



AGENDA

VISION ZERO COMMITTEE Transportation Authority Board Special Meeting

Date: Thursday, December 10, 2015; 2:30-4:00 p.m.
Location: Legislative Chamber, Room 263, City Hall
Commissioners: Kim (Chair), Yee (Vice Chair), Farrell, Mar and Wiener (Ex Officio)

Clerk: Steve Stamos

Page

1. Roll Call

Consent Calendar

- 2. Approve the Minutes of the September 10, 2015 Meeting – ACTION* 5**
- 3. Recommend Extending the Vision Zero Committee of the Transportation Authority for an Additional Two-Year Period – ACTION* 9**

The Vision Zero Committee was established as a select committee of the Transportation Authority on February 25, 2014 through Resolution 14-58. The committee was established to serve for a two-year period beginning from the first committee meeting, which was held on April 10, 2014. Unless extended, the Vision Zero Committee will be discontinued on April 10, 2016. At the December meeting, the committee will consider recommending the extension of the Vision Zero Committee for an additional two-year period, with final action taken at the next meeting of the Transportation Authority Board.

- 4. Overall Vision Zero Progress Report – INFORMATION* 11**

Staff from the San Francisco Municipal Transportation Agency (SFMTA) will provide an overall progress report on the various Vision Zero projects and initiatives, including action items in the Two-Year Action Strategy, a status report on the 24 Vision Zero near-term engineering capital projects, and an update regarding development of the Active Transportation Program-funded speeding reduction campaign.

End of Consent Calendar

- 5. Update on Use of Parking Control Officers to Support Vision Zero – INFORMATION**

The Vision Zero Two-Year Action Strategy indicates that the SFMTA will identify Parking Control Officer (PCO) duties that support Vision Zero goals and complete a PCO program resource optimization process to formalize means by which PCOs can be assigned Vision Zero supporting duties. SFMTA will present an update on progress in this area.

- 6. Framework for Identifying Next Generation of Vision Zero Priority Projects – INFORMATION* 17**

Tom Maguire, Director of Sustainable Streets at SFMTA, will present an approach and framework for identifying priority projects and initiatives to advance the goal of Vision Zero over the next two years. The framework will focus on projects that promote safer speeds and will include a next set of engineering capital projects focused on high injury corridors, as well as citywide education and enforcement projects. The framework will be used to

identify a specific list of projects to be presented at the next committee meeting.

7. Recommend Supporting Automated Speed Enforcement as San Francisco's Key Legislative Initiative in Support of Vision Zero for the 2016 State Legislative Session – ACTION* **41**

Kate Breen, Government Affairs Director for the SFMTA, and Claire Philips, Performance Analyst at the Office of the Controller, will summarize results from the Controller's Office draft report on Automated Safety Enforcement, including best practices and lessons learned from other jurisdictions. The report confirms that automated enforcement cameras have been used successfully to improve roadway safety in many cities. Transportation Authority and city department staffs recommend that the committee support a resolution making automated speed enforcement San Francisco's primary focus for Vision Zero supportive legislation for the 2016 state legislative session.

8. Introduction of New Items – INFORMATION

During this segment of the meeting, Committee members may make comments on items not specifically listed above, or introduce or request items for future consideration.

9. Public Comment

10. Adjournment

* Additional materials

If a quorum of the Transportation Authority Board is present, it constitutes a Special Meeting of the Transportation Authority Board. The Clerk of the Authority shall make a note of it in the minutes, and discussion shall be limited to items noticed on this agenda.

Please note that the meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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If any materials related to an item on this agenda have been distributed to the Vision Zero Committee after distribution of the agenda packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

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Vision Zero Committee Meeting Agenda

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DRAFT MINUTES

VISION ZERO COMMITTEE

Thursday, September 10, 2015

1. Roll Call

Vice Chair Yee called the meeting to order at 2:46 p.m. The following members were:

Present at Roll Call: Commissioners Farrell, Mar and Yee (3)

Absent at Roll Call: Commissioners Kim and Wiener (entered during Item 3) (2)

2. Approve the Minutes of the May 21, 2015 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Farrell, Mar and Yee (3)

Absent: Commissioner Kim (1)

3. Vision Zero Progress Report – INFORMATION

Tom Maguire, Director of Sustainable Streets at the San Francisco Municipal Transportation Agency (SFMTA), Commander Ann Mannix of the San Francisco Police Department, and Megan Wier of the San Francisco Department of Public Health (SFDPH) presented the item.

Chair Kim asked if the SFMTA had identified the intersections that needed improved lighting. Mr. Maguire responded that SFMTA was in the process of identifying the locations and would provide an update at a future meeting.

Chair Kim commended SFMTA for its progress on meeting the target of completing 24 Vision Zero projects within 24 months, and asked when the SFMTA would identify the next generation of projects. Mr. Maguire responded that he would provide an update at the next Vision Zero Committee meeting.

Chair Kim noted that the number intersection gridlock citations had increased 300% between August 2014 and August 2015. She asked if these tickets were given as part of the Don't Block the Box campaign or targeted for double parking. Commander Mannix responded that it included both the Don't Block the Box and double parking components, and added that the focus was to curb double parking because many commercial corridors and thoroughfares were affected by it.

Commissioner Yee asked about the breakdown of types of citations issued to pedestrians. Commander Mannix responded that she had the breakdown only from Traffic Company but not from different stations. She said that to her knowledge the predominant citation for pedestrians was jaywalking, but that she would follow up with more detail.

Chair Kim commended the Police Department's increased effort not only on the Focus on the Five program but also on all types of violations, and asked if Commander Mannix had obtained

assistance for the data collection and analysis. Commander Mannix responded that an analyst from the Traffic Company was providing assistance but that a transition to an electronic citation system, anticipated by end of this year, would be tremendously helpful.

Commissioner Mar asked for more detail on the TransBASESF.org database. Ms. Weir explained that it was a spatial analytic geodatabase that compiled existing transportation data and linked it with other data describing street characteristics, such as land use and socio-economic data, to provide the context for injury locations. Commissioner Mar asked if the database overlapped with any other existing systems, such as a GIS database that measured health equity in low-income areas. Ms. Wier clarified that TransBASE brought together several existing data sets and offered user-friendly interfaces to enable anyone to download the entirety of data for analysis. She noted that TransBASE also produce readily customizable maps, including high injury locations. She noted that SFDPH was continuing its outreach to offer instructions and gather feedback on the database. Ms. Weir pointed out that TransBASE had been developed organically and collaboratively with the support of various city agencies, and with open software, so that it could be shared, as demonstrated by Los Angeles' recent effort to replicate it. She added that TransBASE was a key input in the WalkFirst Investment Strategy. Commissioner Mar asked for confirmation that TransBASE contained open source data that was not privately controlled but accessible to everyone, which Ms. Wier confirmed.

During public comment, Roger Bazeley suggested a safety campaign to emphasize the need for bicyclists to wear helmets and vests with reflective material to increase their visibility to drivers. He also suggested that the city request that private companies who operated commuter shuttles offer available seats to non-employees for a fee.

Charles Rathbone of Luxor Cab Company thanked the SFMTA for working with the taxi industry to help improve their driver safety standards, including creating the safety training video. He stated that his company would require its taxi drivers to view the video at the time of their permit renewal.

4. It Stops Here Campaign Evaluation Results – INFORMATION

John Knox White, Transportation Planner at the San Francisco Municipal Transportation Agency, and Megan Wier of the San Francisco Department of Public Health, presented the item.

Chair Kim asked which corridors, beyond Kearny and 6th Streets, were included in the It Stops Here Campaign. Mr. Knox White responded that additional corridors included Geary Boulevard between Stanyan Street and 7th Avenue and Mission Street between US-101 and 20th Street.

Ms. Wier stated that four intervention intersections were chosen to gauge whether vehicles were yielding to pedestrians during walk and countdown crossing phases, and noted that each intervention intersection was matched with a control intersection. Chair Kim asked how control intersections were chosen. Ms. Wier responded that control intersections were chosen based on a number of factors such as lane directions (one-way or two-way), geographic distribution, number of lanes, and pedestrian volumes. She added that this analysis resulted in a list of several control intersections for each intervention intersection, and that field testing was then conducted to find the most comparable ones.

Commissioner Mar commented that the intersection of Geary and Arguello Boulevards was the site of a collision resulting in the death of an elderly woman in 2011. He asked if there were any education campaigns planned to address pedestrian behavior, particularly distracted walking. Mr.

Knox White responded that the campaign was focused on driver behavior but that pedestrian outreach on the Geary corridor included information about distracted walking. He added that as part of the Vision Zero education strategy, funding was being sought for an annual campaign for ongoing pedestrian education.

Commissioner Yee asked how the results of the It Stops Here campaign were informing future plans for citywide education strategies. Mr. Knox White responded that the team had worked to get the media to pick up the campaign messages to ensure further dissemination, and would be working to expand citywide education efforts through an upcoming campaign focused on speeding.

During public comment, Roger Bazeley recommended including messaging on MUNI buses as part of a pedestrian safety and driver awareness campaign.

5. Update on Opportunities to Advance Vision Zero with State Agencies – INFORMATION

Megan Wier of the San Francisco Department of Public Health and Kate Breen of the San Francisco Municipal Transportation Agency (SFMTA) presented the item.

Chair Kim asked for clarification on how forward-facing cameras mounted on transit vehicles were used to enforce transit-only lanes. Ms. Breen stated that forward-facing cameras were on 400 MUNI coaches which captured images of double parking violations in transit-only lanes. She added that two SFMTA parking control officers reviewed the video and issued citations, focusing primarily on corridors and times that experienced the highest volume of violations.

Chair Kim asked about safety trends in other large cities. Ms. Breen responded that Los Angeles, San Diego, San Jose and San Francisco had all adopted Vision Zero goals which could result in collaboration on statewide initiatives.

Ryan Greene-Roesel, Senior Transportation Planner, provided an update on the Transportation Authority's safety study at freeway ramp intersections. She stated that staff was working in partnership with SFMTA and the California Department of Transportation to address issues at the top high-injury locations in the city. Chair Kim asked if this study was related to the investigation of congestion management strategies on San Francisco freeways (the Freeway Corridor Management Study). Ms. Greene-Roesel responded that these studies were parallel, but connected efforts.

During public comment, Roger Bazeley recommended electronic signage, textured pavement and high visibility crosswalks to encourage drivers to slow down at freeway exit ramps. He also referenced a letter he sent to the Transportation Authority in which he highlighted the need for better signage and water crash barriers at the Treasure Island freeway ramps.

6. Update on Use of Parking Control Officers to Support Vision Zero - INFORMATION

Chair Kim moved to continue Item 6 to the next Vision Zero Committee meeting, seconded by Commissioner Yee.

The Vision Zero Committee lost quorum at 3:58 p.m. The meeting was adjourned. Chair Kim continued the meeting as a workshop with any presentations or public comment not on the record. The workshop was broadcast live on SFGovTV and the recording is available on their website at sfgovtv.org.

7. **Introduction of New Items – INFORMATION**
8. **Public Comment**
9. **Adjournment**

The workshop was adjourned at 4:14 p.m.



RESOLUTION EXTENDING THE VISION ZERO COMMITTEE OF THE
TRANSPORTATION AUTHORITY FOR AN ADDITIONAL TWO-YEAR PERIOD

WHEREAS, On February 25, 2014, the Transportation Authority Board approved Resolution 14-58, establishing an ad hoc Vision Zero Committee of the Transportation Authority to track and support the City's progress toward prioritizing street safety and eliminating traffic deaths by 2024; and

WHEREAS, The Vision Zero Committee was established to serve for a two-year period beginning from the first Committee meeting and was composed of four members, with the Transportation Authority Chair serving as an ex-officio member; and

WHEREAS, On March 25, 2014, the Transportation Authority Board approved Resolution 14-68, revising the structure of the Vision Zero Committee to add one additional member such that the Committee was composed of five members, with the Transportation Authority Chair serving as an ex-officio member; and

WHEREAS, The first meeting of the Vision Zero Committee was held on April 10, 2014, with subsequent meetings held on an ad hoc basis but on a quarterly schedule; and

WHEREAS, Unless extended, the Vision Zero Committee will be discontinued on April 10, 2016; and

WHEREAS, At its December 10, 2015 meeting, the Vision Zero Committee met and recommended extending the Vision Zero Committee for an additional two-year period to allow the Transportation Authority Board to continue to track and support the City's progress toward prioritizing street safety and eliminating traffic deaths by 2024; now, therefore, be it

RESOLVED, That the Transportation Authority hereby extends the Vision Zero Committee for an additional two year-period, ending on April 10, 2018.



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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 2015

Vision Zero Subcommittee Updates

Engineering (Lead: Mari Hunter, SFMTA)

- 24 of 24 projects complete
 - Recent highlights :
 - Raised cycletrack on Market from Gough to 12th Streets
 - Citywide signal changes at the top 20 pedestrian injury locations
 - Temporary bulb, continental crosswalks, and leading pedestrian interval at Geary/Leavenworth and Eddy/Mason Streets
 - Six additional projects to be completed by February 2016
 - —Howard pedestrian and bicycle improvements between 6th and 10th
 - Early implementation of specific safety and street improvements on Polk from McAllister to Union
 - Pedestrian treatments at Kearny/Sacramento and Kearny/Geary
 - Pedestrian and signal improvements at Ocean/Geneva from Ashton to Mission Streets
 - Citywide signal changes at top 20 broadside injury locations
 - Pedestrian improvements at Persia Triangle
- 13 miles of safety treatments have been installed on the high injury network as of September 2015. Staff will analyze the data for the remaining months of the year to provide a full report of engineering improvements both on and off the high-injury network in the Spring of 2016
- Reporting/Monitoring: information & technology staff and project staff are working to improve project data collection. This will streamline process for reporting and monitoring safety efforts.

Education, communications and outreach (Lead: John Knox White, SFMTA)

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

- Development of the Education and Communications Strategy Work Plan is nearly complete and on-schedule for completion at the end of the year.
- The Large Vehicle Urban Driving Safety video is being reedited with translated captions and graphics for drivers who speak Chinese and Spanish.
- The city continues to receive a lot of earned media coverage around Vision Zero efforts due to increased communications work and coordination.
- The Safe Streets SF – Anti-Speeding campaign has started work planning. An RFP has recently closed for the selection of a communications consultant. The program will focus on slowing speeds throughout the city

through education and enforcement. 11 focus corridors, that will receive additional enforcement, outreach and communications work have been identified as:

Street	From Cross street	To Cross street
19th Ave	Pacheco	Junipero Serra
16th	DeHaro	Mission
Bay	Embarcadero	Van Ness
Geary	22 nd	48th
Golden Gate	Divisidero	Franklin
Masonic	Geary	Page
Pine	Jones	Masonic
San Jose	St. Mary	Randolph
S. Van Ness	Market	13th
Bayshore	Paul	Silver
Sunset Boulevard	at Lake Merced	Wawona

- SFMTA has convened a group of bicycle advocates and Muni operators to address safety concerns held by both groups and form plans for a year-long safety education and outreach program.

Enforcement (Lead: Ann Mannix, SFPD & Mari Hunter, SFMTA)

- In Q3, Focus on the 5 violations citations (speed, red light, stop sign, failure to yield to ped, and on left turn) comprised 43% of all traffic violations: 13,447 of 30,924. The percent issued by mode is: 97% motor vehicles, 2% pedestrians, 1% bicyclists. The overall number of citations to date are on par with the number issued in 2014, the highest numbers recorded by SFPD – and Focus on the Five violation citations have increased 78% overall, ranging from 26-1261% by violation citation category.
- Lidar speed operations at school zones and senior centers increased in Q3.
- Comparing Citation Issuance (Nov 2015 to Nov 2014)
 - Double Parking Inc 12% (2,036 vs. 2,282)
 - Blocking Bike Lane Inc 48% (132 vs. 195)
 - Intersection Gridlock Dec 24% (606 vs. 460)
- Controller’s Office started Citation and Collision Analysis project. Project goal is to optimize the time and place of traffic enforcement and provide the SFPD with tools for making ongoing strategic deployment decisions. Immediate next steps are to (1) obtain citation data and other potential sources of enforcement data, assess the quality of the data, and take steps to clean, transform, and spatially reference it and (2) update 2012 collision analysis using methodology employed in other cities and research institutes.



Working together to prioritize street safety and eliminate all traffic deaths in San Francisco by 2024

Evaluation and Data (Lead: Megan Wier, SFPDPH)

- SFPDPH obtained data from SF Department of Emergency Management that is being linked to SFPD collision data and SF General Hospital data for the comprehensive transportation injury surveillance system, with the first pilot data release of the comprehensive dataset slated for Spring 2016. The intensive data linkage process is underway, using software and linkage methods that have also been used by the National Highway Traffic Safety Administration.
- The SFPDPH team is supporting The Safe Streets SF – Anti-Speeding campaign, including through TransBASESF.org data analysis to identify target corridors and the development of a rigorous evaluation plan that will be implemented in tandem with campaign in 2016.
- A paper on TransBASESF.org – the online, open spatial data resource for Vision Zero SF – has been accepted for presentation at the 2016 Transportation Research Board Annual Meeting in Washington, DC in January 2016. It is undergoing final peer review with consideration for publication. The paper documents the methods and process used to develop TransBASESF.org, and will help support its institutionalization locally as well as replication nationally; it is currently being replicated in a collaboration between LADOT and LADPH.
- SFPDPH, SFMTA, and SFPD continue to meet on a regular basis to finalize and publish monthly Vision Zero Fatality statistics and to standardize and institutionalize reporting on collision data via the Crossroads reporting system. Reporting of Vision Zero traffic fatalities are updated monthly on an interactive web map to track Vision Zero progress and to visually display the burden of traffic mortality as it relates to the HIN (high injury network), which remains highly predictive of traffic fatalities. There have been 24 fatalities on SF streets through October 2015, the same number occurred during that period in 2014.

Policy (Lead: Kate Breen, SFMTA)

- **State Level:**
 - The City's State Legislation Committee approved SFMTA's 2016 State Legislative Program which identifies Automated Speed Enforcement (ASE) as SFMTA's top legislative priority for the 2016 legislative session.
 - Launch of the 2016 ASE campaign. For the last four months, we have been working closely with WalkSF and SFBC to identify key stakeholders and develop collateral materials to share with the public. These materials include fact sheets that can be found on the VisionZeroSF website, an ASE resolution, an ASE letter of support, media clips and presentation materials. We are continuing to meet with key stakeholders to socialize ASE and build support including members of our state delegation, local organizations, relevant advocacy groups and businesses, regional and state agencies and union representatives.
 - We have continued to engage the seven major urban cities in California that were convened in July and are working closely with the City of San Jose to identify a sponsor for ASE legislation. We are working with the City Attorney's office to draft such legislation. Efforts are underway to convene a 2nd Big Cities DOT meeting in February in Fresno. Vision Zero will be on the agenda.
 - Los Angeles City Council Member, Mitch Englander, introduced a motion in late August requesting a report on the impediments to effective speed enforcement and recommendations for how to enhance Los Angeles' ability to enforce safe speed. The report was released in October and highlighted ASE as an



effective tool to reduce speeds. Notwithstanding this finding, Los Angeles' main priority currently is to change the way speed limits and speed zones are determined. We are currently monitoring state legislation that could alter the way speed limits are set (SB 632).

- The Metropolitan Transportation Commission, at San Francisco's request, and the SFCTA are both proposing to include support for Vision Zero efforts and policies such as ASE in their 2016 Legislative Programs.
 - Release of the Controller's report of **Automated Speed Enforcement Implementation: Survey Findings and Lessons Learned Around the County**. The Controller's Office surveyed six jurisdictions that implemented ASE programs to learn about the various implementation approaches and to obtain lessons learned for San Francisco's own advancement of an ASE program. The report found that ASE was an effective tool that improved road safety in all jurisdictions surveyed and that the most critical issues to address are the perception of ASE as a revenue generating mechanism and the perception that speeding is an acceptable driver behavior. The report was covered by several media outlets.
 - AB 902 (Bloom and Chiu) enacted by Governor Brown, authorizes a local jurisdiction to allow a person of any age, not just a minor, to attend a diversion program (e.g. safety education classes) offered by a local agency and approved by local law enforcement, instead of paying a penalty in part or in full for committing a moving violation while operating a bicycle or other non-motorized vehicle. The bill also allows the local agency to charge a fee to participate in the diversion program.
 - Monitored the State Special Session on Transportation Infrastructure. There were several proposal related to funding for bicycle and pedestrians safety projects, however, agreement has yet to be reached on new funding mechanisms. We will continue to monitor.
- **Federal level:**
 - At NACTO's annual Designing Cities Conference in October, SFMTA participated on a panel, along with NY City DOT, Austin TX Police Department and the City of Portland DOT addressing various aspects of automated speed enforcement.
 - We are expecting a long-term federal surface transportation reauthorization bill to be passed in early December. Throughout the process, we engaged our federal representatives and made requests for certain provisions to increase funding for alternative types of transportation, provide local jurisdictions increased flexibility to design streets for all modes of transportation, allow local jurisdictions to spend federal funds on safety education and automated traffic enforcement, and reduce duplicative processes and unnecessary delays when delivering multi-modal transportation projects.

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 (Lead: Megan Wier, SFDPH)

- The international review of traffic safety best practices has been accepted for presentation at the Transportation Research Board's Annual Meeting in Washington DC, in January 2016, and is undergoing final peer review with consideration for publication. Once final peer review has been completed, the findings will be disseminated





Working together to prioritize street safety and eliminate all traffic deaths in San Francisco by 2024

locally – and will inform the next iteration of the Vision Zero Action Strategy – as well as to the cities included in the review. Traffic safety practices were reviewed for: “peer” U.S. cities, now all with Vision Zero Policies (New York, Chicago, Portland, Seattle, Washington DC, Boston, Los Angeles); and international countries/cities with

Funding (Leads: Chava Kronenberg, SFMTA; Anna LaForte, SFCTA)

- The Funding Working Group has been tasked with helping develop funding strategies to institutionalize activities in support of Vision Zero. This past quarter, the Funding Working Group Co-Chairs worked with the Task Force Co-Chairs to pursue findings and recommendations from the Vision Zero summit with NHTSA/OTS held in April and the interagency Vision Zero workshop held in October.
- Continued to work closely with the Funding Working Group members to facilitate coordination and improve cross-agency dialogue to support efforts to seek and secure grants.
- Participated in discussions at the local and regional levels about lessons learned from the recent cycle of the statewide Active Transportation Program and potential ways to maximize San Francisco’s success in future funding cycles.
- Coordinated advancing Vision Zero in the SFMTA’s Capital Improvement Program to help stabilize and grow the funding and priority for Vision Zero supportive projects.
- Continued discussion of the role of private funding sources to support Vision Zero and where there may be opportunity for intersections between what private companies and foundations are seeking to fund, and what the City is seeking to achieve.
- Vision Zero policies (Sweden, the Netherlands, London) – and compared with existing practice in San Francisco.

Schools (Lead: Ana Validzic, SFDPH)

- The SF Safe Routes to School (SF SRTS) Partnership has agreed to be the Schools workgroup for Vision Zero and will serve as the coordinating body for Vision Zero school-related work. SF SRTS is an existing partnership of SFUSD, City agencies, and CBOs working on school related transportation, including pedestrian and bicycle safety.
- The SRTS Partnership has now expanded to work with 35 elementary schools and is leveraging the current grant to extend resources to the remainder of the elementary schools in SFUSD.
- SF SRTS was awarded an Active Transportation Program grant for \$2.8 million for school years 2017-2019. The grant allows the SF SRTS Program to continue its work and establish neighborhood hubs for walking school buses and bike trains.
- On International Walk and Roll to School Day, SF SRTS Program was proud to host US Surgeon General Vivek Murthy, Mayor Ed Lee, Supervisor Julie Christensen, SFDPH Deputy Director and Health Officer Tomás Aragón, SFPD Police Chief Greg Suhr and other leaders as they joined approximately 100 students and families as part of a “walking school bus” to Spring Valley Science Elementary School on Wednesday October 7th. This event highlighted Vision Zero traffic safety initiatives as well as the need for physical activity for our students. Throughout the city, 95 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.





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**VISION
ZERO
SF**

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

VISION ZERO: SLOWER SPEEDS AND A SAFER CITY

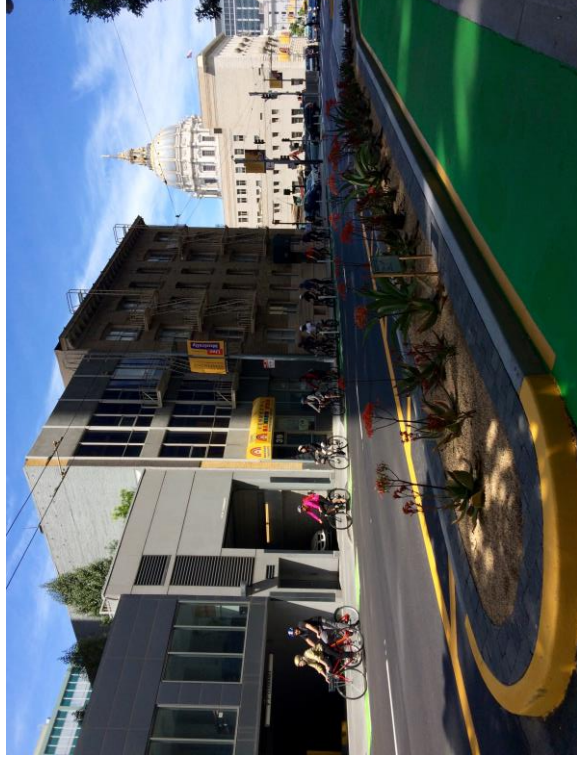
TRANSPORTATION AUTHORITY

VISION ZERO COMMITTEE

DEC 10, 2015

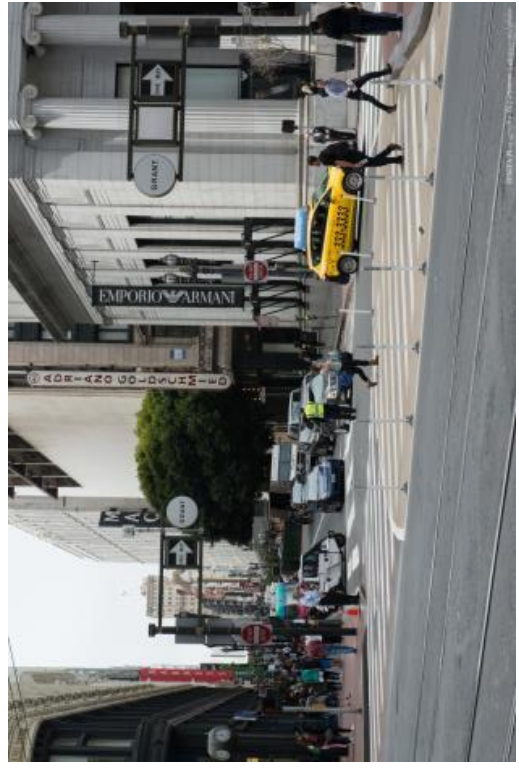
OUTLINE

1. Vision Zero Accomplishments
2. Looking Ahead: Focus on Safe Speeds
 - Redesigning Safer Streets
 - Education, Enforcement and Policy

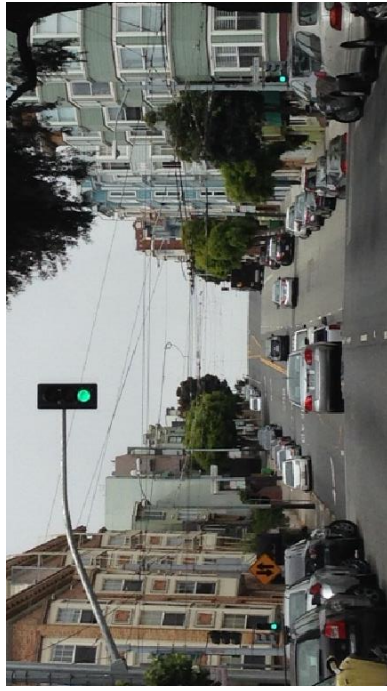


ACCOMPLISHMENTS

24 PROJECTS IN 22 MONTHS



MORE THAN 13 MILES OF IMPROVEMENTS ALONG HIGH INJURY CORRIDORS

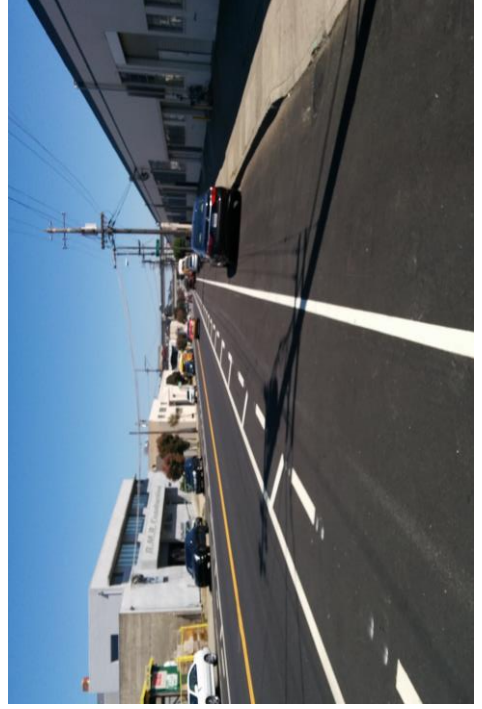


OTHER SAFETY PROJECTS COMPLETED

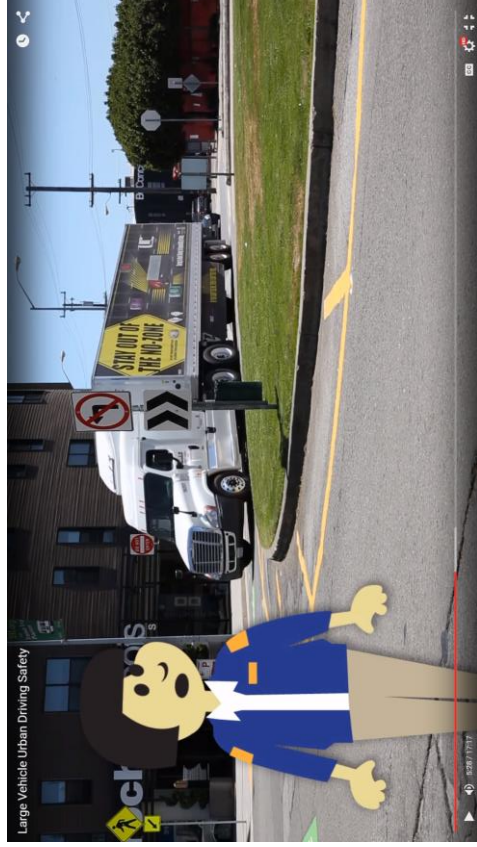
Completed Safe Routes to School Projects: Sunset, Alamo, Jefferson, ER Taylor



OTHER SAFETY PROJECTS COMPLETED



EDUCATION ACCOMPLISHMENTS



S.F. on track to meet Vision Zero safety campaign goals

By Michael Cabanatuan | July 17, 2015 | Updated July 17, 2015 9:07pm



Photo: LA Weekly, The Chronicle

ENFORCEMENT ACCOMPLISHMENTS



- *Focus on the Five* violations comprised 43% of all traffic violations for latest quarter
- Targeted enforcement near schools and senior centers increased

LOOKING AHEAD: FOCUS ON SAFE SPEEDS



● If hit by a person driving at:

20 MPH



● Person Survives the Collision

90%



● Results in a Fatality

10%



30 MPH



60%



40%



40 MPH



20%



80%



ENGINEERING: REDESIGNING SAFER STREETS



AT LEAST 13 MILES OF SAFETY MEASURES ANNUALLY, WITH FOCUS ON SPEED REDUCTION

Programs:

- Corridor Transformation Projects
- Muni Forward Collaboration
- Traffic Signals and Signal Retiming
- Quick and Effective

CORRIDOR TRANSFORMATION PROJECTS

Van Ness Avenue

Masonic Avenue

Polk Street

Columbus Avenue

Lombard Street

6th Street

Market Street

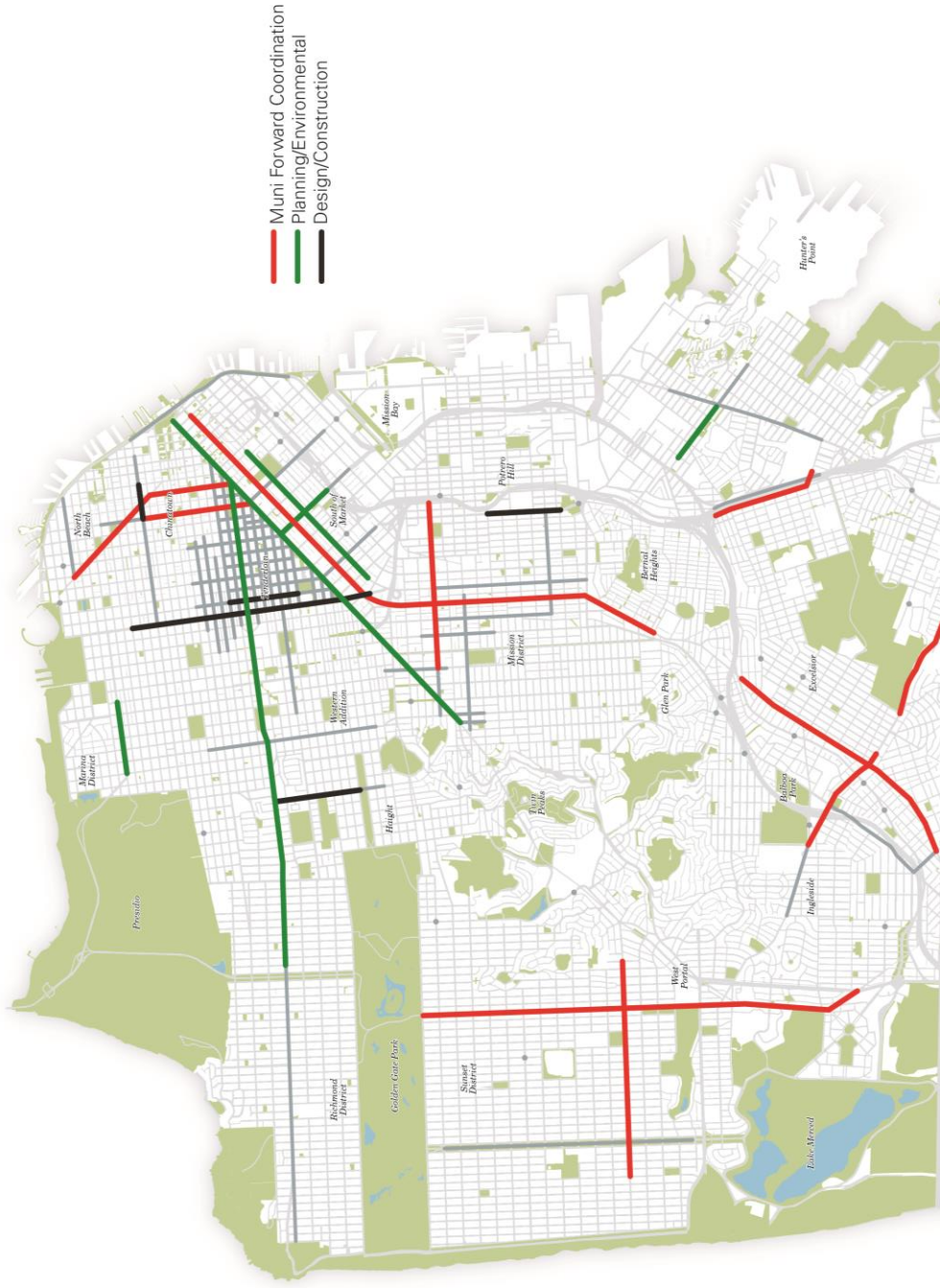
Golden Gate Avenue



CORRIDOR TRANSFORMATION PROJECTS



MUNI FORWARD COLLABORATION



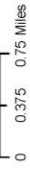
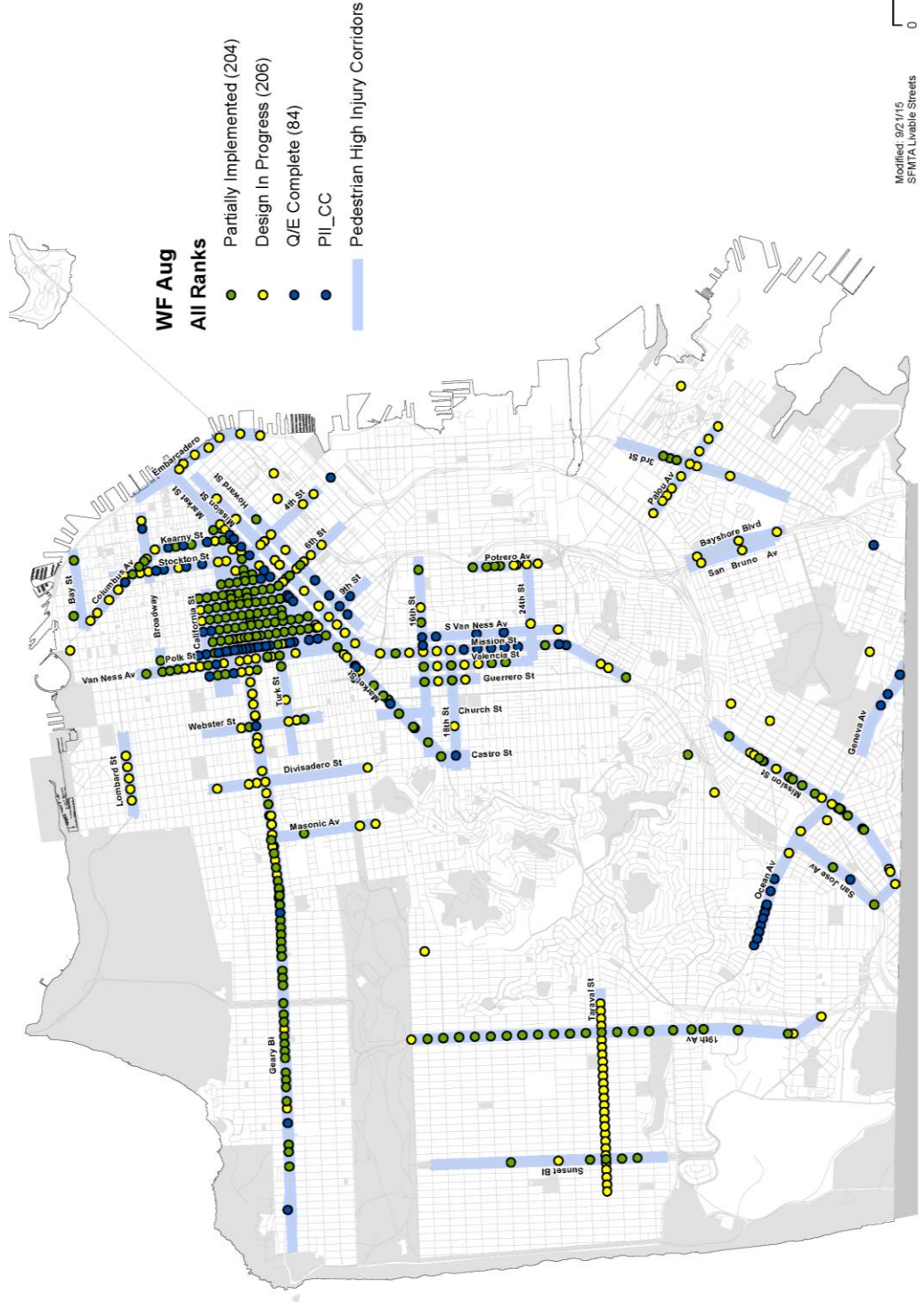
TRAFFIC SIGNALS

Roughly 40 intersections will have Pedestrian Countdown Signals added in 2016 alone.

HSIP Grant Funding approved to adjust signal timing throughout SoMa, the Tenderloin, and downtown.



QUICK AND EFFECTIVE

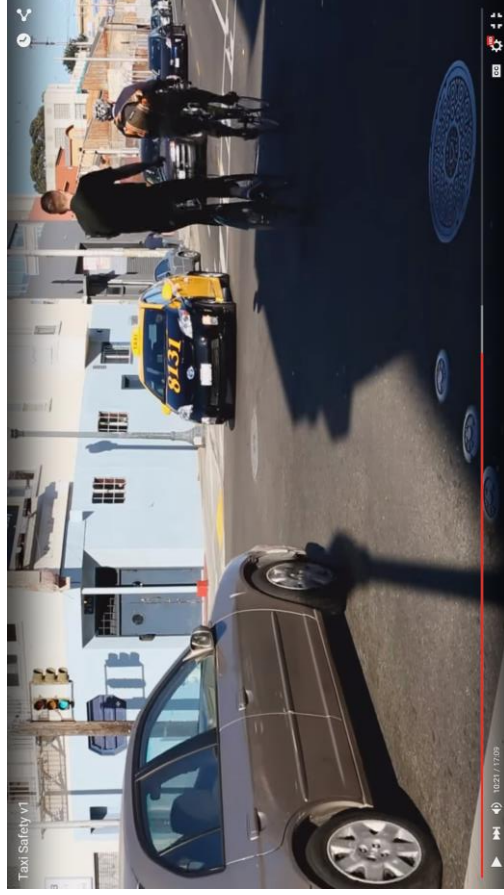


Modified: 9/21/15
 SFMTA Livable Streets

EDUCATION, ENFORCEMENT, AND POLICY

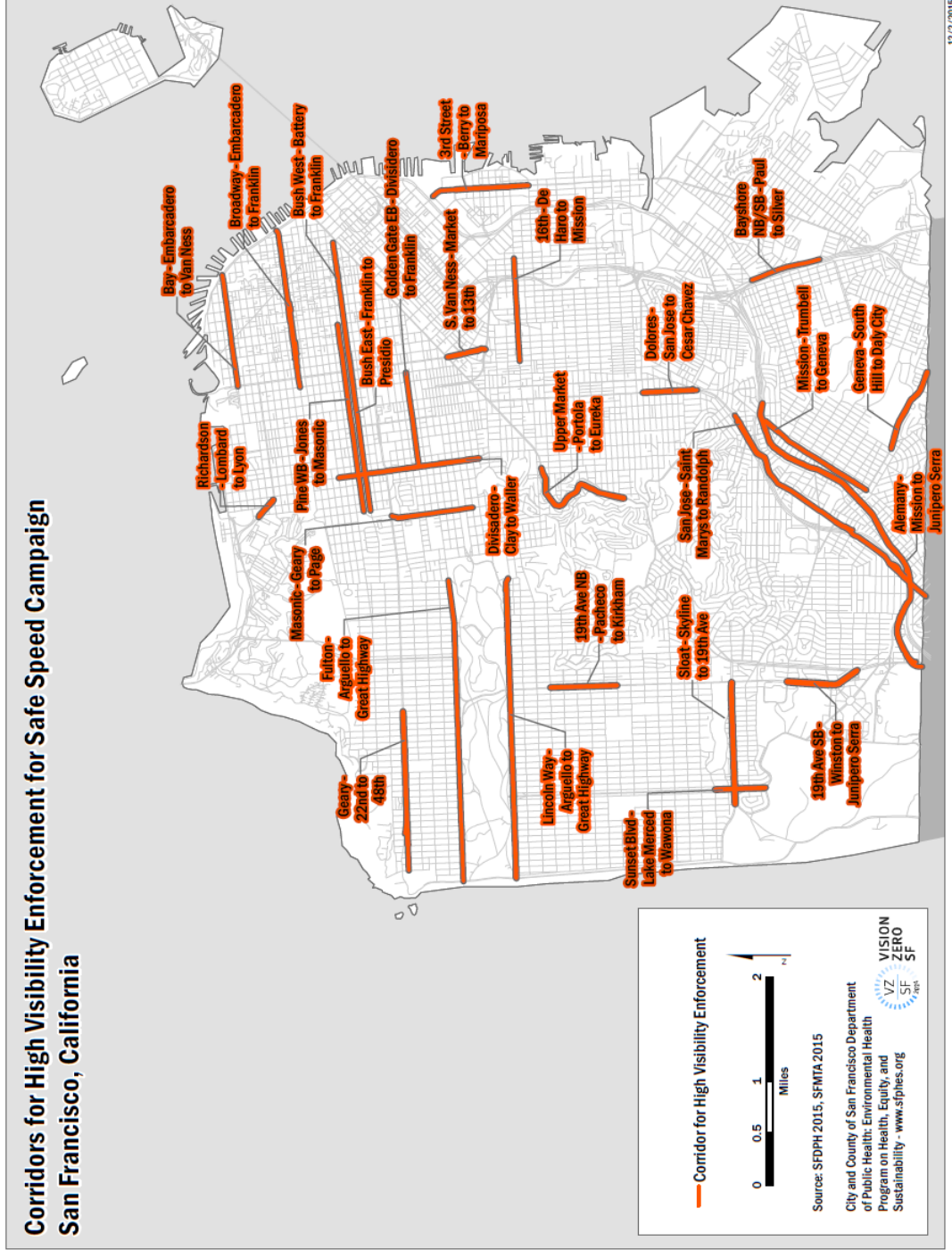
IMPROVING SAFETY AWARENESS AND EDUCATION

- Taxi training program and video will focus on slowing down
- Developing a multimedia safety awareness campaign with an emphasis on driving more slowly
- Focusing messages and outreach to seniors, youth, and other vulnerable populations



USE THE TOOLS WE HAVE

Corridors for High Visibility Enforcement for Safe Speed Campaign
San Francisco, California



PURSUE THE TOOLS WE NEED



Potential collisions reduced



Washington, DC found a 14 percent decline in average speed and an 82 percent decline in speeding vehicles.



Potential injury/fatality collisions reduced



Scottsdale, Arizona had a 10 mile per hour decline in mean speed and an overall reduction in crashes.

Questions?





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RESOLUTION SUPPORTING STATE LEGISLATION AUTHORIZING THE USE OF
AUTOMATED SPEED ENFORCEMENT IN SAN FRANCISCO

WHEREAS, Vision Zero is San Francisco's policy to eliminate all traffic deaths in San Francisco by 2024; and

WHEREAS, The San Francisco Municipal Transportation Agency's Collision Report documented that in 2010-11, speeding was the top primary collision factor in San Francisco; and

WHEREAS, The City's 2014 Two-Year Vision Zero Action Strategy specifically includes a policy initiative to advance Automated Speed Enforcement (ASE) authorization at the state level; and

WHEREAS, On November 12, 2015, the City and County of San Francisco Office of the Controller released the report "Automated Speed Enforcement Implementation: Survey Findings and Lessons Learned from Around the Country" based on a survey of six cities utilizing ASE technologies in the United States; and

WHEREAS, The Controller's Office assessment found that ASE has been an effective tool in reducing speeds and improving street safety in the six jurisdictions surveyed; and

WHEREAS, The report recommends focusing on high injury corridors, areas of chronic speeding, and areas where the most vulnerable populations, such as school children and seniors are present; and

WHEREAS, The report further recommends that program implementation include early stakeholder engagement, required reporting on program metrics to evaluate and monitor effectiveness, and directed use of revenues for safety improvements; and

WHEREAS, Support for San Francisco's Vision Zero Policy is consistent with the Transportation Authority's adopted legislative program; and



WHEREAS, At its December 10, 2015 meeting, the Vision Zero Committee met and recommended supporting state legislative authorization for an Automated Speed Enforcement program for San Francisco; now, therefore, be it

RESOLVED, That the Transportation Authority hereby supports state legislative authorization of an Automated Speed Enforcement program for San Francisco; and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.