District

| District    | Count | %    |
|-------------|-------|------|
| D01         | 97    | 7%   |
| D02         | 268   | 19%  |
| D03         | 85    | 6%   |
| D04         | 150   | 11%  |
| D05         | 253   | 18%  |
| D06         | 53    | 4%   |
| D07         | 78    | 6%   |
| D08         | 99    | 7%   |
| D09         | 106   | 8%   |
| D10         | 111   | 8%   |
| D11         | 11    | 1%   |
| Grand Total | 1376  | 100% |

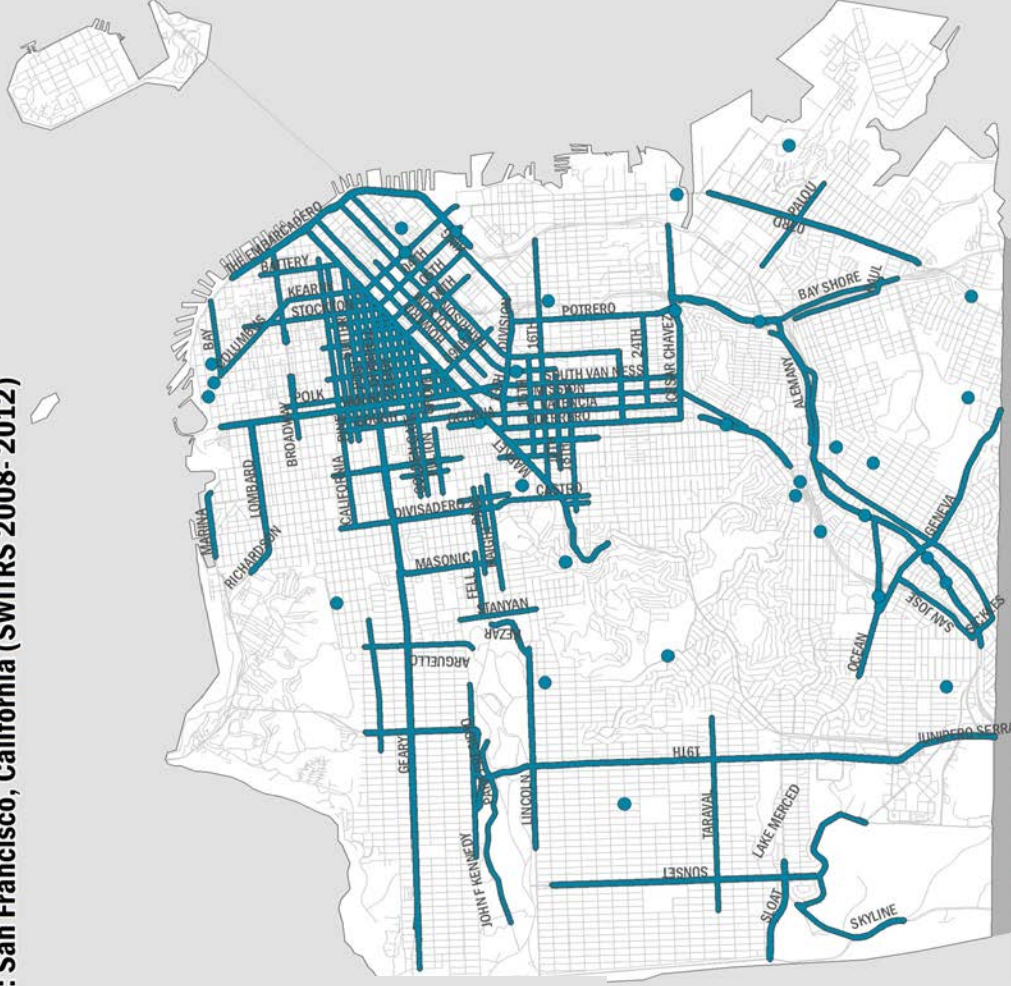
## Dashboard 1 - Summary



# PRIORITIZATION OF PROJECTS

Vision Zero High Injury Network: San Francisco, California (SWITRS 2008-2012)

- High visibility short term delivery
- High Injury network with Pedestrian, Bicycle, Transit & Vehicle collision data
- Ambitious but achievable
- First set of projects part of a larger number of projects
- 1<sup>st</sup> phase of multi-year effort



● Vision Zero High Injury Intersection  
— Vision Zero High Injury Network

Freeways (grade separated) and their associated injuries are not represented.

0 0.5 1 2  
 Miles

Source: SFPDH 2014; Statewide Integrated Traffic Records System (SWITRS) 2008-2012  
 City and County of San Francisco Department of Public Health: Environmental Health Program on Health, Equity, and Sustainability - [www.sfpdhs.org](http://www.sfpdhs.org)

# FUNDING THE FIRST 24 PROJECTS



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

SFMTA | CAPITAL FINANCIAL PLANNING & ANALYSIS

FINANCE AND INFORMATION TECHNOLOGY DIVISION

## **DRAFT** Vision Zero Initial Projects: SFMTA CIP Aggregate Funding by

### Source

Date: November 20, 2014

| Funding Source   | TOTAL FUNDING ALLOCATED OR AVAILABLE IN CIP* |
|--|--|
| Development Impact Fees                                    | \$153,400                                    |
| Lifeline   | \$1,175,104                                  |
| Mayor's Budget   | \$1,330,000                                  |
| Prop K   | \$6,404,963                                  |
| SFMTA Operating  | \$1,920,594                                  |
| SFMTA Revenue Bond   | \$8,580,065                                  |
| Supervisory Addbacks                                       | \$215,800                                    |
| Transportation & Streets Infrastructure Package            | \$3,596,115                                  |
| Transportation Development Act Art III                     | \$636,167                                    |
| Public Works Prop B GO Bond                                | \$1,300,000                                  |
| State Infrastructure Bond & Transit Performance Initiative | \$910,500                                    |
| <b>Grand Total</b>   | <b>\$26,222,707</b>                          |

\*Exceeds current total estimated projects budget for contingency/reserve

## PROJECT DELIVERY: PRIMARY CHALLENGES

1. City lacks strong and clear leadership implementing transportation policies.  
**Sustainable Streets accountable for project delivery**
2. City's Complete Streets (CS) policy doesn't include a modal hierarchy, and
3. Final designs based on consensus can diminish ability to reach project goals.  
**Vision Zero makes pedestrian safety the clear priority-hierarchy being developed**
4. Coordination within and among agencies is inadequate to deliver a multi-modal vision.  
**New MTA-DPW principals' working group is breaking down silos**
5. Agencies have different transportation priorities and cultures.  
**High-Injury network is now the priority for MTA and DPW**

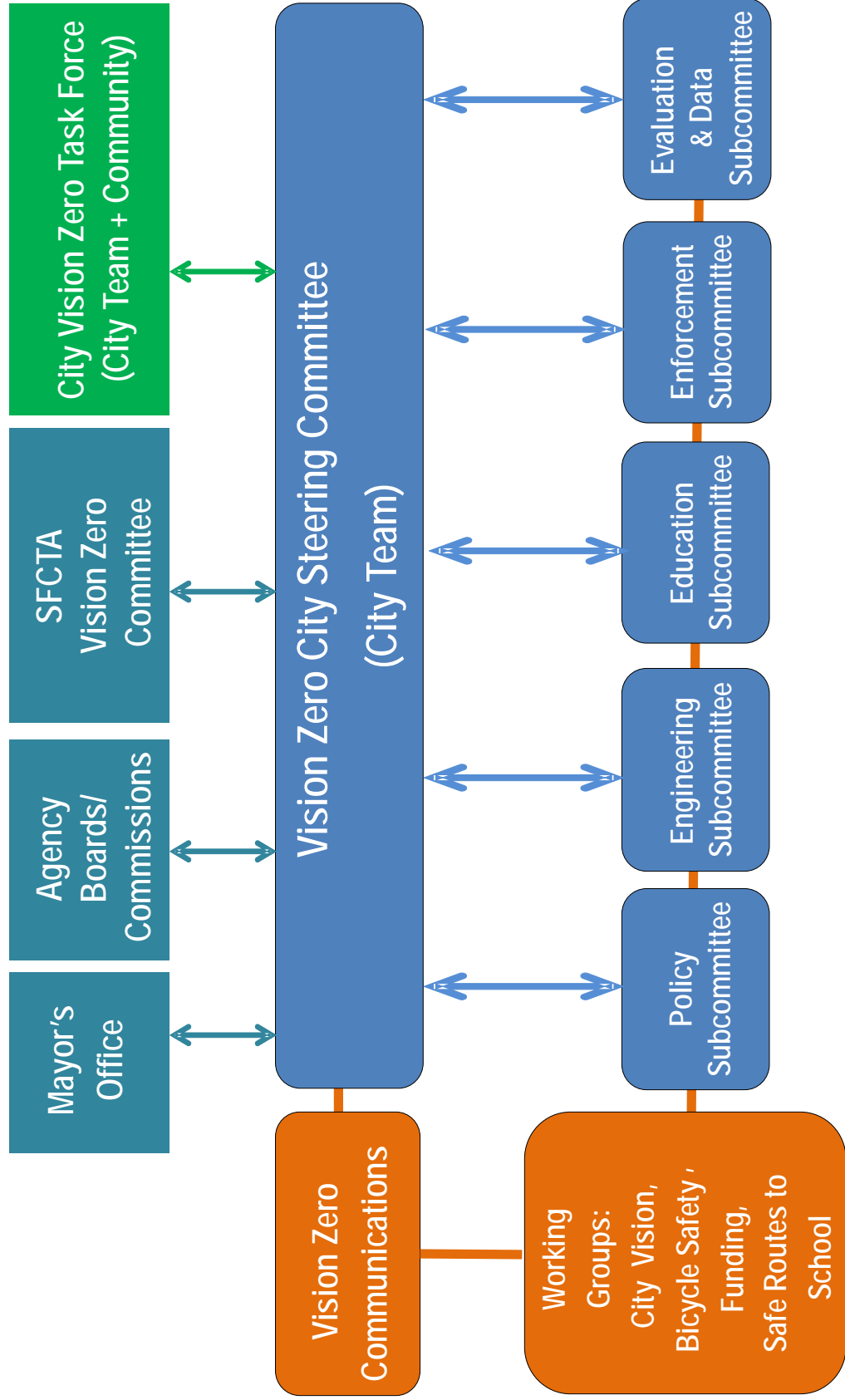
6. Funding and grant administration processes are burdensome and inefficient.  
**"As-needed" contracts first example of streamlined administration of project delivery**
7. No funding available for pre-implementation or coordination.  
**SFMTA is identifying budget opportunities, SFCTA responsive to need for flexibility**
8. City lacks a sufficient pool of experienced, proactive project managers.  
**PM Training program initiated**
9. Some city staff who interact with the public need public communication training.  
**SFMTA's public outreach and engagement strategy**
10. CEQA empowers opponents of any project.  
**CEQA reform will improve process**

## PROJECT DELIVERY: WHAT HAS CHANGED?

| Issue                              | New direction   |
|------------------------------------|---|
| <p><b>Funding</b></p>              | <p>Streamlined funding of design and construction<br/>Improved relationship between SFMTA and SFCTA<br/>Dedicated funding in Prop A</p>                   |
| <p><b>Coordination</b></p>         | <p>Alignment of SFMTA, DPW, and PUC at scoping stage<br/>SFMTA integrating safety scope into all Muni Forward work</p>                                    |
| <p><b>Public process</b></p>       | <p>SFMTA engagement strategy focuses on identifying and convening broad stakeholder groups early<br/>Important role for BOS helping frame Vision Zero</p> |
| <p><b>Environmental review</b></p> | <p>CEQA reform aligns environmental process with Vision Zero values</p>   |



# VISION ZERO CITY STRUCTURE



## 2 YEAR ACTION STRATEGY: ENGINEERING

### Objectives:

- Implement treatments and redesign corridors that minimize opportunity for conflict among people who walk, bicycle, drive and take transit so In the event of collision, the consequence is not a severe injury or fatality.
- Identify and act on improvements to accelerate project delivery

| Action Examples  | Lead Agency  | Participating Agency | Milestone        |
|--|--------------|----------------------|------------------|
| Implement safety treatments along up to 26 miles of high priority streets in San Francisco   | SFMTA, SFDPW |                      | Q4 2015, Q4 2016 |
| Complete Living Labs pilot and develop strategy to engage with private sector, specifically for developing and/or utilizing technology to advance goals of Vision Zero | SFMTA, SFPUC | Mayor's Office       | Q2 2015          |
| Implement universally beneficial treatments citywide (e.g. daylighting, signal timing, turn restrictions and high visibility crosswalks)                               | SFMTA        | SFDPW                | Ongoing          |

## 2 YEAR ACTION STRATEGY: ENFORCEMENT

### Objectives:

- Increase street user awareness of their responsibility to the safety of others and themselves.
- Cite and admonish violations, using a data-driven approach and focusing on violations of the California Vehicle Code and the San Francisco Transportation Code that are identified as causative and associated factors in severe and fatal collisions.

| Action Examples   | Lead Agency | Participating Agency | Milestone         |
|---|-------------|----------------------|-------------------|
| <p>SFMTA Parking Control Officer (PCO) program will formalize means by which PCOs may be assigned Vision Zero-supporting duties-like Don't Block the Box</p>  | SFMTA       | SFPD                 | Q4 2014 – Q4 2015 |
| <p>Provide a report regarding the progress made toward Vision Zero including, but not limited to:</p> <ul style="list-style-type: none"> <li>• Number of traffic citations given (by total and by mode)</li> <li>• Percent of collisions attributed to one of the five primary collision factors</li> <li>• Number of operations around school facilities and senior zones</li> </ul> | SFPD        |                      | Q1 2015           |
| <p>Fully implement Crossroads for electronic collision data reporting and real-time data sharing with SFMTA and SFDPH</p>   | SFPD        | SFMTA, DPH           | TBD               |

## 2 YEAR ACTION STRATEGY: EDUCATION

### Objectives:

- Provide a forum for the development of a citywide safety education strategy
- Coordinate and collaborate with Vision Zero partners (city depts, public agencies, community) to ensure that there is awareness of all upcoming educational activities

| Action Examples  | Lead Agency  | Participating Agency                     | Milestone |
|--|--------------|--|-----------|
| Develop a citywide education strategy  | SFMTA        | SFDPH, SFPD, SFUSD, DA, SFCTA, SFE, SFFD | Q1 2015   |
| Expand education campaign underway –Safe Streets SF pledge, Large vehicle safe driving | SFMTA, SFDPH | SFPD                                     | Q1 2016   |
| Develop a funding strategy to institutionalize Vision Zero education activities        | SFMTA, SFDPH | Funding Working Group                    | Q2 2016   |

## EVALUATION AND MONITORING

### Objectives:

- Monitor and analyze collision data to identify causal factors and high injury locations.
- Monitor progress on and evaluate the efficacy of Vision Zero Engineering, Enforcement, Education and Policy efforts and need for refinement.
- Coordinate with Subcommittees, City agencies and Community Stakeholders to ensure accuracy, relevance, and efficiency of data systems and reporting.

| Action Examples   | Lead Agency       | Participating Agency                           | Milestone         |
|---|-------------------|--|-------------------|
| Pilot a comprehensive Transportation-related Injury Surveillance System and integrate findings into TransBASESF.org.  | SFDPH             | SFMTA, SFPD                                    | Q4 2015           |
| Develop a web-based system to post Vision Zero Monitoring Data, including timely reporting of fatalities and annual reporting of other key metrics.                     | SFDPH, SFMTA, DPW | Controller's Office                            | Q1 2015 – Q3 2015 |
| 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. | SFDPH             | SFMTA, SF Planning, SFDPW, SFCTA, SFDPW, SFPUC | Ongoing           |

## 2 YEAR ACTION STRATEGY: POLICY

### Objectives:

- Identify policy initiatives that partners can support and mobilize behind at the local state, and federal levels to advance awareness of Vision Zero.
- Develop enabling policy to accelerate programs and projects to meet Vision Zero.

| Action Examples  | Lead Agency               | Participating Agency  | Milestone |
|--|---------------------------|---|-----------|
| <b>Advance Automated Safety Enforcement initiative at the state level</b>  | SFMTA                     | Mayor's Office, BoS, SFPD, SFDPH                            | Q1 2015   |
| <b>Partner with Office of Traffic Safety, Caltrans, SafeTrec, Department of Motor Vehicles, CHP, CDPH, CalSTA and MTC to advance goals of Vision Zero</b><br>-Convene statewide leadership on VZ legal and admin hurdles<br>-Streamline state traffic collision data timelines | SFMTA, SFDPH, SFPD, SFCTA | Mayor's Office, BoS   | Ongoing   |
| <b>Review development projects' impact on pedestrian and bicycle safety</b><br>Encourage project sponsors to design projects such that they maximize pedestrian and bicycle safety consistent with adopted codes and policies  | SF Planning               | SFMTA, Mayor's Office of Economic and Workforce Development | 2016      |

## ACCOUNTABILITY, BENCHMARKS

Milestones to be reported back at Quarterly Committee, SFMTA Board and Task Force Meetings

Additional Annual Benchmarks:

|  |
|--|
| <b>Outcomes</b>  |
| Total severe and fatal injuries by neighborhood, mode and by age   |
| Medical costs at SF General Hospital for transportation collisions   |
| <b>Interim Progress Metrics</b>  |
| 85 <sup>th</sup> percentile of speeds on San Francisco Streets   |
| Number of engineering projects implemented, and miles of streets/intersections receiving safety improvements |
| Citations issued: a) per SFPD officer, b) by violation type and by police district                           |
| Investigation and prosecution of vehicular manslaughter (No. of prosecutions)                                |
| Public awareness of Vision Zero, its principles and traffic safety laws ( Public perception survey)          |
| Policy change made at local and state levels to advance Vision Zero (No. of policies enacted)                |

## BEYOND 2016

- Two-year Action Strategy updated every two years:
  - Informed by international best practice review and evaluation of projects and programs delivered in first 2 year effort
  - Will assess policies, programs, projects that require longer-term planning for implementation
  - Evidence-based approach towards reaching zero



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# VISION ZERO POINTS OF CONTACT

## **Vision Zero Lead**

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## **Co-Chairs, Vision Zero Task Force**

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