



PEDESTRIAN SAFETY
ADVISORY COMMITTEE
ANNUAL REPORT

2014

Thanks to Pi Ra

We appreciate his efforts to create and help the San Francisco Pedestrian Safety Advisory Committee get started and wish him well in his future endeavors.

Pi Ra worked on pedestrian safety and walkability issues even before there was a PSAC. His work with the former paratransit broker sensitized him to the needs of people with disabilities, many of whom were seniors.

His work as transportation organizer with the former Senior Action Network, now merged with another agency into the current Senior & Disability Action (SDA) had him directly involved with the already-accomplished Pedestrian Safety Task Force (PSTF).

Later, the work of PSTF was done through the San Francisco Department of Public Health, which helped spur more awareness to city employees in SF DPH, the San Francisco Police Department, San Francisco Municipal Transportation Agency, the Department of Public Works, the Commission on Aging, and the San Francisco Mayor's Office on Disability.

Pi helped draft the ordinance that created PSAC, publicized the phrase "we are all pedestrians" and served as PSAC Chairperson for two terms.

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COMMITTEE MEMBERS

1	Howard Bloomberg	Pedestrian Safety Organizations
2	Pi Ra / Vacant	Pedestrian Safety Organizations
3	Becky Hogue	Senior or Disability Organizations
4	John Alex Lowell	Senior or Disability Organizations
5	Morgan Fitzgibbons	Bicycle or Non-Motorized Organizations
6	Howard Strassner SECRETARY	Transit or Environmental Organizations
7	Robin Brasso	Child Advocate or School Support Organizations
8	Vacant	Public Health Organizations
9	Sonja Kos CHAIR	At Large
10	Todd Henry	At Large
11	Kevin Clark	Board of Supervisors District 1
12	Vacant	Board of Supervisors District 2
13	Christina Tang	Board of Supervisors District 3
14	Trevor McNeil	Board of Supervisors District 4
15	Vacant	Board of Supervisors District 5
16	Kevin Stull	Board of Supervisors District 6
17	Christopher Coghlan	Board of Supervisors District 7
18	Gary McCoy VICE CHAIR	Board of Supervisors District 8
19	Devin Silvernail / Vacant	Board of Supervisors District 9
20	Thomas Rogers	Board of Supervisors District 10
21	Vacant	Board of Supervisors District 11
22	Jon Winston	Parent Appointed by the Superintendent of Schools
23	Anyan Chang	Student Appointed by the Superintendent of Schools



SUBCOMMITTEES

EDUCATION & OUTREACH

Robin Brasso – Chair

BYLAWS

Becky Hogue - Chair

LEGISLATION

Becky Hogue - Chair

ANNUAL REPORT

Gary McCoy - Chair



ACKNOWLEDGEMENTS

The Pedestrian Safety Advisory Committee (PSAC) would like to thank the many individuals from informed and concerned organizations and the city's various departments, for giving of their time and energy to participate and share information at our meetings.

San Francisco Board of Supervisors

Commander Mikail Ali: SFPD Traffic Company

Bob Beck: Treasure Island traffic plans for cars and pedestrians in the master plan for the New Island

Liz Brisson: San Francisco County Transportation Authority

Natalie Burdick – WalkSF

David Chiu: San Francisco Supervisor

Gillian Gillett: Mayor's Office – Transportation Task Force

Mari Hunter: SFMTA

Jane Kim: San Francisco Supervisor

Sergeant Eric Mahoney: SFPD

Zack Marks: *Former* Chair PSAC

Alissa Miller: Assistant Clerk, San Francisco Board of Supervisors

Neal Patel: SFMTA

Rebecca Prozan: San Francisco Office of the District Attorney

Pi Ra: *Former* PSAC member - Representing Pedestrian Safety Organization (Senior Disability Action)

Nicole Schneider: WalkSF

Gwynne Seidell: President OWL SF

Ana Validzic: San Francisco Safe Routes to School Program Manager, San Francisco Department of Public Health

Scott Wiener: San Francisco Supervisor

Megan Wier – SFMTA: Vision Zero

Bryant Woo: SFMTA

The Pedestrian Safety Advisory Committee would also like to thank the Citizens of San Francisco for their participation in our meetings and processes.



EXECUTIVE SUMMARY

Creation of PSAC

In 2003, the San Francisco Board of Supervisors declared that it was in the public interest to officially recognize that traveling as a pedestrian is as an important component of our transportation system and as a key component to creating livable and sustainable communities. As such, they established the Pedestrian Safety Advisory Committee (PSAC) by ordinance to be composed of concerned and informed residents charged with providing expertise on issues concerning pedestrian safety, convenience, ambiance, and planning. The committee meets monthly on the second Tuesday from 6:00 PM to 8:00 PM in City Hall Room 400.

Composition of PSAC

According to the ordinance, the PSAC shall consist of twenty-three members: two from pedestrian safety organizations, two from senior or disability organizations, one from bicycle or other non-motorized wheeled personal transport organizations, one from transit or environmental organizations, one from child advocate or school support organizations, one from a public health organization, two at-large members, and one who lives or works in each of the 11 City districts. Those in district seats shall be Supervisor-appointed. The San Francisco Board of Supervisors' Rules Committee shall appoint the remainder.

Mission & Goals of the Report

The mission of the PSAC is to advocate for pedestrian safety by engaging in the following: 1) serving as the liaison between the public, the Board of Supervisors, and agencies working on pedestrian related projects, 2) making recommendations to the Board of Supervisors and to other relevant agencies about projects or policies that directly or indirectly affect pedestrian safety, 3) maintaining the public's safety as the top priority, and 4) recommending ways to improve the ambient environment and convenience in order to encourage pedestrianism as a healthful transportation activity.

The goals of this report are to provide a comprehensive and objective baseline assessment of the state of pedestrian safety in the City and County of San Francisco and to begin to identify potential barriers preventing improvements for pedestrians. Once this baseline is established, the committee can continue to develop ideas and refine policies based on the knowledge gathered in this report.

EXECUTIVE SUMMARY

From The Chair

December 2014

To The Citizens of San Francisco,

Last May, I was pleased and honored to be elected Chairperson of the San Francisco Pedestrian Safety Advisory Committee (PSAC). As the Committee works to inform you, the citizens and the Board of Supervisors, about the great need for pedestrian safety in the city, we continue on our dedicated mission to help quell – and hopefully end – the number of injuries and fatalities on our streets.

With help from numerous city departments and pedestrian advocacy groups, PSAC informs and opens dialogue regarding the pressing issue of pedestrian safety in our city.

We plan to continue our mission as a resource for all, and you are a major resource for the committee. We hear what you are saying and will address the issues about which you are concerned and forward what we hear to the Board of Supervisors.

We look forward to your input. Best wishes for a happy and healthy new year.

Regards,



Sonja Caldwell Kos, Chair
Pedestrian Safety Advisory Committee (PSAC)

Letter From Monique Porsandeh

(Suggested Pedestrian Policy Changes from a Pedestrian Survivor – full letter on Page 37 of Resources)

Improving Daily Crime Summaries: Every day, the SF police and other police forces submit daily crime summaries to local news media. These summaries do not always contain reports on pedestrian collisions. As a result, I believe that part of the reason the public is not aware of the prevalence of pedestrian collisions is because the news media is not aware of their occurrence. By including pedestrian collisions in the summaries, the media will become aware of their prevalence, which can allow the media to properly inform the public, thus creating a greater awareness of these situations.

Holding Auto Shops and Junkyards Accountable: When a hit-and-run occurs, the vehicle that fled the scene is often damaged, requiring repair or junking at an auto body shop or junkyard. Currently, no system exists that requires law enforcement to notify auto shops and junkyards of vehicles for which they are searching. Furthermore, there is no enforced requirement that auto shops and junkyards make a sincere effort to look out for wanted vehicles or to report suspicious vehicles.

The appropriate state and local lawmakers should pass laws that give SF Bay Area law enforcement the authority and resources to: (1) Set up a mechanism by which SF Bay Area law enforcement can inform all SF Bay Area auto shops and junkyards of wanted vehicles and drivers, and (2) hold accountable auto shops and junkyards that repeatedly fail to report wanted drivers and vehicles.

There are several ways that a mechanism could be set up. One would be for SF Bay Area law enforcement to create an inter-county service, which would receive all reports on wanted vehicles and drivers from local law enforcement entities. (Note: such a service does not have to be limited to pedestrian collisions, but could include any crimes where a vehicle is likely to end up at an auto shop or junkyard.) Each day these reports would be compiled and updated and sent to all auto shops by the service. Such communication could perhaps be facilitated by using auto shop and related business associations as an intermediary between the shops and the police.

Of course, sending out all these updates to auto shops and junkyards will be useless if the businesses fail to report suspicious vehicles and drivers. Such businesses should make a sincere effort to keep their employees informed of the latest updates on wanted drivers and vehicles. Furthermore, such businesses should encourage their employees to report any suspicious drivers or vehicles to law enforcement. Law enforcement should have the resources to hold auto shops that regularly fail to fulfill these obligations, accountable.



Letter From Monique Porsandeh

(Suggested Pedestrian Policy Changes from a Pedestrian Survivor – full letter on Page 37 of Resources)

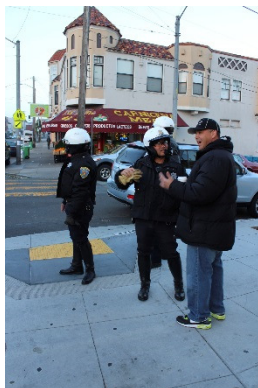
Prosecuting At-Fault Drivers: The vast majority of at-fault drivers that kill pedestrians in the SF Bay Area are not prosecuted. These persons need to be prosecuted, not as punishment, but to deter otherwise good drivers from being careless in the future.

Increase Enforcement of Gross Violations of Traffic Laws: Typically, due to the lack of resources, law enforcement often dedicates relatively fewer resources to keeping persons accountable for violations of traffic laws. However, I believe that if people were held accountable for, say, failing to stop at a red light or stop sign even when no one/thing is injured/damaged, then they won't fail to stop when it could actually hurt someone. In order to overcome resource scarcity that prevents such enforcement, I recommend using fines from enforcement of gross violations of traffic laws to pay for increased enforcement of those traffic laws.

Use public service announcements and programs: Many who live in and around San Francisco grew up in times and places where cars were the only vehicles on the road. Thus, our traffic education was geared towards situations where there were no bicyclists or pedestrians. All of us, bicyclists and drivers and pedestrians, all need reminders of traffic regulations in a shared space. Public service announcements and programs that remind us and clarify for us often forgotten or often confusing traffic rules can save many lives.

Daylighting: Daylighting refers to the practice of prohibiting vehicles from parking at crosswalks in a manner that prevents pedestrians and drivers from seeing each other. In general, it is a good practice for all municipalities in the Bay Area. In San Francisco, it should be implemented in accordance with the San Francisco Better Streets Plan and the Manual on Uniform Traffic Control Devices.

Funding the San Francisco Pedestrian Strategy: Improving pedestrian safety in San Francisco represents an important start and example for the greater Bay Area. The San Francisco Pedestrian strategy is an approach to make pedestrians safer in the City of San Francisco, and has been endorsed by the SF pedestrian advocacy organization, Walk San Francisco. It includes a working target of cutting pedestrian deaths and serious injuries by half by 2021. Moreover, it includes (over a nine year period) fixing the 44 miles of streets that are most dangerous for pedestrians in San Francisco to make them safer for walking. Until recently, this plan had been funded, but unfortunately its current status is in limbo because it is not guaranteed funding in the future.



2014 Collision Data

Traffic Citations Issued - January 1 thru September 30, 2014

	Red Light	Stop Sign	Ped Right of Way	Speeding	Failure to Yield w/turning	Cell Phone	Unlicensed Driver	Suspended License	All Others
Central	281	201	164	227	3	118	42	131	5647
Southern	420	150	102	334	6	163	71	156	5257
Bayview	245	1363	95	254	52	275	361	592	6169
Mission	222	419	368	59	14	133	259	193	4205
Northern	663	564	248	179	31	444	120	151	5233
Park	236	729	93	204	2	227	50	114	3521
Richmond	373	2049	353	2053	79	245	69	79	3425
Ingleside	230	2150	317	290	13	382	272	201	4454
Taraval	159	655	291	859	53	296	106	148	6049
Tenderloin	346	3	60	12	2	237	53	122	1615
Traffic	745	1595	1249	693	28	1469	262	238	10105
Tactical	65	67	29	2	0	175	23	51	3028
Totals	3985	9945	3369	5166	283	4164	1688	2176	58708

	Pedestrian Offences	Bicyclist Offences	Total Citations	Focus on Five Total	Focus on Five % of Totals	Percentage of Citations to mode of travel	
Central	212	5	7031	876	12.46%	Motorist	93.92%
Southern	170	145	6974	1012	14.51%	Pedestrian	4.84%
Bayview	115	80	9601	2009	20.92%	Bicyclist	1.24%
Mission	406	146	6424	1082	16.84%	TOTAL Citation Comparison	
Northern	181	135	7949	1685	21.20%	2013	61,974
Park	16	7	5199	1264	24.31%	2014	95,275
Richmond	39	33	8797	4907	55.78%	Focus of Five Comparison	
Ingleside	410	52	8771	3000	34.20%	2013	13,782
Taraval	43	10	8669	2017	23.27%	2014	22,748
Tenderloin	2361	330	5141	423	8.23%		
Traffic	611	223	17218	4310	25.03%		
Tactical	50	11	3501	163	4.66%		
Totals	4614	1177	95275	22748	23.88%		

SOURCE: San Francisco Police Department

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2014 Collision Data

Injury Collisions Resulting from Motor Vehicle Collisions With:

	2013		2014		
		% of Total		% of Total	YOY % Change
Pedestrian	613	22.73%	546	23.96%	-11%
Bicyclist	467	17.32%	392	17.20%	-16%
Other Motor Vehicles	1154	42.79%	950	41.68%	-18%
Parked Motor Vehicles	102	3.78%	98	4.30%	-4%
<i>Fixed Object</i>	130	4.82%	88	3.86%	-32%
Other Object	42	1.56%	35	1.54%	-17%
Non-Collision	50	1.85%	58	2.54%	16%
On Other Roadway	42	1.56%	34	1.49%	-19%
All Others	97	3.60%	78	3.42%	-20%
Total	2697		2279		-15%

Injury Collision Severity

	2013		2014		
		% of Total		% of Total	YOY % Change
* Fatal	28	1.04%	28	1.23%	0%
Severe Injury	171	6.33%	144	6.30%	-16%
Other Visible Injury	784	29.00%	640	28.01%	-18%
Complaint of Pain	1720	63.63%	1473	64.46%	-14%
Total	2703		2285		-15%

* As of December 3rd

SOURCE: San Francisco Police Department

PEDESTRIAN SAFETY ADVISORY COMMITTEE – ANNUAL REPORT 2014



2014 Collision Data

Party Identified as Primary Cause of Collision (ALL Collisions):

	2013		2014	
		% of Total		% of Total
Motor Vehicle	383	56.74%	339	57.26%
Pedestrian	202	29.93%	201	33.95%
Undetermined	90	13.33%	52	8.78%
Total	675		592	
Motor Vehicle	283	53.80%	236	54.38%
Bicyclist	217	41.25%	188	43.32%
Undetermined	26	4.94%	10	2.30%
Total	526		434	

Party Identified as Primary Cause of Collision (FATAL Collisions):

	2013		2014	
		% of Total		% of Total
MV v Pedestrian				
Motor Vehicle	10	63%	8	47%
Pedestrian	6	38%	9	53%
Undetermined	0	0%	0	0%
Total	16		17	
MV v Bicyclist				
Motor Vehicle	1	25%	0	0%
Bicyclist	3	75%	3	100%
Undetermined	0	0%	0	0%
Total	4		3	
MV v MV	8		8	
Total Traffic Collision Deaths	28		28	

SOURCE: San Francisco Police Department

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2014 Collision Data

The Department's enforcement strategy currently places emphasis on the enforcement of California Vehicle Sections 21453 (Red Light Violation), 22350 (Basic Speed Law), 22450(a) (Stop Sign Violation), 21950(a)(Ped Right of Way Violation, 21801(a)(Failure to Yield while Turning Violation). This is based upon an analysis of collision data from 2006 to 2011. This analysis was conducted by the San Francisco Municipal Transportation Agency. A cursory analysis of collision data covering the period of time from January 1 - September 30, 2014 indicates that the primary collision factor for collisions involving all modes of travel may not have changed. The factors identified as noted below.

Although, a more comprehensive analysis of traffic collision factors affecting our more vulnerable road users (Pedestrains and Bicyclist) is needed. Accordingly, the Department has provided the SFMTA copies of all collision reports from 2011 to date to assist in that effort.

Top Five Collision Factors

All Collisions	Unsafe Speed Improper Turning Traffic Signals and Signs Auto R/W Violation Ped R/W Violation
Top Five Collision Factors Involved with Pedestrian or Bicyclist	Ped R/W Violation Pedestrian Violation Improper Turning Traffic Signals and Signs Auto R/W Violation

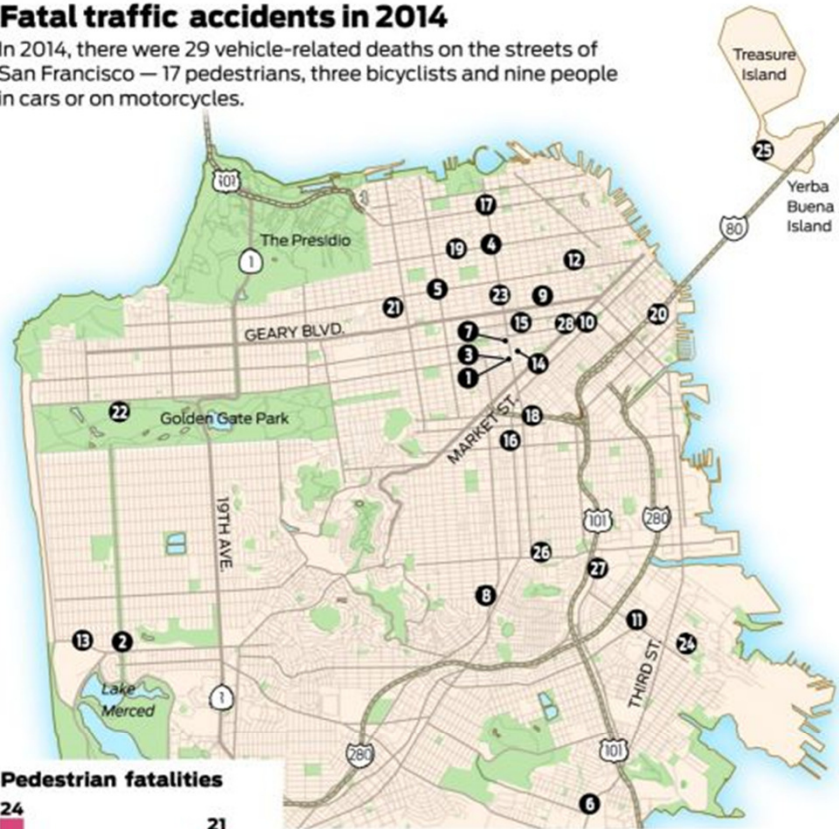
SOURCE: San Francisco Police Department



2014 Traffic Collisions Resulting In Death

Fatal traffic accidents in 2014

In 2014, there were 29 vehicle-related deaths on the streets of San Francisco — 17 pedestrians, three bicyclists and nine people in cars or on motorcycles.



Pedestrian fatalities



PEDESTRIANS

- 1 Van Ness Ave. and Grove St. Jan. 7, 6:20 p.m.
- 2 Sunset Blvd. and Yorba St. Feb. 4, 11:00 a.m.
- 3 Van Ness Ave. and Grove St. Feb. 5, 2:23 a.m.
- 4 Van Ness Ave. and Broadway Feb. 12, 12:54 a.m.
- 5 Fillmore and California streets Feb. 20, 3:11 p.m.
- 6 Bayshore Blvd. and Visitacion Ave. March 20, 11:16 a.m.
- 7 Van Ness and Golden Gate Avenues April 6, 11:04 p.m.
- 8 Dolores and 30th streets May 19, 8:47 p.m.

- 9 Post and Jones streets July 28, 10:19 p.m.
 - 10 Mission St. near Fourth St. Aug. 15, 10:37 p.m.
 - 11 Newcomb Ave. and Quint St. Aug. 28, 9:05 a.m.
 - 12 Stockton and Sacramento streets Sept. 20, 9:48 a.m.
 - 13 Sloat Blvd. and 43rd Ave. Oct. 20, 6:57 a.m.
 - 14 Carlton B Goodlett Place and McAllister St. Oct. 23, 11:30 a.m.
 - 15 Larkin and Eddy streets Nov. 3, 12:47 a.m.
 - 16 Mission and 16th streets Nov. 3, 1:49 p.m.
 - 17 Lombard St. and Van Ness Ave. Nov. 6, 6:08 a.m.
- BICYCLISTS**
- 18 Folsom and 13th streets March 19, 11:27 a.m.
 - 19 Laguna St. and Broadway May 25, 9:13 p.m.

- 20 Bryant and Rincon streets Oct. 22, 12:28 p.m.
- MOTORCYCLISTS**
- 21 Bush and Broderick streets Jan. 17, 3:19 p.m.
 - 22 J. F. Kennedy Dr. and Golden Gate Equestrian Center Feb. 18, 5:14 p.m.
 - 23 Van Ness Ave. and Sutter St. July 8, 1:49 a.m.
 - 24 La Salle Ave. and Cashmere St. Two fatalities Aug. 10, 5:12 p.m.
 - 25 Treasure Island Rd. Dec. 16, 2:06 p.m.

MOTORISTS

- 26 Folsom and Cesar Chavez Streets May 3, 2:19 a.m.
- 27 Barneveld Ave. and Jerrold St. June 5, 3:03 p.m.
- 28 Turk and Mason streets Nov. 4, 11:50 p.m.

Source: San Francisco Police Department

John Blanchard / The Chronicle

SOURCE: San Francisco Police Department / San Francisco Chronicle

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2014 Traffic Collisions Resulting In Death

San Francisco Police Department

2014 Summary Reports on Fatal Traffic Collisions

Traffic Collisions Resulting in the Death of a Pedestrian:

January, 7, 2014 at 1820 hours:

A traffic collision occurred on Tuesday, January 7, 2014 at 6:20 p.m. on Van Ness Avenue, 103 feet south of Grove Street. The collision involved a MOTOR VEHICLE and a PEDESTRIAN. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the pedestrian. The finding was of a violation of Section 21955 of California Vehicle Code (Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross the roadway at any place except in a crosswalk). The pedestrian was reported to have run through heavy traffic, zigzagging across six lanes before being struck in the seventh lane. There were no associated factors in this collision. There was also no finding of criminal conduct.

February 4, 2014 at 1100 hours:

A traffic collision occurred on Tuesday, February 4, 2014 at 11:00 a.m. on Sunset Boulevard at Yorba Street. The collision involved a MOTOR VEHICLE and a PEDESTRIAN. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the driver of the motor vehicle. The finding was of a violation of Section 21950(a) of the Vehicle Code (The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided in this chapter). There were no associated factors in this collision. There was a finding of criminal conduct on the part of the driver of the motor vehicle. The District Attorney charged this case as a misdemeanor.

February 5, 2014 at 0223 hours:

A traffic collision occurred on Wednesday, February 5, 2014 at 2:23 a.m. on Van Ness Avenue at Grove Street. The collision involved a MOTOR VEHICLE and a PEDESTRIAN. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the driver of the motor vehicle. The finding was of a violation of Section 21950(a) of the California Vehicle Code (The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided in this chapter). There was also a

SOURCE: San Francisco Police Department / Commander Ali

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determination of an associated factor on the part of the pedestrian of a violation of Section 21453(d) of the California Vehicle Code (Unless otherwise directed by a pedestrian control signal as provided in Section 21456, a pedestrian facing a steady circular red or red arrow signal shall not enter the roadway). There was an additional finding of criminal conduct on the part of the driver of the motor vehicle who failed to remain at the scene. Neither the driver nor the vehicle involved has been identified. This is an open criminal investigation.

February 12, 2014 at 0054 hours:

A traffic collision occurred on Wednesday, February 12, 2014 at 12:54 a.m. on Van Ness Avenue, 60 feet south of Broadway Street. The collision involved a MOTOR VEHICLE and a PEDESTRIAN. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the driver. The finding was of a violation of Section 22350 of the California Vehicle Code (No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property). Investigators determined that the driver was travelling at a minimum of 48 mph. An associate factor in this collision was that the pedestrian was in violation of Section 21955 of the California Vehicle Code (Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross the roadway at any place except in a crosswalk). A driver of a motor vehicle is never relieved of the responsibility of operating it in a safe manner even when others may violate the law. There was a finding of gross criminal conduct on the driver in addition to fleeing the scene. The driver was arrested on felony charges. The District Attorney's Office charged the driver with felony offenses of Vehicular Manslaughter and Hit & Run.

February 20, 2014 at 1511 hours:

A traffic collision occurred on Thursday, February 20, 2014 at 3:11 p.m. on Fillmore Avenue, 32 feet north of California Street. The collision involved a MOTOR VEHICLE and a PEDESTRIAN. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the pedestrian. The finding was of a violation of Section 21954(a) of the California Vehicle Code (Every pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway so near as to constitute an immediate hazard). The investigation revealed that the pedestrian walked directly in front of the motor

SOURCE: San Francisco Police Department / Commander Ali

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vehicle while it was momentarily stopped in traffic. In this case the motor vehicle was a cement truck with a hood that measured 72 inches from the ground. The pedestrian stood 65 inches. There was no finding of criminal conduct.

March 20, 2014 at 1116 hours:

A traffic collision occurred on Thursday, March 20, 2014 at approximately 11:16 a.m. on Bayshore Boulevard at Vistacion Avenue. The collision involved a PEDESTRIAN and a MOTOR VEHICLE. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the driver of the motor vehicle. The finding was of a violation of Section 21950(a) of the California Vehicle Code (The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection). The driver of the motor vehicle failed to remain at the scene. The driver was subsequently identified, arrested and the District Attorney charged this case as a misdemeanor.

April 6, 2014 at 2304 hours:

A traffic collision occurred on Sunday, April 6, 2014 at 11:04 p.m. on Van Ness Avenue, 33 feet north of Golden Gate Avenue. The collision involved a PEDESTRIAN and a MOTOR VEHICLE. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the pedestrian. The findings were for a violation of Section 21950(b) of the California Vehicle Code (No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard). The pedestrian was not in a crosswalk and walked into lanes of traffic against the pedestrian stop light. There was no finding of criminal conduct.

May 19, 2014 at 2047 hours:

A traffic collision occurred on Monday, May 19, 2014 at 8:47 p.m. on Dolores Street, 2 feet north of 30th Street. The collision involved a MOTOR VEHICLE and a PEDESTRIAN. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the pedestrian. The findings were for a violation of Section 21456(b) of the California Vehicle Code (Flashing or steady "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol. No pedestrian shall start to cross the roadway in the

SOURCE: San Francisco Police Department / Commander Ali

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direction of the signal, but any pedestrian who has partially completed crossing shall proceed to a sidewalk or safety zone or otherwise leave the roadway while the "WAIT" or "DON'T WALK" or approved "Upraised Hand" symbol is showing.). There were no associated factors in this collision. There was no finding of criminal conduct.

July 28, 2014 at 2219 hours:

A traffic collision occurred on Monday, July 28, 2014 at 10:19 p.m. on Post Street at Jones Street. The initial collision involved two MOTOR VEHICLES (Dodge and Ford). The initial collision, aggravated by the excessive speed of the vehicle at fault, caused a secondary collision with a PEDESTRIAN. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the driver of Dodge. The findings were for a violation of section 21453(a) of the California Vehicle Code (A driver facing a steady circular red signal alone shall stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and shall remain stopped until an indication to proceed is shown, except as provided in subdivision (b).).

There was an associated factor, on the part of the driver of the Dodge, of a violation of Section 22350 of the California Vehicle Code (No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.). The investigation established that the driver of the Dodge was travelling in excess of 50 mph when he entered the intersection of Post and Jones Streets, against a steady red light, approximately 4 seconds after the light changed. There were no associated factors for this collision attributed to any of the other parties involved.

The driver of the Dodge fled the scene of the collision and was subsequently arrested. There were findings of criminal conduct on the part of the driver of the Dodge. The initial investigation discovered that the Dodge was a stolen vehicle who had fled from an officer, in the area of Post and Larkin Streets. The officer attempted to conduct a traffic stop for a license plate violation. Ultimately, the driver was arrested and later charged by the District Attorney's Office for fleeing a police officer resulting in serious injuries and death, driving under the influence resulting in the death of another, and vehicular manslaughter.

August 15, 2014 at 2237 hours:

SOURCE: San Francisco Police Department / Commander Ali

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A traffic collision occurred on Friday, August 15, 2014 at 10:37 p.m. on Mission Street, 437 feet west of 4th Street. The collision involved a MOTOR VEHICLE and a PEDESTRIAN. The pedestrian, a child, sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the pedestrian as a direct result of the actions of the adult guardian. The findings were for a violation of Section 21456(b) of the California Vehicle Code (Flashing or steady "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol. No pedestrian shall start to cross the roadway in the direction of the signal, but any pedestrian who has partially completed crossing shall proceed to a sidewalk or safety zone or otherwise leave the roadway while the "WAIT" or "DON'T WALK" or approved "Upraised Hand" symbol is showing.). There was a finding of criminal conduct on the part of the adult guardian who was subsequently arrested for child endangerment. The driver of the motor vehicle failed to stop and remain on the scene. Once identified the driver of the motor vehicle is subject to potential prosecution.

August 28, 2014 at 0905 hours:

A traffic collision occurred on Thursday, August 28, 2014 at 9:05 a.m. on Quint Street, 185 feet north of Newcomb Street. The collision involved a MOTOR VEHICLE and a PEDESTRIAN. The pedestrian sustained fatal injuries. In addition to an SFPD TCIU investigation, this incident is being investigated by the California Division of Occupational Safety and Health (Cal/OSHA) as it has been identified as a workplace related death. Our investigation determined that the primary cause of the collision were the actions of the pedestrian. The pedestrian reportedly tripped while walking and fell under the motor vehicle, a garbage truck with a high ground clearance. The finding was for a violation of Section 21954(a) of the California Vehicle Code (Every pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway so near as to constitute an immediate hazard). There were no associated factors in this collision. There was no finding of criminal conduct.

September 20, 2014 at 0948 hours:

A traffic collision occurred on Saturday, September 20, 2014 at 9:48 a.m. on Stockton Street, 13 feet south of Sacramento Street. The collision involved a MOTOR VEHICLE and a PEDESTRIAN. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the driver of the motor vehicle. The finding was for a violation of Section 21950(a) of the California Vehicle Code (The driver of a vehicle shall yield the right-

SOURCE: San Francisco Police Department / Commander Ali

PEDESTRIAN SAFETY ADVISORY COMMITTEE – ANNUAL REPORT 2014



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of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection). The driver of the vehicle reported that he did not see the pedestrian in the crosswalk. The driver of the motor vehicle was subsequently arrested and charged by the District Attorney's Office with a misdemeanor violation of Vehicular Manslaughter. There were no associated factors in this collision.

October 20, 2014 at 0657 hours:

A traffic collision occurred on Monday, October 20, 2014 at 6:57 a.m. on Sloat Boulevard, 110 feet west of 43rd Avenue. The collision involved a MOTOR VEHICLE and a PEDESTRIAN. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the pedestrian. The findings were for a violation of Section 21950(b) of the California Vehicle Code (No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard). The pedestrian reportedly was "trying to beat the car". An associated cause of this collision was a violation of Section 21954(a) of the California Vehicle Code (Every pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway so near as to constitute an immediate hazard). There were no associated factors in this collision.

October 23, 2014 at 1130 hours:

A traffic collision occurred on Thursday, October 23, 2014 at 11:30 a.m. on Carlton B. Goodlett Place, 300 feet south of McAllister Street. The collision involved a MOTOR VEHICLE and a PEDESTRIAN. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the driver of the motor vehicle. The finding was for a violation of Section 21950(a) of the California Vehicle Code (The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection). The driver of the motor vehicle was acting in the capacity of a commercial tour guide service. The driver acknowledged that in the course of this service his attention was focused on the landscape and not on the roadway in front of him just prior to the collision. The driver of the motor vehicle was subsequently arrested and charged by the District Attorney's Office with a misdemeanor violation of Vehicular Manslaughter. There were no associated factors in this collision.

SOURCE: San Francisco Police Department / Commander Ali

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November 3, 2014 at 0047 hours:

A traffic collision occurred on Monday, November 3, 2014 at 12:47 a.m. in the intersection of Larkin Street and Eddy Street. The collision involved a MOTOR VEHICLE and a PEDESTRIAN. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the driver of the motor vehicle. The finding was for a violation of Section 21950(a) of the California Vehicle Code (The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection). The vehicle involved fled the scene and has not been identified. This is an open investigation with no further information to be provided at this time.

November 3, 2014 at 1349 hours:

A traffic collision occurred on Monday, November 3, 2014 at 1:49 p.m. on Mission Street, 114 feet north of 16th Street. The collision involved a MOTOR VEHICLE and a PEDESTRIAN. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the pedestrian. The findings were for a violation of Section 21950(b) of the California Vehicle Code (No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard). The pedestrian reportedly "sprinted" into the roadway from between two parked curbside vehicles. There were no associated factors in this collision. There was no finding of criminal conduct.

November 6, 2014 at 0608 hours:

A traffic collision occurred on Thursday, November 6 at 6:08 a.m. at the intersection of Lombard Street and Van Ness Avenue. The collision involved a MOTOR VEHICLE and a PEDESTRIAN. The pedestrian sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the pedestrian. The preliminary finding is for a violation of Section 21950(b) of the California Vehicle Code (No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard). Witnesses reported that the pedestrian ran into the side of the bus while the bus was making a left turn. Although this is an open investigation there are not any associated factors identified in this collision. There is no finding of criminal conduct.

SOURCE: San Francisco Police Department / Commander Ali

PEDESTRIAN SAFETY ADVISORY COMMITTEE – ANNUAL REPORT 2014



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Traffic Collisions Resulting in the Death of a Bicyclist:

March 19, 2014 at 1127 hours:

A traffic collision occurred on Wednesday, March 19, 2014 at 11:27 a.m. on Folsom Street, 35 feet south of 13th Street. The collision involved a BICYCLIST and a MOTOR VEHICLE. The bicyclist sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the bicyclist. The finding was of a violation of Section 21650 of the California Vehicle Code (Upon all highways, a vehicle shall be driven upon the right half of the roadway). The investigation revealed that the bicyclist appeared to be distracted while bicycling. The bicyclist reportedly was eating as he rode his bicycle from Erie Street into traffic on Folsom Street without looking to check on-coming traffic. The lack of specificity in these two sections relative to a "bicyclist" is addressed in Section 21200 of the California Vehicle Code (A person riding a bicycle or operating a pedicab upon a highway has all the rights and is subject to all the provisions applicable to a driver of a vehicle..., except those provisions which by their very nature can have no application.). The bicyclist was not wearing protective head gear. There were no other associated factors in this collision. There was no finding of criminal conduct.

May 25, 2014 at 2113 hours:

A traffic collision occurred on May 25, 2014 at 9:13 p.m. on Laguna Street, 93 feet north of Broadway Street. The collision involved a MOTOR VEHICLE and a BICYCLIST. The bicyclist sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the bicyclist. The findings were for a violation of Section 22350 of the California Vehicle Code (No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.).

There was an associated factor on the part of the bicyclist of a violation of Section 22450(a) of the California Vehicle Code (The driver of any vehicle approaching a stop sign at the entrance to, or within, an intersection shall stop at a limit line, if marked, otherwise before entering the crosswalk on the near side of the intersection.). The lack of specificity in these two sections

SOURCE: San Francisco Police Department / Commander Ali

PEDESTRIAN SAFETY ADVISORY COMMITTEE – ANNUAL REPORT 2014



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relative to a “bicyclist” is addressed in Section 21200 of the California Vehicle Code (A person riding a bicycle or operating a pedicab upon a highway has all the rights and is subject to all the provisions applicable to a driver of a vehicle..., except those provisions which by their very nature can have no application.). Lastly, during the course of the initial investigation it was discovered that the water bottle of the bicyclist contained what appeared to be an alcoholic beverage. The bicyclist was not wearing protective head gear. There were no other associated factors in this collision. There was no finding of criminal conduct.

October 22, 2014 at 1228 hours:

A traffic collision occurred on Wednesday, October 22, 2014 at 12:28 p.m. on Bryant Street, 335 feet east of Rincon Street. The collision involved a BICYCLIST and the ROADWAY. The bicyclist sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the bicyclist. The investigation determined that the primary cause of the collision were the actions of the bicyclist. The findings were for a violation of Section 22350 of the California Vehicle Code (No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.). The bicyclist reportedly was “going fast” and lost control of his bicycle. The bicyclist was not wearing protective head gear. There were no other associated factors in this collision. There was no finding of criminal conduct.

Traffic Collisions Resulting in the Death of an Occupant of a Motor Vehicle:

January 17, 2014 at 1519 hours:

A traffic collision occurred on Friday, January 17, 2014 at 3:19 p.m. on Bush Street, 62 feet west of Broderick Avenue. The collision involved a MOTORCYCLIST and a MOTOR VEHICLE. The motorcyclist sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the motorcyclist. The finding was of a violation of Section 21658(a) of the California Vehicle Code (A vehicle shall be driven as nearly as practical entirely within a single lane and shall not be moved from the lane until such movement can be made with reasonable safety). The motorcyclist sustained major head trauma. Investigating officers noted that the helmet that the motorcyclist was wearing did not resemble a Department of

SOURCE: San Francisco Police Department / Commander Ali

PEDESTRIAN SAFETY ADVISORY COMMITTEE – ANNUAL REPORT 2014



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Transportation certified helmet. The helmet appeared very thin, had a small coverage area on the head, and did not appear to have any energy-absorbing lining. There were no associated factors in this collision. There was no finding of criminal conduct.

May 3, 2014 at 0219 hours:

A traffic collision occurred on Saturday, May 3, 2014 at 2:19 a.m. on Folsom Street at Cesar Chavez Street. The collision involved two MOTOR VEHICLES. The investigation determined that the primary cause of the collision were the actions of the surviving driver. The finding was for a violation of Section 21453(a) of the California Vehicle Code (A driver facing a steady circular red signal alone shall stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and shall remain stopped until an indication to proceed is shown, except as provided in subdivision (b)). There was also an associated factor in this collision, attributed to the surviving driver, of a violation of Section 22350 of the California Vehicle Code (No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property). The surviving driver, reportedly, was operating his vehicle at speeds greater than 50 mph. The surviving driver failed to remain on the scene. However, he was subsequently arrested for felony Hit & Run and Vehicular Manslaughter. The District Attorney's Office charged this case as felonies.

February 18, 2014 at 1714 hours:

A traffic collision occurred on Tuesday, February 18, 2014 at 5:14 p.m. on John F. Kennedy Drive, 230 feet west of the Golden Gate Equestrian Center. The collision involved a MOTORCYCLIST and the ROADWAY. The motorcyclist sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the motorcyclist. The finding was of a violation of Section 22350 of the California Vehicle Code (No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property). The investigation revealed that from the point that the motorcycle made contact with the curb of the roadway to its point of rest it careened 260 feet. There were no other associated factors involved in this collision. There was no finding of criminal conduct.

SOURCE: San Francisco Police Department / Commander Ali

PEDESTRIAN SAFETY ADVISORY COMMITTEE – ANNUAL REPORT 2014



2014 Traffic Collisions Resulting In Death

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June 5, 2014 at 1503 hours:

A traffic collision occurred on Thursday, June 5, 2014 at 3:03 p.m. on Barneveld Street, 398 feet south of Jerrold Street. The collision involved a MOTOR VEHICLE and an unoccupied and parked MOTOR VEHICLE. The driver of the motor vehicle in transit sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the driver of the motor vehicle in transit. The findings were for a violation of Section 22350 of the California Vehicle Code (No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property). Prior to the collision the driver fled from officers with the California Highway Patrol. The driver used her vehicle to ram one of the CHP vehicles and was successful in eluding pursuing officers. Additionally, the vehicle being pursued had been reported stolen. An associated factor in the collision was that the vehicle was being operated on the wrong side of the roadway. There were no other associated factors involved in this collision. There was a finding of criminal conduct on the part of the deceased.

July 8, 2014 at 0149 hours:

A traffic collision occurred on Tuesday, July 8, 2014 at 1:49 a.m. on Van Ness Avenue at Sutter Street. The collision involved a MOTOR VEHICLE and a MOTORCYCLIST. The motorcyclist sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the driver of the motor vehicle. The findings were for a violation of section 21453(a) of the California Vehicle Code (A driver facing a steady circular red signal alone shall stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and shall remain stopped until an indication to proceed is shown, except as provided in subdivision (b).). There were no associated factors in this collision. An arrest warrant has been issued for the arrest of the driver of the motor vehicle.

August 10, 2014 at 1712 hours:

A traffic collision occurred on Sunday, August 10, 2014 at 5:12 p.m. on La Salle Avenue 522 feet east of Cashmere Street. This collision involved two MOTOR VEHICLES. These two motor vehicles were off-road motorcycles being operated by solo motorcyclists. The motorcycles

SOURCE: San Francisco Police Department / Commander Ali

PEDESTRIAN SAFETY ADVISORY COMMITTEE – ANNUAL REPORT 2014



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were traveling eastbound on La Salle Avenue when an unidentified person began firing a firearm and the motorcyclists. The motorcyclists were struck with gunfire and subsequently crashed their vehicles. Neither motorcyclist was wearing a helmet. Both sustained fatal injuries. What is to be determined by the Medical Examiner is whether the fatal injuries were a direct result of being struck with gunfire or the collisions. If the fatal injuries were a direct result of the gunfire then this incident will not be classified as a traffic collision fatality.

November 4, 2014 at 2350 hours:

A traffic collision occurred on Tuesday, November 4, 2014 at 11:50 p.m. on Turk Street, 172 feet west of Mason Street. This collision involved a MOTOR VEHICLE and a PASSENGER. The passenger sustained fatal injuries. The investigation determined that the primary cause of the collision were the actions of the passenger of the motor vehicle. The findings were for a violation of Section 21712(b) of the California Vehicle Code (A person shall not ride on a vehicle or upon a portion of a vehicle that is not designed or intended for the use of passengers). The deceased voluntarily climbed upon a gas tanker truck, which was in transit, and unbeknownst to the driver. The deceased lost his grip on the railings of the truck, fell to the roadway and was run over. There were no associated factors involved in this collision. There was no finding of criminal conduct.

December 16, 2014 at 1406 hours:

A traffic collision occurred on Tuesday, December 16, 2014 at 2:06 p.m. on Treasure Island Road. The collision involved a MOTORCYCLIST and a FIXED OBJECT. The motorcyclist sustained fatal injuries. Although this is an active investigation the primary cause of the collision has preliminarily been determined to be the actions of the motorcyclist. The findings were for a violation of Section 22350 of the California Vehicle Code (No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property). A CHP motorcycle officer attempted to make a traffic enforcement stop on the motorcyclist after the motorcyclist went then the Bay Bridge Toll Plaza. The motorcyclist eluded the CHP officer by speeding away at a high rate of speed. The motorcyclist was spotted on Treasure Island and the motorcyclist took off from officers, once again, at a high rate of speed. The motorcyclist lost control on a hill and struck a pole while heading in the direction of the freeway on-ramp.

SOURCE: San Francisco Police Department / Commander Ali

PEDESTRIAN SAFETY ADVISORY COMMITTEE – ANNUAL REPORT 2014



MEETING SUMMARIES

January

Megan Wier: Department of Public Health – Update on Mayor’s Pedestrian Safety Strategy

February

Supervisor Jane Kim: Vision Zero Presentation

Jikaiah Stevens: Victim Statement

Nicole Schneider: WalkSF Update

March

Thomas Rogers: SFPF Pedestrian Sting Enforcement

Craig Raphael: SFMTA 2015-2019 Capital Improvement Program

Thomas Rogers: Pending State Legislation Overview – AB1532 License Suspension for Hit & Run Drivers; AB2398 Vulnerable Road User Violations; AB1646 Education & Penalty Increases for Drivers’ Hardheld Device Violations



MEETING SUMMARIES

April

Rebecca Prozan: SF District Attorney's Office– Update on Becky Lee fatality; Establishment of Manslaughter Unit

Gillian Gillette: Mayor's Office Transportation Taskforce findings and recommendations

Mari Hunter; Megan Wier: SFMTA & DPH Pedestrian Safety Task Force Update on Vision Zero

May

Gwynne Seidell: President OWL SF
Elected Sonja Kos as Chair

June

Subcommittee Formation:

Education & Outreach – Robin Brasso, Chair

Bylaws – Becky Hogue, Chair

Legislation – Becky Hogue, Chair

Annual Report – Gary McCoy, Chair



MEETING SUMMARIES

July

Natalie Burdick: WalkSF Vision Zero Update

August

Bylaws Update

September

Supervisor Scott Wiener: Transportation funding charter amendment for the November ballot

Bob Beck: Treasure Island traffic plans for cars and pedestrians in the Master Plan for the New Island

October

Liz Brisson: San Francisco County Transportation Authority Waterfront Transportation Assessment

November

Ana Validzic: San Francisco Safe Routes to School Program

Bryant Woo: SFMTA – Signal timing at intersections

December

Megan Wier: Mots recent pedestrian data for Vision Zero

Commander Mikail Ali: SFPD Traffic Company Vision Zero enforcement

Gary McCoy: 2014 Annual Report update

POLICY

PSAC Resolutions 2014 Annual Report Summary

January

None

February

None

March

PSAC passed a resolution (PSAC-1-2014) recommending that the State Legislation Committee support three pending items of State legislation, which PSAC believed would support the Mayor's Pedestrian Strategy and Vision Zero program:

- AB 1532 (Gatto) to establish new penalties for certain hit-and-run violations, including mandatory drivers license suspensions
- AB 1646 (Frazier) to require education and increase fines regarding drivers' use of handheld devices
- AB 2398 (Levine) to establish new penalties for injury to vulnerable road users

April

PSAC passed a resolution (PSAC-2-2014) regarding raising the minimum automobile liability insurance. This resolution was inspired in part by personal testimony PSAC had received previously from victims and safety advocates Jikiah Stevens and Monique Porsandeh. The resolution noted that California's current minimums were set in 1974 and have not been increased since then, and are also lower than a number of other states.

PSAC also approved a letter supporting the District Attorney Office's plans to establish a unit specifically dedicated to vehicular manslaughter cases.

POLICY

PSAC Resolutions 2014 Annual Report Summary

May

PSAC passed a resolution (PSAC-3-2014) recommending that the San Francisco Police Department significantly increase the budget for enforcement operations, noting that this would support the Mayor's Pedestrian Strategy and Vision Zero, which emphasize targeting enforcement of high-risk behaviors (i.e. speeding, red-light running, failing to yield to pedestrians) on high-injury corridors and intersections.

June

PSAC passed a resolution (PSAC-4-2014) recommending to the Mayor that the pre-approved unobstructed street width of 20 feet, in keeping with the State and SF Fire Code, be maintained for Hunters Point Shipyard and Candlestick Point projects. A compromise was subsequently announced, allowing many of the streets in these areas to retain their original, calmer street widths.

July

None

August

PSAC approved a comprehensive update to the Committee's Bylaws, which had previously not been updated for a number of years.

September

None

October

PSAC approved a resolution (PSAC-5-2014) advocating "daylighting" (prohibiting parking near crosswalks) of all San Francisco intersections, noting that this is already supported by the Better Streets Plan and Vision Zero, and something that several other states already require.

November

None

2014 Resolutions

Support for Proposed 2014 Safety-Related State Legislation



City & County of San Francisco
PEDESTRIAN SAFETY ADVISORY COMMITTEE
c/o Livable Streets, 1 South Van Ness Avenue, 7th Floor, San Francisco, CA 94103

RESOLUTION PSAC-1-2014

Subject: Support for Proposed 2014 Safety-Related State Legislation

WHEREAS, The Pedestrian Safety Advisory Committee (PSAC) is the official public representative to the Board of Supervisors on pedestrian issues;

WHEREAS, local jurisdictions can directly undertake many improvements with regard to pedestrian safety, but changes to certain laws, such as the Vehicle Code, require action by the State;

WHEREAS, the State Legislation Committee is directed by the San Francisco Administrative Code to make recommendations for endorsement, opposition, or neutrality with respect to legislation pending before the State Legislature that would affect the City and County;

WHEREAS, Assembly Member Gatto has introduced AB 1532, which for certain hit-and-run violations would establish new penalties, including mandatory drivers license suspensions;

WHEREAS, Assembly Member Frazier has introduced AB 1646, which would require that drivers license examinations include a test of the applicant's understanding of the distractions and dangers of handheld cellular phone use and text messaging while operating a motor vehicle, increase fines for drivers violating the prohibitions on handheld device use, and allow law enforcement officers to stop a vehicle for the sole purpose of determining whether such a violation has occurred;

WHEREAS, Assembly Member Levine has introduced AB 2398, which would establish new penalties for a driver that causes bodily injury or great bodily injury to a vulnerable road user, which includes pedestrians;

WHEREAS, PSAC believes these three Assembly Bills would support San Francisco initiatives such as the Mayor's Pedestrian Strategy and the pending Vision Zero program;

THEREFORE BE IT RESOLVED, the Pedestrian Safety Advisory Committee recommends that the State Legislation Committee endorse AB 1532, AB 1646, and AB 2398, authorizes the Chair to designate a PSAC member to submit the required Legislative Proposal Form(s) and attend the meeting of the State Legislation Committee at which this recommendation will be reviewed, and encourages direct outreach regarding this endorsement to the Board of Supervisors. EFFECTIVE this 11th day of March

Howard Bloomberg • Robin Brasso • Anyan Cheng • Kevin Clark • Chris Coghlan
Morgan Fitzgibbons • Todd Henry • Becky Hogue • John Alex Lowell • Trevor McNeil
Pi Ra • Thomas Rogers • Devin Silvernail • Kevin Stull • Christina Tang • John Winston
Sonja Kos (Chair) • R Gary McCoy (Vice Chair) • Howard Strassner (Secretary)



2014 Resolutions

Minimum Automobile Liability Insurance – Part 1



City & County of San Francisco
PEDESTRIAN SAFETY ADVISORY COMMITTEE
c/o Livable Streets, 1 South Van Ness Avenue, 7th Floor, San Francisco, CA 94103

RESOLUTION PSAC – 2 – 2014

Subject: Minimum Automobile Liability Insurance

WHEREAS, the Pedestrian Safety Advisory Committee (“PSAC”) is the official public representative to the San Francisco Board of Supervisors on pedestrian safety issues;

WHEREAS, California Code of Insurance § 11580.1b and California Vehicle Code §§ 16054 and 16056(a) require that California automobile drivers carry a minimum of \$15,000 in liability insurance for the bodily injury or death of one person in any one accident and a minimum of \$30,000 in liability insurance for the bodily injury or death of two or more persons in any one accident (collectively, “California’s bodily injury insurance minimums”);

WHEREAS, on February 11, 2014, PSAC heard testimony from San Francisco resident Jikiah Stevens, who was the victim of a collision with an automobile and suffered serious injuries, including brain injuries, that caused her to incur thousands of dollars in ongoing and unreimbursed medical expenses;

WHEREAS, on October 8, 2013, PSAC heard testimony from San Francisco resident Monique Porsandeh, who was the victim of a collision with an automobile at Fillmore and Green Streets in San Francisco and suffered serious injuries, including brain injuries, that caused her to incur thousands of dollars in ongoing and unreimbursed medical expenses;

WHEREAS, Ms. Stevens and Ms. Porsandeh are just two examples of the many pedestrians who are victims of collisions with automobiles in San Francisco each year;

WHEREAS, PSAC has heard testimony that pedestrian victims of collisions with automobiles such as Ms. Stevens and Ms. Porsandeh are often unable to secure adequate reimbursement for their medical expenses from the drivers of the automobiles that struck them, even when the drivers are at fault, because California’s bodily injury insurance minimums are too low to cover even a fraction of the medical costs associated with such collisions;

WHEREAS, California’s bodily injury insurance minimums were set in 1974 and have not been increased since that time;

WHEREAS, the cost of medical care has increased drastically since 1974;

WHEREAS, numerous studies show that the cost of healthcare in California is among the highest of any state in the nation, and the cost of medical procedures in San Francisco is among the highest in the state;

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2014 Resolutions

Minimum Automobile Liability Insurance – Part 2



City & County of San Francisco
PEDESTRIAN SAFETY ADVISORY COMMITTEE
c/o Livable Streets, 1 South Van Ness Avenue, 7th Floor, San Francisco, CA 94103

WHEREAS, only two states in the country have bodily injury insurance minimums that are lower than California's;

WHEREAS, other states such as Wisconsin, Maine, and Alaska have bodily injury insurance minimums of \$50,000 for the bodily injury or death of one person and \$100,000 for the bodily injury or death of two or more persons;

WHEREAS, PSAC finds that California's current bodily injury insurance minimums are too low and often unfairly shift the financial burden of automobile collisions from drivers to pedestrian victims;

WHEREAS, PSAC finds that increasing California's bodily injury minimums would help redress this unfairness and thereby support pedestrian safety and promote walking as a healthful transportation activity;

NOW, THEREFORE, IT IS RESOLVED that the Pedestrian Safety Advisory Committee urges the San Francisco Board of Supervisors to make it the city's official policy that California's bodily injury insurance minimums should be increased to at least \$50,000 for the bodily injury or death of one person and \$100,000 for the bodily injury or death of two or more persons, and that the Board of Supervisors call upon the members of San Francisco's state legislative delegation to introduce legislation to that effect.

Howard Bloomberg • Robin Brasso • Anyan Cheng • Kevin Clark • Chris Coghlan
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2014 Resolutions

Increase in San Francisco Police Department Budget for Enforcement Operations – Part 1



City & County of San Francisco
PEDESTRIAN SAFETY ADVISORY COMMITTEE
c/o Livable Streets, 1 South Van Ness Avenue, 7th Floor, San Francisco, CA 94103

RESOLUTION PSAC-3-2014

Subject: Increase in San Francisco Police Department Budget for Enforcement Operations

WHEREAS, The Pedestrian Safety Advisory Committee (PSAC) is the official public representative to the Board of Supervisors on pedestrian issues;

WHEREAS, the San Francisco Police Department (SFPD) regularly sends a representative to PSAC meetings, as specified by Administrative Code Section 5.20(c), and said representative provides monthly updates to, and answers questions from, PSAC and the public;

WHEREAS, San Francisco is being afflicted with a large number of collisions between motorists, pedestrians, and bicyclists caused by careless behaviors, leading to offenses against the Motor Vehicle and highway laws, and;

WHEREAS, these collisions cause severe injury and death and result in unnecessary human misery as well as inflicting great personal and community financial costs, and;

WHEREAS, an adequate amount of collision enforcement against careless bad behavior and highway offenses can serve as an educational process to correct the careless behavior as the offender is cited and many others see the offense being cited and even greater numbers are influenced by reports in the media, and;

WHEREAS, the San Francisco Police Department reports that they only budgeted about 3.4% for enforcement for the current fiscal year, which includes investigation of collisions, plus some additional efforts provided by the District, and;

WHEREAS, the San Francisco Police Department currently performs “sting” operations, using a decoy and a few officers on site to cite offenders, when grants are available, and these “stings” can serve well enforcement and education, as observed in the field by an individual PSAC member in January 2014, who subsequently presented to the full Committee on the general process and effectiveness of such operations, and;

WHEREAS, the Mayor’s Pedestrian Strategy and Vision Zero emphasize targeting enforcement of high-risk behaviors (i.e. speeding, red-light running, failing to yield to pedestrians) on high-injury corridors and intersections, and report quarterly on injury collisions and enforcement, and;

WHEREAS, the San Francisco Police Department is expecting to increase their number of sworn officers with the graduates of the next three scheduled Police Academies, which

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2014 Resolutions

Increase in San Francisco Police Department Budget for Enforcement Operations – Part 2



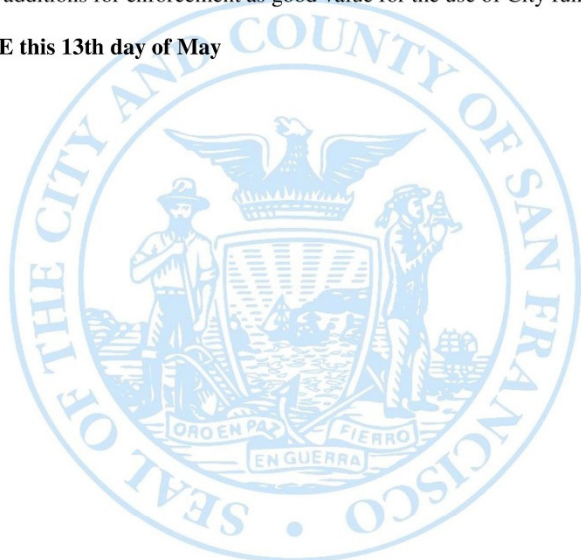
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will release more officers for collision enforcement without reducing the number the number of officers available for their other essential duties;

THEREFORE BE IT RESOLVED, the Pedestrian Safety Advisory Committee recommends that the San Francisco Police Department plan to budget the majority of the additional officers that will be available from their increasing numbers for collision enforcement against Motor Vehicle offenses in the 2014/2015 fiscal budget, and plan to ultimately double the amount budgeted for enforcement as additional officers are available in future years, and

FURTHER RECOMMENDS, that the San Francisco Board of Supervisors support these budget additions for enforcement as good value for the use of City funds.

EFFECTIVE this 13th day of May



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2014 Resolutions

Street Widths for the Hunters Point Shipyard and Candlestick Point Projects



City & County of San Francisco
PEDESTRIAN SAFETY ADVISORY COMMITTEE
c/o Livable Streets, 1 South Van Ness Avenue, 7th Floor, San Francisco, CA 94103

RESOLUTION PSAC-4-2014

Subject: Street Widths for the Hunters Point Shipyard and Candlestick Point Projects

WHEREAS, The Pedestrian Safety Advisory Committee (PSAC) is the official public representative to the Board of Supervisors on pedestrian issues;

WHEREAS, the Hunters Point Shipyard and Candlestick Point projects are significant redevelopment projects that have been the subject of careful multi-year review processes, and;

WHEREAS, these projects have been approved with many streets featuring a 20-foot width, which is consistent with applicable regulations, including the State and local Fire Code, and;

WHEREAS, the San Francisco Fire Department (SFFD) has recently advocated for increasing the width of these streets to an unobstructed 26-foot with, and;

WHEREAS, wider streets are typically associated with higher speeds of traffic, and vehicle velocity is a key factor with regard to mortality, and;

WHEREAS, wider streets result in longer crossing distances, which increase the amount of time that pedestrians are exposed to traffic, and;

WHEREAS, wider streets can also result in narrower sidewalks, reducing pedestrian comfort, and;

WHEREAS, the SFFD has not provided sufficient justification that this proposed, last-minute change is required by local or State codes or policies, and;

THEREFORE BE IT RESOLVED, the Pedestrian Safety Advisory Committee recommends to the Mayor that the pre-approved unobstructed street width of 20 feet, in keeping with the State and SF Fire Code, be maintained for Hunters Point Shipyard and Candlestick Point projects.

EFFECTIVE this 10th day of June

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2014 Resolutions

Daylighting Resolution



City & County of San Francisco
PEDESTRIAN SAFETY ADVISORY COMMITTEE
c/o Livable Streets, 1 South Van Ness Avenue, 7th Floor, San Francisco, CA 94103

PSAC Advocates Daylighting of All San Francisco Intersections

WHEREAS, in 2013 twenty one pedestrians were victims of lethal traffic collisions and in 2014 there already have been thirteen pedestrians killed in collisions; and,!!

WHEREAS, San Francisco’s 41-year-old Transit-First Policy reads: “Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety;” and,

WHEREAS, the Board of Supervisors and the San Francisco Municipal Transportation Agency has launched a “Vision Zero” campaign with the goal to end all traffic deaths on city streets by 2024, which already calls for daylighting at intersections, the act of prohibiting parking within ten to twenty feet of crosswalks, in high-collision areas as a cheaper alternative to bulb-outs; with the support of thirty community groups and advocates; and,

WHEREAS, San Francisco’s own Better Streets Plan already recommends a restricted parking minimum of ten feet before an intersection, while the states of Michigan, Texas and Virginia mandate a restricted parking zone of twenty feet from an intersection; additionally, the city of Hoboken, New Jersey witnessed a 30% drop in pedestrian injuries from 2009 to 2011 following the implementation of city-wide daylighting; now therefore be it,

RESOLVED, that the Pedestrian Safety Advisory Committee calls for the prohibition of parking a motor vehicle within ten to twenty feet of any crosswalk, marked or unmarked, on the approaching side of the street, also known as daylighting, as quickly as possible with particular expediency on high-injury corridors.

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Letter from Monique Porsandeh

An Open Letter From Monique Porsandeh to the Public



Monique Porsandeh: Before and After The Hit-and-Run

On February 24th, 2013, I was crossing a street in San Francisco when a car struck me.

Dear Madam/Sir:

Hi. My name is Monique Porsandeh. I am a UC Berkeley graduate who was working as a project director at a UC Berkeley neuroscience lab when I was struck by a car. You might have seen me on [NBC Bay Area News](#), or in [SF StreetsBlog](#), or in the [San Jose Mercury News](#), or on my website [YouCaring.Com/HelpMoniqueHeal](#). I am asking for your support in:

- (1) Facilitating the investigation of an act of hit-and-run vehicular violence that nearly killed me,
- (2) Relieving the financial burden that has been placed on me by the collision, and
- (3) Pushing for policies that better ensure pedestrian safety.

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Letter from Monique Porsandeh

My Story

On February 24th, 2013, I was crossing Green Street near Fillmore Street in San Francisco, when I was struck by a car. The driver fled the scene, and left me unconscious bleeding in the street with injuries that almost killed me. We have found neither the driver nor the car since this hit-and-run.

I suffered multiple broken bones (requiring extensive orthopedic surgery), prolific internal bleeding, and a severe traumatic brain injury. I stayed at hospitals in San Francisco for several weeks, and had to be taken to the ICU a few times. I don't have any memories from my first three weeks in the hospital, and one of my earliest vivid memories after the collision is waking up in a hospital bed with a huge, beaten-up, and terribly painful body. After my stay in San Francisco hospitals, I was transferred by ambulance to my parents' home in Southern California, where I underwent at-home therapy for one month. Then, for two months, I was readmitted to a comprehensive inpatient care facility for physical, speech and occupational therapy in Santa Barbara. I then moved back in with my parents to continue this grueling rehabilitation program five days a week, for six hours a day. I have undergone intensive rehabilitation to relearn how to sit, stand, walk, and do other basic life skills. Rehabilitation has been progressing well so far. At this stage in my recovery, I have recovered the ability to walk, but this outward appearance of normalcy does not reflect the continuing internal injuries I am still recovering from, including a traumatic brain injury.

Countless problems have resulted from this collision, including surgeries, physical pain, emotional pain, overall confusion, and a devastating loss of independence. I spent over 4 months in a bed and wheelchair. I had never experienced so much as a broken bone before this collision; now I know what it feels like to have several complex fractures and broken bones. I was only able to move if someone helped me. I was dependent on people for my every need for a few months, and could no longer do even the simplest things I love, like sitting in the grass, without extensive help. I have always tried to connect with all people in my life, including those who have undergone a traumatic experience. However, now I will connect to those who have experienced severe trauma in a much different, deeper way. I can look them in the eye and say: Now I understand.

Aside from the physical, mental, and emotional toll of this experience, I have suffered a serious financial setback because of the collision. My hospital stay in San Francisco alone amounted to over \$360,000 in medical bills. Fortunately, I was employed at UC Berkeley and had health insurance. Unfortunately, despite this

RESOURCES

Letter from Monique Porsandeh

insurance, my case managers have predicted that after another two years of necessary rehabilitation, I will owe approximately \$170,000 in out-of-pocket expenses if the costs are not negotiated down.

Like many young American women in their twenties, I had graduated from college, worked hard, and had become financially independent. However, I never had a chance to work long enough to accumulate the required savings to pay these kinds of medical bills. Nor could I fall back on a financially well-off family to help me pay my bills in extenuating circumstances like these. This situation has left me in a very tough place.

Despite all of my hard work to get into and to graduate from UC Berkeley,

Despite all of my late night and weekend overtime work to become a project director at a UC Berkeley public health and neuroscience research group,

Despite all my childhood dreams that one day, after years of work, I would be financially independent,

Despite all of that, because of one collision, I may lose my financial independence and have to seriously consider bankruptcy as my only option.

Loss of Independence

Over the course of my life, I had always prided myself on my independence and my ability to accomplish things on my own.

I love my family, but the fact that I am dependent on my family to rehabilitate myself, makes me sick and tired.

I love my friends, but the fact that I am dependent on my friends to raise money to help with my medical situation, makes me sick and tired.

I love law enforcement, but the fact that I am dependent on them to find the hit-and-run driver, which becomes less and less likely as each day passes, makes me sick and tired.

I forgive the unknown driver. Truly with all my heart and strength, I try to forgive this person who in an instant shattered my mind and body, and left me to die in the street. I know how much this could be tormenting them. But the fact that his or her car striking

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Letter from Monique Porsandeh

me has upended my health and made me financially dependent on the generosity of others, makes me sick and tired.

To quote one of my heroes, the great civil rights pioneer, Fannie Lou Hamer: through this whole ordeal, I've been sick and tired. But now "I'm sick and tired of being sick and tired." I want to take action. There are several things that strongly motivate me.

[I Stand Up Again For The First Time](#)

Finding the Driver



This photo is of a car similar to what the police believe the car looked like prior to damage it sustained in the collision. The car is a 2008-2012 Honda Accord sedan, dark in color, with major damage to the right side, including: the front headlight assembly, fender, hood, and windshield. For info on how tips can be sent to the SF police, click [here](#).

Law enforcement is doing what it can with its limited resources, but any efforts by governmental entities and actors to give them more resources to resolve this case would be much appreciated. Additionally, given the extent of the damage to the vehicle, it seems very likely that it was taken to an auto shop or junkyard for extensive repairs or junking. Any relevant information from owners and workers at such businesses will greatly assist in solving this case.

[I Take My First Steps Since The Collision](#)

Reducing My Medical Debt

I am incredibly grateful for the first responders, doctors, nurses, and therapists that took care of me after my collision, and for those that take care of me now. I feel so close to these people, and owe a lot of my recovery to them. As a result of their actions and skill, I will not be severely physically disabled for the rest of my life. In the ideal scenario, I want to completely compensate the healthcare providers for their



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Letter from Monique Porsandeh

work. Unfortunately, if my finances and bills remain in their current state, my financial resources will be exhausted and I won't be able to completely repay my total debt to the medical community.

If I do not have the means to cover the costs, I at least hope that healthcare providers will be able to reduce my medical bills to their at-cost amounts. Further reduction beyond that would also be appreciated, but only if the individual healthcare workers who helped me through my recovery are still compensated for their work.

I hope people can help me cover my healthcare costs by donating money towards my past, present, and future medical and rehabilitation bills resulting from this collision. But please, only donate if you can afford it. I would feel horrible to learn that a child couldn't eat a nutritious breakfast because their family, living paycheck to paycheck, sent money to me. You can learn more at my website: www.youcaring.com/helpmoniqueheal.

[I Practice For Climbing Up Stairs](#)

Improving Pedestrian Safety

In order to improve pedestrian safety in SF and the Bay Area, I suggest the following nine recommendations be implemented:

1. Ensure all traffic signs are visible
2. Walkways must be well lit, clearly marked, and unobstructed
3. Include pedestrian collisions in police daily crime summaries
4. Hold auto shops accountable for repeated failure to report wanted vehicles
5. Prosecute at-fault drivers
6. Use fines from gross traffic law violations to fund increased enforcement
7. Use public service announcements and programs to remind bicyclists, drivers, and pedestrians of important, but often forgotten or confusing, traffic regulations
8. Daylighting
9. Fund the [San Francisco Pedestrian Strategy](#)

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Letter from Monique Porsandeh

Improving Daily Crime Summaries: Every day, the SF police and other police forces submit daily crime summaries to local news media. These summaries do not always contain reports on pedestrian collisions. As a result, I believe that part of the reason the public is not aware of the prevalence of pedestrian collisions is because the news media is not aware of their occurrence. By including pedestrian collisions in the summaries, the media will become aware of their prevalence, which can allow the media to properly inform the public, thus creating a greater awareness of these situations.

Holding Auto Shops and Junkyards Accountable: When a hit-and-run occurs, the vehicle that fled the scene is often damaged, requiring repair or junking at an auto body shop or junkyard. Currently, no system exists that requires law enforcement to notify auto shops and junkyards of vehicles for which they are searching. Furthermore, there is no enforced requirement that auto shops and junkyards make a sincere effort to look out for wanted vehicles or to report suspicious vehicles.

The appropriate state and local lawmakers should pass laws that give SF Bay Area law enforcement the authority and resources to: (1) Set up a mechanism by which SF Bay Area law enforcement can inform all SF Bay Area auto shops and junkyards of wanted vehicles and drivers, and (2) hold accountable auto shops and junkyards that repeatedly fail to report wanted drivers and vehicles.

There are several ways that a mechanism could be set up. One would be for SF Bay Area law enforcement to create an inter-county service, which would receive all reports on wanted vehicles and drivers from local law enforcement entities. (Note: such a service does not have to be limited to pedestrian collisions, but could include any crimes where a vehicle is likely to end up at an auto shop or junkyard.) Each day these reports would be compiled and updated and sent to all auto shops by the service. Such communication could perhaps be facilitated by using auto shop and related business associations as an intermediary between the shops and the police.

Of course, sending out all these updates to auto shops and junkyards will be useless if the businesses fail to report suspicious vehicles and drivers. Such businesses should make a sincere effort to keep their employees informed of the latest updates on wanted drivers and vehicles. Furthermore, such businesses should encourage their employees to report any suspicious drivers or vehicles to law enforcement. Law enforcement should have the resources to hold auto shops that regularly fail to fulfill these obligations, accountable.

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Letter from Monique Porsandeh

Prosecuting At-Fault Drivers: [The vast majority of at-fault drivers that kill pedestrians in the SF Bay Area are not prosecuted](#). These persons need to be prosecuted, not as punishment, but to deter otherwise good drivers from being careless in the future.

Increase Enforcement of Gross Violations of Traffic Laws: Typically, due to the lack of resources, law enforcement often dedicates relatively fewer resources to keeping persons accountable for violations of traffic laws. However, I believe that if people were held accountable for, say, failing to stop at a red light or stop sign even when no one/thing is injured/damaged, then they won't fail to stop when it could actually hurt someone. In order to overcome resource scarcity that prevents such enforcement, I recommend using fines from enforcement of gross violations of traffic laws to pay for increased enforcement of those traffic laws.

Use public service announcements and programs: Many who live in and around San Francisco grew up in times and places where cars were the only vehicles on the road. Thus, our traffic education was geared towards situations where there were no bicyclists or pedestrians. All of us, bicyclists and drivers and pedestrians, all need reminders of traffic regulations in a shared space. Public service announcements and programs that remind us and clarify for us often forgotten or often confusing traffic rules can save many lives.

Daylighting: Daylighting refers to the practice of prohibiting vehicles from parking at crosswalks in a manner that prevents pedestrians and drivers from seeing each other. In general, it is a good practice for all municipalities in the Bay Area. In San Francisco, it should be implemented in accordance with the [San Francisco Better Streets Plan](#) and the Manual on Uniform Traffic Control Devices.

Funding the San Francisco Pedestrian Strategy: Improving pedestrian safety in San Francisco represents an important start and example for the greater Bay Area. The San Francisco Pedestrian strategy is an approach to make pedestrians safer in the City of San Francisco, and has been endorsed by the SF pedestrian advocacy organization, [Walk San Francisco](#). It includes a working target of cutting pedestrian deaths and serious injuries by half by 2021. Moreover, it includes (over a nine year period) fixing the 44 miles of streets that are most dangerous for pedestrians in San Francisco to make them safer for walking. Until recently, this plan had been funded, but unfortunately its current status is in limbo because it is not guaranteed funding in the future.

[I Climb Up Stairs Again For The First Time](#)

Concluding Remarks

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Letter from Monique Porsandeh

Through this whole ordeal, I have been dependent on others and I am grateful for their assistance:

I thank my family. Both of my parents, especially my mother, have been by my side every day for over seven months. My three brothers and sister have helped care for me and been supportive to my parents during this difficult time.

I thank all my friends in the SF Bay Area, especially fellow Berkeley International House alumni, who have done so much for me. They have come together during this difficult time and organized several events I would never have been able to do at this time.

I thank Mark Murphy and Tim Kelly and all the first responders that saved my life in the first hours after the collision.

I thank all the doctors and orthopedic surgeons, including Drs. Murat Pekmezci and Scott Kaiser, who performed the intricate and challenging surgeries to fix my broken bones and prevent lifelong severe disabilities.

I thank the physical therapists and nurses who have been there every day to help me recover and become an independent woman again.

I thank San Francisco General Hospital for eliminating hundreds of thousands of dollars in charges and giving me a fighting chance to remain financially independent.

I thank Investigator Cook, Sergeant Espinoza, and Sergeant Mahoney of the SFPD for following up on my case.

I thank Jaime James and Vessel Nightclub for helping raise awareness of my case.

I thank Nima Nouri and the Persian Center for offering their resources to help me.

I thank Elizabeth Stampe, Natalie Burdick, and Nicole Schneider of Walk San Francisco for educating me and the public about San Francisco pedestrian policy issues.

I thank the San Francisco Pedestrian Safety Advisory Committee, especially Zack Marks and John Alex Lowell, for advocating on my behalf with San Francisco government officials.

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Letter from Monique Porsandeh

I thank all the journalists for covering my story. Aaron Bialick for featuring my story in SF StreetsBlog, Doug Oakley for his article on my situation in the San Jose Mercury News, and Diane Dwyer for covering my story on NBC Bay Area News.

And finally, to the driver, I know that right now you must be experiencing haunting grief and remorse. I know that can be quite painful. Sometimes I ask myself with regret, "I didn't do anything wrong. Why did I have to cross the street at that moment?" I'm sure you ask yourself, "How could I hit someone and leave her on the street to die?" I think if we ever get a chance to meet each other, we may be able to look each other in the eyes, and both experience some closure. Even if we never get the opportunity to meet each other, your actions started me out on a road from which I am able to help prevent countless other pedestrians and drivers from suffering our fate, and ensure that those pedestrians never have to face the suffering and loss of independence I have had to endure.

Sincerely,
Monique "[Walking Independently](#)" Porsandeh

Website: YouCaring.Com/HelpMoniqueHeal
Facebook Group: Monique Porsandeh's Recovery, Friends please help
Blog: HelpMoniqueHeal.BlogSpot.Com



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Vision Zero

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Progress Report to the Vision Zero Committee of the Transportation Authority Board

Thursday, December 11, 2014

Vision Zero Two-Year Action Strategy

- The Vision Zero Two-Year Action Strategy will be released in January 2015.
- An overview of key actions will be presented later in this meeting.

New York City Vision Zero Symposium

- San Francisco was well represented at the nation's first symposium on Vision Zero hosted by Transportation Alternatives in New York City on November 13-15, 2014. Attendees included: Supervisors Jane Kim and Norman Yee; City Staff from the Mayor's Office, Vision Zero Co-chairs Timothy Papandreu (SFMTA) and Megan Wier (SFDPH), city staff from SFMTA, SFPH and SFPD; community leaders from Walk SF, SF Bicycle Coalition, Folks for Polk, Chinatown Community Development Center, Senior and Disability Action, the Pedestrian Safety Advisory Committee, the TODCO Group, and the Central City SRO Collaborative; and a representative from Lyft.
- Megan Wier (SFDPH) and Commander Mikail Ali (SFPD) presented as a part of a session focused on the importance of, and challenges with, using data to inform and evaluate Vision Zero.
- The symposium featured much of the Vision Zero work that has been underway in NYC in the past year, and provided an opportunity for learning from and networking with people in NYC and around the country as well as Vision Zero experts from Sweden (the country that started Vision Zero) regarding lessons learned and best practice.
- SF was recognized by our NY counterparts for the level of citywide collaboration that we are bringing to this effort, as evidenced by the diverse participants at the event. Several of the measures that have recently been implemented in New York City such as traffic calming, speed limits, countdowns signals and other safety measures were identified as either being pioneered or piloted earlier in SF.
- The importance of community engagement for accountability around Vision Zero was a key symposium theme.

Vision Zero Subcommittees

Engineering (Lead: Mari Hunter, SFMTA)

- 9 of the 24 projects in 24 months have been completed.
 - Dashboard for interagency coordination on the 24 in 24 projects is 95% complete.
 - Beta version of interactive dashboard for public is complete.
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Vision Zero

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Education (Lead: John Knox White, SFMTA)

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

- Safe Streets SF, an educational and enforcement partnership of SFMTA, SFDPH, SFPD and Walk San Francisco, kicked off enhanced, focused, enforcement activities, has partnered with CCDC, SOMCAN, and MEDA, as well as the San Francisco Conservation Corp, to provide on-street outreach to pedestrian, businesses and road users about pedestrian safety. Over 950 people have currently taken the pledge for safe streets as a part of the program.
- The subcommittee has developed a scope and timeline for develop a citywide safety education strategy to begin rolling out a long-term education program. The project is on schedule is to have a draft for Board/Commission review by the end March 2015.
- SFMTA has finalized standards and a curriculum for a large vehicle training curriculum. The work has been reviewed by CCSF safety departments and the Northern and Southern safety councils of the California Trucking Association. Between now and the end of February, staff is working on developing a multimedia version of the training that will be offered to large vehicle drivers who work for the city, offered as a free resource to companies that agree to offer it.
- SFMTA has added a requirement to all future contracts that require companies contracting with SFMTA to provide this training or certify that their driver training programs meet the standards of the program. It is expected that most, if not all, departments in the city will follow suit.

Enforcement (Lead: Mikail Ali, SFPD & Mari Hunter, SFMTA)

- As of September 30, 2014, there has been a 54% increase in citations issued as compared to the same period in 2013. Of all the citations issued 24% were for the "Focus on the Five" collision factors: Speeding, red light violations, stop sign violations, failure to yield to a pedestrian in a crosswalk, and failure to yield while making a left or u-turn. The quarterly traffic enforcement numbers will be updated at the end of the calendar year.
- As of December 3, 2014, SFPD reports 28 traffic fatalities in San Francisco. This is the same number as 2013 for the same time period.
- Based on SFPD reports, there is an overall 15% reduction in injury traffic collisions from January 1st through September 30th, 2014 versus the same period of time 2013. Most notable are the reductions in the severity of injuries sustained in 2014 collisions – with a 16% decrease in severe injury, an 18% decrease in other visible injury, and a 14% decrease in complaint of pain injury among all modes.
- A detailed Third Quarter Report of Traffic Enforcement and Collision Data is included in this report packet.
- Beginning on December 3, 2014, SFMTA Enforcement Division kicked off a year-long enhanced effort to control intersection and pedestrian crosswalk blocking that is being coordinated with SFPD enforcement of similar violations, as well as other moving violations. 2 days per week, PCOs will monitor and enforce illegal intersection blocking through the issuance of parking citations under California Vehicle Code 22526. Intersections locations will not be announced in advance, and the locations will vary within the SoMa area roughly defined by Mission Street, 2nd Street, Bryant Street, and the Embarcadero.

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Vision Zero

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Evaluation, Analysis and Monitoring (Lead: Megan Wier, SFDPH)

- SFDPH utilized TransBASE to create the Vision Zero High Injury Network, which identifies 12% of San Francisco streets where 70% of vehicle, 76% of motorcycle, 72% of pedestrian and 74% of cyclist severe/fatal injuries occur. This network will inform the prioritization of Vision Zero safety improvements. An overview of this network will be presented later in this presentation.
- SFDPH is coordinating with SFMTA to evaluate the Safe Streets SF Education and Enforcement campaign.
- A new SFDPH Epidemiologist started on December 1st who will be developing a comprehensive transportation injury surveillance system linking hospital and police collision records, thanks to an SFMTA Work Order with SFDPH. This work will help capture the estimated 20-25% of pedestrian and cyclist injuries not included in police records, and inform targeted safety efforts.

Policy (Lead: Timothy Papandreou, SFMTA)

- The Policy Subcommittee is working to identify a set of policy initiatives that Vision Zero partners can support and mobilize behind at the local and state level, in coordination with the next two-year state legislative session starting in January. Recommended policy proposals for advancement will need to be supported by a cross-department team who can serve as experts and participate in the advocacy/legislative process. The City Vision process – discussed later in this update – is supporting the identification of potential policy proposals that include but are not limited to: automated safety enforcement and related safety technology. In the interim SFMTA is continuing to reduce speed limits on state surface roads. We will also be seeking to broaden awareness and support for Vision Zero goals with State agencies that can look to San Francisco as a jurisdiction for best practices in achieving Vision Zero goals throughout the State.

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 (Leads: Megan Wier, SFDPH and Timothy Papandreou, SFMTA)

- SFDPH, SFMTA and the SFTA have conducted an international review of traffic safety best practices. Traffic safety practices were reviewed for: U.S. cities with Vision Zero Policies (New York, Chicago); “peer” U.S. cities (Portland, Seattle, Washington DC, Boston, Los Angeles; and international countries with Vision Zero policies (Sweden, the Netherlands, Australia) – and compared with existing practice in San Francisco.
- These practices are further being evaluated with best practice evidence regarding traffic safety based on research from the transportation and public health fields, with a goal of informing how different packages of improvements and approaches to implementation would advance San Francisco towards zero deaths.

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Vision Zero

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- Findings with respect to opportunities for implementation in San Francisco are informing both the Two-Year Action Strategy and the longer-term strategy for realizing Vision Zero in San Francisco.

Communications (Lead: John Knox White, SFMTA)

Subcommittee agencies (SFMTA, SFDPW, SFDPH, SFPD, SF Planning, SFFD, SFUSD, and SFDPH)

- The Vision Zero SF logo has been finalized. The logo represents a timer, ticking down to zero fatalities in 2024. It is a visual reminder of the commitment to making lasting, long-term change on our streets that result in no fatalities and a significant reduction in collisions for all road users.
- The Vision Zero fact sheet is now available. This document provides a background to support multiple agencies and players in communicating about what Vision Zero SF is, what are its goals, focus and how the city and community are organizing around the new policy.
- VZ SF communications framework has been completed (by the time of the committee meeting)

Funding (Leads: Chava Kronenberg, SFMTA; Anna Laforte, SFTA)

- The newly formed Vision Zero Funding Working Group is a multi-functional working group comprised of City professionals engaged in administering and securing funding for projects, programs and activities that directly support the Vision Zero policy. The Working Group will ensure that actions ensure timely implementation in coordination with the goal of achieving Vision Zero by 2024. Working group goals are to: 1) Position City agencies and departments to effectively compete for competitive and discretionary funding sources; 2) Accurately describe the funding needs from all agencies and departments charged with meeting the Vision Zero goal; 3) Improve internal and external fund sharing process through improvements that reduce delays and barriers; 4) Identify funding for emerging needs that support Vision Zero as defined through Vision Zero subcommittees.
- The working group has instituted a new cross-agency fund opportunity monthly briefing for Vision Zero programs in order to facilitate coordination, improve cross-agency dialogue and prepare the City to effectively compete for grant sources.
- Next steps for the working group are to identify workable action items to meet the goals through member interviews and consensus.

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 25 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 \$990,000 for school years 2015-2017. The grant will provide detailed transportation toolkits to 100 schools in SFUSD supported by multi-lingual outreach and traffic enforcement for schools on high injury corridors. SF SRTS expects to start work on this grant by summer 2015.

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- On **International Walk and Roll to School Day**, Mayor Ed Lee, Supervisor Jane Kim, Superintendent Richard Carranza, SFPD Deputy Director and Health Officer Tomás Aragón, SFPD Police Chief Greg Suhr and other leaders joined students and families as part of a “walking school bus” to Bessie Carmichael Elementary School on Wednesday October 8th. With the leadership of the SoMa community, Supervisor Jane Kim, and a citywide commitment to Vision Zero, Bessie Carmichael celebrated new improvements that will make it safer for children and the community, including school zone signage, a leading pedestrian interval, and bulbouts. Longer term street and sidewalk improvements will be implemented later this year. Throughout the city, **84 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.



RESOURCES

Vision Zero

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San Francisco Police Department



3rd Quarter Report of Traffic Enforcement and Collision Data

Prepared by Commander Mikail Ali
December 2, 2014

RESOURCES

Vision Zero

**Traffic Citations Issued -
January 1 thru September 30, 2014**

	Red Light	Stop Sign	Ped Right of Way	Speeding	Failure to Yield w/turning	Cell Phone	Unlicensed Driver	Suspended License	All Others
Central	281	201	164	227	3	118	42	131	5647
Southern	420	150	102	334	6	163	71	156	5257
Bayview	245	1363	95	254	52	275	361	592	6169
Mission	222	419	368	59	14	133	259	193	4205
Northern	663	564	248	179	31	444	120	151	5233
Park	236	729	93	204	2	227	50	114	3521
Richmond	373	2049	353	2053	79	245	69	79	3425
Ingleside	230	2150	317	290	13	382	272	201	4454
Taraval	159	655	291	859	53	296	106	148	6049
Tenderloin	346	3	60	12	2	237	53	122	1615
Traffic	745	1595	1249	693	28	1469	262	238	10105
Tactical	65	67	29	2	0	175	23	51	3028
Totals	3985	9945	3369	5166	283	4164	1688	2176	58708

	Pedestrian Offences	Bicyclist Offences	Total Citations	Focus on Five Total	Focus on Five % of Totals	Percentage of Citations to mode of travel	
Central	212	5	7031	876	12.46%	Motorist	93.92%
Southern	170	145	6974	1012	14.51%	Pedestrian	4.84%
Bayview	115	80	9601	2009	20.92%	Bicyclist	1.24%
Mission	406	146	6424	1082	16.84%	TOTAL Citation Comparison	
Northern	181	135	7949	1685	21.20%	2013	61,974
Park	16	7	5199	1264	24.31%	2014	95,275
Richmond	39	33	8797	4907	55.78%	Focus of Five Comparison	
Ingleside	410	52	8771	3000	34.20%	2013	13,782
Taraval	43	10	8669	2017	23.27%	2014	22,748
Tenderloin	2361	330	5141	423	8.23%		
Traffic	611	223	17218	4310	25.03%		
Tactical	50	11	3501	163	4.66%		
Totals	4614	1177	95275	22748	23.88%		



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Vision Zero

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Injury Collisions Resulting from Motor Vehicle Collisions With:

	2013		2014		
		% of Total		% of Total	YOY % Change
Pedestrian	613	22.73%	546	23.96%	-11%
Bicyclist	467	17.32%	392	17.20%	-16%
Other Motor Vehicles	1154	42.79%	950	41.68%	-18%
Parked Motor Vehicles	102	3.78%	98	4.30%	-4%
<i>Fixed Object</i>	130	4.82%	88	3.86%	-32%
Other Object	42	1.56%	35	1.54%	-17%
Non-Collision	50	1.85%	58	2.54%	16%
On Other Roadway	42	1.56%	34	1.49%	-19%
All Others	97	3.60%	78	3.42%	-20%
Total	2697		2279		-15%

Injury Collision Severity

	2013		2014		
		% of Total		% of Total	YOY % Change
* Fatal	28	1.04%	28	1.23%	0%
Severe Injury	171	6.33%	144	6.30%	-16%
Other Visible Injury	784	29.00%	640	28.01%	-18%
Complaint of Pain	1720	63.63%	1473	64.46%	-14%
Total	2703		2285		-15%

* As of December 3rd



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Party Identified as Primary Cause of Collision (ALL Collisions):

	2013		2014	
		% of Total		% of Total
Motor Vehicle	383	56.74%	339	57.26%
Pedestrian	202	29.93%	201	33.95%
Undetermined	90	13.33%	52	8.78%
Total	675		592	
Motor Vehicle	283	53.80%	236	54.38%
Bicyclist	217	41.25%	188	43.32%
Undetermined	26	4.94%	10	2.30%
Total	526		434	

Party Identified as Primary Cause of Collision (FATAL Collisions):

	2013		2014	
		% of Total		% of Total
MV v Pedestrian				
Motor Vehicle	10	63%	8	47%
Pedestrian	6	38%	9	53%
Undetermined	0	0%	0	0%
Total	16		17	
MV v Bicyclist				
Motor Vehicle	1	25%	0	0%
Bicyclist	3	75%	3	100%
Undetermined	0	0%	0	0%
Total	4		3	
MV v MV	8		8	
Total Traffic Collision Deaths	28		28	

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The Department's enforcement strategy currently places emphasis on the enforcement of California Vehicle Sections 21453 (Red Light Violation), 22350 (Basic Speed Law), 22450(a) (Stop Sign Violation), 21950(a)(Ped Right of Way Violation, 21801(a)(Failure to Yield while Turning Violation). This is based upon an analysis of collision data from 2006 to 2011. This analysis was conducted by the San Francisco Municipal Transportation Agency. A cursory analysis of collision data covering the period of time from January 1 - September 30, 2014 indicates that the primary collision factor for collisions involving all modes of travel may not have changed. The factors identified as noted below.

Although, a more comprehensive analysis of traffic collision factors affecting our more vulnerable road users (Pedestrains and Bicyclist) is needed. Accordingly, the Department has provided the SFMTA copies of all collision reports from 2011 to date to assist in that effort.

Top Five Collision Factors

All Collisions

Unsafe Speed
Improper Turning
Traffic Signals and Signs
Auto R/W Violation
Ped R/W Violation

Top Five Collision Factors
Involved with Pedestrian
or Bicyclist

Ped R/W Violation
Pedestrian Violation
Improper Turning
Traffic Signals and Signs
Auto R/W Violation

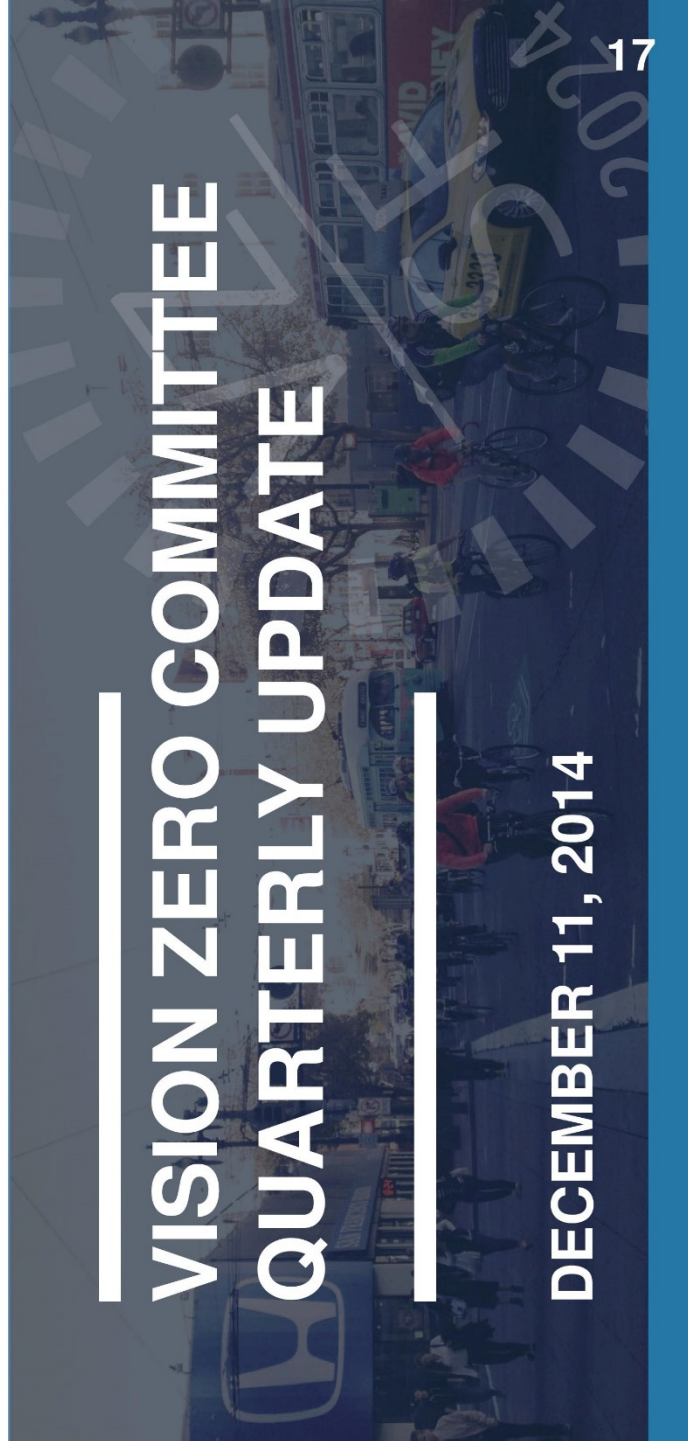


RESOURCES

Vision Zero



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



SUMMARY OF PROGRESS

Engineering

- 24 projects in 24 months: 9 projects are complete
- Dashboard for interagency coordination Beta version of interactive dashboard for public complete and available online

Education

- Safe Streets SF kicked off enhanced, focused, enforcement activities. Over 950 people have currently taken the pledge for safe streets as a part of the program.
- Developed scope and timeline for a citywide safety education strategy and is on schedule to have a draft for Board/Commission review by the end March 2015

Enforcement

- As of September 30, 2014, there has been a 54% increase in citations issued as compared to the same period in 2013
- SFMTA Enforcement Division kicked off a year-long enhanced effort to control intersection and pedestrian crosswalk blocking that is being coordinated with SFPD enforcement of similar violations

Evaluation

- High Injury Network complete with Pedestrian, Bicycle, Vehicle and Motorcycle Data. Initiated rail data integration

Policy

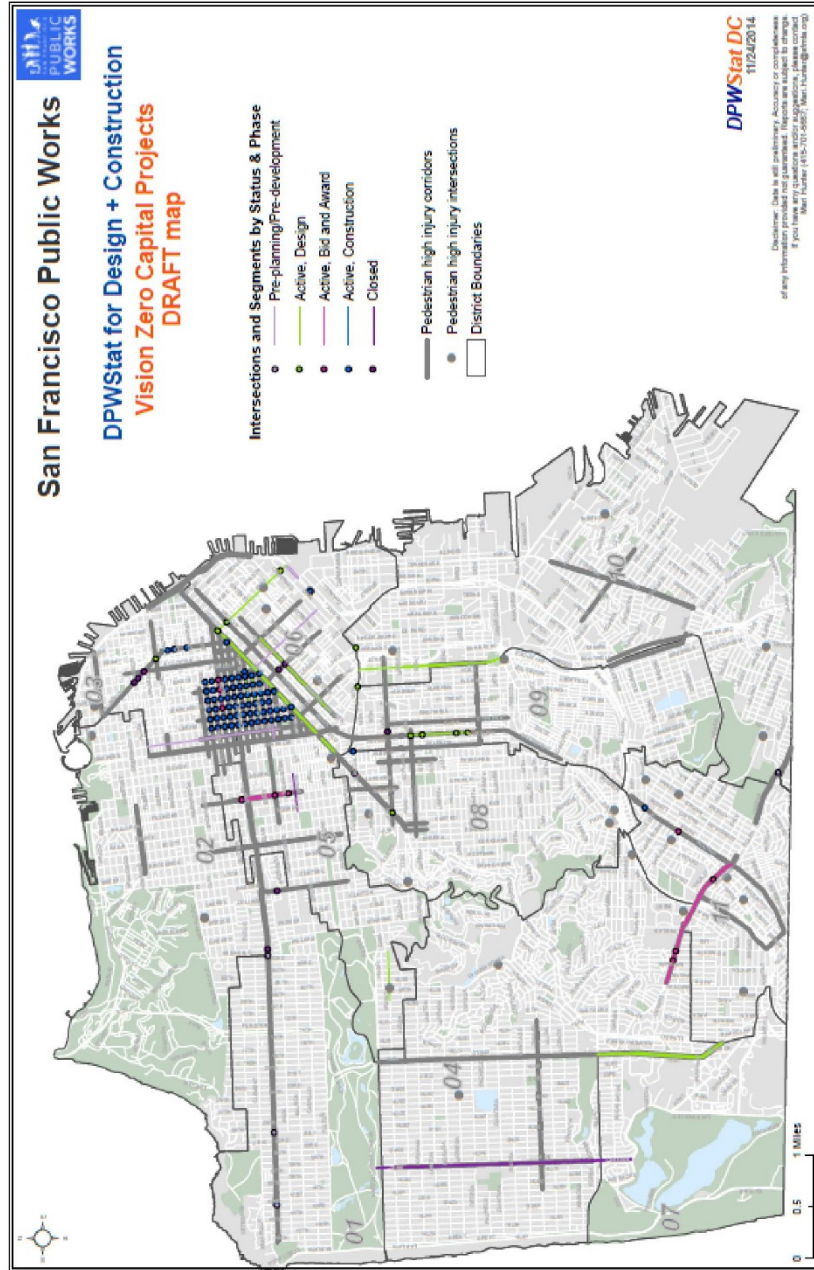
- Opportunities for State Legislation to support Vision Zero goals

RESOURCES

Vision Zero

RESOURCES

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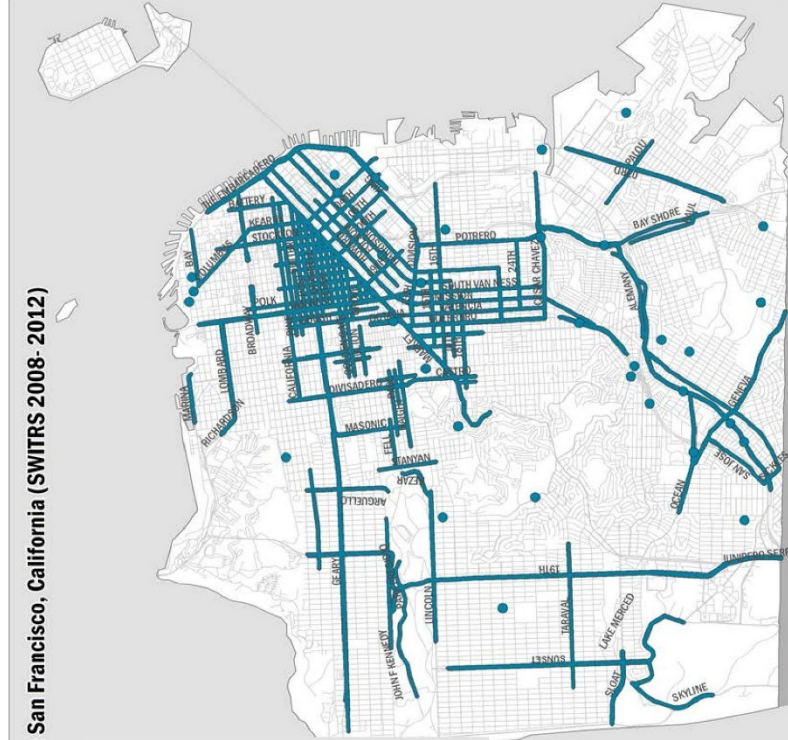
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PRIORITIZATION OF PROJECTS

Vision Zero High Injury Network: San Francisco, California (SWITRS 2008-2012)

- High visibility short term delivery
- High Injury network with Pedestrian, Bicycle, Transit & Vehicle collision data
- Ambitious but achievable
- First set of projects part of a larger number of projects
- 1st phase of multi-year effort



● Vision Zero High Injury Intersection
— Vision Zero High Injury Network
 Routes (grade separated) and their associated injuries are not represented.


0 0.5 1 2 Miles

Source: SFPD 2014, Statewide Integrated Traffic Records System (SWITRS) 2008-2012
 City and County of San Francisco Department of Public Health: Environmental Health Program on Health, Equity, and Sustainability - www.sfpd.org

VISION ZERO SF 2024



FUNDING THE FIRST 24 PROJECTS


SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
SFMTA | CAPITAL FINANCIAL PLANNING & ANALYSIS
 FINANCE AND INFORMATION TECHNOLOGY DIVISION

DRAFT Vision Zero Initial Projects: SFMTA CIP Aggregate Funding by Source

Date: November 20, 2014

Funding Source	TOTAL FUNDING ALLOCATED OR AVAILABLE IN CIP*
Development Impact Fees	\$153,400
Lifeline	\$1,175,104
Mayor's Budget	\$1,330,000
Prop K	\$6,404,963
SFMTA Operating	\$1,920,594
SFMTA Revenue Bond	\$8,580,065
Supervisory Addbacks	\$215,800
Transportation & Streets Infrastructure Package	\$3,596,115
Transportation Development Act Art III	\$636,167
Public Works Prop B GO Bond	\$1,300,000
State Infrastructure Bond & Transit Performance Initiative	\$910,500
Grand Total	\$26,222,707

*Exceeds current total estimated projects budget for contingency/reserve

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PROJECT DELIVERY: PRIMARY CHALLENGES

1. City lacks strong and clear leadership implementing transportation policies.
Sustainable Streets accountable for project delivery
2. City’s Complete Streets (CS) policy doesn’t include a modal hierarchy, and
3. Final designs based on consensus can diminish ability to reach project goals.
Vision Zero makes pedestrian safety the clear priority-hierarchy being developed
4. Coordination within and among agencies is inadequate to deliver a multi-modal vision.
New MTA-DPW principals’ working group is breaking down silos
5. Agencies have different transportation priorities and cultures.
High-Injury network is now the priority for MTA and DPW
6. Funding and grant administration processes are burdensome and inefficient.
“As-needed” contracts first example of streamlined administration of project delivery
7. No funding available for pre-implementation or coordination.
SFMTA is identifying budget opportunities, SFCTA responsive to need for flexibility
8. City lacks a sufficient pool of experienced, proactive project managers.
PM Training program initiated
9. Some city staff who interact with the public need public communication training.
SFMTA’s public outreach and engagement strategy
10. CEQA empowers opponents of any project.
CEQA reform will improve process

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PROJECT DELIVERY: WHAT HAS CHANGED?

Issue	New direction
Funding	Streamlined funding of design and construction Improved relationship between SFMTA and SFCTA Dedicated funding in Prop A
Coordination	Alignment of SFMTA, DPW, and PUC at scoping stage SFMTA integrating safety scope into all Muni Forward work
Public process	SFMTA engagement strategy focuses on identifying and convening broad stakeholder groups early Important role for BOS helping frame Vision Zero
Environmental review	CEQA reform aligns environmental process with Vision Zero values

RESOURCES

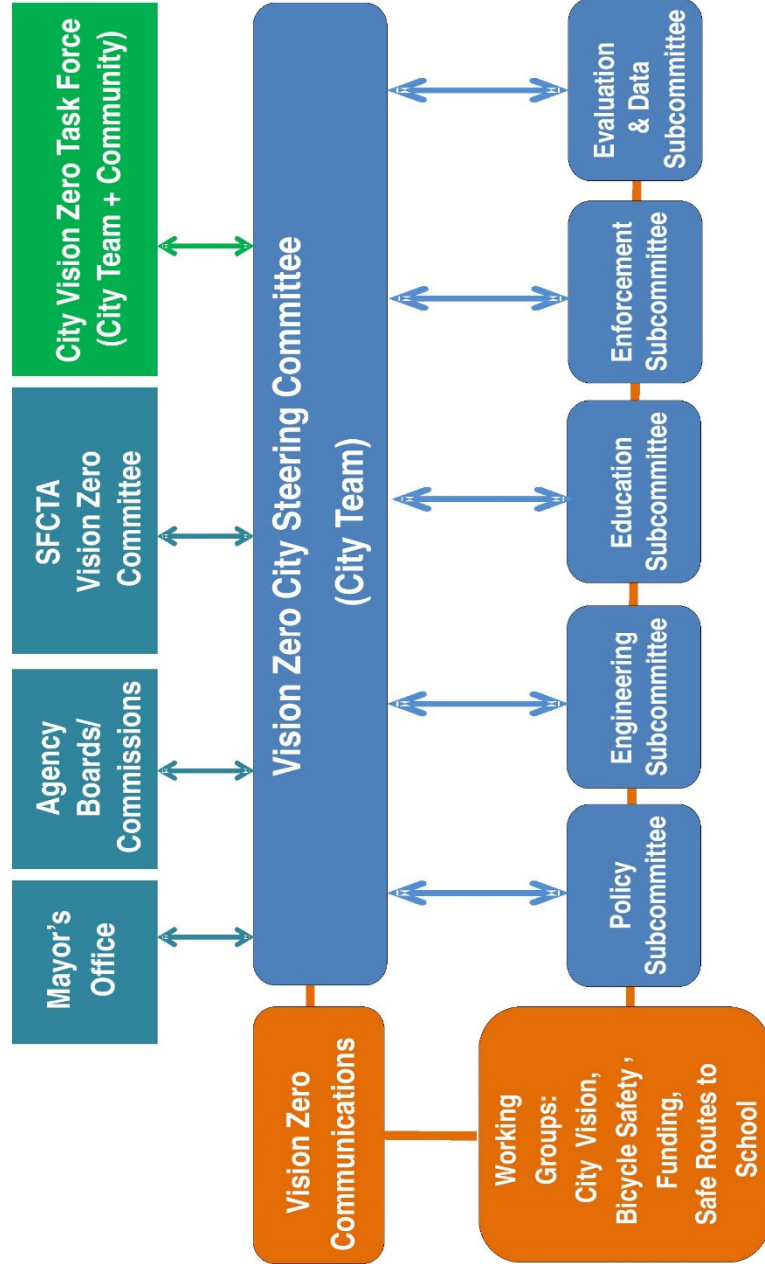
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VISION ZERO CITY STRUCTURE



2 YEAR ACTION STRATEGY: ENGINEERING

Objectives:

- Implement treatments and redesign corridors that minimize opportunity for conflict among people who walk, bicycle, drive and take transit so In the event of collision, the consequence is not a severe injury or fatality.
- Identify and act on improvements to accelerate project delivery

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Action Examples	Lead Agency	Participating Agency	Milestone
Implement safety treatments along up to 26 miles of high priority streets in San Francisco	SFMTA, SFDPPW		Q4 2015, Q4 2016
Complete Living Labs pilot and develop strategy to engage with private sector, specifically for developing and/or utilizing technology to advance goals of Vision Zero	SFMTA, SFPUC	Mayor’s Office	Q2 2015
Implement universally beneficial treatments citywide (e.g. daylighting, signal timing, turn restrictions and high visibility crosswalks)	SFMTA	SFDPPW	Ongoing

2 YEAR ACTION STRATEGY: ENFORCEMENT

Objectives:

- Increase street user awareness of their responsibility to the safety of others and themselves.
- Cite and admonish violations, using a data-driven approach and focusing on violations of the California Vehicle Code and the San Francisco Transportation Code that are identified as causative and associated factors in severe and fatal collisions.

Action Examples	Lead Agency	Participating Agency	Milestone
<p>SFMTA Parking Control Officer (PCO) program will formalize means by which PCOs may be assigned Vision Zero supporting duties-like Don't Block the Box</p> <p>Provide a report regarding the progress made toward Vision Zero including, but not limited to:</p> <ul style="list-style-type: none"> • Number of traffic citations given (by total and by mode) • Percent of collisions attributed to one of the five primary collision factors • Number of operations around school facilities and senior zones 	SFMTA	SFPD	Q4 2014 – Q4 2015
<p>Fully implement Crossroads for electronic collision data reporting and real-time data sharing with SFMTA and SFDPH</p>	SFPD	SFMTA, DPH	TBD

2 YEAR ACTION STRATEGY: EDUCATION

Objectives:

- Provide a forum for the development of a citywide safety education strategy
- Coordinate and collaborate with Vision Zero partners (city depts, public agencies, community) to ensure that there is awareness of all upcoming educational activities

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Action Examples	Lead Agency	Participating Agency	Milestone
Develop a citywide education strategy	SFMTA	SFDPH, SFPD, SFUSD, DA, SFCTA, SFE, SFFD	Q1 2015
Expand education campaign underway –Safe Streets SF pledge, Large vehicle safe driving	SFMTA, SFDPH	SFPD	Q1 2016
Develop a funding strategy to institutionalize Vision Zero education activities	SFMTA, SFDPH	Funding Working Group	Q2 2016

EVALUATION AND MONITORING

Objectives:

- Monitor and analyze collision data to identify causal factors and high injury locations.
- Monitor progress on and evaluate the efficacy of Vision Zero Engineering, Enforcement, Education and Policy efforts and need for refinement.
- Coordinate with Subcommittees, City agencies and Community Stakeholders to ensure accuracy, relevance, and efficiency of data systems and reporting.

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Action Examples	Lead Agency	Participating Agency	Milestone
Pilot a comprehensive Transportation-related Injury Surveillance System and integrate findings into TransBASESF.org.	SFDPH	SFMTA, SFPD	Q4 2015
Develop a web-based system to post Vision Zero Monitoring Data, including timely reporting of fatalities and annual reporting of other key metrics.	SFDPH, SFMTA, DPW	Controller's Office	Q1 2015 – Q3 2015
Institutionalize and continue to expand the capacity of TransBASESF.org as the central repository of monitoring, evaluation, and injury data in support of Vision Zero.	SFDPH	SFMTA, SF Planning, SFDPW, SFCTA, SFDPW, SFPUC	Ongoing

2 YEAR ACTION STRATEGY: POLICY

Objectives:

- Identify policy initiatives that partners can support and mobilize behind at the local state, and federal levels to advance awareness of Vision Zero.
- Develop enabling policy to accelerate programs and projects to meet Vision Zero.

Action Examples	Lead Agency	Participating Agency	Milestone
Advance Automated Safety Enforcement initiative at the state level	SFMTA	Mayor's Office, BoS, SFPD, SFDPH	Q1 2015
Partner with Office of Traffic Safety, Caltrans, SafeTrec, Department of Motor Vehicles, CHP, CDPH, CalSTA and MTC to advance goals of Vision Zero -Convene statewide leadership on VZ legal and admin hurdles -Streamline state traffic collision data timelines	SFMTA, SFDPH, SFPD, SFCTA	Mayor's Office, BoS	Ongoing
Review development projects' impact on pedestrian and bicycle safety Encourage project sponsors to design projects such that they maximize pedestrian and bicycle safety consistent with adopted codes and policies	SF Planning	SFMTA, Mayor's Office of Economic and Workforce Development	2016

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Vision Zero



ACCOUNTABILITY, BENCHMARKS

Milestones to be reported back at Quarterly Committee, SFMTA Board and Task Force Meetings

Additional Annual Benchmarks:

Outcomes
Total severe and fatal injuries by neighborhood, mode and by age
Medical costs at SF General Hospital for transportation collisions
Interim Progress Metrics
85 th percentile of speeds on San Francisco Streets
Number of engineering projects implemented, and miles of streets/intersections receiving safety improvements
Citations issued: a) per SFPD officer, b) by violation type and by police district
Investigation and prosecution of vehicular manslaughter (No. of prosecutions)
Public awareness of Vision Zero, its principles and traffic safety laws (Public perception survey)
Policy change made at local and state levels to advance Vision Zero (No. of policies enacted)

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Vision Zero



BEYOND 2016

- Two-year Action Strategy updated every two years:
 - Informed by international best practice review and evaluation of projects and programs delivered in first 2 year effort
 - Will assess policies, programs, projects that require longer-term planning for implementation
 - Evidence-based approach towards reaching zero

RESOURCES

Vision Zero

RESOURCES

Vision Zero



VISION ZERO

POINTS OF CONTACT

Vision Zero Lead
Tom Maguire (SFMTA)
tom.maguire@sfmta.com

Co-Chairs, Vision Zero Task Force
Timothy Papandreou (SFMTA) & Megan Wier (SFDPH)
timothy.papandreou@sfmta.com megan.wier@sfdph.org

Mayor's Vision Zero Liaison
Ben Matranga
ben.matranga@sfgov.org

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RESOURCES

TREASURE ISLAND DEVELOPMENT PROGRAM

Treasure Island Development Program

Presentation to the
Pedestrian Safety Advisory Committee (PSAC)

September 9, 2014



Treasure Island Development Authority

Treasure Island Development Program

- Up to 8,000 homes (25% Affordable)
- Up to 500 Hotel Rooms
- 300 acres Open Space
- Up to 450,000 sf Retail & Historic Reuse
- Up to 100,000 sf Office
- Jobs and Community Benefits



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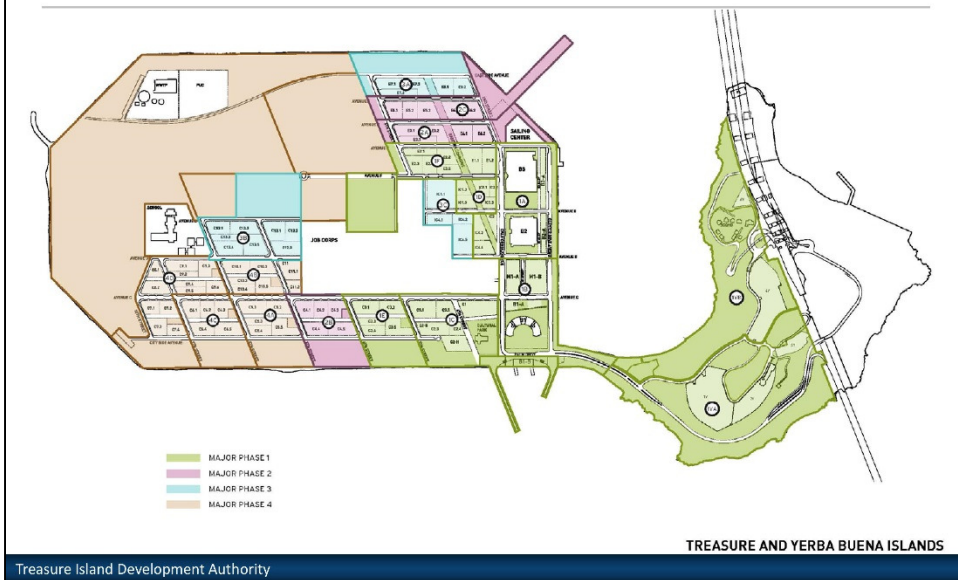
RESOURCES

TREASURE ISLAND DEVELOPMENT PROGRAM

Open Space Network & Regional Destination



Phasing Plan



RESOURCES

TREASURE ISLAND DEVELOPMENT PROGRAM

First Major Phase & Subphase



TREASURE AND YERBA BUENA ISLANDS

Treasure Island Development Authority

DDA Supporting Plans



Other Project Documents

- Redevelopment Plan
- Development Agreement
- **Design for Development**
- Trust Exchange Agreement
- Design Review and Document Approval Procedure
- Interagency Cooperation Agreement
- Technical Memoranda
- Navy Conveyance Agreement

Treasure Island Development Authority



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TREASURE ISLAND DEVELOPMENT PROGRAM

Approved TITIP



Treasure Island Development Authority

Design for Development (D4D)



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TREASURE ISLAND DEVELOPMENT PROGRAM

TITIP Principles

- Design island for walking and biking as primary travel modes
- Provide transit services to and from islands at levels of service to meet demand and provide high-quality alternatives to private auto
- Discourage automobile use via parking policies, congestion pricing, ramp metering, and other measures
- Create and maintain efficient and financially sustainable transportation system – parking and toll revenues help fund transit service
- Adaptively manage transportation services and pricing over time to meet real-time needs

Treasure Island Development Authority

Transit Incentives and Automobile Mitigation

- Congestion Pricing – Tolling Bridge Access
- Ramp Metering
- Unbundled Residential Parking
- Mandatory Transit Passes



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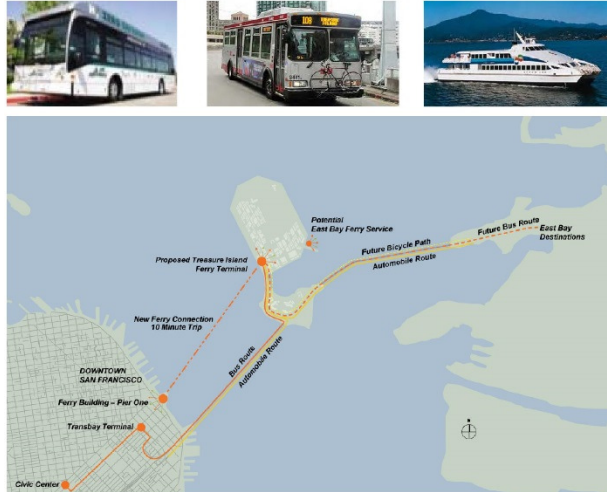
TREASURE ISLAND DEVELOPMENT PROGRAM

A Compact, Walkable Neighborhood Community

- Dense development centered around node for transit, walking, and biking



- High levels of transit service
- On island shuttles
- Bike Share
- Car Share



Treasure Island Development Authority

Bus, Shuttle and Ferry Integration



Treasure Island Development Authority

RESOURCES

TREASURE ISLAND DEVELOPMENT PROGRAM

New Intermodal Transit Hub

- Ferry Quay and Terminal
- Muni, AC Transit and Shuttle Bus
- Bike Share
- Car Share



1. Hotel
2. Event / Viewing Plaza
3. Date Palms
4. Public Art
5. Paving Extends Across Palm Avenue
6. Ferry Terminal Location

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A Transit First Community

- Compact and walkable with convenient public transit options



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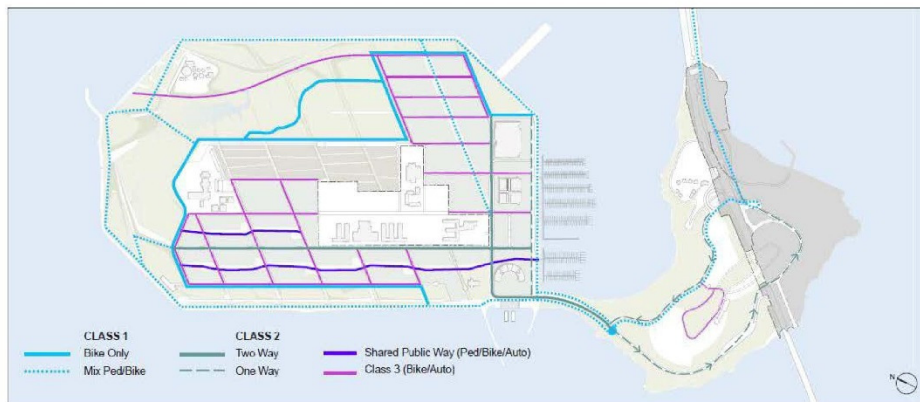
TREASURE ISLAND DEVELOPMENT PROGRAM

Pedestrian Network



Treasure Island Development Authority

Bicycle Network



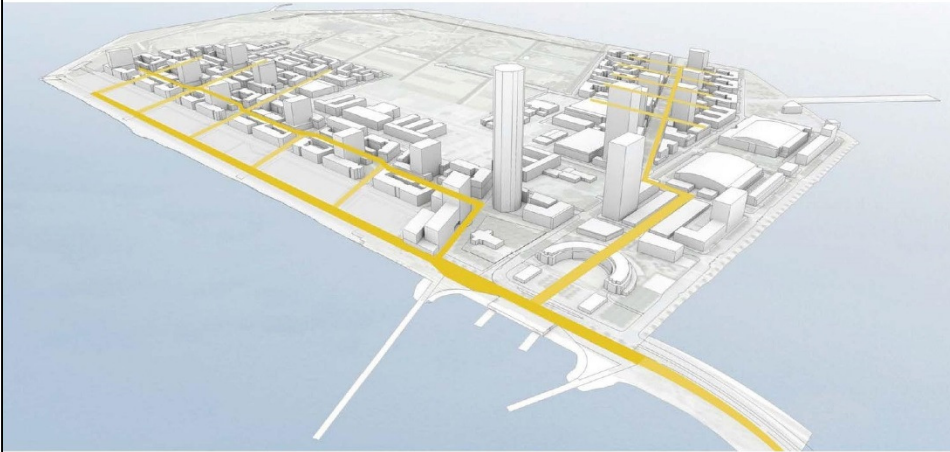
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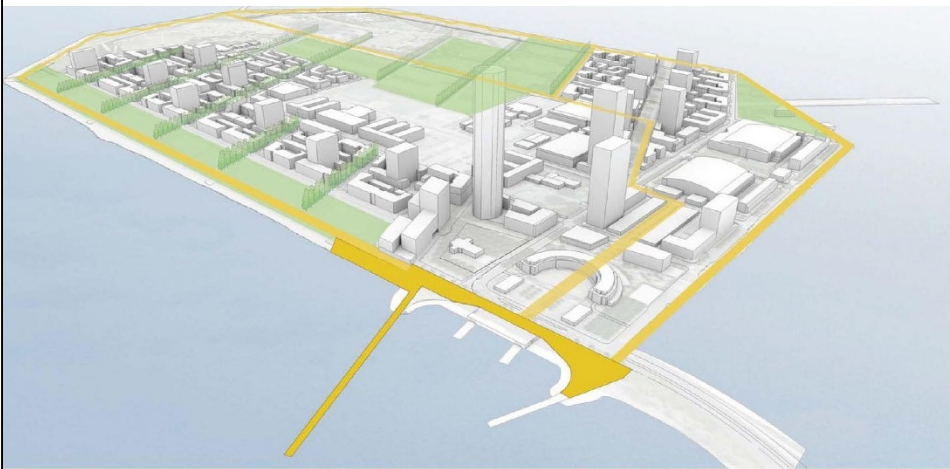
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Residents



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Park Visitors

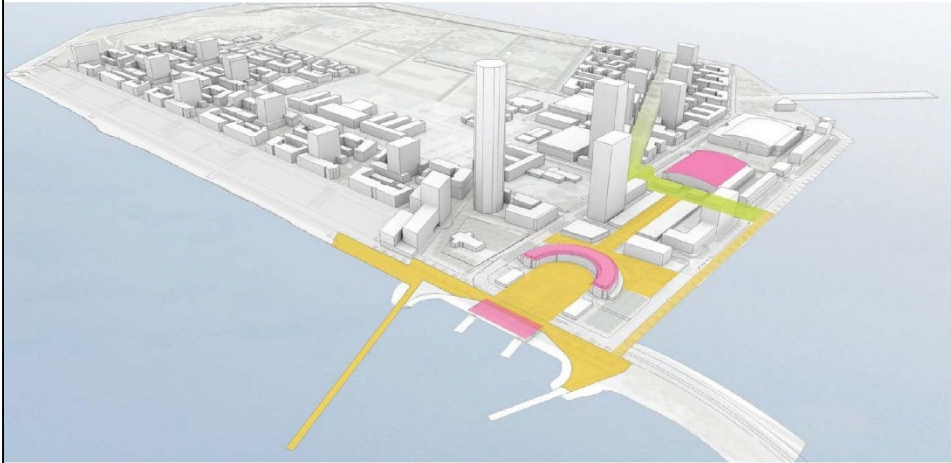


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Retail Visitors



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Street Grid // Land Use Responds to Micro Climate



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Livable Streets // Shared Public Ways



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Shared Public Ways

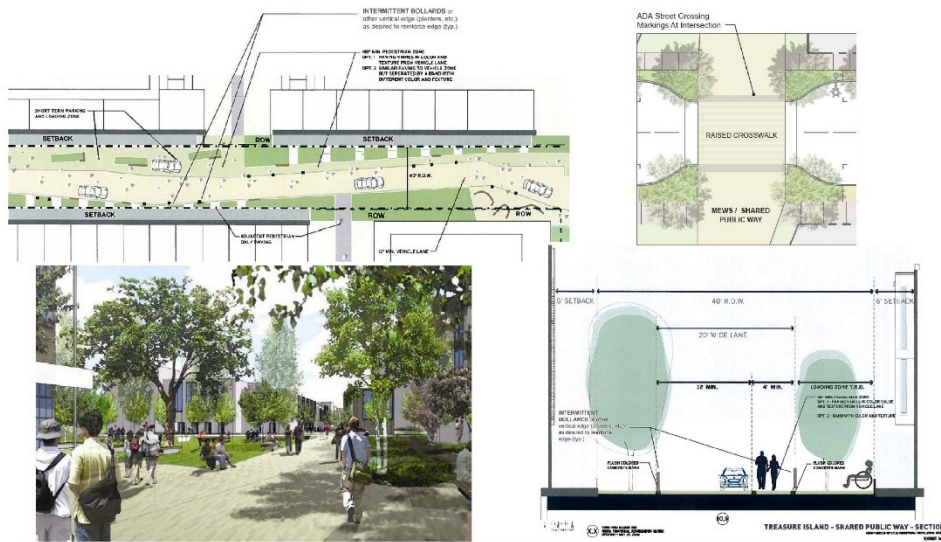


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TREASURE ISLAND DEVELOPMENT PROGRAM

Shared Public Ways



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Eastside Commons



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RESOURCES

TREASURE ISLAND DEVELOPMENT PROGRAM

Eastside Commons



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Eastside Commons

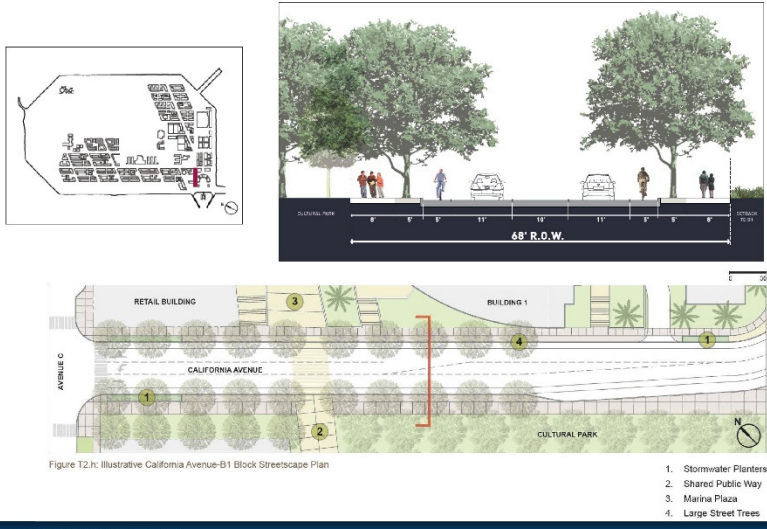


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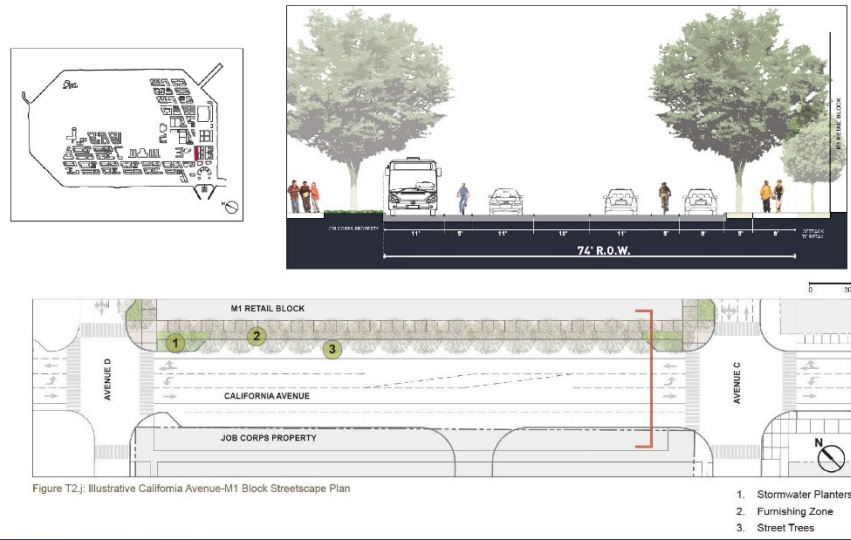
TREASURE ISLAND DEVELOPMENT PROGRAM

California Avenue



Treasure Island Development Authority

California Avenue



Treasure Island Development Authority

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TREASURE ISLAND DEVELOPMENT PROGRAM

California Avenue

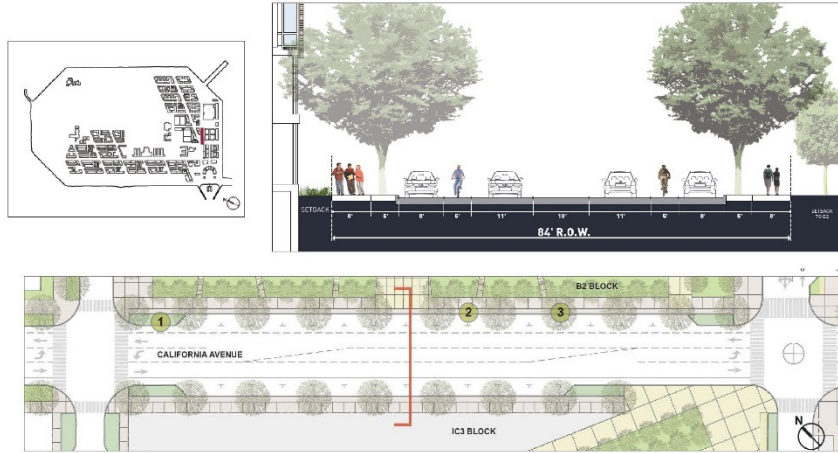


Figure T2.1: Illustrative California Avenue B2 Block Streetscape Plan

1. Stormwater Planters
2. Furnishing Zone
3. Street Trees

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California Avenue

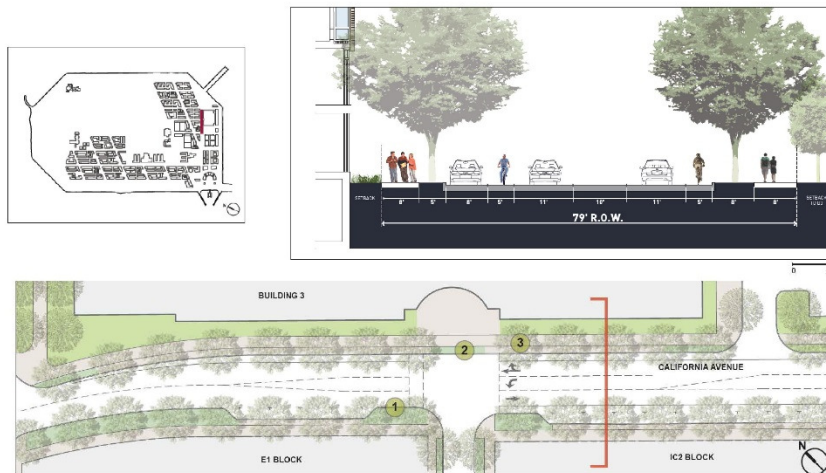


Figure T2.n: Illustrative California Avenue B3 Block Streetscape Plan

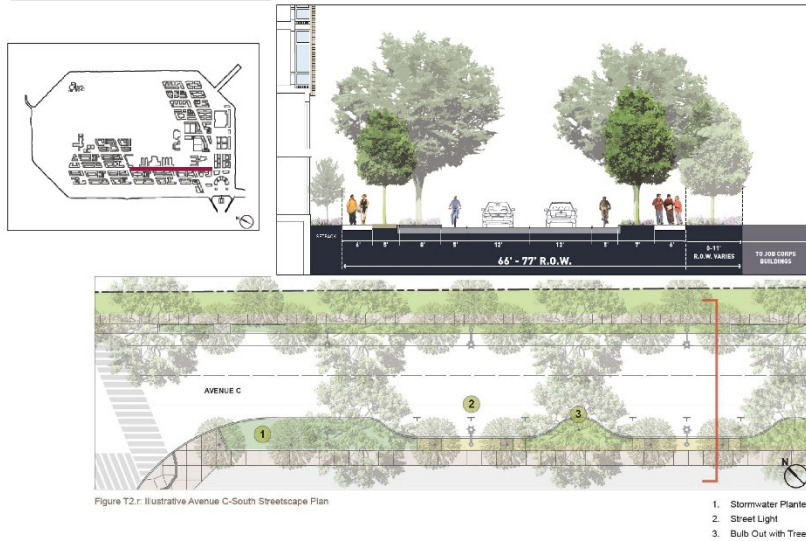
1. Stormwater Planters
2. Furnishing Zone
3. Street Trees

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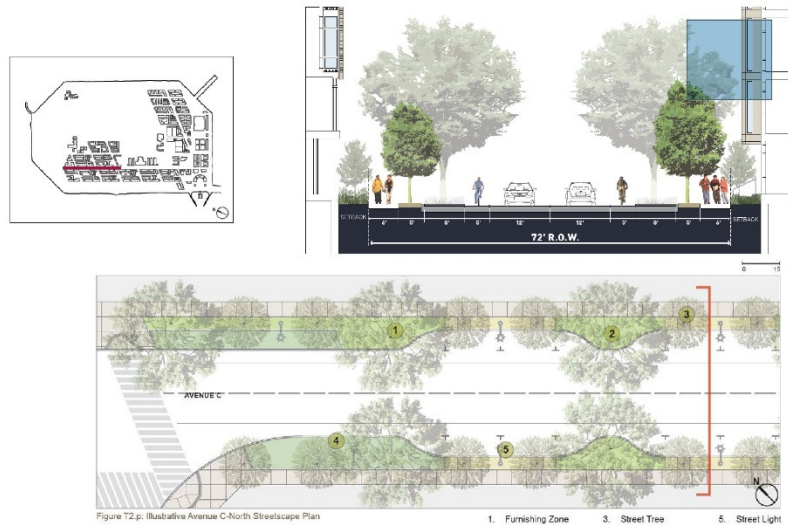
TREASURE ISLAND DEVELOPMENT PROGRAM

Avenue C



Treasure Island Development Authority

Avenue C



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TREASURE ISLAND DEVELOPMENT PROGRAM

Clipper Cove Promenade



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Cityside Waterfront Park



Treasure Island Development Authority

RESOURCES

TREASURE ISLAND DEVELOPMENT PROGRAM

Northern Shoreline Open Space



Treasure Island Development Authority