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

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# VISION ZERO SF

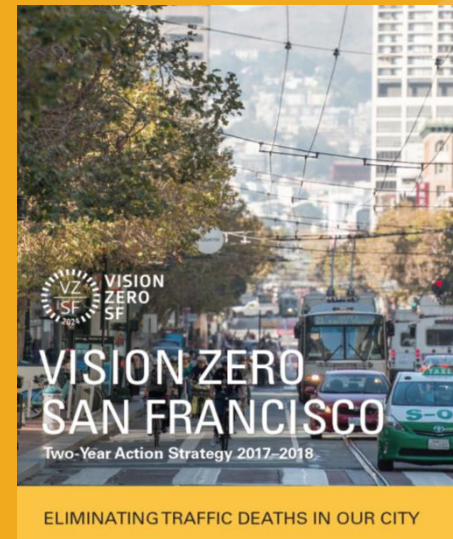


**POPULATION HEALTH DIVISION**  
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH



August 7, 2018  
Health Commission

Megan Wier, San Francisco Dept. of Public Health



# ELIMINATING TRAFFIC DEATHS IN SAN FRANCISCO

## Core Principles

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**Prevention**



**Saving Lives**



**Equity**



**Safe Streets**



**Safe People and  
Safe Vehicles**



**Speed**

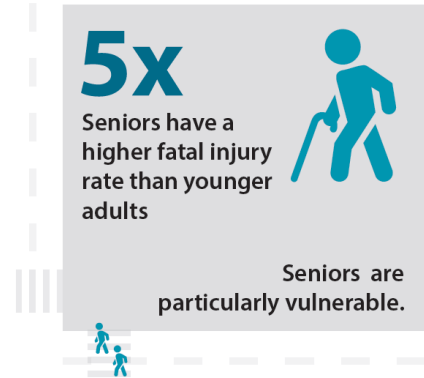
# SFDPH AND VISION ZERO SF

| Vision Zero Role  | Public Health Approach   |
|---|--|
| Co-Chair of Mayor's Citywide Vision Zero Task Force with SF Municipal Transportation Agency | Multi-sector <i>Partnerships, Stakeholder Engagement</i>   |
| Lead for <b>Data Systems and Evaluation</b>   | Data-Driven, Evidence-Based Approach to Prevention; Focus on <i>Most Severe Health Outcomes</i>                              |
| Community Engagement and Education  | Engagement - particularly with <i>Vulnerable Communities</i><br><br><i>Coordinated Crisis Response for Victims' Families</i> |
| Policy  | <i>Structural Change; Data-Driven, Evidence-Based</i> Approach   |
| Equity  | <i>Core Public Health Value</i>  |

# SENIORS ARE AT INCREASED RISK OF DEATH AND SEVERE INJURY

**2017: 50% of Pedestrian Deaths and 35% of All Traffic Deaths were to Seniors, *who comprise ~15% of San Francisco's residents***

Seniors ***almost 2x as likely to sustain a severe injury*** when compared to younger adults treated for a traffic injury at Zuckerberg SF General Hospital



# 2016 - SAFE STREETS FOR SENIORS: EDUCATION

**SFDPH is educating seniors and service providers about Vision Zero and gathering input to bring back to City agencies**

- **Conduct multi-lingual presentations to seniors and service providers on Vision Zero, how to get involved, and how to stay safe**
- **Reached over 1300 seniors and staff at over 40 locations to date**



# SAFE STREETS FOR SENIORS: COMMUNITY ENGAGEMENT

- FY 16-17: Funded **seven community based organizations** to conduct in-depth education and outreach in their neighborhoods
- FY 17-18: Funded **eight community-based organizations**, including *Richmond Senior Center, Senior and Disability Action, and Walk SF.*
- *Just released RFA for FY18/20:  
Two years of funding*



# 2018: SFMTA POLICY CHANGE - INCREASE IN PEDESTRIAN CROSSING TIME CITYWIDE

## SFCHRONICLE.COM

### Pedestrian safety: SF's plan to increase crossing times between signals

Michael Cabanatuan | on May 9, 2018



## SFDPH INJURY ANALYSIS

- **Injury Segments: Where Pedestrian Injuries to Seniors and People with Disabilities are concentrated**
- **Priority Areas: Where Seniors and People with Disabilities Live and Travel**
  - Census Tracts with the highest 1/3 of population density
  - Senior Centers
  - Public Libraries
  - Meal Programs, including Department of Agency and Adult Services Nutrition Sites
  - Public Health Facilities
  - Paratransit Drop Off/Pick Up Locations
  - Other Key Services



# Seniors and People with Disabilities: Injuries to People Walking

***Injury Segments in Priority Areas: ¾ of severe/fatal injuries***

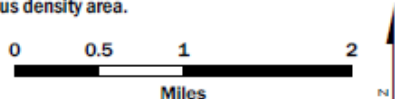
- **57% on the VZ High Injury Network**
- **35% on Traffic Calm-able Streets**

- Injury Segment~
- Injury Segment in Priority Area~
- Priority Area\*^

\*Attractors include senior centers, public libraries, public health facilities, and other locations that provide services to seniors or people with disabilities such as paratransit, food, or health care.

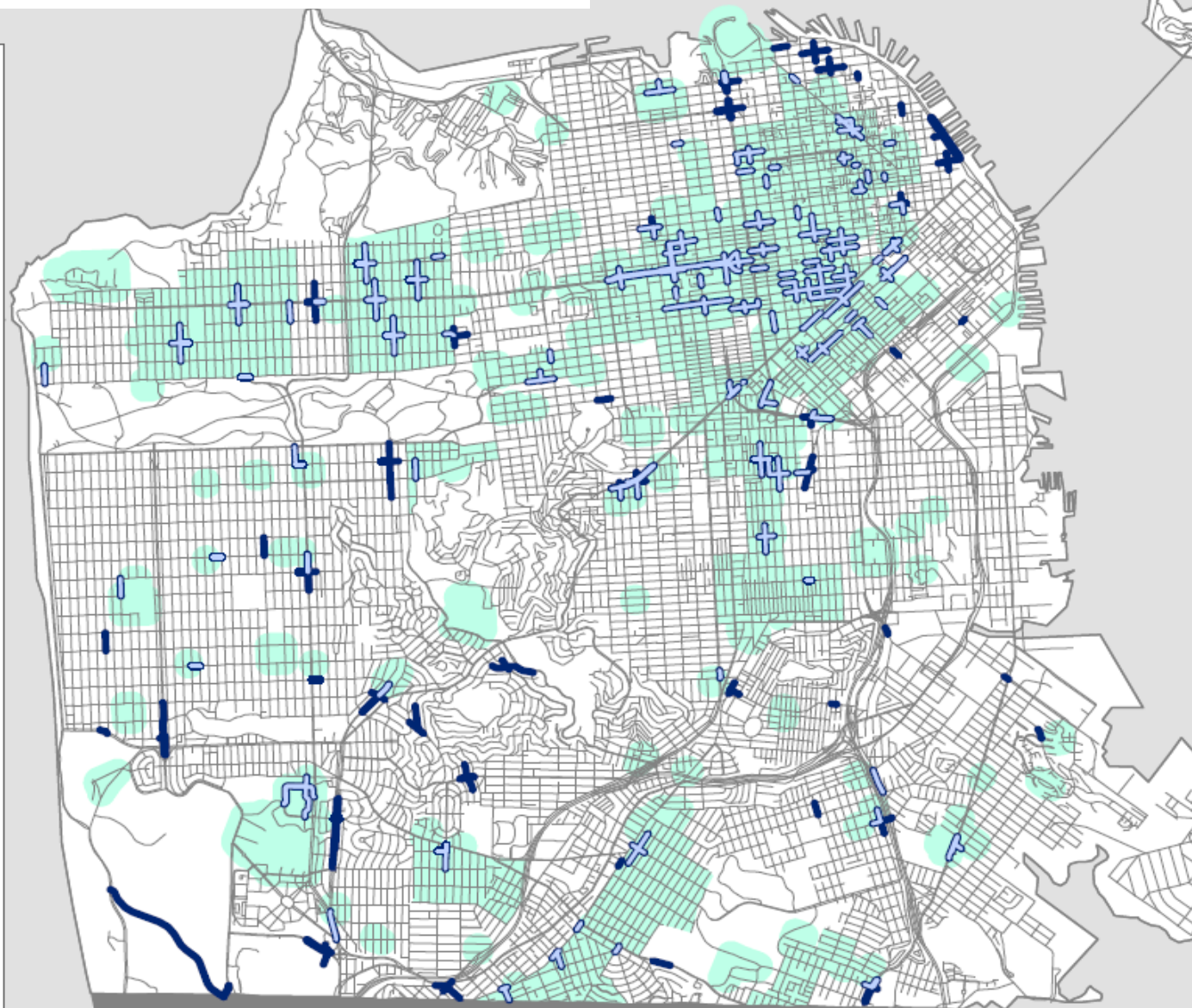
^Density is the top third of census tracts with residents that are senior (age 65+), person with disability, or fulfill both criteria from ACS 2011-2015 data and normalized by square mile.

~Priority segments were derived from the Traffic Injury Surveillance System (TISS) 2013-2015 dataset. Segments with at least 1 severe/killed or 3 non-fatal/severe injuries involving a senior or person with disability. Priority Area Segments are within 500ft of an attractor, or within a high senior and/or person with disability census density area.

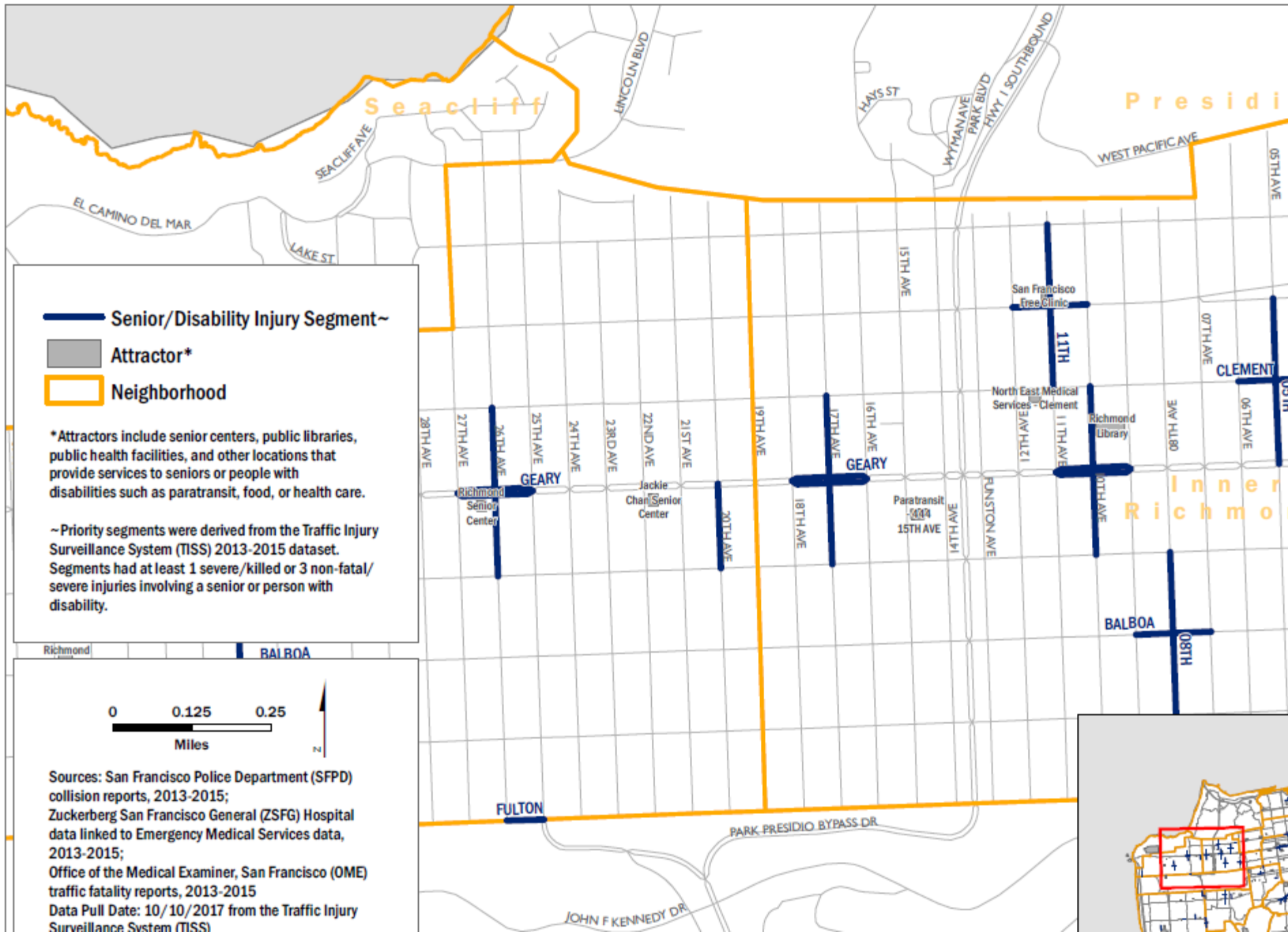


Sources: San Francisco Police Department (SFPD) collision reports, 2013-2015;  
Zuckerberg San Francisco General (ZSFG) Hospital data linked to Emergency Medical Services data, 2013-2015;  
Office of the Medical Examiner, San Francisco (OME) traffic fatality reports, 2013-2015  
Data Pull Date: 6/4/2017 from the Traffic Injury Surveillance System (TISS)

City and County of San Francisco Department of Public Health: Environmental Health Program on Health, Equity, and Sustainability - [www.sfphes.org](http://www.sfphes.org)



# Seniors and People with Disabilities: Injuries to People Walking in the Richmond District



# APPLICATIONS TO DATE



**SFMTA:** *Launching program to target engineering improvements FY2019*

# 2017 HIGH INJURY NETWORK

SEVERE AND FATAL INJURY DATA BY SOURCE (2013-2015)



**59%**  
Linked  
Police and Hospital  
(N=883)



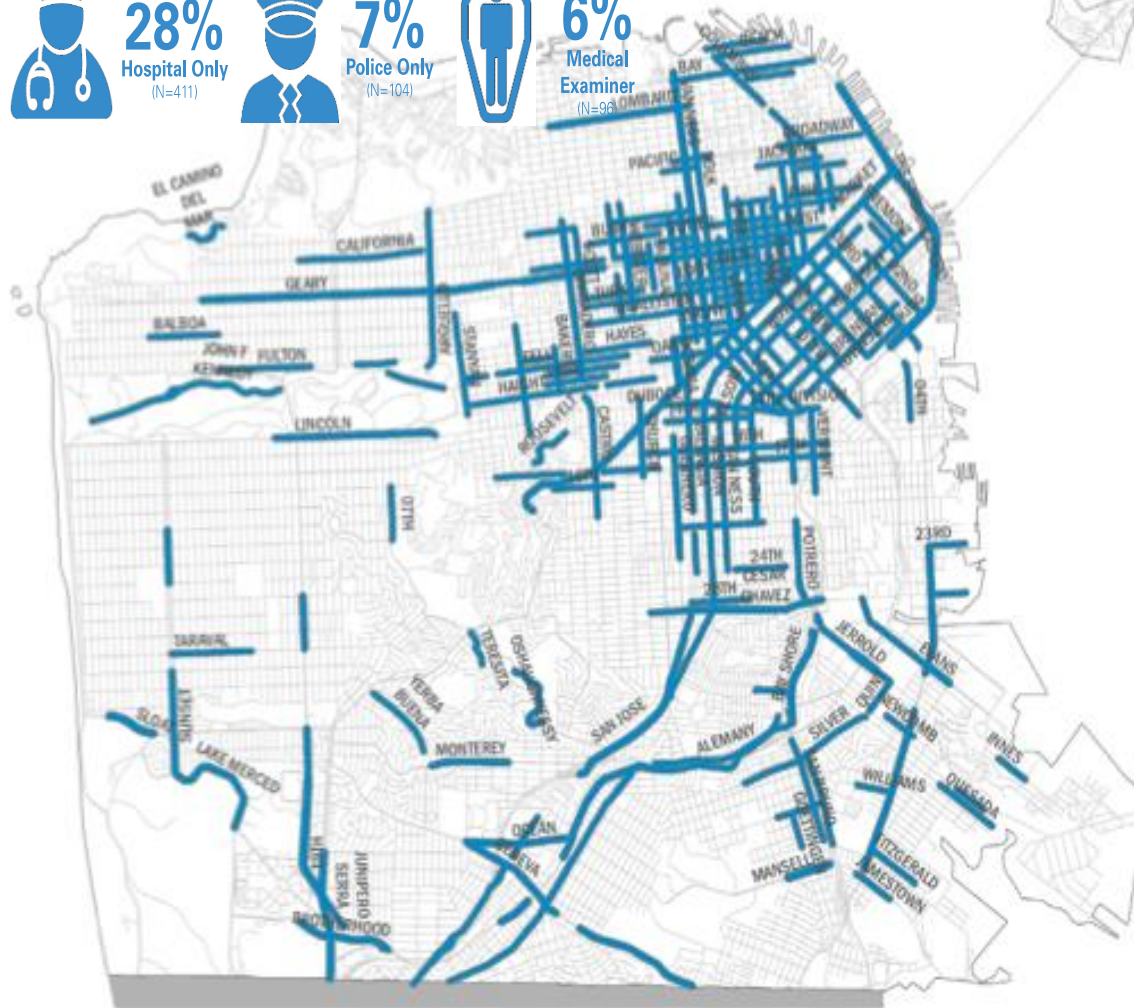
**28%**  
Hospital Only  
(N=411)



**7%**  
Police Only  
(N=104)



**6%**  
Medical  
Examiner  
(N=96)



**13%**  
of the city's  
street miles



**75%**  
of all severe and  
fatal injuries



**77%**  
of pedestrian severe  
and fatal injuries



**71%**  
of cyclist severe  
and fatal injuries



**75%**  
of vehicle severe  
and fatal injuries



**61%**  
of all transportation-  
related injuries

N = 1,494 severe and fatal transportation-related injuries.

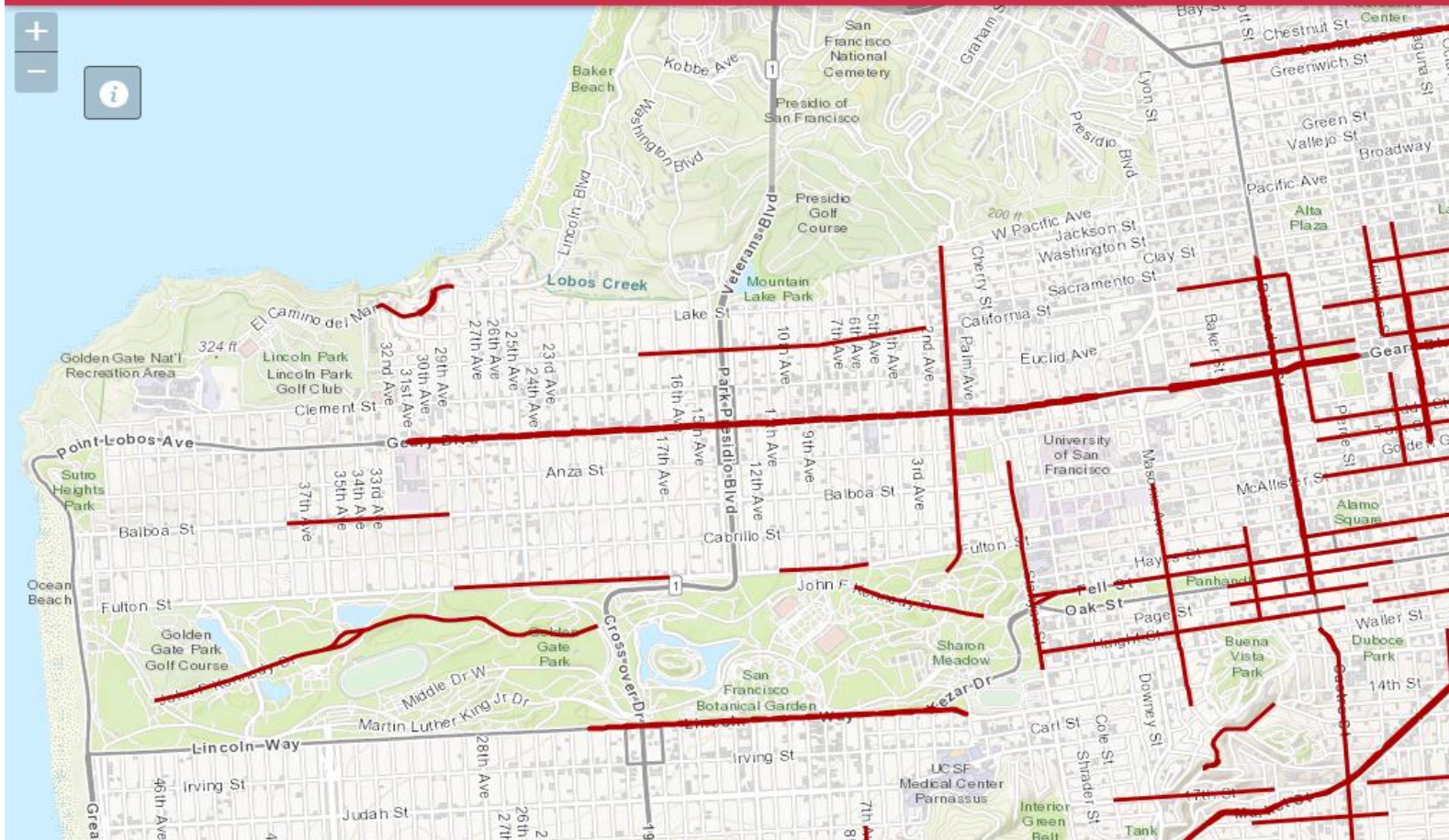
SFPD = San Francisco Police Department collision reports, 2013-2015.

ZSFG = Zuckerberg San Francisco General Hospital data linked to Emergency Medical Services data, 2013-2015.



# Vision Zero High Injury Network: 2017

San Francisco Department of Public Health



## Streets on the High Injury Network:

- Geary
- Arguello
- Fulton
- California
- El Camino Del Mar
- Stanyan

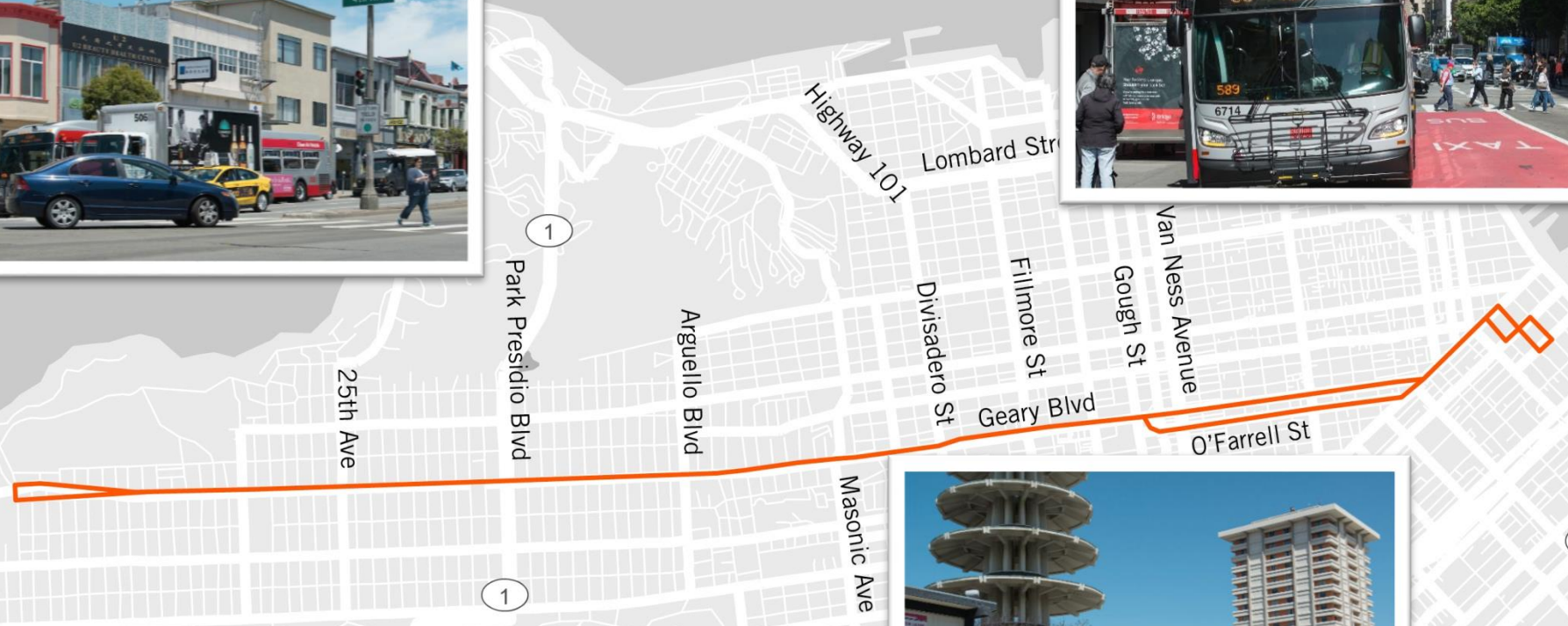
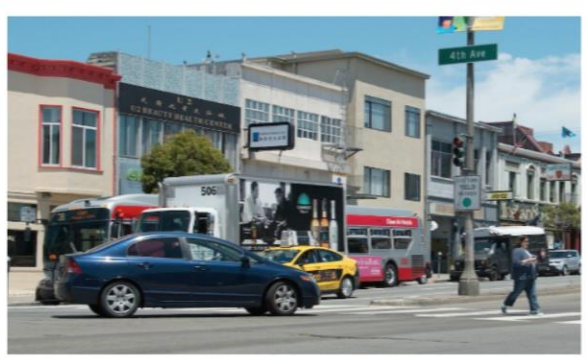


# Geary Rapid Project and Vision Zero



Presentation to Health Commission  
August 7, 2018

# The Geary corridor: 54,000 riders/day



# Project goal: improved safety and accessibility for people walking

1 YEAR

**GEARY**



**26**

pedestrians injured  
on Geary annually

YOU ARE

**8x**

more likely to be involved  
in a collision on Geary  
than the average city street.



# Geary Rapid is the first phase of improvements



# Pedestrian safety features

- Pedestrian bulbs
- Enhanced medians with refuges
- Calming the Geary Expressway
- Pedestrian countdown signals
- Accessible pedestrian signals
- Curb ramps
- New crosswalks
- Signal re-timing to new ped crossing standard
- Advanced limit lanes (stop bars)
- Daylighting



# Geary at Buchanan (before)



# Geary at Buchanan (after)



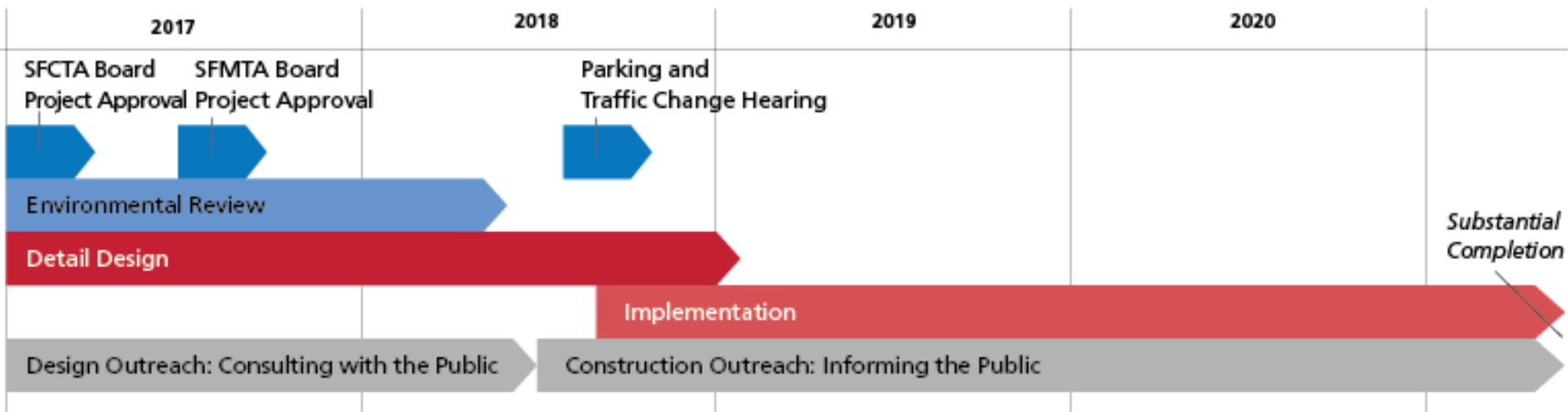
# Geary at Webster (before)



# Geary at Webster (after)



# Next Steps



# Thank You! Questions?



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