

| UID | Item # | Action Item | Status | Description of accomplishment |
|-----|--------|--|---------------------------|---|
| 1 | SS1 | Implement 13 miles of safety improvements on the HIN annually | Completed in time period | More than 70 miles of safety improvements have been completed citywide since January 2015, including more than 20 miles on the HIN. Safety improvements include programmatic treatments such as expanding leading pedestrian intervals (LPIs) citywide, protected bicycle facilities, new traffic signals and other safety countermeasures to reduce traffic fatalities and severe injuries. |
| 2 | SS2 | Reduce delivery timelines for safety improvements | Completed in time period | SFMTA in 2017 and 2018 substantially advanced the quick-build program, completing quick-build projects on 7th and 8th Streets, Division Street, Upper Market and Turk Street, in addition to other corridor projects, all under Mayor Lee's Executive Directive 16-03 Achieving Vision Zero: Bicycle and Pedestrian Safety. These quick-build projects can be delivered 80% quicker than traditional plan, design, build streetscape efforts, and achieve many of the same safety benefits. |
| 3 | SS3 | Launch a citywide analysis of bicycle collisions | Completed in time period | SFMTA and DPH completed a full citywide analysis of bicycle collisions, funded by Caltrans Systemic Safety grant funds. The results have informed current capital projects and future corridor efforts. |
| 4 | SS5 | Evaluate innovative safety improvement designs | Completed in time period | SFMTA completed an evaluation of the city's first protected intersection at Ninth and Division. New evaluations have been completed for: 7th and 8th Street protected bike lanes, Twin Peaks street closure, and Embarcadero near-term improvements. In May 2019, SFMTA released the first Annual Evaluations report, sharing a year worth of evaluations. |
| 5 | SS6 | Integrate the City's land use policy with Vision Zero | Completed in time period | Vision Zero is being integrated into transportation and land use policy and code through the Citywide Transportation Demand Ordinance, an update to the City's General Plan, the development review process, and the SF Transportation Demand Ordinance Strategy. |
| 6 | SS7 | Develop design standards for safer streets | Completed in time period | SFMTA is involved in national best practices for designing safe streets, such as through NACTO's Design Guide and Urban Street Design Guide. SFMTA is also involved in efforts around changing speed limits with the California Traffic Control Devices Committee (CTCDC). New design guidance developed during the Action Strategy time-period include new guidance on advanced limit lines, rules regarding slower walking speeds, and guidance on leading pedestrian intervals. |
| 7 | SS8 | Conduct predictive modeling to understand where injuries occur | Completed in time period | SFPDH developed a predictive model of cyclist injuries, as a part of SFMTA's comprehensive bicycle collision analysis. This initial model will help inform the prioritization of improvements for cyclist injury prevention, and inform potential future models for other transportation modes. This project was completed in 2017. |
| 8 | SS9 | Develop vehicle speed monitoring system to capture speed data collected citywide | Not completed in timeline | The Vision Zero Data and Evaluation Subcommittee administered a survey to better understand participating agencies' speed data, including SFMTA, SFPDW, SFCTA, and SF Planning. Data aggregation and input into TransBase is currently in-progress. |
| 9 | SS10 | Evaluate SF street infrastructure projects | Completed in time period | SFMTA completed an evaluation of the city's first protected intersection at Ninth and Division. New evaluations have been completed for: 7th and 8th Street protected bike lanes, Twin Peaks street closure, and Embarcadero near-term improvements. In May 2019, SFMTA released the first Annual Evaluations report, sharing a year worth of evaluations. |
| 10 | SP1 | Introduce automated speed enforcement legislation | Completed in time period | The SFMTA along with a range of community stakeholders continue efforts to support passage of state legislation that would authorize the use of automated speed enforcement on streets with high documented rates of speed-related injury or fatal collisions. Vision Zero SF staff are exploring next steps to advance a bill in a future legislative session. |
| 11 | SP2.1 | Safe Routes to School | Completed in time period | For school year 2017-2018, the SRTS Partnership established 5 task forces in Chinatown, Excelsior, Mission, Richmond/Sunset and Bayview Hunters Point to work with engaged parents/guardians of schoolchildren. |
| 12 | SP2.2 | Safe Routes for Seniors | Completed in time period | In November 2017, SFPDH awarded 8 community-based organizations with funding for work located on the High Injury Network, including education and engagement. These groups worked with seniors and their service providers in multiple languages and cultures to get them involved in Vision Zero. |

| UID | Item # | Action Item | Status | Description of accomplishment |
|-----|--------|--|---------------------------|--|
| 13 | SP2.3 | Safe Routes for People with Disabilities | Not completed in timeline | Vision Zero staff are engaging on an ongoing basis with Mayor's Office on Disability and community organizations to advance the requested Safe Routes for People with Disabilities program. |
| 14 | SP3 | Initiate two high visibility education and enforcement campaigns | Completed in time period | Vision Zero has initiated the Safe Speeds campaign, the Motorcycle Education campaign, and the Distracted Driving campaign. A Left Turn Education campaign and study have been funded with the goal to release a public campaign in early 2019. |
| 15 | SP4 | Administer driver safety training to all new city employees | Completed in time period | MTA administers safe driver training to all new MTA employees. |
| 16 | SP5 | Focus on the Five enforcement program | Not completed in timeline | The Controller's Office conducted an analysis on top collision factors and developed recommendations for focused enforcement. The Police Department reports citations each quarter; the Department has not met Focus on the Five goals for the last 7 quarters. |
| 17 | SP6 | Implement e-citations and e- stops | Not completed in timeline | SFPD's e-citation pilot program is underway and will be implemented in phases throughout 2018 and 2019. Half of all district stations have deployed e-citations. |
| 18 | SP7 | Begin left turns study & campaign | Completed in time period | MTA applied for and was awarded funding to conduct a campaign to address unsafe left turns. Research has started in support of implementation in early 2019. |
| 19 | SP8 | Advance in-school safety education program | Completed in time period | The City has finalized a plan for in-school bicycle education and a pilot program was initiated for elementary schools. The City has completed a plan for in-school multi-modal education. The revamped SFMTA-led Safe Routes to School program will commence for school year 2019-2020. |
| 20 | SP9 | Launch coordinated City response for traffic victims | Completed in time period | A Vision Zero SF Inter-Agency Traffic Fatality Response protocol was developed to coordinate the City and County's response to traffic deaths to support the families of victims of traffic fatalities, and to eliminate communication gaps to ensure families receive available support services. The pilot protocol was launched in July 2017. |
| 21 | SP10 | Increase engagement with Bay Area Families for Safe Streets | Completed in time period | The San Francisco Public Health Department currently provides funding support for Bay Area Families for Safe Streets. Vision Zero and San Francisco Bay Area Families for Safe Streets have worked together to develop a Crisis Response Protocol to better support families of the victims of traffic violence. |
| 22 | SP11 | Develop ticket diversion programs | Not completed in timeline | MTA currently offers a diversion program for parking tickets and transit citations. The Fines and Fees City Task Force continues to explore opportunities for diversion programs and ability to pay programs for other citations. The City is not pursuing additional ticket diversion programs for tickets given to cyclists at this time due to lack of funding and limited effectiveness of program in improving safety outcomes. |
| 24 | SP13 | Institutionalize the comprehensive surveillance system linking SFPD and Zuckerberg SF General hospital injury data | In progress | The pilot of the surveillance system has been completed, linking 2013-2015 ZSFG and SFPD data, along with data from the Medical Examiner's Office and ambulance companies. SFDPH has since been meeting with the City Attorney, SFDPH Privacy Office, hospital staff and key stakeholders to advance data sharing between City agencies and the public. |
| 25 | SP14 | Maintain Vision Zero SF website | Not completed in timeline | VisionZeroSF.org includes status updates on projects and programs. A new site is in development and is planned to launch in Summer 2019/ |
| 26 | SV1 | Issue report of citywide telematics data | Completed in time period | The City Administrator's Office is collecting data on city- operated vehicles, including about speed. The City Administrator has access to telematics data and shares information back with individual departments. |
| 27 | SV2 | Develop and implement city fleet safety educational/informational campaign | Completed in time period | The City administers safe driver training to all new City employees. |

| UID | Item # | Action Item | Status | Description of accomplishment |
|-----|--------|---|---------------------------|--|
| 28 | SV3 | Work with fleet managers and private transportation services to prioritize safety | Not completed in timeline | Vision Zero worked with Volpe to conduct a study of Collision Avoidance Technology (CAT) and sideguards. San Francisco is coordinating with 6 other cities on fleet improvements and truck design standards. However, <u>no private fleet managers or transportation services have advanced vehicle safety to improve safety outcomes.</u> |
| 29 | SV4 | Monitor list of proven safety features for fleet and city vehicles | Completed in time period | SFMTA's Office of Innovation released a request for information on transit collision avoidance systems to inform a potential pilot or deployment on Muni vehicles. |
| 30 | SV5 | Integrate transit-related collisions into TRANSBASESF | Not completed in timeline | SFMTA and DPH developed a data sharing agreement to incorporate transit collisions into TransBASESF.org that is being reviewed by the City Attorney. Transit-related collisions are not currently tracked in TransBase at this time. |
| 31 | SV6 | Engage in conversations on autonomous vehicles | Completed in time period | In 2017, SFMTA, with SFCTA and other California cities provided comments to CA DMV and CPUC on proposed regulations for Autonomous Vehicle testing. The comments requested that all applicants for testing have sufficient driving experience in the jurisdiction in which they wish to test, requiring that AVs provide universal accessibility, and requesting additional data to support the City's effort to relieve congestion and to ensure safety for all road users. SFMTA staff continue to monitor and engage on all autonomous vehicle related legislation proposed at the state and federal level. |