



# AGENDA

## Vision Zero Committee Meeting Notice

**Date:** Friday, October 4, 2019; 10:00 a.m.  
**Location:** Committee Room 263, City Hall  
**Commissioners:** Yee (Chair), Stefani (Vice Chair), and Peskin  
**Clerk:** Alberto Quintanilla

	<b>Page</b>
<b>1. Roll Call</b>	
<b>2. Approve the Minutes of the June 27, 2019 Meeting - ACTION*</b>	<b>3</b>
<b>3. Vision Zero Progress Report - INFORMATION*</b>	<b>9</b>
<p>San Francisco Municipal Transportation Agency (SFMTA) staff will present on recent activities outlined in the Vision Zero Action Strategy, including updates on Quick Build safety projects, NoMa/SoMa signal timing, Biking in Today's SF campaign, results from the recently completed Motorcycle Safety trainings, and updates on the Safe Speeds Campaign.</p>	
<b>4. San Francisco Police Department Report - INFORMATION</b>	
<p>San Francisco Police Department will provide an update on enforcement efforts in support of Vision Zero, including an update on Focus on the Five citations and the Vision Zero Enforcement Team.</p>	
<b>5. Vision Zero Legislative Update - INFORMATION*</b>	<b>31</b>
<p>SFMTA staff will update the committee on the status of Vision Zero related bills and report back on the second meeting of the State Zero Traffic Fatalities Task Force which was held on August 21, 2019.</p>	
<b>6. 2018 Severe Injuries Report - INFORMATION*</b>	<b>37</b>
<p>San Francisco Department of Public Health (SFDPH) staff will present on the 2018 Severe Injuries Report summarizing patterns and trends by mode.</p>	
<b>7. Introduction of New Items - INFORMATION</b>	
<p>During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.</p>	
<b>8. Public Comment</b>	



## **9. Adjournment**

### \*Additional Materials

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If a quorum of the Transportation Authority Board is present, it constitutes a Special Meeting of the Transportation Authority Board. The Clerk of the Board shall make a note of it in the minutes, and discussion shall be limited to items noticed on this agenda.

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# DRAFT MINUTES

## Vision Zero Committee

Thursday, June 27, 2019

### 1. Roll Call

Chair Yee called the meeting to order at 1:35 p.m.

**Present at Roll Call:** Commissioners Mandelman, Stefani and Yee (3)

Chair Yee stated that there had been 18 fatalities in San Francisco this year and at this time last year, there were six fatalities. He said Vision Zero was about the safety of people and that many people were not safe, particularly, monolingual grandmothers and children who were being killed on city streets at a particularly high rate. He noted that this was not just an issue in San Francisco as pedestrian deaths in the United States were on the rise. He said that across the country pedestrian deaths had increased from 4,000 in 2009 to nearly 6,000 in 2017. Chair Yee said that he wanted to focus on severe injuries which had not decreased in the last three years.

### Consent Agenda

### 2. Approve the Minutes of the March 14, 2019 Meeting - ACTION

There was no public comment.

Commissioner Mandelman moved to approve the Consent Agenda, seconded by Commissioner Stefani.

The Consent Agenda was approved without objection by the following vote:

Ayes: Mandelman, Stefani and Yee (3)

Commissioner Mandelman moved to rescind the consent agenda vote, seconded by Commissioner Stefani.

The vote was rescinded without objection.

Chair Yee moved to sever Item 3, without objection.

Commissioner Mandelman moved to approve Item 2, seconded by Commissioner Stefani.

Ayes: Mandelman, Stefani and Yee (3)

### Item 3 was called after Item 4.

### 3. Update on Previous Two-Year Action Strategy - INFORMATION

Chava Kronenberg, Vision Zero Task Force Co-Chair and Pedestrian Program Manager at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.



Chair Yee asked if the bicycle collision analysis showed an improvement on Valencia Street.

Ms. Kronenberg replied that the bicycle collision analysis showed that though significant work had been done on Valencia Street, the SFMTA was seeing new and increased bicycle collisions along the street. Specifically, she said, there was significant dooring on both sides for bicyclists, which was related to Transportation Network Company (TNC) pickups and drop-offs. She noted that the analysis led to a new project that had since been built.

Chair Yee stated that when driving south on Market Street he sometimes had difficulty gauging where bicyclist were on the road, particularly when making a turn onto Duboce Street, and asked if members of the public had expressed a similar concern.

Ms. Kronenberg replied in the affirmative and said the SFMTA was installing a protected bicycle signal at Duboce and Valencia streets which would fully separate cyclists from cars in the coming months.

Chair Yee asked if the SFMTA could provide an update and demonstration of the updated Vision Zero website at a future Vision Zero Committee meeting.

Ms. Kronenberg replied in the affirmative.

During public comment Michael Wright stated that he was seeking a two-year action strategy aimed at increasing affordable housing near public transit and decreasing the number of drug related fatalities.

### **End of Consent Agenda**

#### **4. Vision Zero Legislative Update - INFORMATION**

Jadie Wasilco, Senior Government Affairs Analyst at the SFMTA, presented the item.

Chair Yee asked when the State Zero Traffic Fatalities Task Force was expected to make recommendations.

Ms. Wasilco said the Task Force would have four meetings over the next six months with a final report done by December 2019. She added that the report would include policy recommendations for legislative proposals for upcoming sessions.

Chair Yee asked if the SFMTA would provide a presentation to the Vision Zero Committee after the release of the State Zero Traffic Fatalities Task Force report.

Ms. Wasilco replied in the affirmative.

Chair Yee asked if there was any indication regarding legislative actions for automated speed enforcement.

Ms. Wasilco said there was no clear direction and that automated speed enforcement was part of the overall speed management umbrella of issues under review.

Chair Yee asked if there were ways that the Vision Zero Committee or public could help advance automated speed enforcement policy.

Ms. Wasilco said she anticipated clearer direction after the advisory committee provided their thoughts on automated speed enforcement. She added that the SFMTA would keep the Vision Zero Committee updated.



Chair Yee asked if state legislators would be attending the Vision Zero walking tour in Sacramento.

Ms. Wasilco said she did not believe so, but that 30 legislative staff were planning to attend. She said that a similar event regarding emerging mobility was held in February and was highly attended.

During public comment Michael Wright discussed the city's record high number of fatalities as a result of drug overdoses and that many were taking place in public transportation facilities. He added that he supported having affordable housing and rehabilitation centers near transit stations.

## **5. Severe Traffic Injury Report - INFORMATION**

Megan Wier, Director of Program on Health, Equity and Sustainability at the San Francisco Department of Public Health (SFPDH), presented the item.

Chair Yee asked if the statistic that stated that Skip had reported 34 injuries and Scoot had reported none was accurate.

Ms. Wier said she believed the statistic was in the detailed report and that there was a significant difference in the deployment of scooters between Scoot and Skip which was an important factor in understanding the differences in injuries.

Chair Yee asked which of the two scooter companies was safer.

Ms. Wier said the number of injuries was not a reflection of scooter safety or risk and was not evaluated in the report. She said the report was primarily looking at reported injuries.

Shamsi Soltani, Epidemiologist at SFPDH, said one issue with the reported collision data from the scooter companies, was that it relied on self-reporting or someone calling in a collision. She said there was reason to believe that the number of collisions was severely undercounted and that the injury data was potentially not the best measure of safety compared to hospital data that captured the most severe injuries. Ms. Soltani added that police and hospital data provided better quality data even though all three sources were provided in the severe traffic injury report.

Ms. Weir added that the 34 injuries were users who reported a crash, not necessarily an injury and it did not account for how many users were actually using the device overall.

Chair Yee asked if hospitals recorded the name of the scooter company when members of the public were admitted for scooter related injuries.

Ms. Soltani said that data was limited to what could be captured in the medical record and that the priority of the clinician was the health of the patient. She added that the data was limited by what the patient offered and that severely injured patients may not be speaking when they arrived at a hospital.

Ms. Wier said it was important to educate first responders and medical staff on that nuance when tending to a scooter injury.

Chair Yee asked if it was possible for the scooter companies to report the damages to the scooters. He said self-reporting might indicate if there was a difference in how the companies treat injuries.



Ms. Soltani said the SFMTA was continuing the evaluation of the e-scooter program and cautioned that injury data from companies could be related to how easy it was to report through that company's app, rather than a measure of safety.

Ms. Wier said Scoot and Skip data could list any crash irrespective of injury and that was different from trauma data which showed the most severe injuries. She said SFDPH doctors were going to review emergency room visits this summer to have an additional source of data to better understand less severe injuries.

During public comment Michael Wright discussed the shortage of beds at San Francisco General Hospital for people with severe disabilities. Mr. Wright stated that these reports should include statistics on the number homeless people in San Francisco that use public transportation as a form of shelter.

Chair Yee reminded the audience that public comments needed to be related to the Vision Zero Committee meeting agenda.

Howard Bloomberg said scooters were beginning to migrate onto sidewalks and posed a danger to pedestrians.

#### **6. San Francisco Police Department Report – INFORMATION**

Commander Teresa Ewins of the San Francisco Police Department (SFPD) presented the item.

Chair Yee asked if the percentage of citations given to pedestrians and bicyclists had gone up or down in the last two years, and the approximate change in percentage.

Commander Ewins replied that the number of citations was less but did not have the numbers from last year. She stated that SFPD had tried to focus on vehicles as a priority, due to speeding and turning factors related to fatalities, rather bicycle and pedestrian behavior.

Chair Yee said he was not aware of any recent jaywalking related fatalities.

Commander Ewins replied that a jaywalking incident with life-threatening injuries took place just the previous night. She expressed that in partnership with the SFMTA and multiple organizations, outreach and education was critical in combatting collisions, including reaching out to the Asian community of which many victims identified as part of. She also stated that a plan was in place to identify the location of senior centers and conduct outreach in those areas.

Chair Yee asked who would lead the outreach efforts.

Commander Ewins noted that a presentation on that topic would be shared during Item 8.

Commissioner Stefani asked how many SFPD motorcycle officers were currently on staff, the number of recent academy graduates, how many motorcycles were unused at the moment, and if increased numbers of motorcycle officers doing enforcement would help prevent more traffic fatalities.

Commander Ewins stated that the SFPD currently had 50 motorcycle officers, with full staffing at about 100 and a usual number of about 80 motorcycles. She noted that enforcement was just one part of the issue and every aspect of involvement, including



outreach and education, was necessary for preventing traffic fatalities. Commander Ewins also stated that targeted deployment of officers was key to proper enforcement.

Commissioner Stefani noted that at last full staffing, San Francisco did not have the congestion problems due to TNCs. She encouraged the SFPD to continue increasing staffing of motorcycle officers.

During public comment, Bert Hill, Bicycle Advisory Committee Chair, asked the Board of Supervisors and Mayor to increase staffing of motorcycle and bicycle officers for traffic enforcement. He added that one of the main causes of collisions was the failure to signal and encouraged this preventative measure to be considered in the Focus on the Five. Mr. Hill also said that the Bicycle Advisory Committee would write a resolution in support of a California Office of Traffic Safety grant for bicycle traffic enforcement in San Francisco.

Joel Kamisher, a school crossing guard, asked for an increase of staffing and funding of school crossing guards, as part of pedestrian safety for Vision Zero.

Michael Wright commented that an increase in mental health services was important in regard to Vision Zero matters.

#### **7. Quick-Build Vision Zero Safety Projects - INFORMATION**

Jamie Parks, Livable Streets Director at the SFMTA, presented the item.

Commissioner Mandelman commented that he was enthused to see Valencia Street added to the list of projects.

Chair Yee asked about the impact of quick-build implementation.

Mr. Parks answered that quick-build projects have had quite a significant impact, in that the agency can deliver 80-90% of the safety benefits in a matter of months, as opposed to years, to help achieve Vision Zero.

During public comment, Jodie Medeiros, Executive Director of Walk San Francisco, encouraged the SFMTA to continue with the quick-build projects but questioned the method of borrowing from future Prop K funds for these projects.

#### **8. Educational Outreach - INFORMATION**

Uyen Ngo, Vision Zero Education and Outreach Coordinator at the SFMTA and Dongmei Tan, Assistant Health Educator at the SFPD, presented the item.

Chair Yee said that the presentation included outreach in neighborhoods near the Vision Zero High Injury Network and asked if any outreach was being done in the Sunset District and Ocean Avenue area.

Ms. Tan confirmed that several presentations had been made in the Sunset District, though outreach in that location was not the main focus, and future presentations would continue to be scheduled in that area.

Chair Yee commented that if SFPD and SFMTA staff needed help in his district, District 7, he could offer assistance. Chair Yee also indicated that the number of elderly pedestrian collisions in District 7 were relatively high and said that should not be ignored.

Ms. Tan confirmed and said SFPD would follow up.



During public comment, Michael Wright commented on City College and asked for help for economically disadvantaged students.

Judy Tzu, a representative from Curry Senior Center, read a letter from her organization and asked that Tenderloin neighborhood safety issues be addressed.

**9. Safe Streets Program Evaluation - INFORMATION**

Victoria Chong, Transportation Planner at the SFMTA, presented the item.

Chair Yee asked for more areas to be evaluated for and systematically to receive daylighting, particularly the intersection of Leavenworth and Turk, as requested by one of the public commenters. He also requested that the Transportation Authority work with SFMTA to look into improving the intersection, as he handed an envelope of petitions to staff.

Ms. Chong responded in the affirmative.

During public comment, Bert Hill asked that in addition to daylighting, for SFMTA to remove parking on roadways where tracks were parallel to bicycle lanes. He noted that it was dangerous for a bicyclist to ride parallel to train tracks in case they had to cross over them, particularly if the tracks were wet.

**10. Introduction of New Items - INFORMATION**

Chair Yee discussed the Board of Supervisor's Resolution 248-19 urging the SFMTA to create a daylighting plan.

Joél Ramos, SFMTA Local Government Affairs Manager, answered that the agency was aspiring to daylight at least 500 intersections, but was limited by staff resources and capacity.

Chair Yee commented that with the Tenderloin project, a reduction of collisions by 14% was achieved with daylighting and was hoping a similar or better result could be achieved throughout the city. He said he recognized that there may be pushback if and when parking was impacted and that he would personally respond if someone thought it was more important to save a parking space. Chair Yee asked for a daylighting strategy report to be presented at a future committee meeting. He also reported on the Board of Supervisors approval of telematics GPS tracking expansion on the City's vehicle fleet and requested a report on the impact of the new technology to be presented at a future committee meeting.

During public comment, Michael Wright asked that affordable housing be added to the list of new items.

**11. Public Comment**

During public comment, Michael Wright discussed his thoughts on a wide range issues, from mental health to City College of San Francisco's free city college program .

**12. Adjournment**

The meeting was adjourned at 3:30 p.m.





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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 COMMITTEE

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October 4, 2019

# ITEM 3: Progress Report

**CHAVA KRONENBERG (SFMTA), GERALDINE DELEON (SFMTA)  
& JOHN KNOX WHITE (SFMTA)**

# **SAFE STREETS HIGHLIGHTS**

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# Taylor St. Quick Build



# 6th St. Quick Build



# 7th St. Quick Build



# Townsend St.- In Construction



# Terry Francois Boulevard



# Battery and Sansome St.





# **NORTH AND SOUTH OF MARKET SIGNAL RETIMING PROJECT**

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# NORTH AND SOUTH OF MARKET SIGNAL RETIMING

## Grant Highlights:

- Retimes approximately 345 signalized intersections in San Francisco, or about 30 percent of city's total
- Funded by a \$3.74M Highway Safety Improvement Program (HSIP) grant
- Key goal to improve safety in a number of High Injury Corridors and high crash areas:

- South of Market
- Tenderloin
- Financial District/Union Square
- Western Addition

# NORTH AND SOUTH OF MARKET SIGNAL RETIMING

## **Key project benefits include:**

- Reducing the walking speed to three feet per second
- Adding leading pedestrian intervals
- Updated signal synchronization for key corridors
- Updated signal timing to accommodate key MUNI lines
- Updated cycles, yellow lights, and all-red clearance intervals

# CURRENT STATUS

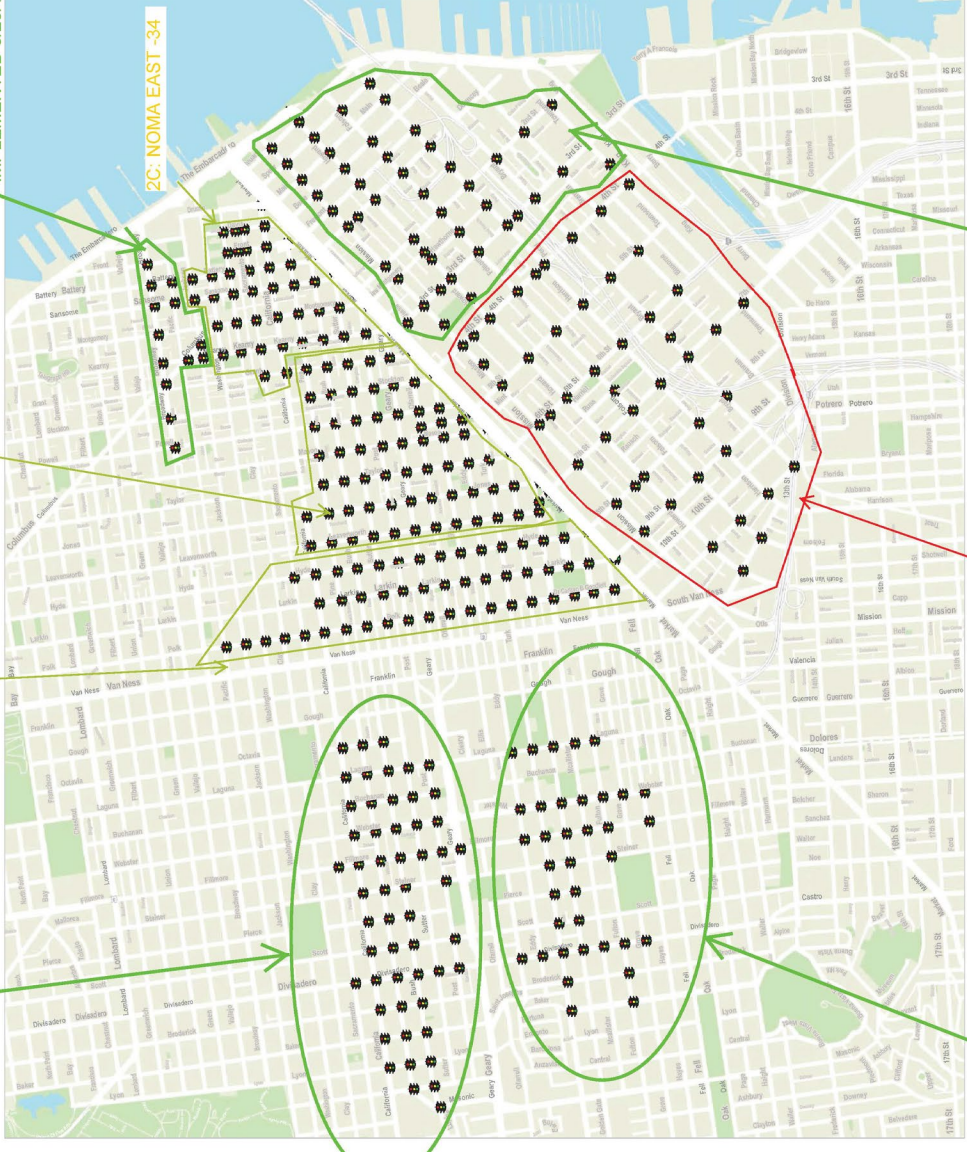
1B: BUSH/PINE WEST OF VAN NESS - 57  
IMPLEMENTED ON 7/20/19 AND 7/21/19

2A: NOMA WEST - 47

2B: NOMA CENTRAL - 56

NOMA-SOMA IMPLEMENTATION STATUS - AS OF 9/23/19

2D: NOMA EAST BROADWAY - 13  
IMPLEMENTED 5/29/19



## NOMA & SOMA Traffic Signal Systems

July 2018

Please contact Geraldine de Leon at [geraldine.deleon@sfmta.com](mailto:geraldine.deleon@sfmta.com) if you are modifying the timing card for any location shown on the map and/or is listed as part of the NOMA or SOMA systems at the top right corner of the card.

### Legend

Signalized Intersection in NOMA/SOMA System

IN GREEN - NEW TIMING IMPLEMENTED IN FIELD

IN YELLOW - NEW TIMING TO BE IMPLEMENTED SOON

IN RED - NEW TIMING BEING FINALIZED



0.4 miles

Scale 1:6,569

Date Saved: 7/6/2018

For reference contact: [jarrett.hombostiel@sfmta.com](mailto:jarrett.hombostiel@sfmta.com)

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco (CCSF) provides this information for informational purposes only. It is not intended to be used as a basis for any legal action or as a substitute for professional advice. The City and County of San Francisco (CCSF) is not responsible for any errors, omissions, or delays in this information, or for any actions taken in reliance on this information. The City and County of San Francisco (CCSF) is not responsible for any actions taken in reliance on this information, or for any actions taken in reliance on this information."



Document Path: G:\01\_Projects\SpecialProjects\_Signals\NOMA\_SOMA\_Signals.mxd  
User Name: jhombos

1A: WESTERN ADDITION - 39  
IMPLEMENTED ON 4/30/19

3B: SOMA WEST - 48

3A: SOMA EAST - 55  
IMPLEMENTED ON 9/17/18 AND 9/18/18

# NOMA-SOMA SIGNAL RETIMING PROJECT

## **Summary of improvements by intersection:**

- **200** – New leading pedestrian intervals
- **280** – Updated for 3 feet per second walking speed
- **180** – Updated yellow & all-red
- **9** – Pedestrian Scrambles implemented

# SAFE PEOPLE HIGHLIGHTS

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# LAST TA COMMITTEE EDUCATION UPDATE

- Multilingual work (campaigns, projects, outreach)
- Safe Streets for Seniors program



## 您在哪裡見過這些標示?

三藩市各處街道都可以看到! 路面標示為所有人創建安全區，維護開車者、步行者以及騎自行車者的安全

- 在鰐魚齒標示前停車**  
給予行人安全的空間橫越馬路
- 減速進入混合區**  
注意並禮讓自行車
- 將車停在停車格內**  
切勿停在自行車道

請前往 [VisionZeroSF.org/Streets](http://VisionZeroSF.org/Streets) 觀看影片，來了解這些新特點的作用

VISION ZERO SF.ORG

# JULY – SEPTEMBER METRICS (AS OF 9/17/19)

Street Team Outreach Events	18
Rapid Response Post Fatality Outreach	3 responses
Social Media Campaign (impressions)	Biking in Today's SF: 182,802 Safe Speeds: 2,539,126
In-language Outreach (events)	16
High Visibility Partnerships	1
In-language Campaigns	2
Social Media Posts	63
Twitter Reach	99,600
Campaign Reach	50,388,426
Outreach Contacts	7,750





# JULY – SEPTEMBER CAMPAIGNS: MOTORCYCLE SAFETY

**Project objective:** Provide hands-on safety skills training to motorcyclists; raise motorcycle safety awareness through campaign

**Project audience:** SF motorcyclists, targeted social media audience

**Outcome/results:** 1st SFPD motorcycle civilian trainings to 60 participants; 3,809,112 reached (Muni ads); 420,1000 reached (social media)

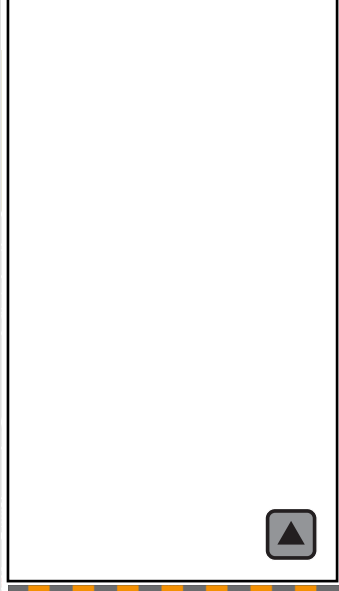
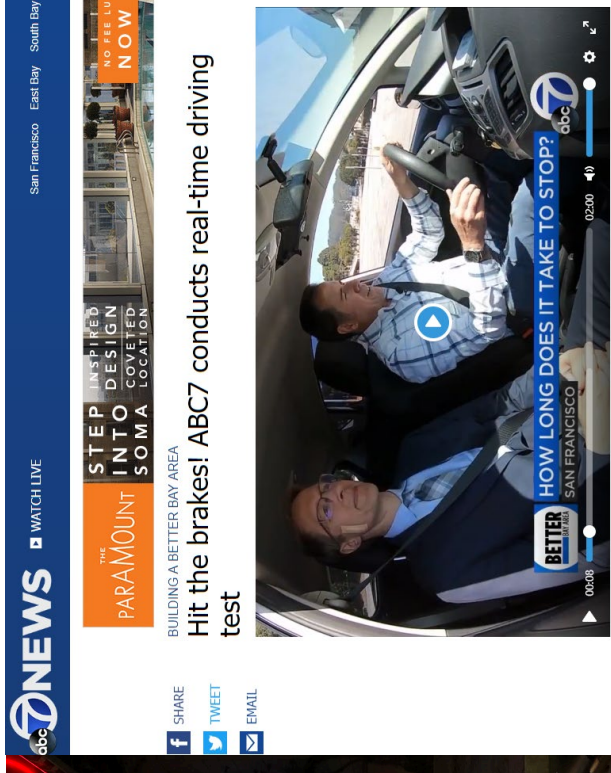
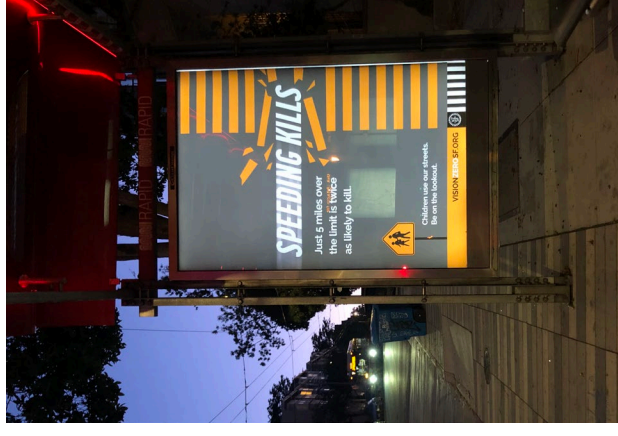


# JULY – SEPTEMBER CAMPAIGNS: SAFE SPEEDS

**Project objective:** Reduce unsafe speeds in SF through campaign that used bus shelters, radio, VMS, social media, earned media, DMV and rental car outreach

**Project audience:** SF drivers, targeted social media audience

**Outcome/results:** 50,125,716 total campaign reach

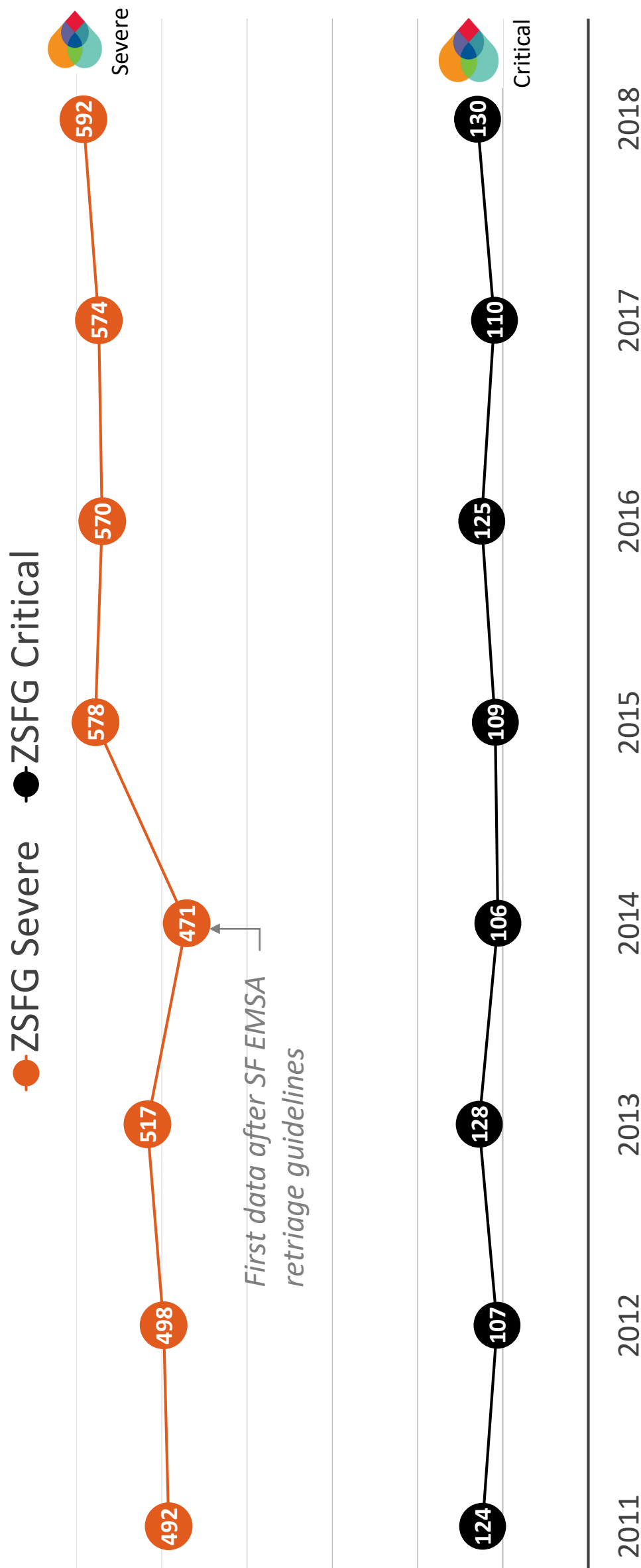


# **DATA SYSTEMS HIGHLIGHTS**

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# VISION ZERO SEVERE TRAFFIC INJURY TRENDS: 2011-2018

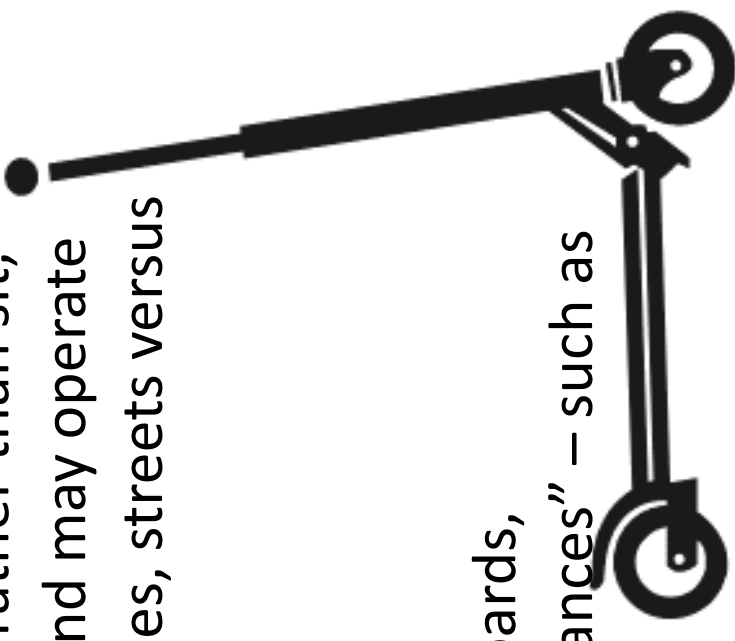
## ALL MODES



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.

## PROPOSING NEW NATIONAL MEDICAL CODES FOR E-SCOOTERS TO THE CENTERS FOR DISEASE CONTROL AND PREVENTION

- Would classify e-scooters as “pedestrian conveyances” (V00-V09)
- Compared to motorcycle riders, e-scooter riders stand rather than sit, travel at lower speeds (15-20 MPH versus >30 MPH), and may operate their vehicles in a variety of spaces (sidewalks, bike lanes, streets versus in-street only) depending on jurisdiction.
- Codes also allow capture of injuries related to hoverboards, e-skateboards, and “other standing pedestrian conveyances” – such as Segways.



# PUBLIC-FACING TRANSBASES.FORG DASHBOARD RELEASED



[transbase.sfgov.org](https://transbase.sfgov.org)



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

# VISION ZERO COMMITTEE

October 4, 2019



# ITEM 5: State Legislative Update

**KATE BREEN (SFMTA)**



# VISION ZERO STATE LEGISLATION

Vision Zero Topic	Bill Number & Author	SFMTA Position	SFCTA Position	Bill/Committee Status
<b>Distracted Driving</b>	AB 47 (Daly)	Support	Support	Governor's Desk
<b>Complete Streets</b>	SB 127 (Wiener)	Support	Support	Governor's Desk

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# STATE ZERO TRAFFIC FATALITIES TASK FORCE

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## Task Force Members

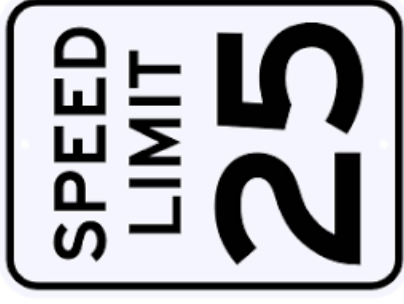
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**Email: [Zero.Traffic.Fatalities@calsta.ca.gov](mailto:Zero.Traffic.Fatalities@calsta.ca.gov)**

**Website: <https://calsta.ca.gov/subject-areas/enforcement-and-safety/zero-traffic-fatalities>**

# Goal: Reduce traffic fatalities to zero



Speed Limit  
Setting



Automated Speed  
Enforcement



Engineering  
Recommendations



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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 COMMITTEE

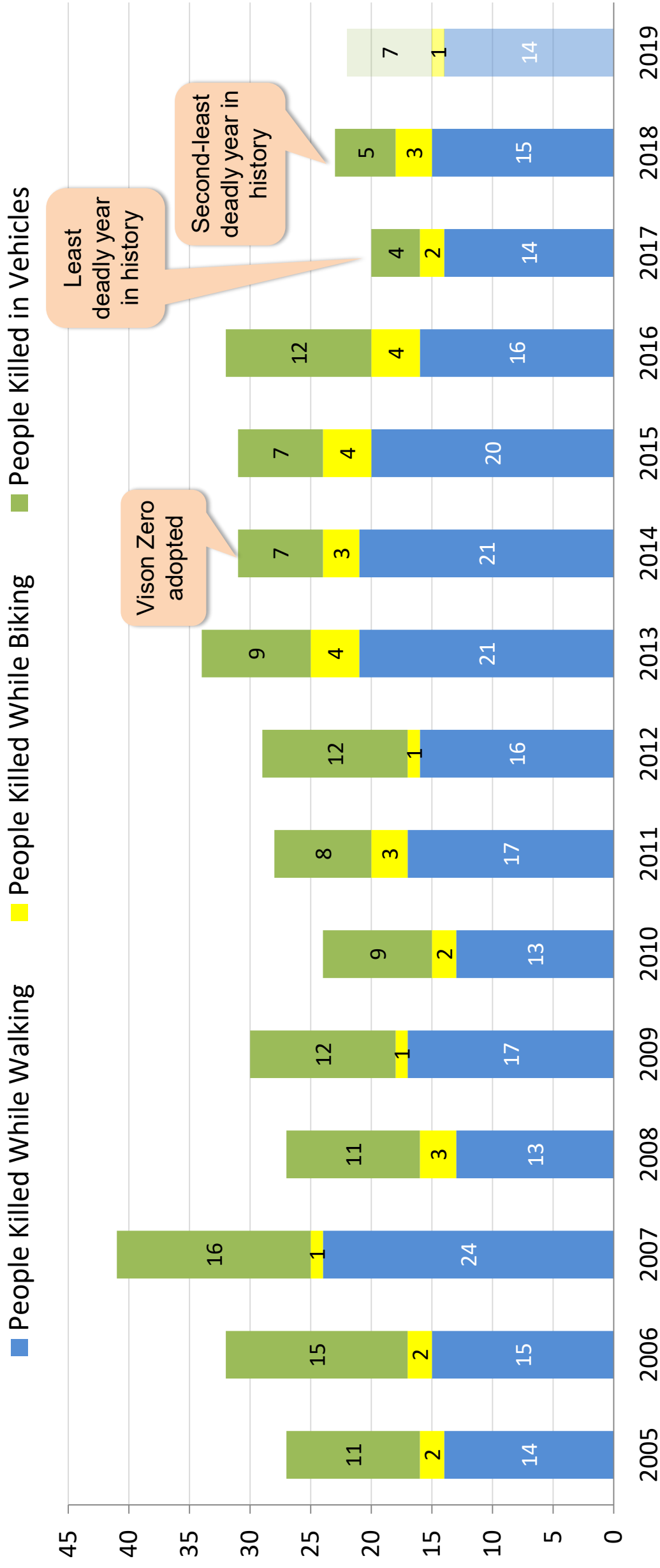
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October 4, 2019

# ITEM 6: 2018 Severe Injuries Report

**SHAMSI SOLTANI (SFDPH)**

# FATALITY TRENDS: MUCH MORE WORK TO DO TO SAVE LIVES



\*2019 FATALITY COUNTS REFLECT BEST DATA AVAILABLE TO DATE -- PARTIAL YEAR ONLY

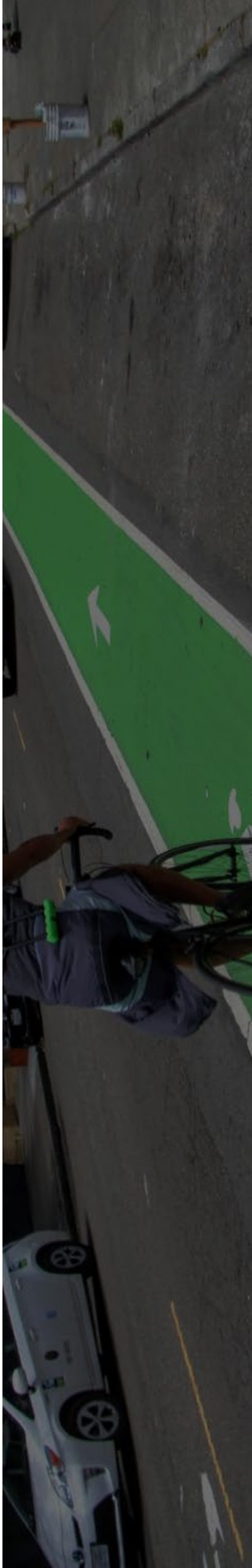
## SEVERE INJURY MONITORING DIFFERS FROM FATALITY MONITORING

Severe and critical injury monitoring with **Zuckerberg SF General hospital trauma data**, is distinct from fatality monitoring for Vision Zero SF.

Includes severe and critical traffic injuries occurring:

- on the freeway
- in the Presidio
- Not at grade MUNI, BART, Caltrain incidents

Also excludes fatalities





## DEFINITIONS AND DATA SOURCES

Two categories from ZSFGH Trauma Records:

1. ZSFGH **Severe** Traffic Injuries *Trauma activation and/or hospital admission*
2. ZSFGH **Critical** Traffic Injuries *Ditto above, with Injury Severity Scale (ISS) > 15*  
*Critical injury is included in severe injury counts and statistics.*

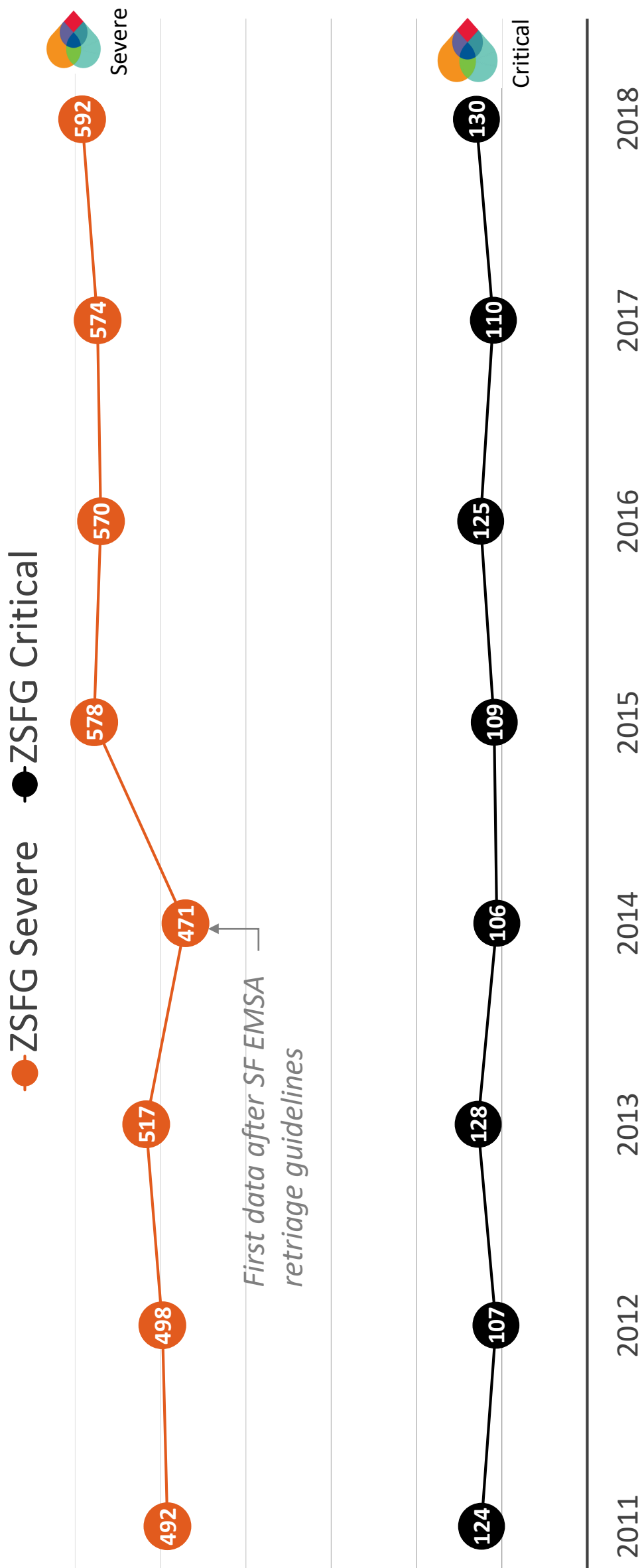
**Strengths include:**

- **Clinical definition** of severe injury
- **Comprehensive Data Source:** ZSFGH is the only Level-I Trauma Center in San Francisco, where the most severe injuries are transported

**SFPD Data Note:** Severe Traffic Injuries reported to SF Police Department were historically the only data available for severe injury reporting. Severe injury in those reports is determined **based on police officer's visual assessment** of injury severity, not clinical determination. Police data is also **missing some severe injuries treated at ZSFGH**, based on recent record linkage completed by SFDPH. Vision Zero SF is thus relying on ZSFGH data for severe injury trend reporting. Summaries of severe injury trends based on SFPD data are still included in the Severe Injury Technical Report for comparison.

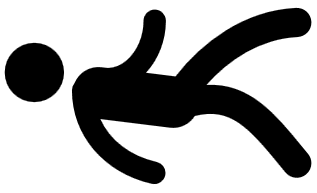
# VISION ZERO SEVERE TRAFFIC INJURY TRENDS: 2011-2018

## ALL MODES



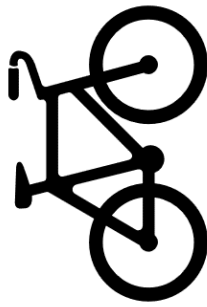
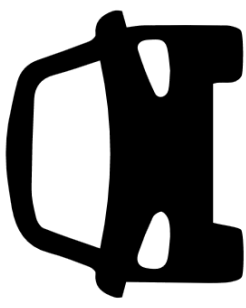
Please note: 1) Critical injury is included in Severe injury counts and statistics. 2) Implementation of Emergency Medical Services Agency retriage guidelines during this period led to more patients with severe injury being sent to ZSFG and contributed to increases in severe injuries as reported above.

## PROPORTIONS OF INJURY BY TRAVEL MODE: ZSFG DATA



**People walking** comprise ~**one-third** of severe and 30-40% of critical (the most severe) injuries in recent years (2015-2018)

**People in motor vehicles** comprise a major proportion of severe and critical injuries treated at ZSFG in recent years: 27% of severe injuries and 18% of critical injuries in 2018



**People biking and people on motorcycles** each comprise ~**20%** of both severe and critical injuries in recent years (2015-2018)

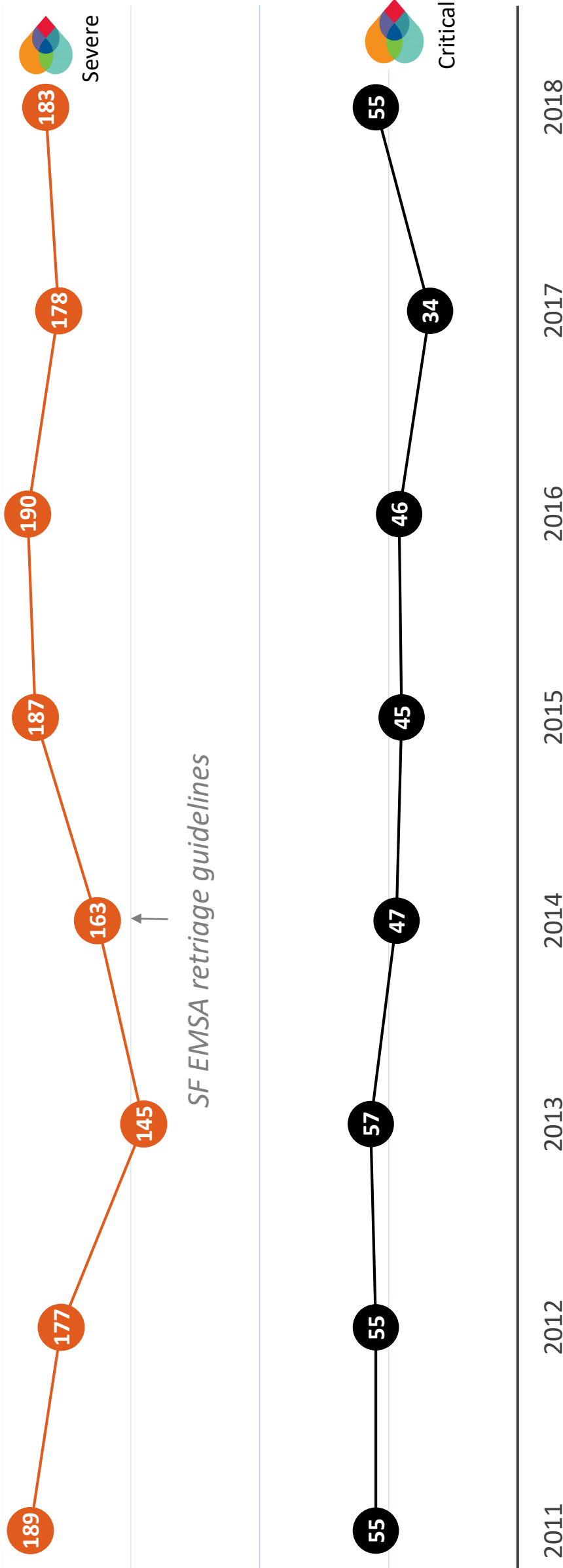


# PEOPLE WALKING



Severe injury counts have been relatively steady since 2015. Critical injuries rose back to pre-2014 levels, halting a four-year trend of reduced or stable numbers.

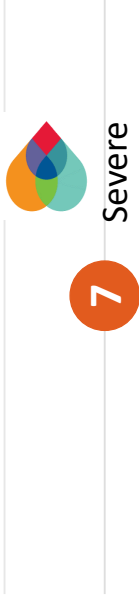
● ZSFG Severe Pedestrian ● ZSFG Critical Pedestrian



Please note: 1) Critical injury is included in Severe injury counts and statistics. 2) Implementation of Emergency Medical Services Agency retriage 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.

# E-SCOOTER INJURY TRACKING IMPLEMENTED IN 2018

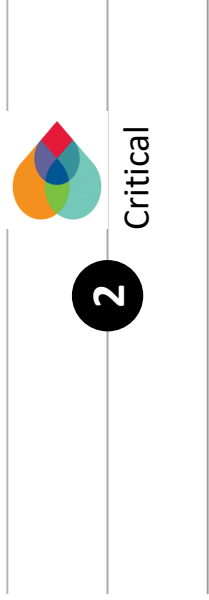
A subset of pedestrian injury.



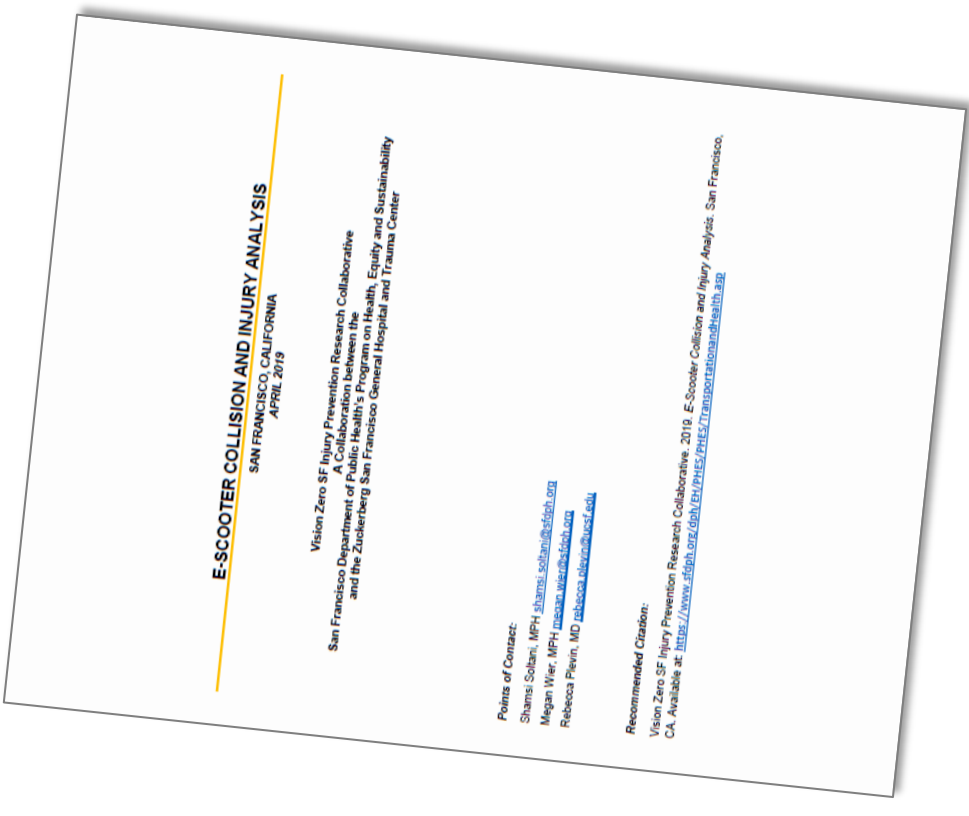
■ ZSFG Severe E-Scooter

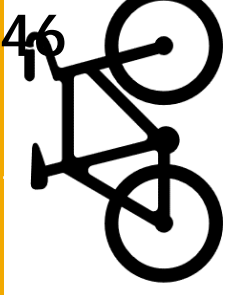


■ ZSFG Critical E-Scooter



2018

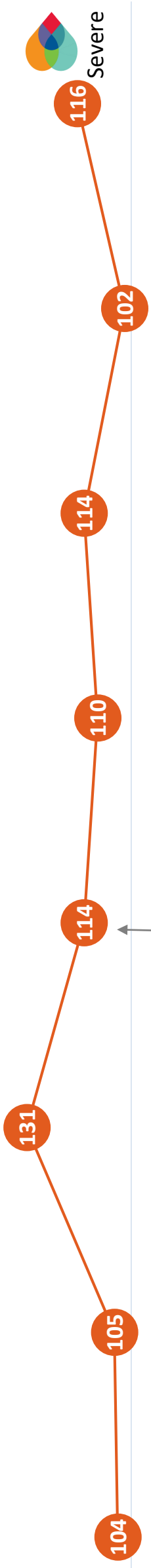




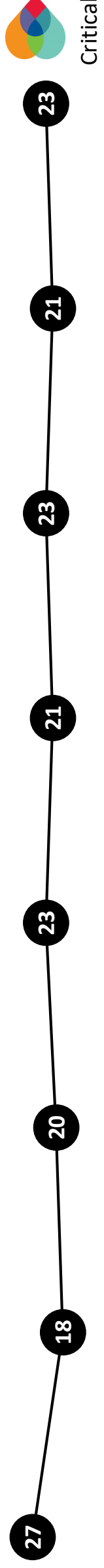
# PEOPLE ON BICYCLES

Severe and Critical injury counts have been relatively steady since 2014.

● ZSFG Severe Cyclist   ● ZSFG Critical Cyclist

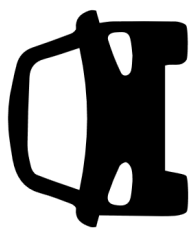


SF EMSA retriage guidelines



Please note: 1) Critical injury is included in Severe injury counts and statistics. 2) Implementation of Emergency Medical Services Agency retriage 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.

# PEOPLE IN MOTOR VEHICLES



Severe injuries decreased in 2018, partially countering a 2017 increase. Critical injuries have decreased compared to 2017, though are higher than recent lows.

● ZSFG Severe MV ● ZSFG Critical MV



Please note: 1) Critical injury is included in Severe injury counts and statistics. 2) Implementation of Emergency Medical Services Agency retriage 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.

# PEOPLE ON MOTORCYCLES

Severe injuries increased 30% from 2017 to 2018.

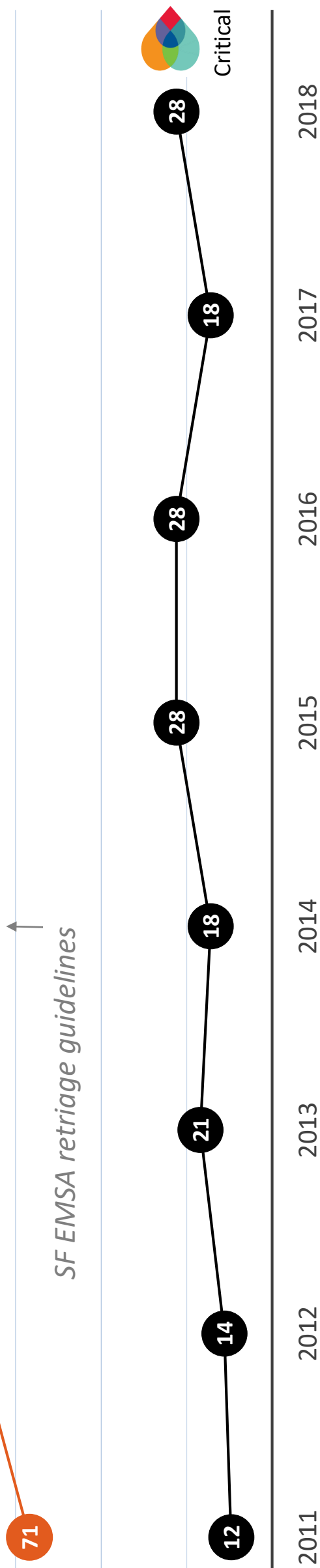
Critical injuries increased relative to 2017, to 2016 levels.



● ZSFG Severe Motorcyclist ● ZSFG Critical Motorcyclist



Severe Critical



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.



# OVERALL CRITICAL AND SEVERE INJURY TRENDS ARE STABLE

## More to learn:

- Where **severe and critical injuries are concentrated** will be analyzed when **linkage of 2016-2018 police:hospital data** is complete in 2020
  - Intersection level data will be available
  - More comprehensive data on crash and socio-demographic factors
- **Factors contributing to increase in severe motorcycle injuries**
- **Factors contributing to increase in critical pedestrian injuries after recent decline**

## WHY AREN'T SEVERE INJURIES DECLINING DESPITE SIGNIFICANT VZ INVESTMENTS? SOME FACTORS:

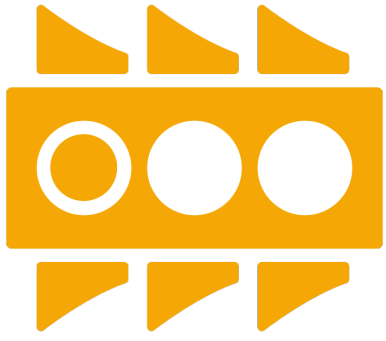
**More People:** Nearly 150,000 new residents between 2010 and 2020 with 170,000 new jobs during the same period (Plan Bay Area 2040)

**More Vehicles:** Increase in daily vehicle miles travelled (VMT) by over 630,000 miles between 2010-2016 and TNCs account for 47% of this increase, according to SFCTA estimates. Recent 2019 study by Fehr & Peers on behalf of Uber and Lyft indicate reports that TNCs account for 12.8% of the total VMT on San Francisco roadways.

**Aging Population:** One in five residents are seniors, more vulnerable to severe injury. The Bay Area's senior population is forecasted to grow by 137% by 2040.

**Increasing Homelessness:** 15% increase in people living on the streets from 2015-2019 - where exposure to traffic is highest, combined with increased physical and mental health issues for people without housing.

# WE NEED TRANSFORMATIVE, EVIDENCE-BASED SYSTEMWIDE TOOLS



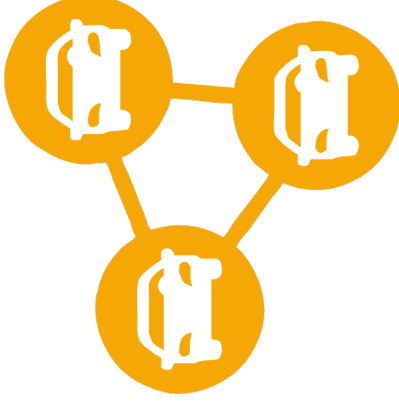
**Automated  
Enforcement**



**Urban Speed  
Limit  
Setting**



**Pricing and  
Reducing  
Vehicle Miles  
Travelled**



**Local Regulation  
Of Transportation  
Network  
Companies**



**Thank you!**