



**VISION
ZERO
SF**

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

VISION ZERO SF: *QUARTERLY PROGRESS UPDATE*

OCTOBER 3, 2017

OVERVIEW

- ❖ Executive Directive 16-03 Update
- ❖ Vision Zero Priority Project Updates
- ❖ Updated High Injury Network
- ❖ Ghost Bike Legislation Update
- ❖ State and Federal Updates

EXECUTIVE DIRECTIVE 16-3

1. Higher Quality
2. More Mileage
3. Protected Bikeways
4. JFK Drive Speed Humps
5. Golden Gate Park Traffic Calming Study
6. Safety Analysis for Youth, Seniors and People with Disabilities
7. Automated Safety Enforcement
8. Enforcement
9. Vision Zero Awareness
10. Telematics
11. City Fleet Improvements
12. Progress Reporting

COMPLETE

1. Higher Quality
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- 3. Protected Bikeways**
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PENDING

1. Higher Quality
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- 6. Safety Analysis for Youth, Seniors and People with Disabilities**
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ONGOING

- 1. Higher Quality**
- 2. More Mileage**
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MILESTONES ACHIEVED IN SUMMER 2017

Construction Complete:

- San Jose Ave Protected Bikeways

Design Complete

- 16th Street Muni Forward

Education

- Safer Speeds Campaign continues
- Safe Streets for Seniors has reached nearly 600 seniors
- Motorcycle safety program launched

Enforcement

- Met 50% Focus on the Five goal

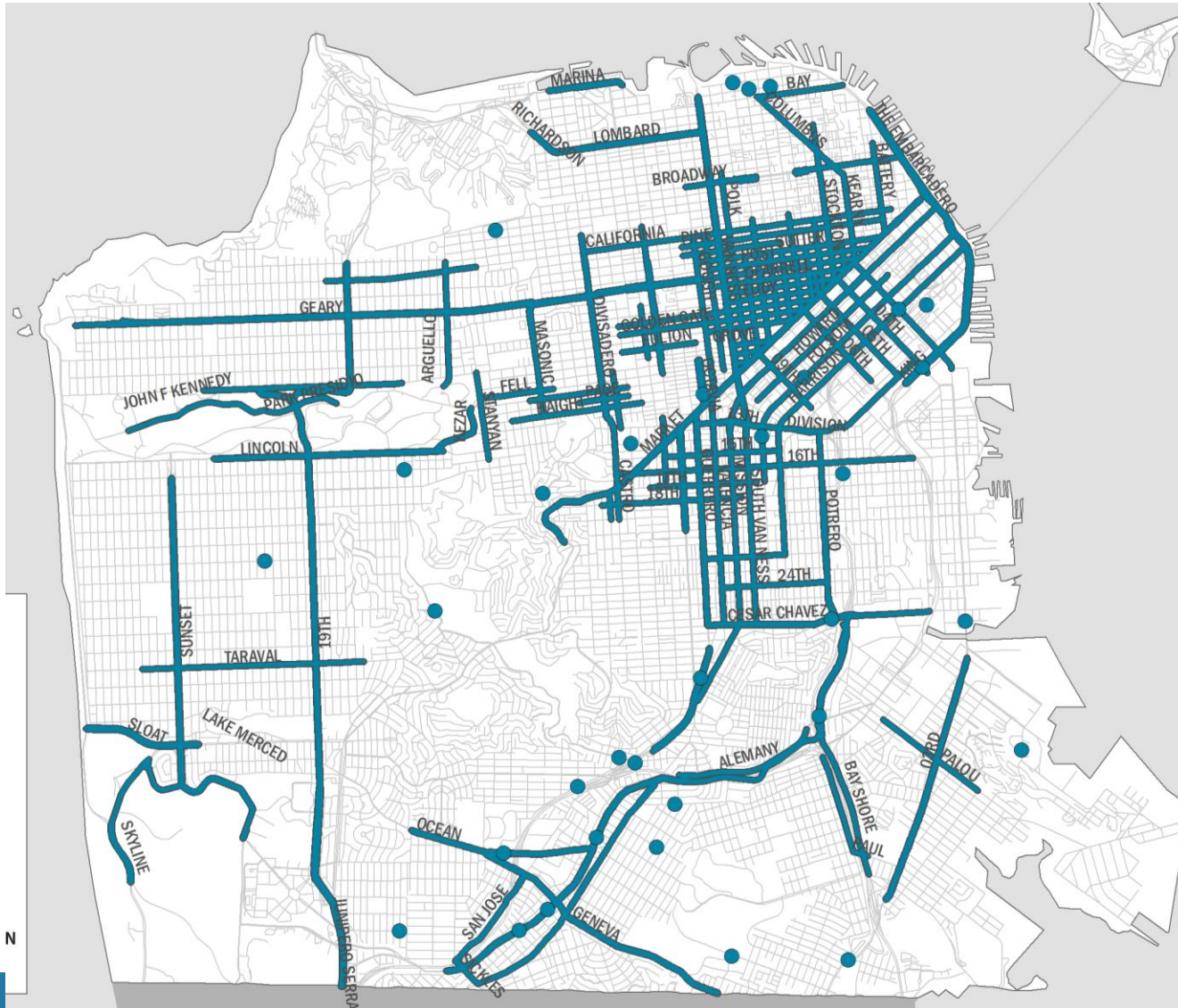


UPCOMING SAFE STREETS PROJECT

- Mission/Trumbull Safety Improvements, complete construction
- Ellis St. and Eddy St Safety Improvements (Leavenworth to Mason), complete construction
- 2nd Street Improvement Project (Market to Townsend), being construction



2015 Vision Zero High Injury Network



HIGH INJURY NETWORK UPDATED

Standard Practice: Police Reported Injury Collisions

- Detailed crash data, including location
- Limited data on injury
 - 4 categories of injury severity assessed at the scene
- Historic Underreporting of Injuries
 - Pedestrian Injuries: 21%
(Sciortino et al., 2005)
 - Cyclist Injuries: 27%
(Lopez et al., 2012)



Linkage to Medical Data: Hospital Records provide:

- Detailed health outcome data
 - Clinically assessed injury severity
 - Body region of injury
- Patient characteristics
 - Disability Status
- Limited data on cause/location of injury
 - Limited to transportation mode(s) involved
 - Location information must be obtained from EMS

2017 Vision Zero High Injury Network

2015 Vision Zero High Injury Network



Street
Miles

12.8% (70.2% Overlap)

12.6%



Pedestrian
Severe Injuries
and Fatalities

77%

65%



Cyclist
Severe Injuries
and Fatalities

71%

60%



Vehicle
Severe Injuries
and Fatalities

75%

63%

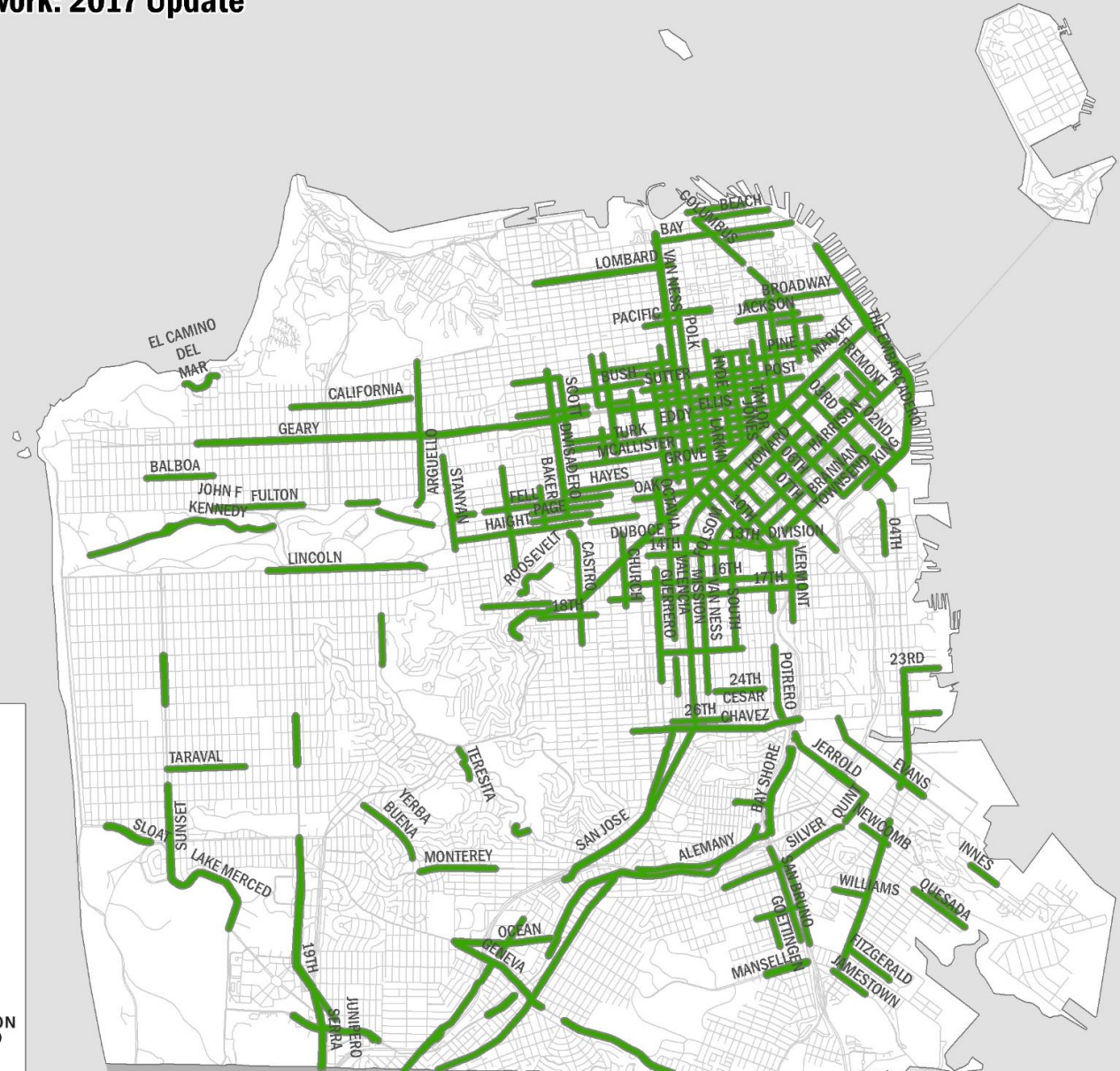


All Injuries

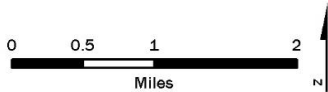
61%

62%

Vision Zero High Injury Network: 2017 Update San Francisco, California



— 2017 VZ High Injury Network



Source: SFPD 2013-2015; ZSFG 2013-2015


City and County of San Francisco Department
of Public Health: Environmental Health
Program on Health, Equity, and
Sustainability - www.sfpbes.org

GHOST BIKE REGULATIONS




STATE AND FEDERAL UPDATES

Reducing Speeding-Related Crashes
Involving Passenger Vehicles



Safety Study
NTSB/SS-17/01
PB2017-102341




**National
Transportation
Safety Board**

GHSA
Governors Highway Safety Association
The Better Road is Highway Safety

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State Farm

A Right to the Road

Understanding & Addressing
Bicyclist Safety



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Thank you!