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

August 7, 2018
Health Commission
Megan Wier, San Francisco Dept. of Public Health
ELIMINATING TRAFFIC DEATHS IN SAN FRANCISCO

Core Principles

- Prevention
- Saving Lives
- Equity
- Safe Streets
- Safe People and Safe Vehicles
- Speed
# SFDPH AND VISION ZERO SF

<table>
<thead>
<tr>
<th>Vision Zero Role</th>
<th>Public Health Approach</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Co-Chair</strong> of Mayor’s Citywide Vision Zero Task Force with SF Municipal Transportation Agency</td>
<td>Multi-sector <em>Partnerships, Stakeholder Engagement</em></td>
</tr>
<tr>
<td>Lead for <strong>Data Systems and Evaluation</strong></td>
<td>Data-Driven, Evidence-Based Approach to Prevention; Focus on <em>Most Severe Health Outcomes</em></td>
</tr>
<tr>
<td><strong>Community Engagement and Education</strong></td>
<td>Engagement - particularly with <em>Vulnerable Communities</em></td>
</tr>
<tr>
<td></td>
<td><em>Coordinated Crisis Response for Victims’ Families</em></td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td><em>Structural Change; Data-Driven, Evidence-Based</em> Approach</td>
</tr>
<tr>
<td><strong>Equity</strong></td>
<td><em>Core Public Health Value</em></td>
</tr>
</tbody>
</table>
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
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 Action, and Walk SF.

• **Just released RFA for FY18/20:** Two years of funding
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*

---

*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: 8/4/2017 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.sphes.org
Seniors and People with Disabilities: Injuries to People Walking in the Richmond District

- **Senior/Disability Injury Segment**
- **Attractor**
- **Neighborhood**

*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.

~ Priority segments were derived from the Traffic Injury Surveillance System (TISS) 2013-2015 dataset. Segments had at least 1 severe/killed or 3 non-fatal/severe injuries involving a senior or person with disability.

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: 10/10/2017 from the Traffic Injury Surveillance System (TISS)
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=149)
- 6% Medical Examiner (N=59)

- 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.
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

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?

GearyRapid@sfmtpa.com
415.646.2300