



SF SAFE SYSTEMS APPROACH & THE 2024 HIGH INJURY NETWORK



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POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

Agenda

- Safe System Approach
- Multiagency Collaborations
- 2024 High Injury Network: Lessons Learned
- Future Directions

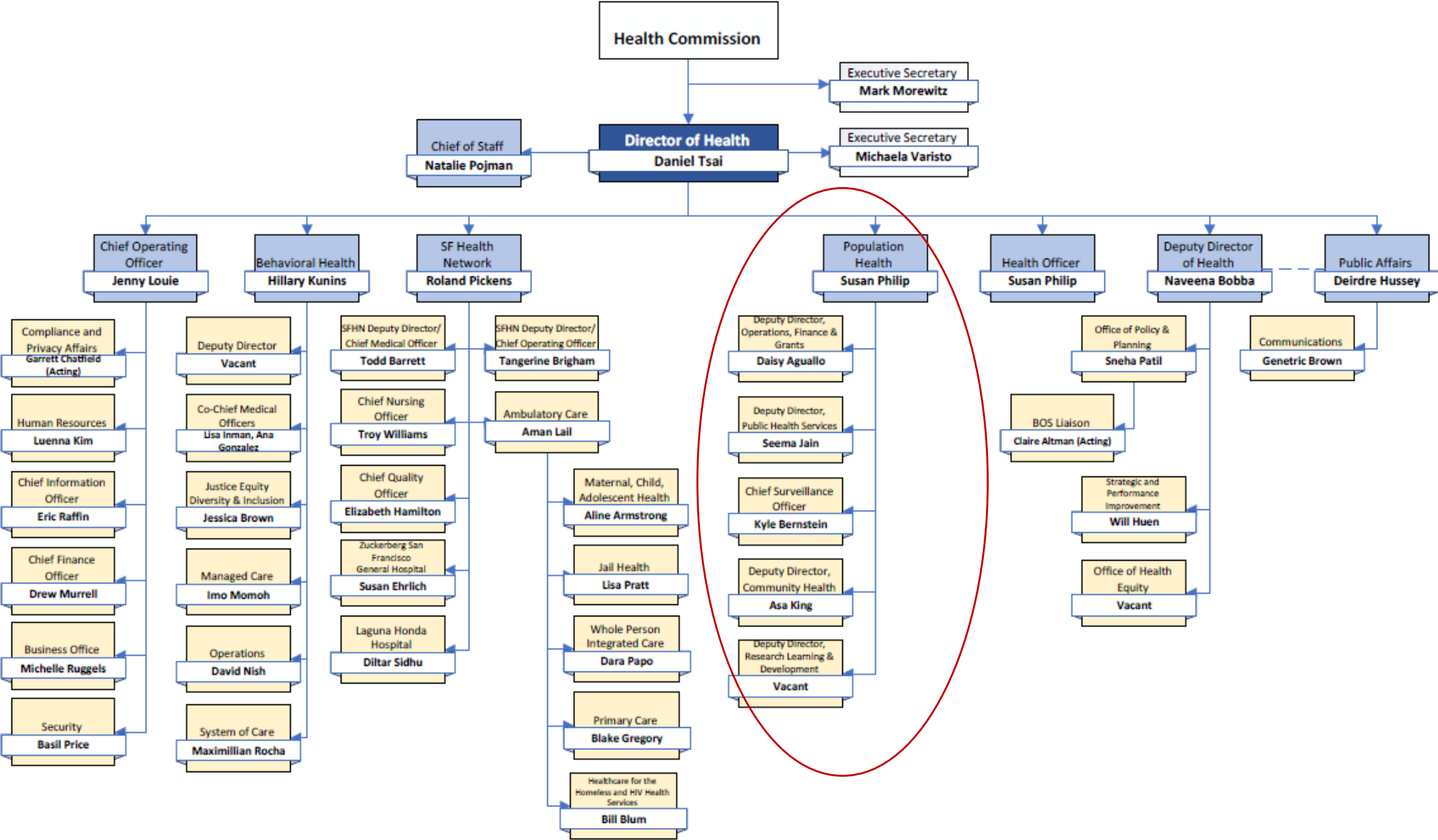


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City and County of San Francisco
Daniel L. Lurie
Mayor

San Francisco Department of Public Health
Daniel Tsai
Director of Health

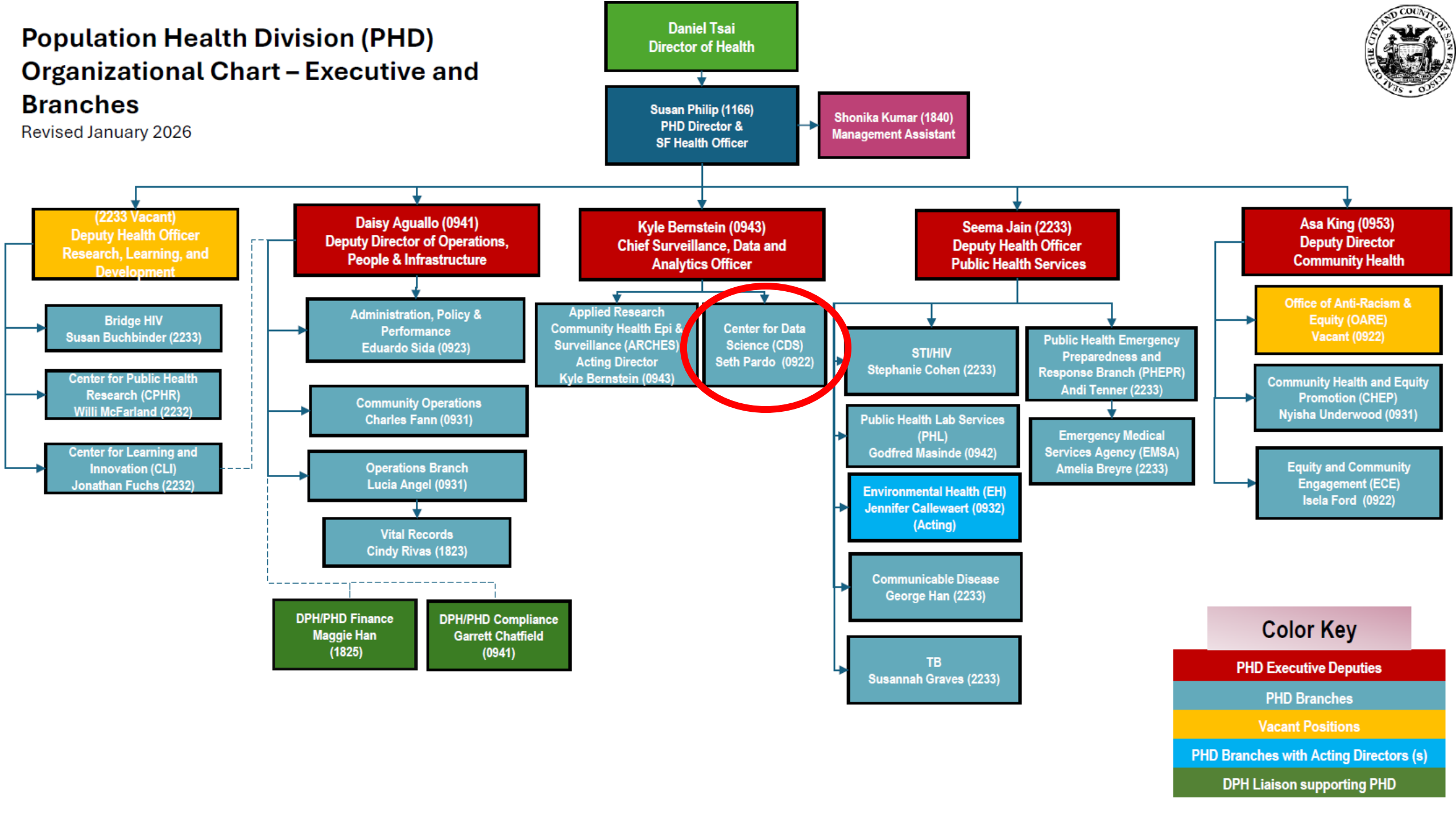




Population Health Division (PHD)

Organizational Chart – Executive and Branches

Revised January 2026



Vision Zero (2014) to Street Safety Initiative (2025)

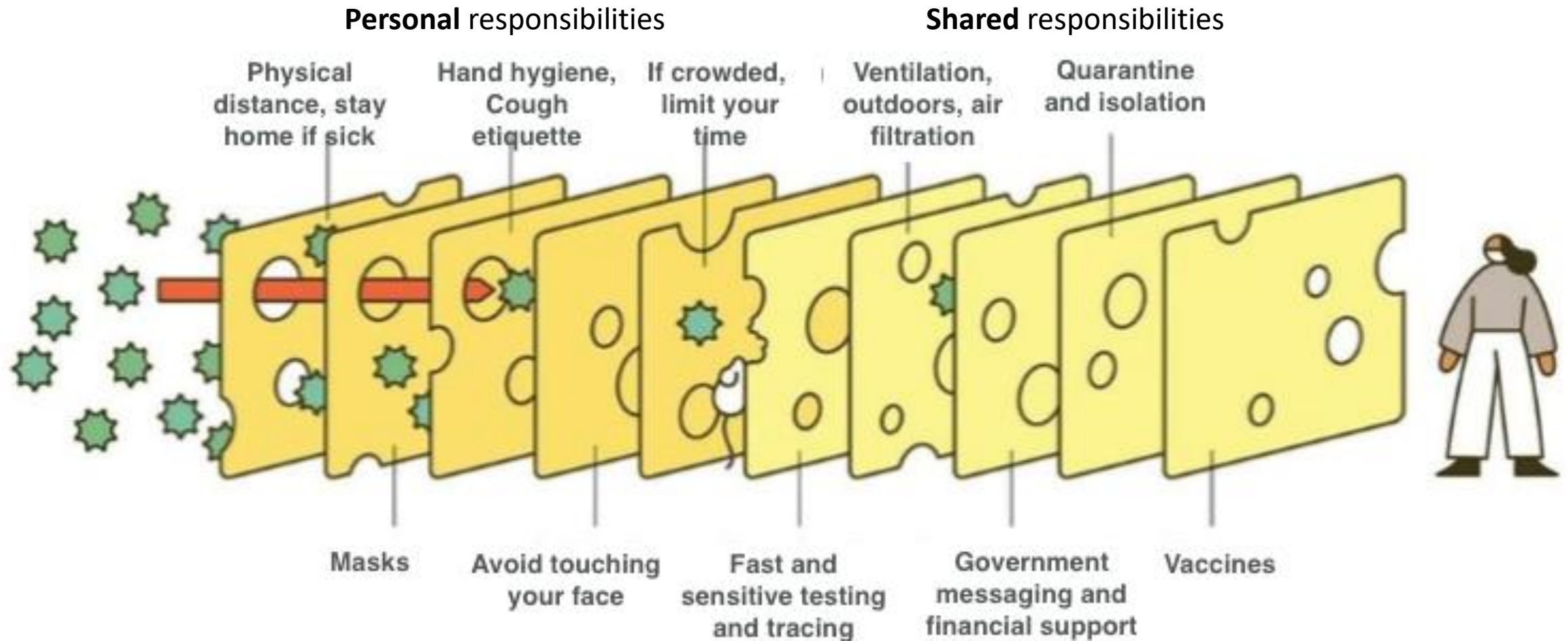


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Safe System Approach

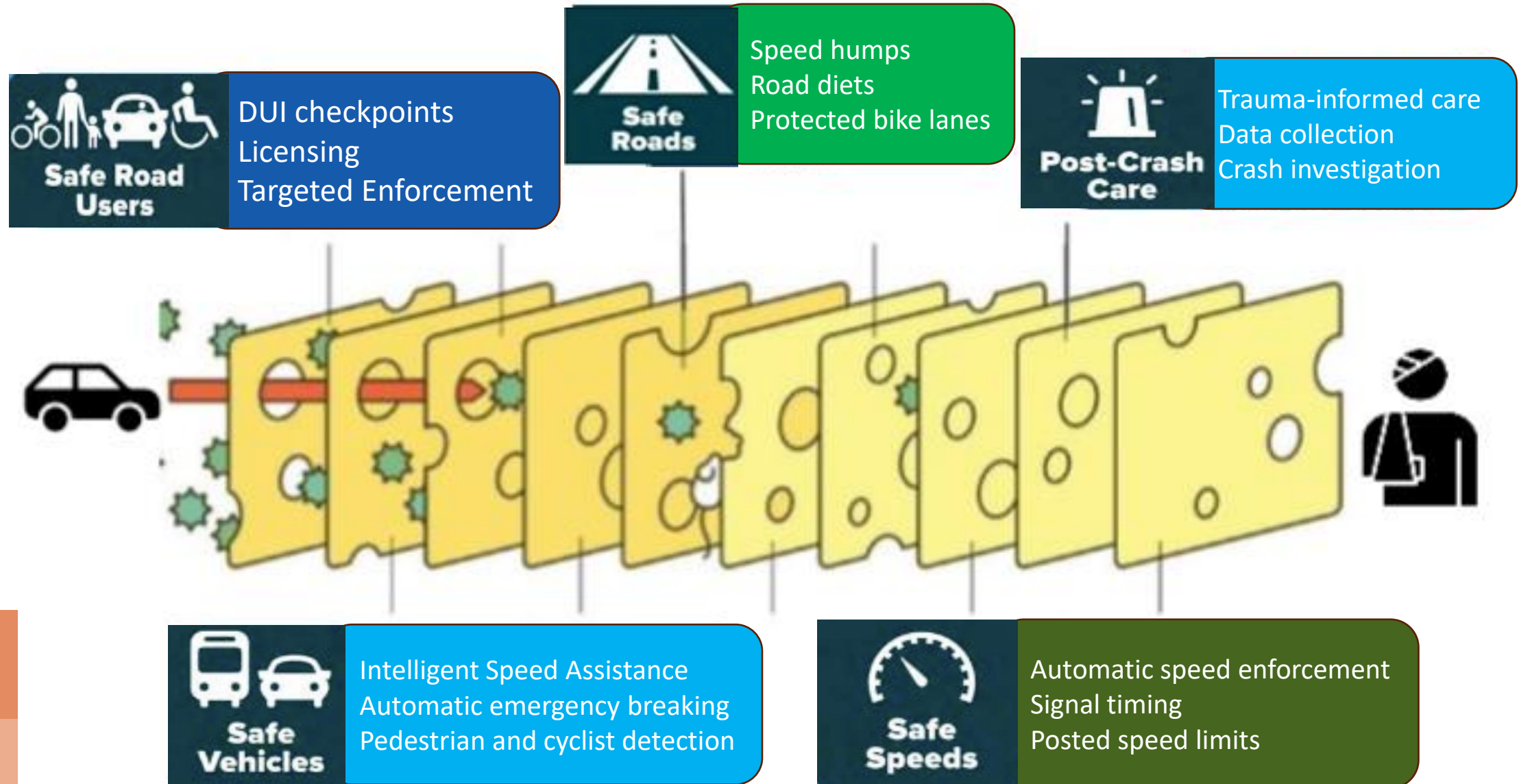


The Swiss Cheese Model of Safety

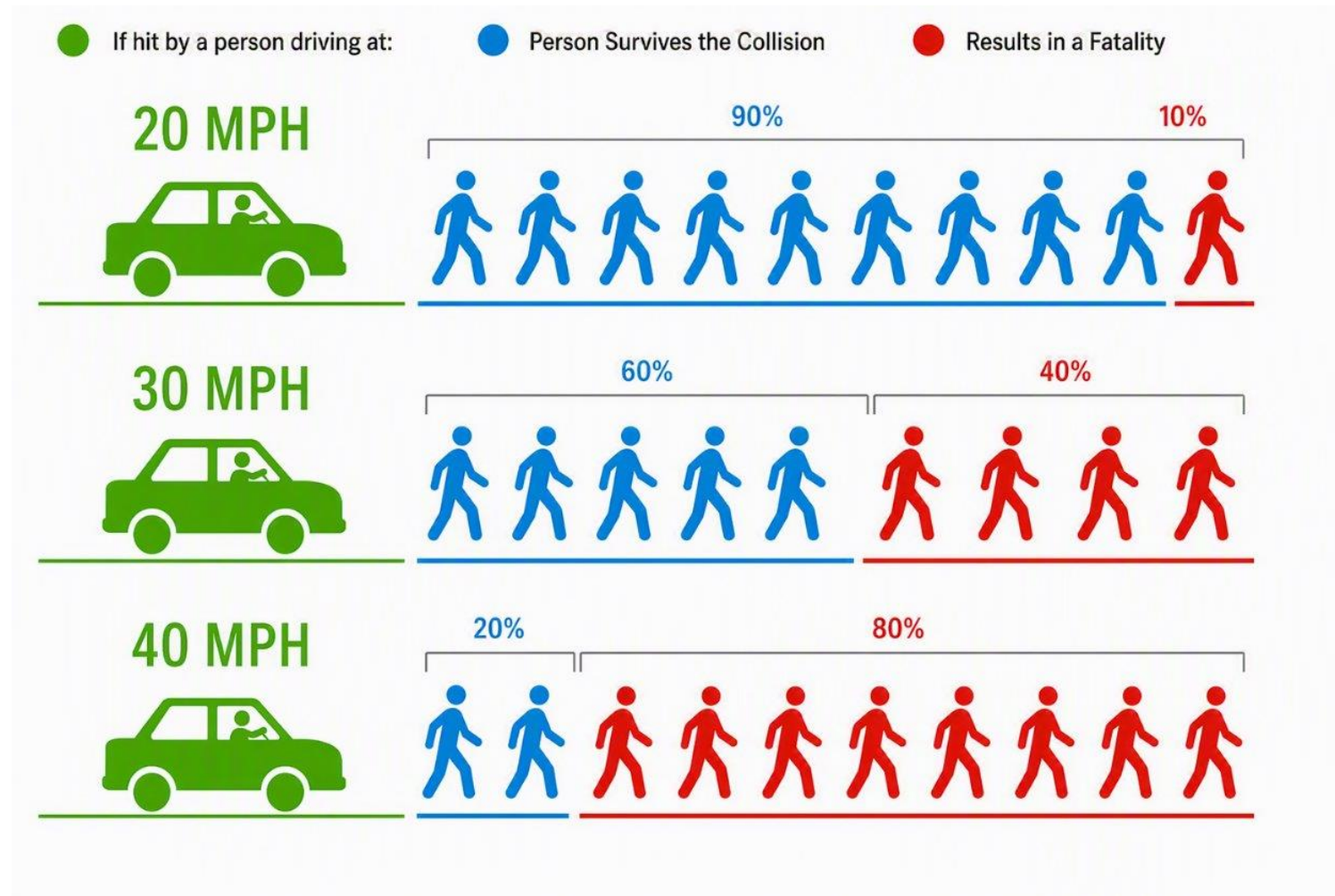


Source: Ian M. Mackay, "The Swiss Cheese Model of Pandemic Defense," featured in The New York Times, December 5, 2020.

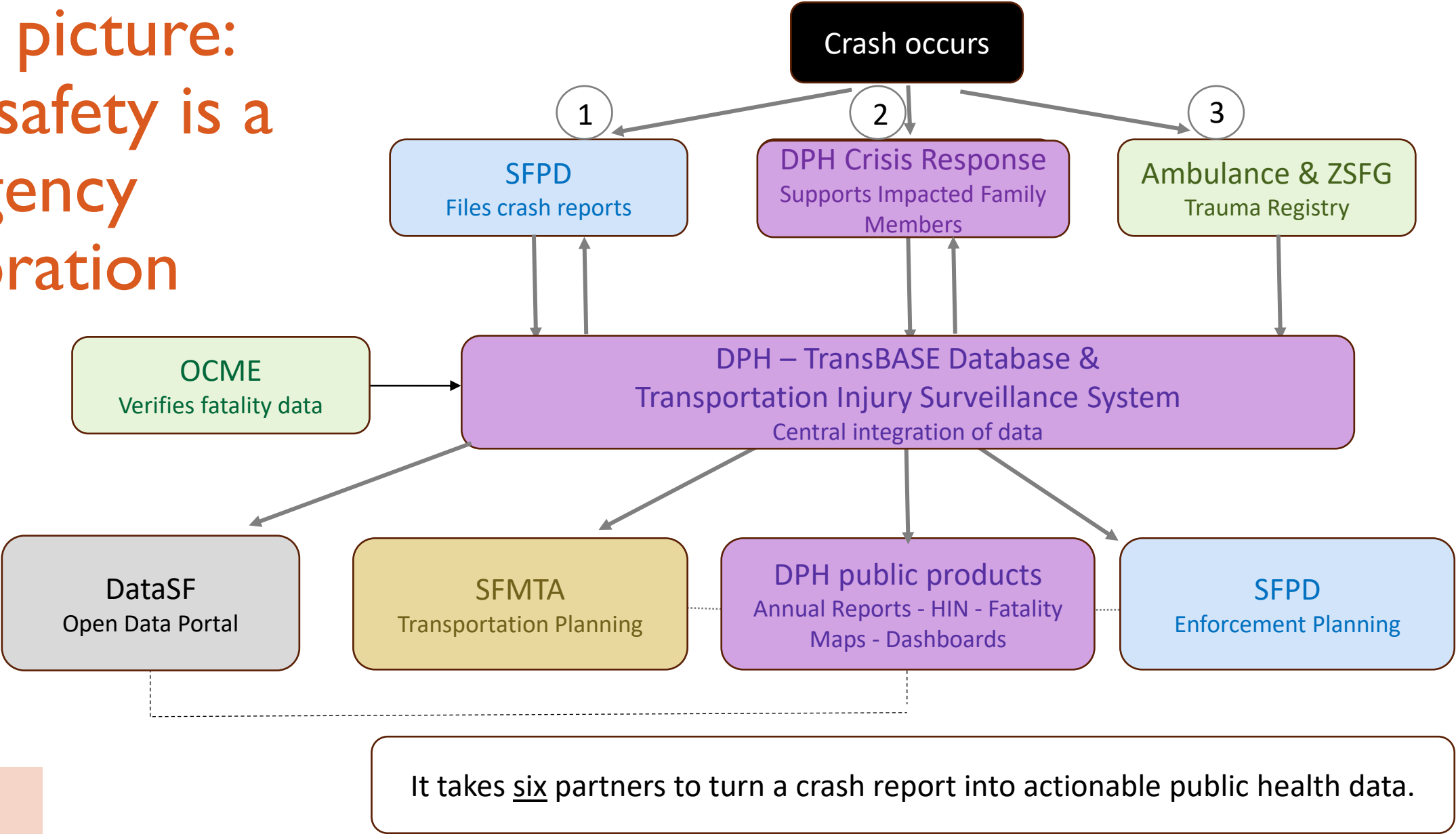
The Swiss Cheese Model of Safety - Applied



Kinetic Energy: Speed and Car Size Matters

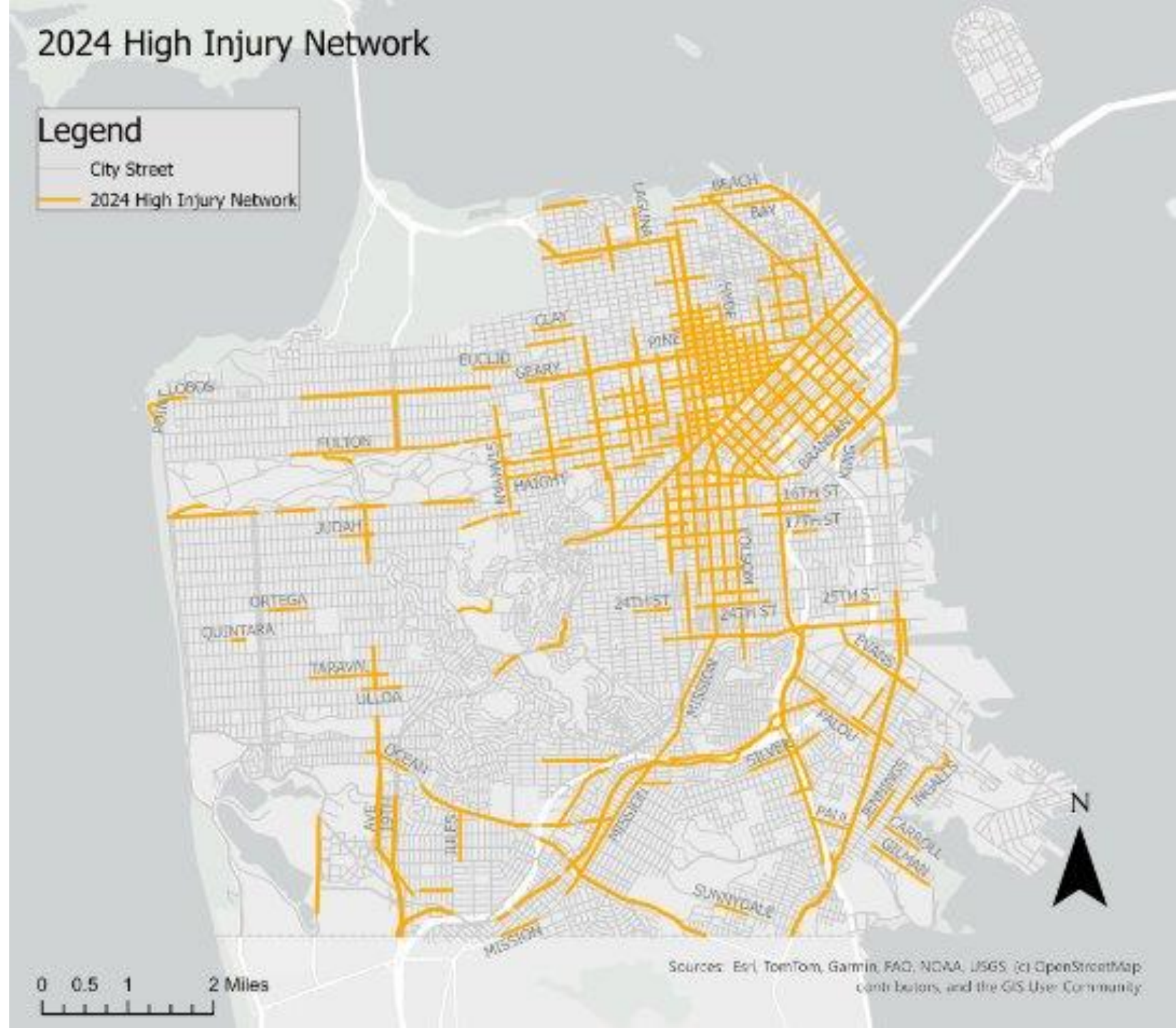


No single agency owns the full picture:
Traffic safety is a multiagency collaboration



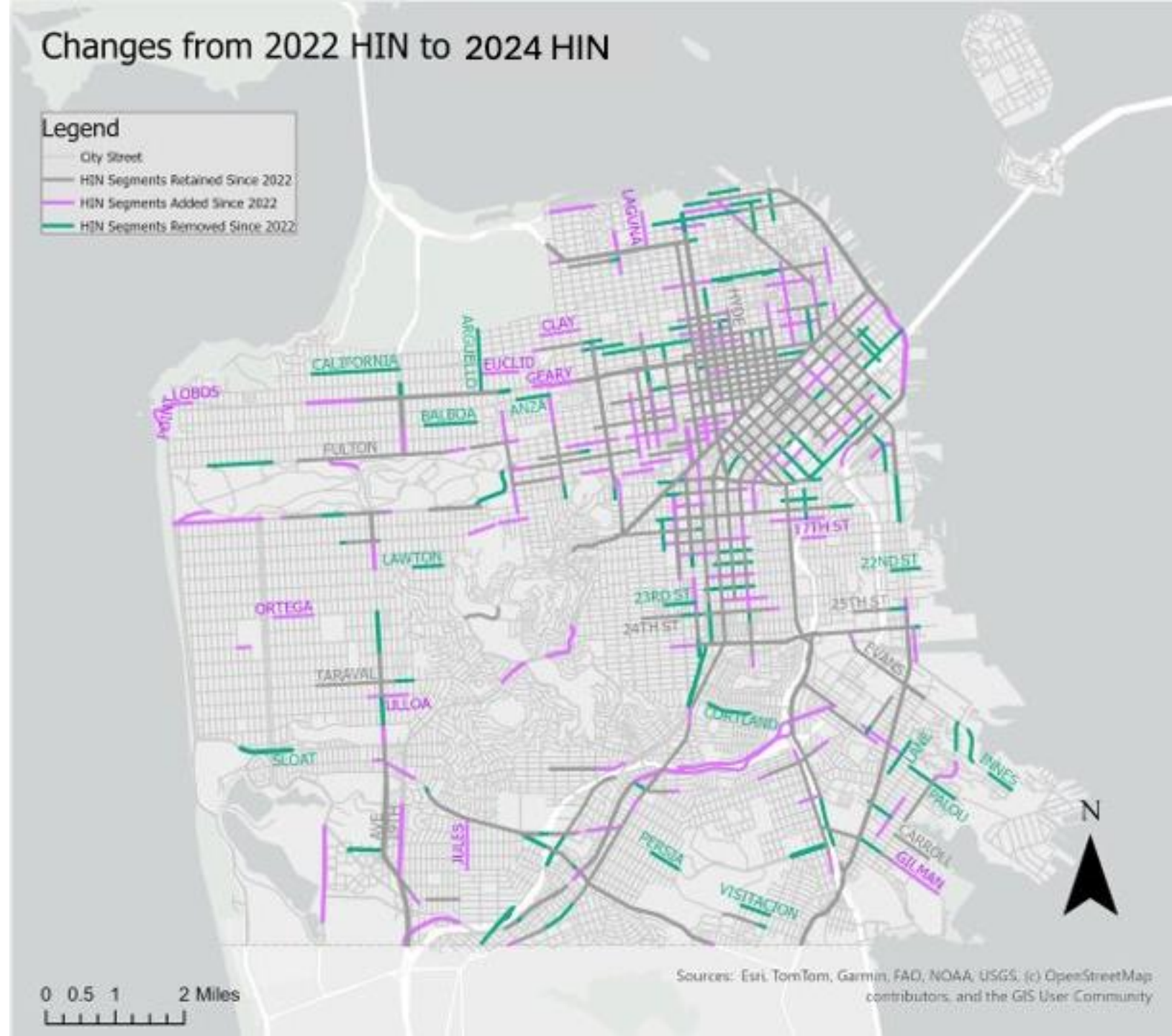
2024 High Injury Network

13% of city streets where 74% of severe and fatal injuries occur.



Changes from the 2022 HIN to the 2024 HIN

- 93 mi retained (77%)
- 39.9 mi added (30%)
- 28.6 mi removed (24%)



Severe & fatal injuries citywide increased 10%

Standup powered device riders need attention

Travel Mode of Victim	Count of Severe or Fatal Injuries across San Francisco (2017-2021)	Count of Severe or Fatal Injuries across San Francisco (2020-2024)	Within-mode Change 2022 -> 2024	Percent Change 2022 -> 2024
Pedestrian	913	886	▼27	▼3%
Cyclist	462	486	▲24	▲5%
Motor Vehicle Occupant*	845	845	0	0%
Motorcyclist	343	404	▲61	▲18%
Standup Powered Device Rider	64	109	▲204	▲319%
Other^		159		
All KSI Injuries	2,627	2,892	▲265	▲10%

* Includes drivers, passengers, and other occupants e.g., bus riders.

^ In 2017-2021, "Other" included standup powered device riders.



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Injuries citywide decreased 8%

Standup powered device riders need attention

Travel Mode of Victim	Count of <i>All Injuries</i> across San Francisco (2017-2021)	Count of <i>All Injuries</i> across San Francisco (2020-2024)	Within-mode Change 2022 -> 2024	Percent Change 2022 -> 2024
Pedestrian	3,893	3,232	▼661	▼17%
Cyclist	2,491	2,142	▼349	▼14%
Motor Vehicle Occupant*	12,465	9,697	▼1,112	▼9%
Motorcyclist		1,656		
Standup Powered Device Rider	433	943	▲593	▲137%
Other^		83		
All Injuries	19,282	17,753	▼1,529	▼8%

* Includes drivers, passengers, and other occupants e.g., bus riders.

^ In 2017-2021, "Other" included standup powered device riders.



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Future Directions: Data enhancements to improve trend analysis and reporting

- Ongoing DPH senior-level staff involvement in the Street Safety Initiative Working Group
- Strengthened inter-agency collaborations with CON, DataSF, ZSFG, DEM, SFMTA engineers, and DPH IT groups to improve data workflows and reporting cadences.
- Informed by the 2024 HIN...
 - SFMTA quick build prioritizations in or near Equity Priority Communities.
 - SFPD enforcement initiatives planned on high injury corridors.
- Automated speed enforcement cameras reduced driver speeding 80% in just one year.





THANK YOU!

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And BIG thanks to the CDS Data Team:

- Iris Tsui – Street Safety Lead Epidemiologist
- Anne Chu - Epidemiologist
- Will Godwin – Epidemiologist & Team Lead

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