



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

Executive Directive (ED) Quarterly Progress Report				
ED Item	ED Statement	ED Item Update_Dec 2016	ED Item Update_Mar 2017	Status
Higher Quality Safety Infrastructure	Require that all infrastructure implemented on the City-designated high-injury network be the highest achievable quality, including Class IV protected bicycle lanes, and comprehensive WalkFirst treatments.	The City's first protected intersection, which uses concrete islands and raised crosswalks to reduce conflicts and slow vehicle speeds at 9th/Division will be complete in December. Complete streets projects on Masonic, Polk and Van Ness are under construction.	The City's first protected intersection, which uses concrete islands and raised crosswalks to reduce conflicts and slow vehicle speeds at 9th/Division was completed in December. The Palou Streetscape project recently completed design while the Mansell Streetscape Improvement project just completed construction	Ongoing/underway
More Mileage of Safety Infrastructure	Direct the SF Municipal Transportation Agency to accelerate their Vision Zero engineering project delivery schedule to achieve a minimum of 13 miles of Vision Zero projects per year, with of the goal of increasing to 18 miles of projects per year.	The city aims to achieve a minimum of 13 miles of Vision Zero projects per year but will work to accelerate project delivery to increase that goal to 18 miles of projects per year	(see previous update)	Ongoing/underway
Protected Bikeways	Direct the SF Municipal Transportation Agency to accelerate key projects in the capital plan to meet the goals outlined in the 2013-2018 Bicycle Strategy by completing three protected bike lane projects within the next nine months, including safety improvements on 7th Street and 8th Street.	<ul style="list-style-type: none"> *7th Street and 8th Street: MTA Board approved, implementation to begin in early 2017 *Turk Street: currently under interdepartmental review, MTA Board expected in Spring 2017, with likely implementation in summer 2017 *Howard & Folsom: outreach underway, with the goal of completing implementation of near-term improvements in 2017 *Upgrading existing protected bikeways: SFMTA is adding safe-hit posts to a number of bikeways as well as installing stronger protective features on bikeways that currently have safe-hit posts. 	<ul style="list-style-type: none"> *7th St and 8th St - Construction started in early March and should take approximately 6 weeks. Being delivered entirely by DPW and SFMTA crews. *Turk Street - MTA Board expected in Spring 2017. Projected revised to standard bike lanes due to SFFD concerns *Howard & Folsom: design started for near-term improvements, with implementation in late 2017 (pending cost analysis) *9th/Division: protected intersection and protected bike lane approaches completed in January 2017 *EB 13th St - Protected bike lane construction in spring 2017 (MTAB legislation pending) *Upgrading existing protected bikeways: SFMTA is adding safe-hit posts to a number of bikeways as well as installing stronger protective features on bikeways that currently have safe-hit posts. 	Ongoing/underway
JFK Drive Speed Humps	Direct the SF Recreation and Parks Department and the SF Municipal Transportation Agency to deliver near-term safety improvements to reduce speeds and vehicular through traffic on JFK Drive in the next 6 months.	Completed nine (9) speed humps and one (1) raised crosswalk	(see previous update)	Complete
Golden Gate Park Traffic Calming Study	Direct the SF Recreation and Parks Department and the SF Municipal Transportation Agency to initiate, within the next three months, a study of expanded traffic calming and traffic restrictions in Golden Gate Park	Recreation & Parks Department and SFMTA hosted public meeting in Golden Gate Park on December 3rd for people to offer input on goals and priorities to ensure safe access to Golden Gate Park's destinations and identify locations for safety improvements. Feedback will be used to develop recommendations to make Golden Gate Park safe for everyone and these recommendation will be presented at subsequent public events.	Since December 3rd community meeting at the County Fair Building, the project team has been compiling feedback from the meeting and a corresponding online survey, as well as reviewing data about traffic speeds, volumes and collisions in Golden Gate Park. A lot of great input has been received regarding top priority locations for improving safety, slowing speeds, and improving walking and bicycling facilities. The project team is working to develop proposals for moving the project forward and are planning the next outreach event for late April or May. For more information visit https://www.sfmta.com/ggp	Complete



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Safety Analysis for Youth Seniors and People with Disabilities	Direct the Department of Public Health to analyze collision and related data to identify areas where targeted safety investments can improve safety for youth, seniors, and people with disabilities, and in collaboration with SFMTA and community stakeholders, work to develop recommendations for prioritized projects to be implemented for those vulnerable populations	SFDPH surveyed organizations working with youth, seniors, and people with disabilities to better understand opportunities to address traffic safety concerns, and received almost 300 online responses. SFDPH is analyzing the data and will use it in combination with focused injury analyses to inform recommendations for targeted safety improvements. More information will be available for the VZ quarterly meetings in March	SFDPH is analyzing the almost 300 online survey responses re: traffic safety concerns for seniors, people with disabilities, and youth in combination with injury data analysis. Activities for the next quarter include finalizing the analysis and initiating outreach to SFMTA and community stakeholders re: recommendations for targeted safety improvements to address issues identified in the analysis.	Ongoing/underway
Automated Speed Enforcement	Commit to continue advocacy to win Automated Speed Enforcement legislation at the state level.	City continues efforts to build local and state support for legislation to authorize an automated speed enforcement pilot program for San Francisco and San Jose to be introduced the 2017 legislative session: *Meetings with key organizations to discuss the draft ASE legislative proposal and incorporate changes based on feedback. *Resolution of support for ASE was approved by San Francisco Police Commission *Continued to meet with local neighborhood and merchant organizations to educate the public and garner support and build statewide support and engage potential authors *With launch of the "San Francisco Families for Safe Streets", group has declared advancing authorization of ASE as its top priority *Support for advancing ASE has been incorporated in the SFMTA's proposed 2017 State Legislative Program	Assemblymember Chiu introduced AB 342 allowing for Automated Speed Enforcement 5-year Pilot program in San Francisco and San Jose. Staff and stakeholders are working collaboratively for approval this fall	Ongoing/underway
Enforcement	Direct the Police Department to expand its efforts to meet its "Focus on the Five" goals and continue quarterly public reports and presentations at the Police Commission	SFPD has reached 50% for Focus on the Five the last four months	SFPD has reached 50% for Focus on the Five the last seven months. Additionally, the City Controller's Office is releasing <i>Focus on Enforcement: Insights from Research and Analysis in Support of San Francisco's Vision Zero Plan</i> including recommendations for enforcement priorities and tactics consistent with the core principles of Vision Zero	Ongoing/underway
Vision Zero Awareness	Direct the SF Municipal Transportation Agency, in coordination with other relevant City departments, to begin implementing a comprehensive Vision Zero awareness campaign within the next 30 days to ensure the widespread public knowledge and significant increased awareness of Vision Zero	VZ Awareness campaign commenced in August 2016 with radio spots airing through October, bus shelter ads installed in September and on-bus ads will be present through December. Additional communications and awareness efforts will be implemented in early 2017 and throughout the coming year.	(see previous update)	Complete



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Telematics	Direct the installation of telematic vehicle tracking systems in all motor vehicles owned or leased by the City, as appropriate, no later than January 1, 2017.	All city departments are participating and on track to have telematics installed on all qualifying vehicles by 2017. More information to be presented at the VZ quarterly meetings in March.	All city departments are participating and have telematics installed on all qualifying vehicles. As part of the Action Strategy, city will issue public-facing report of telematics data of city-operated vehicles and use data to improve the safety, efficiency, and reliability of city vehicles, and to promote safe driving. City will also develop and implement city fleet safety educational/informational campaign and establish baseline metrics measuring the impacts of the campaign, and aim to develop employee safe driving training.	Ongoing/underway
Driver Training	Require all employees who drive City-owned or leased vehicles to complete the online, interactive safety training administered by the City Administrator's Office as soon as practicable	City Administrator's office has incorporated the Vision Zero training video in a larger, on-line defensive driver training program that all staff will be required to complete.	City Administrator's office had completed the Click Safety training which initially will be administered to all employees who use a city vehicle but as part of the Action Strategy, driver safety training will be administered to all new city employees	Ongoing/underway
City Fleet Improvements	Direct the SF Municipal Transportation Agency to explore, over the next 12 months, possible pilots of other proven crash prevention solutions on SFMTA and City-owned or leased vehicles	SFMTA has completed two studies related to city vehicle sideguards and crash avoidance technologies for city-owned large vehicles. As a result, the City Administrator's office has committed to all new large vehicles be required to have sideguards.	As part of the Action Strategy, city will routinely update list of proven safety features and collision avoidance technologies, using industry reports and studies including costs, specific safety benefits, conflicts/challenges and other key factors, and make recommendations for new city vehicles	Complete
Progress Reporting	Direct the departments responsible to track and report progress on the above actions, with reports to be submitted quarterly to the Mayor's office through the SFMTA, to be shared publicly, and at regular meetings of the Vision Zero Task Force, SFMTA Board of Directors, and SF County Transportation Authority's Vision Zero Committee meetings	This progress report will be submitted quarterly and published on the Vision Zero website. Staff from responsible City departments will also provide regular updates to the Vision Zero Committee of the SF County Transportation Authority.	(see previous update)	Ongoing/underway