



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

REPORT TO THE
HEALTH COMMISSION

VISION ZERO SF UPDATE

May 3, 2022

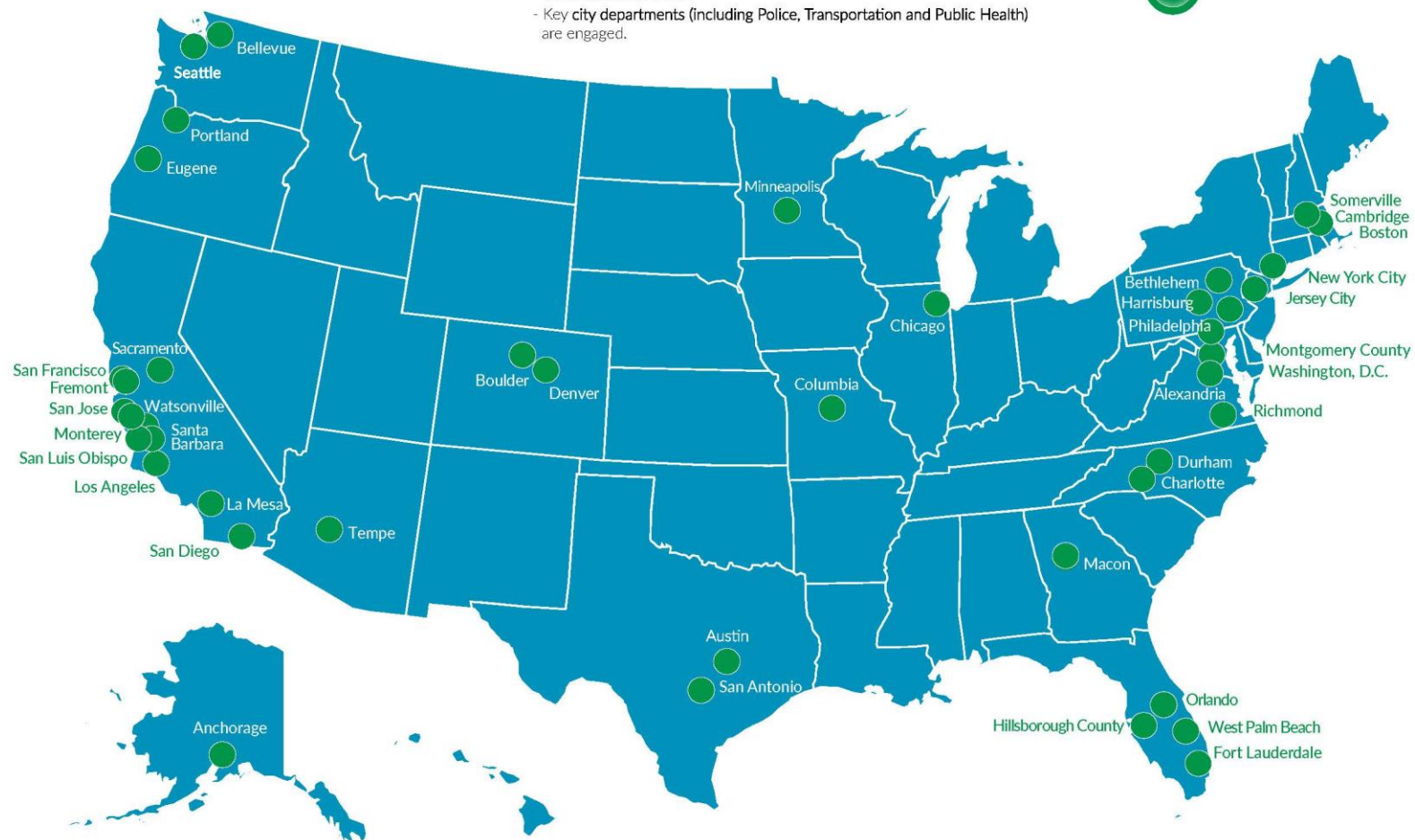


SAN FRANCISCO ADOPTED VISION ZERO IN 2014

Vision Zero Cities

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.



CORE PRINCIPLES OF VISION ZERO ALIGN WITH PUBLIC HEALTH

Core Principles

Vision Zero SF is guided by the core principles that traffic deaths are preventable, and that traffic safety interventions can reduce the likelihood that a collision results in death. The program uses a data-driven approach with a focus on strategies and actions that are proven to reduce instances of vehicle speeding—the most critical factor in predicting a traffic fatality.



Preventing Loss of Life and Reducing Severe Injury

Safety and the preservation of human life is our highest priority. Vision Zero uses a public health framework, which aims to improve the population's health. With this foundation, Vision Zero establishes that traffic deaths can be prevented and are unacceptable.



Centering Equity

Vision Zero SF prioritizes traffic safety investments in the neighborhoods and communities that are most disproportionately impacted by traffic deaths and severe injuries. Safety projects and programs should not exacerbate existing inequities, including through interactions with law enforcement and issues of racial profiling.



Slowing Speeds

Speed is a fundamental predictor of crash survival, and as people age, their vulnerability to severe and fatal injury increases. Vision Zero prioritizes speed management and speed reduction to design for speeds that protect human life.



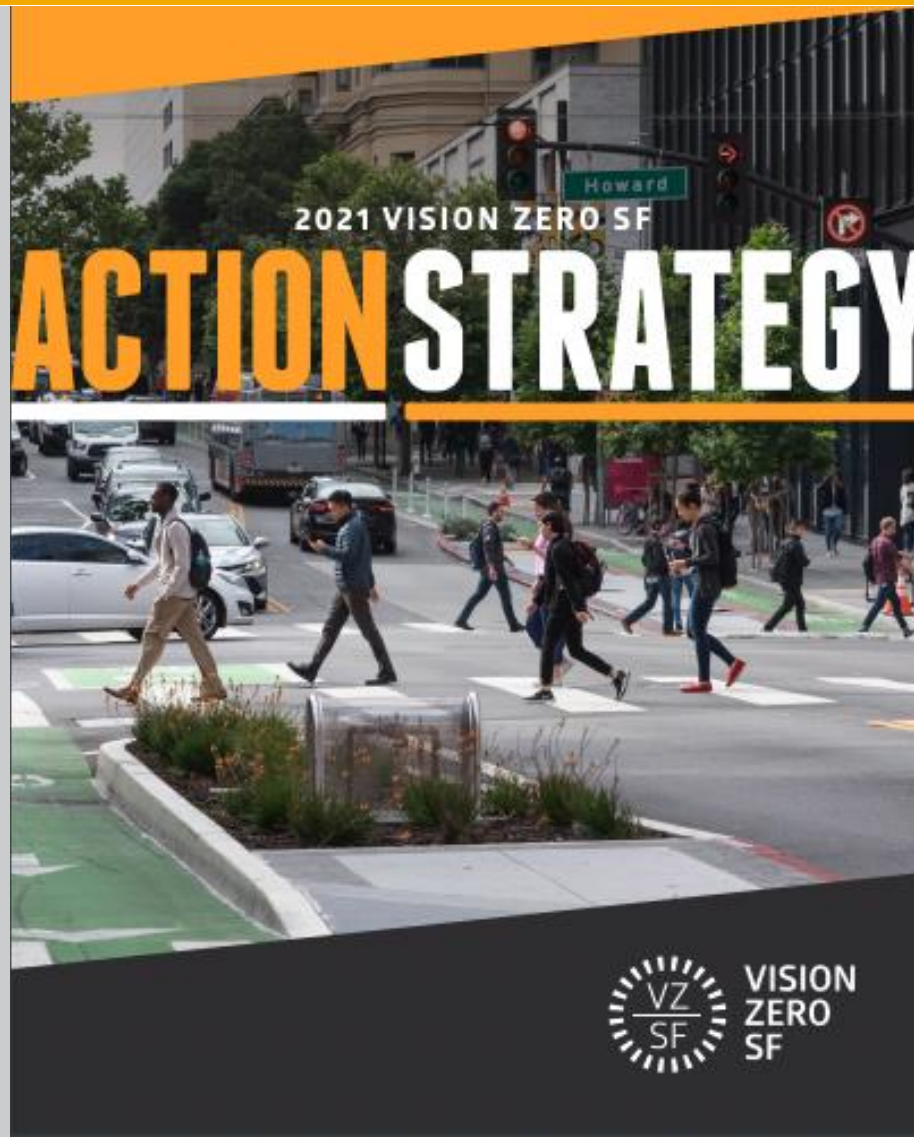
Designing Safe Streets

Human error is inevitable and unpredictable. Vision Zero prioritizes the design of the transportation system to anticipate error so its consequence is not severe injury or death.



Promoting Traffic Safety Culture

Vision Zero aims to engage people to first acknowledge that traffic deaths are a preventable problem, and then empower people to promote traffic safety through individual actions and behaviors. Vision Zero is committed to providing information and outreach in the most widely spoken non-English languages to be inclusive and empowering to communities often left behind.



<https://www.visionzerosf.org/about/action-strategy/>

SAN FRANCISCO TRENDS

Speed Matters

Speed is a leading factor in fatal and severe crashes.

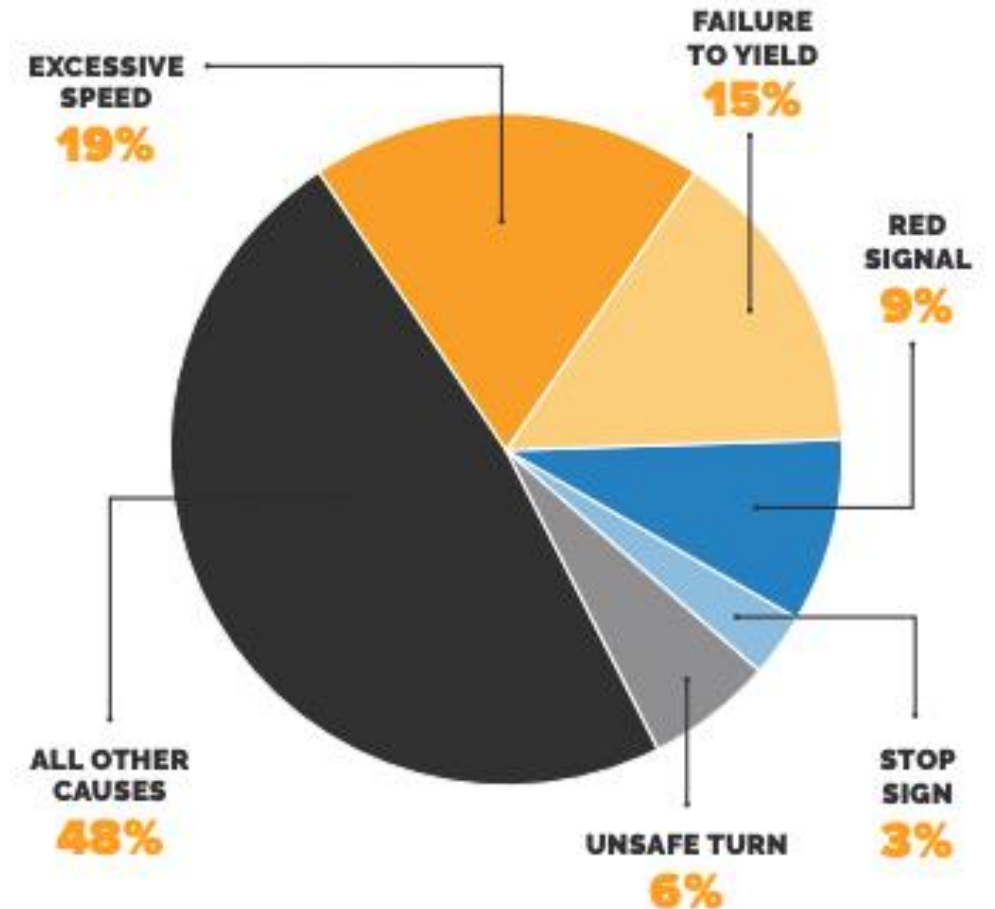
When a person is hit by a vehicle traveling **20 mph** there is a **90%** chance of survival. If a person is hit by a vehicle traveling at **40 mph**, the survival rate drops to **40%**.



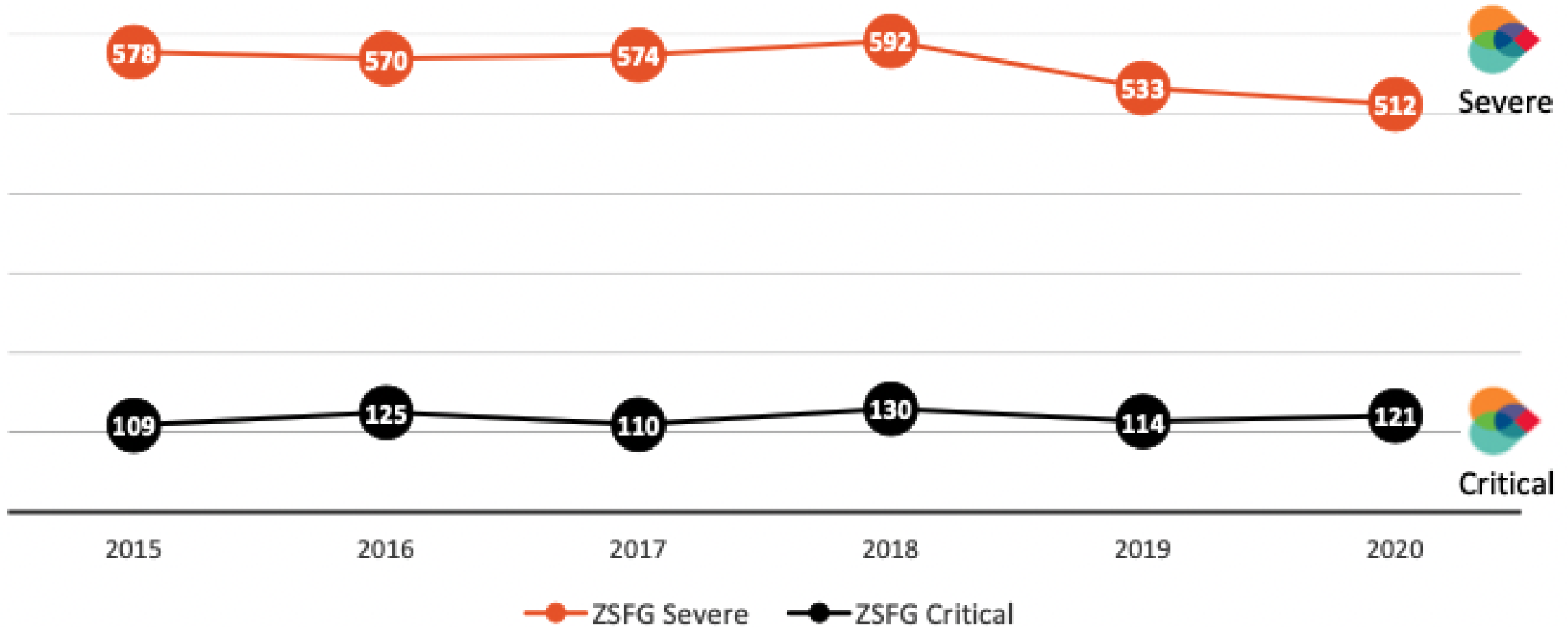
Between 2019 and 2020 in SF...

- # Pedestrian fatalities decreased.
- # Motorcycle fatalities increased.
- # Single vehicle crashes increased.
- # Fatal crashes that involved people experiencing homelessness increased.
- # Hit and Run crashes increased.
- # Overall severe injuries decreased.

SEVERE AND FATAL INJURY CRASHES BY PRIMARY COLLISION FACTOR, 2014-2020



TOTAL SEVERE INJURY COUNTS BY YEAR



Please note: 1) Critical injury is included in Severe injury counts and statistics. 2) Implementation of Emergency Medical Services Agency triage guidelines during this period led to more patients with severe injury being sent to ZSFG and contributed to increases in severe injuries as reported above.

VISION ZERO SF SEVERE INJURY TRENDS BY MODE 2017-2019 (BEFORE COVID) COMPARED TO 2020 (COVID ONSET)



In 2020, **severe injury trends** among people walking **decreased 5%** compared to the average of the 3 years prior; (32% between 2017-2019; 27% in 2020).

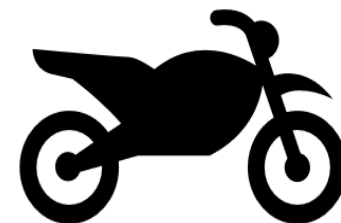


In 2020, **trends** among people riding in vehicles **decreased 3%** compared to the average of the 3 years prior; (30% between 2017-2019; 27% in 2020).

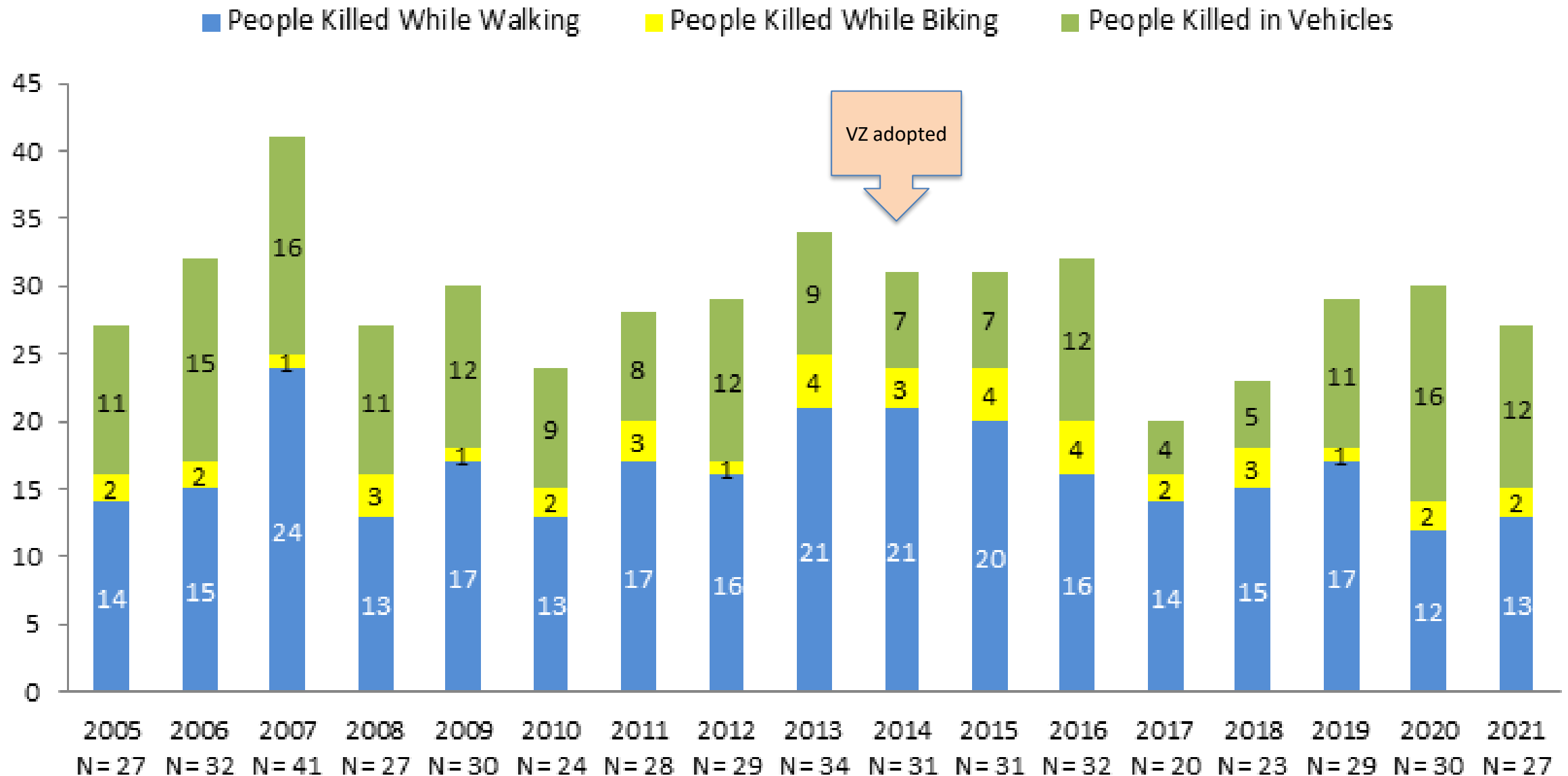


In 2020, severe injury trends among people **cycling** and people on motorcycles were **slightly higher** than in recent years (2017-2019)

- Cycling severe injuries **up 5%**: 17% in 2017-19 vs 22% in 2020
- Motorcycle severe injuries **up 1%**: 22% (2017-29) vs 23% in 2020



San Francisco Traffic Deaths, 2005-2021



VISION ZERO SF FATALITY TRENDS BY MODE



Before COVID ('17-'19): Pedestrians were on avg 65% of annual fatalities.
During COVID ('20-'21): **-21% (*decrease*)**; 44% of annual fatalities.

2017-2019: People in motor vehicles comprised on avg 27% of annual fatalities.
2020-2021: **+22% (*increase*)**; 49% of annual fatalities.



2017-2019: People bicycling were on avg 9% of annual fatalities
2020-2021: **-2% (*decrease*)**; 7% of annual fatalities.



San Francisco's High Injury Network

The Vision Zero High Injury Network (HIN) guides the city's investments in infrastructure and programs, and ensures that Vision Zero projects support those most in need.

75%

of San Francisco's severe and fatal traffic injuries occur on just

13%

of our streets.

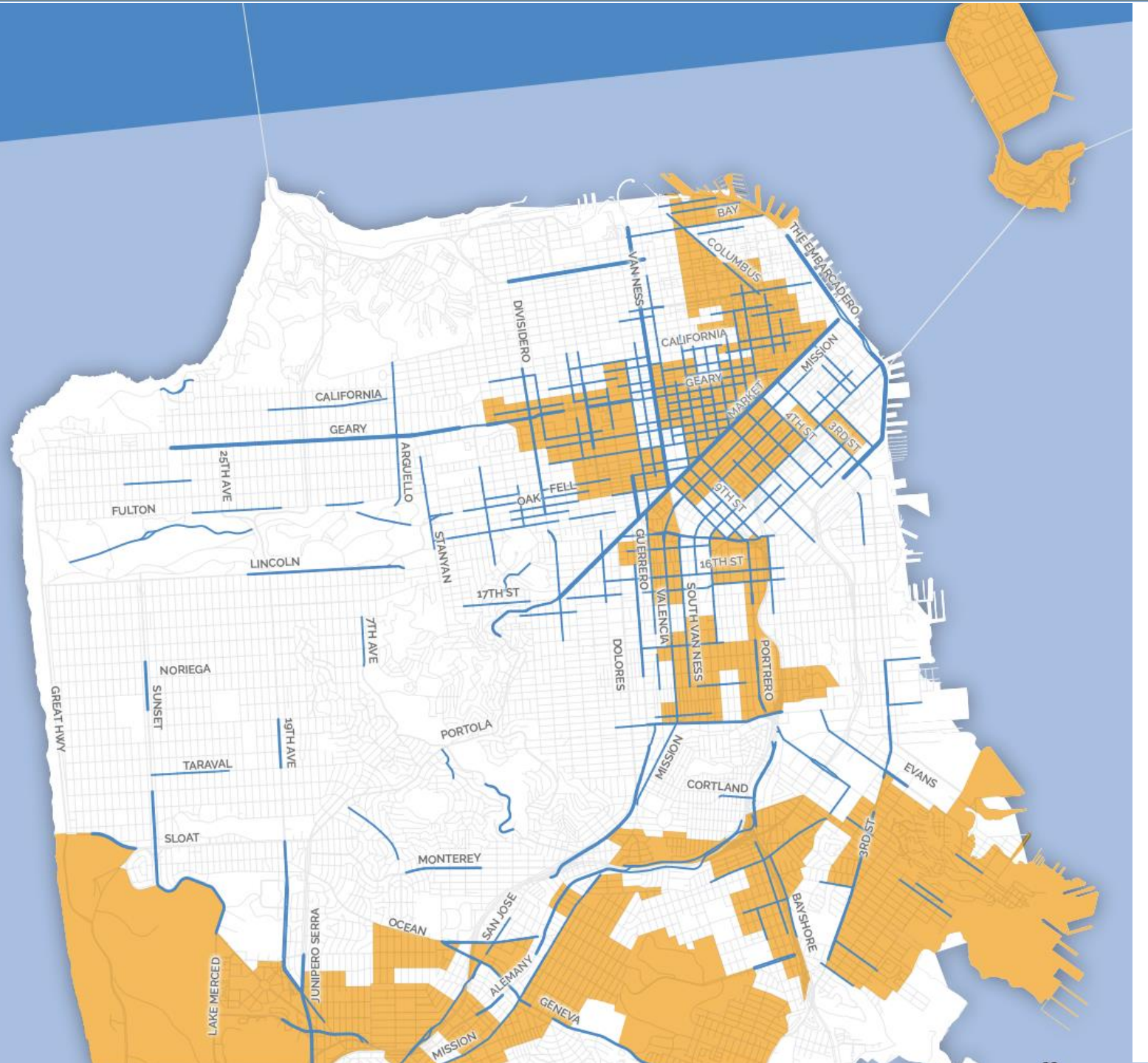
31%

of city streets are in Communities of Concern, and

50%

of the High Injury Network is in those same communities.

- **High Injury Network**
The 13% of streets where 75% of severe and fatal collisions occur.
- **Metropolitan Transportation Commission Communities of Concern**
Low-income communities, communities of color, seniors, and people who rely on walking and transit as their primary means of transportation.





Deepening community engagement

with community leaders and local stakeholders to ensure that strategic actions reduce injury inequities and do not exacerbate existing inequities.



Prioritizing and monitoring improvements

on the high injury network, in Communities of Concern, and where there are concentrations of severe/fatal injuries to seniors and people with disabilities and other vulnerable populations to address historic differences in resource allocation.



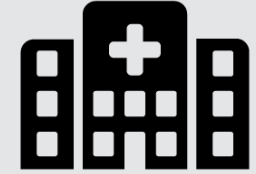
Ensuring Vision Zero transformative policies consider and address equity impacts

on vulnerable populations, including the impact of fines and fees on low income residents.



Implementing data-driven, culturally competent, multilingual education, engagement and enforcement campaigns

targeted in impacted areas.



Developing and institutionalizing an injury surveillance system

to ensure the most complete data is available for all people injured and analyzing by vulnerable populations and sharing the data with the public.

SAFE PEOPLE ACTION HIGHLIGHTS

SAFE STREETS FOR SENIORS

Educating seniors and service providers about Vision Zero, gathering input to bring back to City agencies

- Funded **seven community-based organizations (CBOs)** to conduct in-depth education and outreach in their neighborhoods and citywide in 2021/22
- CBOs reached over **41,000 seniors and people with disabilities** from January - December 2021.
- Outreach conducted in English, Chinese, Spanish and Tagalog through virtual trainings, meetings, media, social media and other engagement activities
- Developed RFP in partnership with MTA and MOD for new funding opportunity to begin 22/23 FY.



GETTING TO ZERO WILL REQUIRE MAJOR SHIFTS IN POLICY, POLITICS & CULTURE

12

30%



Major Street Redesign: Car free zones, Quick-Build projects, protected bike lane network, and transit only lanes

25%



Speed Safety Cameras: Using speed cameras to enforce speed limits

20%



Mode Shift and Pricing Tools: Moving to active transportation modes, using tools like pricing

15%



Advanced Vehicle Technologies: Advance driver-assisted systems and smaller vehicles

10%



Increased Housing Density: Housing near jobs/services, especially affordable housing and services for unhoused populations

SAFE STREETS: DRAFT ACTIONS

1. Slowing Vehicle Speeds
2. Safer Crossings

SAFE PEOPLE: DRAFT ACTIONS

1. Ensure Traffic Law Compliance
2. Advancing Traffic Safety Culture Change

SAFE VEHICLES: DRAFT ACTIONS

1. Autonomous Vehicles & City Fleet



DATA SYSTEMS: DRAFT ACTIONS

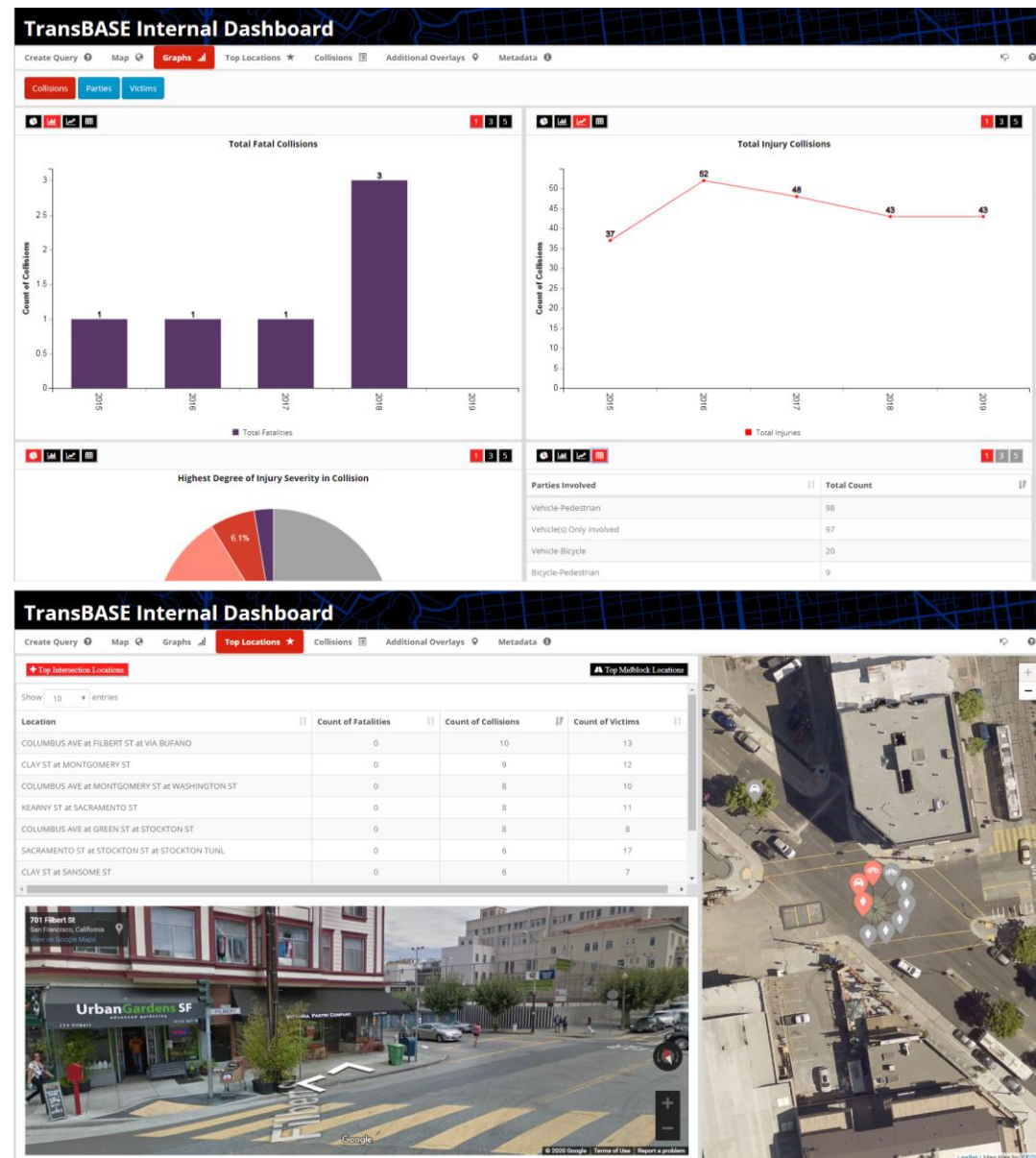
1. Data Reporting

- Regularly update public-facing TransBASE dashboard
- Integrate SFPD traffic collision data into Crime Date Warehouse
- Release annual severe injury trend report

2. Trends & Analysis

- Update HIN Map using linked police, hospital, and emergency medical services data with most recent data
- Issue annual research brief to address traffic injury and inequities such as homelessness, race/ethnicity, language, income and immigration status*

*Unfunded



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**MEMBERS OF THE VISION ZERO INJURY
PREVENTION RESEARCH COLLABORATIVE
+NO LONGER WITH SFDPH*



Thank you.

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