

Vision Zero SF Action Strategy - 2020 Year End Status

Vision Zero Action Strategy - 2020 Year End Progress Update						On track or completed
Purpose : Report annually on progress meeting milestones in the Vision Zero Action Strategy						Monitor for completion
						Behind schedule for completion
					ONGOING	Action is reoccurring
				KEY	IN PROGRESS	Action has a final deadline and is set to be completed
SAFE STREETS						
Action ID	Action	Category	Timeframe	Lead Agency	General Status	2020 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 8-12.5 miles in 2020	Eight miles of high-impact sustainable travel lanes were constructed in 2020.
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. Taylor Street is currently certifying construction contract with a Notice to Proceed mid-2021. 6th Street contract up for bid early 2021.
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 11 Complete/ Substantial in 2020	Completed or substantially completed 13 Quick Build projects in 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	Following Jan 2020 release of the State's "Zero Traffic Fatalities Task Report of Findings", SFMTA continues to engage with local and state partners in support of AB 43 (Friedman)-2021 which will give more flexibility for how speed limits are set and explore options for authorization of speed safety cameras.
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	Continuing progress towards 5-year goal: approximately 90% of the High Injury Network intersections have continental crosswalks, 63% re-timed for slower walk speeds, and 50% have leading pedestrian intervals.
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 completed 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	COMPLETED	The neighborhood traffic calming work for Inner Richmond, Central Richmond, and Excelsior have been completed. Additional projects planned for Ingleside and Visitacion Valley.
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 (PCS) Complete (APS) Cumulative Totals APS = 85 PCS = 60	Constructed 59 APC and 28 PCS in 2020. In two years have constructed 85 PCS (5-year goal of 75) and 60 PCS (5-year goal of 75).

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SS 2.4	Implement countermeasures on two corridors identified in Safer Intersections work to address turn-related collisions.	Program	2 years	SFMTA	Complete	Left turn guide bumps installed in 7 locations for evaluation and public education campaign.
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	NOT STARTED	Shared Spaces and Covid response a priority for Curb Management in 2020.
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	Visitacion Valley identified as 2nd neighborhood plan with funding secured and planning process beginning.
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	The standard environmental requirements ordinance has been put on hold.
SS 3.3	Develop guidance on culturally competent outreach based on past successful projects and train Sustainable Streets project managers.	Planning	2 years	SFMTA	NOT STARTED	Lost staffing positions and not able to back fill to do this work; Additionally, 2020 Covid resulted in reprimization of work.
SS 3.4	Develop recommendations for pricing strategies that advance the SFCTA's Mobility, Access and Pricing Study	Planning	2 years	SFCTA	IN PROGRESS	Report recommendations scheduled for fall 2021 completion. Project team is currently analyzing several congestion pricing scenarios to share in spring 2021 public outreach.
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	2020 Safe Streets Evaluation Report released in July 2020. Five street safety improvements included: road diets, traffic calming, neighborways, raised crosswalks, loading behavior, boarding islands, and more.
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	COMPLETE	Document principles incorporated in SFMTA bikeway designs. Walk SF/SFMTA participated in webinars to co-present.
SAFE PEOPLE						
Action ID	Action	Category	Timeframe	Lead Agency	General Status	
SP 1.1	Issue 50% of traffic citations for top five causes of collisions (Focus on the Five)	Enforcement	2 years	SFPD	ONGOING	52% of citations were issued for Focus on the Five infractions in 2020.
SP 1.2	Extend safe speeds enforcement program with monthly on-going speed enforcement activities rotating through VZHIN Corridors.	Enforcement	2 years	SFPD	ONGOING	On-going speed enforcement conducted, but in limited capacity due to Covid.
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	High Visibility Enforcement campaigns on Market Street and 6th Street.
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 continued in 2019. Relaunch of Safe Speeds campaign in 2020 postponed due to Covid and funding.

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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	Action complete in 2019.
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	COMPLETE	Left Turns Traffic Calming Project installed and neighborhood launch of Safety - It's Your Turn campaign in 2020.
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	COMPLETE	Action complete in 2019.
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	NOT STARTED	Grant request unsuccessful - funding still needs to be identified.
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	NOT STARTED	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	NOT STARTED	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	Action complete in 2019. New grant acquired to continue the program.
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	Finalizing scooter safety videos to be distributed by scooter permittees.
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	36 classes held in 2020.
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	Reporting will be available on grants in 2021.
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	SFDPH and MOD have been coordinating on identifying needs and will work to continue elevating these needs.
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	Press releases, 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.

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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 traffic fatality.
SAFE VEHICLES						
Action ID	Action	Category	Timeframe	Lead Agency	General Status	
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	The Vision and Policy has changed to "The Building Blocks for AV Safety." It was delayed due to COVID but a working draft has been developed, working to incorporate activities from SV 1.2.
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, legislative team, and leadership have engaged locally, regionally, and at the federal level to inform Federal and State AV policy.
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. SUV, pickup, truck contract terms to be updated in 2021.
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	NOT STARTED	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	Action completed in 2019.
SV 2.4	Issue annual public-facing report on driving behavior trends.	City Fleet	2 years	City Admin. Office	IN PROGRESS	Drafted for 2020 release but still currently under review.
SV 2.5	Explore additional collision avoidance technologies for MTA city fleet	City Fleet	5 years	SFMTA	NOT STARTED	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	COMPLETE	Permit harmonization effort is complete.
SV 3.2	Evaluate emerging mobility pilots with a focus on safety outcomes.	New Mobility	Ongoing	SFMTA	ONGOING	Lessons learned from scooter evaluation have been incorporated into scooter permit evaluation process.

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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	Final report pending.
DATA SYSTEMS						
Action ID	Action	Category	Timeframe	Lead Agency	General Status	
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	TISS linkage delayed due to Covid-19 staff activations.
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	Work on hold due to Covid-19 staff activations.
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	SFPD no longer using crime data warehouse. New system being developed and will include traffic crash data.
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	Delayed due to Covid-19 staff activations.
DS 1.5	Issue an annual report on Severe Injuries utilizing hospital (ZSFG) and police data.	Evaluation and Reporting	Annual	SFDPH	ONGOING	Delayed due to Covid-19 staff activations. A two-year report to be released next spring.
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	Action complete.
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	Action complete.
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	Delayed due to Covid-19 staff activations.
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	NOT STARTED	Postponed due to Covid-19 staff activations.

METRICS - 2020 Status

Metric	Baseline (2018 Numbers)	2021 Target	2020 EOY
Fatalities	23 Fatalities	Zero by 2024	30
Sustainable travel miles added, Citywide	40 Miles (2014 - 2018)	6 Miles / 15 Miles	8 miles
Safety treatments installed on the High Injury Network	9 Miles	More than 13 miles of safety treatments installed on HIN annually	17 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	51%
Focus on the Five violation citations, proportion of citywide total	Citywide 41%	Citywide 50%	Citywide 52%
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	1,000 people annually; 2,179,000 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	2 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)	Schools: 103 schools participating annually, with programming in Spanish and Chinese Seniors: 2,008 people annually
DPH grants for community engagement	9 awards	8 awards per year	9 awards per year

*Most in-person outreach was canceled due to COVID and shelter in place restrictions. Impressions are also down due to COVID and reduced funding.

** 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

***Most in-person outreach was canceled due to COVID and shelter in place restrictions.