

Vision Zero SF Action Strategy - 2019 Year End Status

VISION ZERO ACTION STRATEGY - 2019 YEAR END PROGRESS UPDATE						On track or completed
<i>Purpose:</i> Report annually on progress meeting milestones in the Vision Zero Action Strategy						Monitor for completion
						Behind schedule for completion
					ONGOING	Action is reoccurring
					IN PROGRESS	Action has a final deadline and is set to be completed
SAFE STREETS						
Action ID	Action	Category	Timeframe	Lead Agency	General Status	2019 Year End Update
SS 1.1	Increase the total miles of high-impact sustainable travel lanes - transit-only lanes, protected bicycle facilities, and wider sidewalks - by 8 miles annually to improve safety for sustainable modes.	Core	2 years / 5 years	SFMTA	IN PROGRESS 9 miles in 2019	9 miles of high-impact sustainable travel lanes constructed in 2019 with 3 miles currently underway
SS 1.2	Reduce delivery timelines for high priority corridor projects-6th St and Taylor St- through improved Public Works and SFMTA project coordination.	Core	2 years	SFMTA / Public Works	ONGOING	Major Vision Zero capital projects are coordinated and reported at executive meetings. 6th St. and Taylor St. are currently in design with Spring 2020 advertise timeline.
SS 1.3	Reduce delivery timelines through quick-build projects - work done entirely by City forces- on five corridors to advance short-term safety benefits at high priority corridors including Valencia and Townsend	Core	2 years	SFMTA / Public Works	IN PROGRESS 8 Complete in 2019	Completed 8 of 10 2019 projects. 5th and Townsend in progress for completion early 2020.
SS 1.4	Advance legislation for urban speed limit setting and enforcement through State Zero Traffic Fatalities Task Force.	Core	2 years	SFMTA	IN PROGRESS	SFMTA on Task Force to shape the state's recommendations. Final report to be released in early 2020.
SS 1.5	Complete near-term improvements - signal timing and intersection crossing upgrades- at all intersections in the High Injury Network. This includes retiming all High Injury network signals for slower walking speeds.	Core	5 years	SFMTA	IN PROGRESS	Noma-Soma retimed 1/3rd of city's signals for slower walk speeds and 82% of HIN intersections have continental crosswalks. Remaining intersections currently being prioritized for improvements.
SS 1.6	Perform rapid-response engineering at fatal collision locations to identify and implement immediate improvements.	Core	On Going	SFMTA	ONGOING	Rapid Response performed for 100% of fatal collisions
SS 2.1	Implement a permanent strategic street closure for private vehicles on Market Street from 10th Street to Main Street in both directions to improve safety for sustainable transportation users.	Program	2 years	SFMTA / Public Works	COMPLETED	Implementation in late January 2020
SS 2.2	Implement two neighborhood traffic calming plans under Safe Streets for People with Disabilities program to improve streets for seniors and/or people with disabilities.	Program	2 years	SFMTA	IN PROGRESS	Excelsior/D11 traffic calming underway with speed humps installed throughout the district. Central Richmond underway with islands installed, daylighting workorders submitted and speed humps to be constructed in 2020

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SS 2.3	Construct 75 additional Pedestrian Countdown Signals and 75 Audible Pedestrian Signals on the High Injury Network.	Program	5 years	SFMTA	IN PROGRESS APS = 26 PCS = 32 2019 YTD Total = 46	Constructed 26 of 75 (35%) APS and 32 of 75 (43%) PCS in 2019
SS 2.4	Implement countermeasures on two corridors identified in Safer Intersections work to address turn-related collisions.	Program	2 years	SFMTA	IN PROGRESS	Left turn pilot to be completed in spring 2020--
SS 2.5	Complete four curb management pilot projects aligned to High Injury Network to reduce curb and vehicle lane safety issues.	Program	2 years	SFMTA	IN PROGRESS	Projects identified for 2020: Hyde or Larkin, Valencia, Hayes Valley, NE Mission
SS 3.1	Develop and complete two neighborhood-specific safety/transportation plans by partnering with community organizations in two San Francisco neighborhoods.	Planning	2 years	SFMTA	IN PROGRESS	Bayview Community Based Transportation Plan draft plan released in December. Next plan to be developed
SS 3.2	Update Condition of Approval for new development to include transportation mitigation measures that advance transportation safety.	Planning	2 years	SF Planning	IN PROGRESS	Conditions document to be presented to the Planning Commission for approval by early 2020
SS 3.3	Develop guidance on culturally competent outreach based on past successful projects and train Sustainable Streets project managers.	Planning	2 years	SFMTA	BEHIND SCHEDULE	No update
SS 3.4	Develop recommendations for pricing strategies that advance the SFCTA's Mobility, Access and Pricing Study	Planning	2 years	SFCTA	IN PROGRESS	Policy Advisory Committee met twice and the Technical Advisory Committee once in 2019. Contracts with consultants being finalized. A major round of outreach is set to launch in February 2020, including co-creation workshops in communities of concern, to share draft study goals and seek input on potential policy scenarios.
SS 3.5	Evaluate effectiveness of five street safety improvements every year to develop best practices for safety.	Planning	2 years / 5 years	SFMTA	COMPLETE	Safe Streets Evaluation report released in May 2019 which included painted safety zones, RRFB, daylighting, bike signals, and protected intersections. Streetscape and spot improvement evaluations underway for 2020
SS 3.6	Create and implement improved design policies for accessibility and protected bicycle facilities and present findings to MOD and MAAC, key stakeholder partners that represent vulnerable population.	Planning	2 years	SFMTA	IN PROGRESS	"Getting to the Curb" released by Walk SF workgroup with letter of appreciation from SFMTA. MOD/MAAC presentations being scheduled for Q2 of 2020
SAFE PEOPLE						
Action ID	Action	Category	Timeframe	Lead Agency	General Status	Year End Update
SP 1.1	Issue 50% of traffic citations for top five causes of collisions (Focus on the Five)	Enforcement	2 years	SFPD	ONGOING	Q1 through Q4 data available with 50% citation rate for Focus on the Five infractions (21,522 of 42,971 citations)

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SP 1.2	Extend safe speeds enforcement program with monthly on-going speed enforcement activities rotating through VZHIN Corridors.	Enforcement	2 years	SFPD	ONGOING	No fewer than 24 operations performed in 2019 including Safe Speeds enforcement in D4, D6, D7, D8, D9, D10, D11.
SP 1.3	Seek support for legislation allowing use of transit cameras to reduce illegal parking in bus stops.	Enforcement	2 years	SFMTA	ONGOING	Included in 2020 adopted legislative program, not actively seeking an author for legislation at this time
SP 2.1	Conduct High Visibility Enforcement actions along the VZHIN corridor each quarter to target unsafe driver behaviors related to crashes.	Education (Behavior Change)	2 years	SFPD	ONGOING	Distracted Driving and Safe Speeds enforcement performed regularly throughout the year
SP 2.2	Continue safe speeds education campaign to reach people through communication tools (bus ads/shelter ads, radio, social media) in San Francisco about the dangers of speeding.	Education (Behavior Change)	2 years / 5 years	SFMTA	ONGOING	Safe Speeds campaign ran 2x in 2019, once in August and again in October/November, and included various communications tools. Funding needed for future campaigns
SP 2.3	Develop multi-lingual and culturally sensitive driving, biking and walking guides on new street designs targeting people who drive, bike and walk in San Francisco.	Education (Behavior Change)	2 years	SFMTA	COMPLETE	Biking guide released in July and driving guide in May
SP 2.4	Launch an education campaign focused on changing driver behavior to reduce collisions resulting from left-turns.	Education (Behavior Change)	2 years	SFMTA	IN PROGRESS	Pre-data collection and education campaign survey completed in 2019. Full campaign will launch after the pilot (end of 2nd quarter)
SP 2.5	Advance cultural competency by initiating a program partnering community organizations to reduce injury disparities in the Asian-descent community.	Education (Behavior Change)	2 years	SFMTA	IN PROGRESS	Two focus groups (60 participants) convened in September with full campaign to begin February 2020
SP 2.6	Develop and implement a high visibility education and enforcement campaign on cannabis and driving safety to people who drive in San Francisco.	Education (Behavior Change)	2 years	SFDPH	IN PROGRESS	SFDPH applied for an Office of Traffic Safety (OTS) Grant to fund a campaign. Award announcements expected in Summer 2020.
SP 2.7	Create TNC ride-hail passenger education program and distribute education materials to major TNC companies operating in the city.	Education (Behavior Change)	2 years	SFMTA	BEHIND SCHEDULE	No update.
SP 2.8	Enhance the Safe Routes to Schools program at 103 SFUSD schools.	Education (Behavior Change)	2 years	SFMTA	COMPLETE	All 103 schools included in the program
SP 3.1	Create a TNC driver training program to be distributed to major TNC companies operating in the city.	Training Programs	2 years	SFMTA	BEHIND SCHEDULE	No update.
SP 3.2	Facilitate 6 training opportunities for San Francisco motorcycle riders in partnership with the California Motorcyclist Safety Program to encourage safe and informed riding.	Training Programs	2 years	SFMTA	COMPLETE	Motorcycle safety 3 year grant process has closed- trainings held in 2019 with great turnout (over 120 RSVPs)
SP 3.3	Create user training protocols for emerging mobility and sharing technology including e-scooters and e-bikes and disseminate to respective target audiences (e.g. companies, users).	Training Programs	2 years	SFMTA	IN PROGRESS	To be developed summer 2020

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SP 3.4	Fund a contractor to conduct 32 trainings each year on bicycle education, safety, and laws to adults.	Training Programs	2 years	SFMTA	COMPLETE	Campaign successful, closed in July
SP 3.5	Through 14 community grants and 30 multilingual presentations, engage seniors, service providers, and community based organizations on Vision Zero to build support for safer streets.	Training Programs	2 years	SFDPH	IN PROGRESS	7 community grants issued in 2019 and events reaching more than 2,000 seniors.
SP 3.6	Convene City Agencies and Community Stakeholder groups to identify existing efforts and needs, and secure funding to engage people with disabilities on Vision Zero to build support for Safer Streets.	Training Programs	2 years	MOD / SFDPH	IN PROGRESS	August convening of city staff to begin conversation, next steps being developed
SP 3.7	Complete the City's Defensive Driver Training Program	Training Programs	1 year	City Admin. Office	COMPLETE	Training is up-to-date and online
SP 4.1	Share city accomplishments through press releases and social media.	Communications and Culture Change	2 years	SFMTA	ONGOING	Highlight videos, social media, newsletter, and blog posts throughout the year
SP 4.2	Train outreach street team on culturally competent outreach on vulnerable populations.	Communications and Culture Change	2 years / 5 years	SFMTA	COMPLETE	Training is complete, street team now included in VZ-related events
SP 4.3	Increase engagement of the San Francisco Bay Area Families for Safe Streets group which includes survivors and family members of those severely injured or killed in traffic crashes.	Communications and Culture Change	2 years	SFDPH	ONGOING	Engaged during World Day of Remembrance, other opportunities being sought out
SP 4.4	Ensure coordinated city agency crisis response to every traffic fatality in San Francisco to provide support to victims' families.	Communications and Culture Change	2 years	SFDPH	ONGOING	Crisis response protocol being followed after any fatality
SAFE VEHICLES						
Action ID	Action	Category	Timeframe	Lead Agency	General Status	Year End Update
SV 1.1	Develop and release an Automated Vehicle Technology Vision & Policy Playbook in partnership with key stakeholders evaluating safety opportunities and risks and identifying near and long-term actions to facilitate potential positive impacts and mitigate potential negative impacts on San Francisco streets.	AVs	2 years	SFMTA	IN PROGRESS	ADAS framework in draft form to be completed early 2020.
SV 1.2	Ensure that federal, state and local public policy related to autonomous vehicles are informed by San Francisco initiatives to implement the City's Vision Zero policies, as well as the SFMTA's Emerging Mobility Guiding Principles. Actively engage in legislative process and participate in regulatory proceedings initiated by the US DOT, CA DMV, and CA PUC to communicate these policies and goals.	AVs	Ongoing	SFMTA	ONGOING	AV team held workshop with SFMTA staff to prioritize goals and objectives for continuing conversations with CPUC/DMV.

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SV 2.1	Establish guidelines for incorporating safety features in specifications for new city vehicle purchases. (e.g. sideguards, sensors, etc.)	City Fleet	3 years	City Admin. Office	COMPLETE	Updated safety specifications are being incorporated in term contract specifications for new vehicle purchases.
SV 2.2	Conduct two targeted analyses of factors related to transit-related collisions involving severe and fatal injuries to inform targeted safety improvement recommendations for SFMTA implementation.	City Fleet	2 years	SFMTA	BEHIND SCHEDULE	No update. Not yet initiated.
SV 2.3	Implement SmartDrive LRV system on LRV vehicles to evaluate city driver behaviors.	City Fleet	2 years	SFMTA	COMPLETE	Pilot completed March 2019
SV 2.4	Issue annual public-facing report on driving behavior trends.	City Fleet	2 years	City Admin. Office	IN PROGRESS	Currently being drafted for early 2020 release
SV 2.5	Explore additional collision avoidance technologies for MTA city fleet	City Fleet	5 years	SFMTA	BEHIND SCHEDULE	No update - not yet initiated.
SV 3.1	Launch a Mobility Permit Harmonization program for new and emerging mobility that elevates safety as a key consideration and ensures data availability for planning, monitoring and enforcement.	New Mobility	2 years	SFMTA	IN PROGRESS	BOS and SFMTA Board passed legislation to require all shared mobility service operators under SFMTA's jurisdiction to have an authorization from the SFMTA before starting operations. Signed by Mayor Breed on 12/19, with legislation effective as of 1/18/20. Safety Plan is a requirement as part of Proof of Concept Authorization process
SV 3.2	Evaluate emerging mobility pilots with a focus on safety outcomes.	New Mobility	Ongoing	SFMTA	ONGOING	Lessons learned from mid-pilot scooter review incorporated into scooter permit evaluation process. No full term powered scooter evaluation is planned
SV 3.3	Release a TNC safety study that identifies impacts of TNCs and implement at least 2 recommendations from the study to improve safety.	New Mobility	2 years	SFMTA	IN PROGRESS	Draft pending.
DATA SYSTEMS						
Action ID	Action	Category	Timeframe	Lead Agency	General Status	Year End Update
DS 1.1	Increase transparency and accountability by integrating the Transportation-related Injury Surveillance System, the dataset linking police, hospital and EMS data, as allowable by privacy law into TransBaseSF.org.	Evaluation and Reporting	2 years	SFDPH	IN PROGRESS	Contingent on next hospital-police linkage, will be released after next HIN update
DS 1.2	Expand transportation-related injury monitoring by integrating SFMTA's transit injury data and exploring 911/EMS response data.	Evaluation and Reporting	2 years	SFDPH	IN PROGRESS	2020 action: SFDPH has the data and is currently creating a workplan
DS 1.3	Integrate SFPD Collision Data into Crime Data Warehouse for timely, efficient reporting and sharing of SFPD-reported injury collisions.	Evaluation and Reporting	5 years	SFPD	IN PROGRESS	Attempting to procure OTS or COIT funds for 2020. SFPD looking to identify resources for the project
DS 1.4	Issue an annual research brief to address injury inequities related to homelessness, race/ethnicity, language, income, and immigration status (one topic each year) to inform policies, projects, programs and needed data quality improvements.	Evaluation and Reporting	5 years	SFDPH	IN PROGRESS	2019-2020: Homelessness brief with issue paper being developed for Spring 2020 release.
DS 1.5	Issue an annual report on Severe Injuries utilizing hospital (ZSFG) and police data.	Evaluation and Reporting	Annual	SFDPH	ONGOING	2011-2018 report released in September 2019.

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DS 1.6	Develop an Emerging Mobility Injury Monitoring system to evaluate emerging mobility services including e-scooters and identify intervenable factors associated with injury and injury severity.	Evaluation and Reporting	2 years	SFDPH	COMPLETE	Operationalized - adding new variables per Civil Grand Jury recommendations. Meeting with operators to go over new reporting variables
DS 1.7	Develop and implement Vehicle Speed Monitoring system to standardize data collection on speed and improve access to data for Vision Zero monitoring.	Evaluation and Reporting	2 years	SFMTA / SFDPH	IN PROGRESS	In progress
DS 1.8	Update the High Injury Network to enable SFMTA, SFPD and other key stakeholders to utilize the latest injury data to inform safety improvements.	Evaluation and Reporting	2 years	SFDPH	IN PROGRESS	To be done Fall 2020
DS 1.9	Develop Pedestrian Injury Predictive Model to assess factors that predict pedestrian injuries and make recommendations to City agencies on preventive measures.	Evaluation and Reporting	2 years	SFDPH	POSTPONED	Postponed until 2021 in order to use updated linked data

METRICS - 2019 Status

Metric	Baseline (2018 Numbers)	2021 Target	2019 End of Year Status
Fatalities	23 Fatalities	Zero Fatalities by 2024	29 Fatalities
Sustainable travel miles added, Citywide	40 Miles (2014 - 2018)	6 Miles / 15 Miles	9 miles
Safety treatments installed on the High Injury Network	9 Miles	More than 13 miles of safety treatments installed on HIN annually	11 miles
Percentage of safety treatments installed in Communities of Concern (CoC)	38% of HIN miles in CoC	Miles implemented in CoC equal to or greater than the proportion of the HIN falling within those communities	56%
Focus on the Five violation citations, proportion of citywide total	Citywide 41%	Citywide 50%	Citywide 50%
Vision Zero outreach	Over 250 million media impressions and over 15,000 people reached at events	15,000 people annually at community events and 250 million digital media impressions	21,921 people annually; 92,779,702 digital media impressions*
Vision Zero community awareness	11% awareness (2016)	20% Awareness / 30% Awareness	14% awareness**
Vision Zero street team outreach	52 community events, 100% with translated materials and interpretation services	100% of all Vision Zero awareness outreach events will provide translation services	42 events annually, 100% multilingual programming***
Youth and Senior programming	Seniors: 2,100 people reached, 56% in a language other than English Youth: 27 schools participated with programming in Spanish and Chinese	Schools: 103 schools participating annually, with programming in Spanish and Chinese Seniors: 2500 people annually (55% in non-English language)	Seniors: 2,357 annually; children 85 schools
DPH grants for community engagement	9 awards	8 awards per year	7 awards per year

* Impressions are down this year generally due to less funding but more specifically: smaller ad and shelter buys, fewer campaigns, reduced social media budget

** Whereas the broader % of people who have heard of Vision Zero was 37% this year, the metric developed in 2016 is conservative and looks at the portion of people who use "eliminate death" in their response. We're still tracking upwards from 11% in 2016

*** Less funding overall and implementation of post fatality outreach reduced overall number of street team community events