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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: SENIOR PEDESTRIAN SAFETY

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July 31, 2018

Presentation to the Transportation Authority Board's  
Vision Zero Committee

## MULTI-AGENCY COLLABORATION AND APPROACH

- **Department of Public Health**
  - Monitoring at Zuckerberg San Francisco General
  - Outreach to Seniors
- **San Francisco Municipal Transportation Agency**
  - Pro-Active Engineering
  - Citywide Communications
- **District Attorney's Office**
  - Targeted Safety Campaign
- **San Francisco Police Department**
  - Enforcement
- **Inter-Agency Coordinated Responses to Fatalities**

# SAFE STREETS FOR SENIORS: WORKING TOGETHER FOR SAFE STREETS



Photo caption: Seniors and people with disabilities crossing street with assistance from Tenderloin Safe Passage

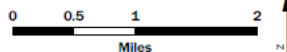
## Seniors and People with Disabilities: Injuries to People Walking Injury Segments in Priority Areas

- Injury Segment~
- Injury Segment in Priority Area~
- Priority Area\*^

\*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.

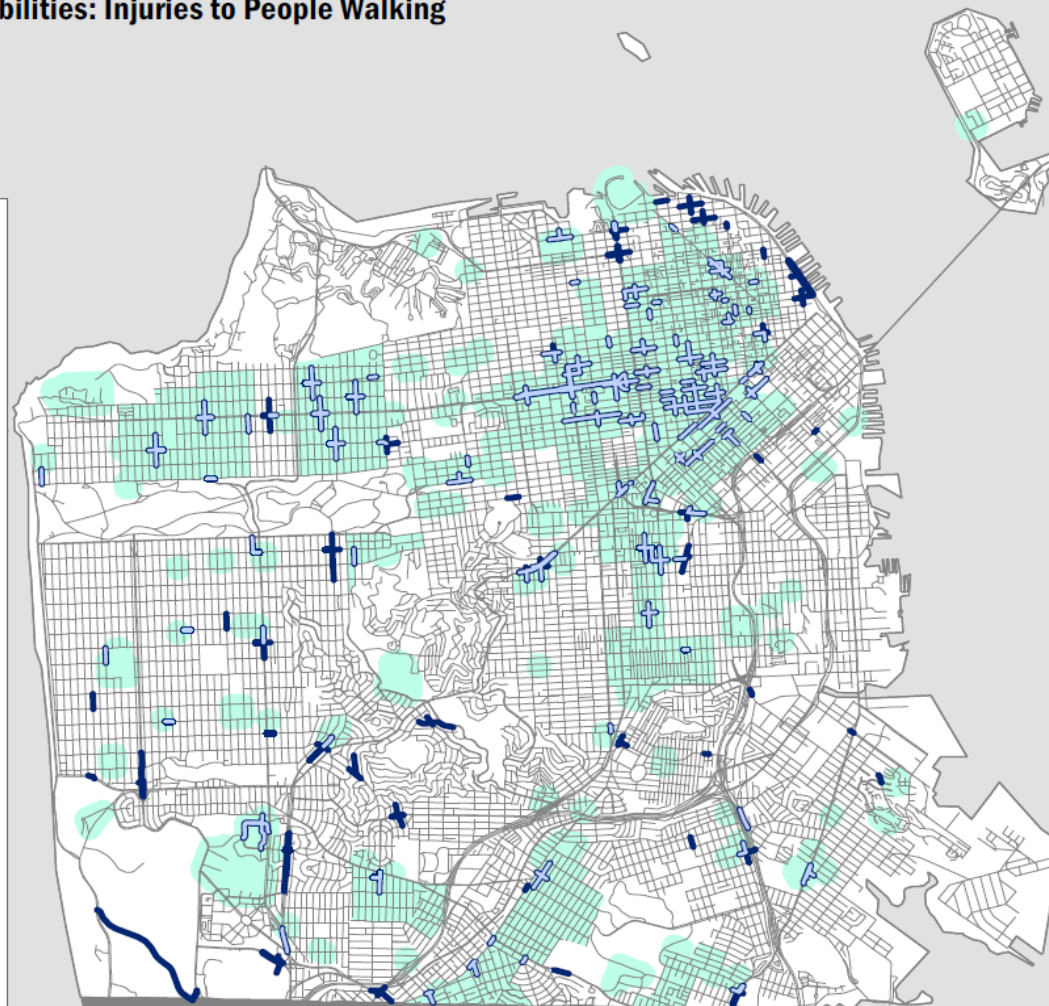
^Density is the top third of census tracts with residents that are senior (age 65+), person with disability, or fulfill both criteria from ACS 2011-2015 data and normalized by square mile.

~ 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: 6/4/2017 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.sfphe.org](http://www.sfphe.org)



Date Map Exported: 6/26/2018

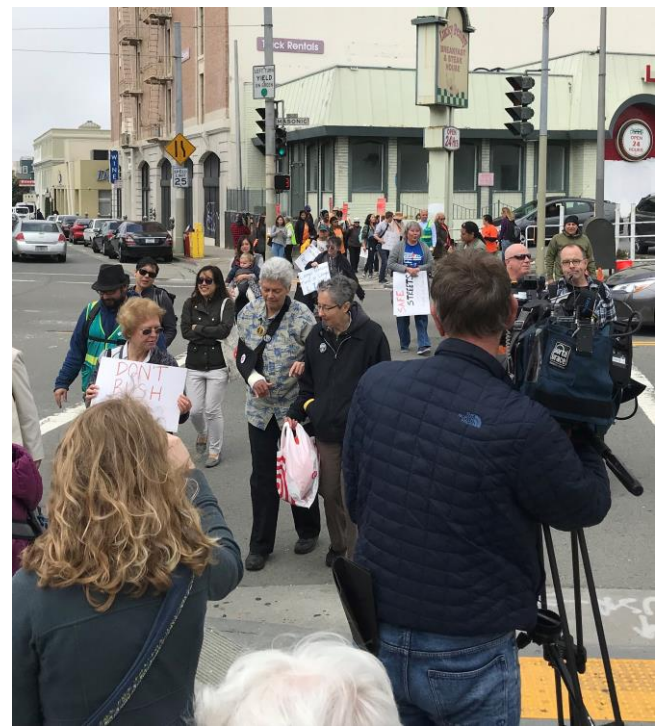


# 2018: SFMTA POLICY CHANGE - INCREASE IN PEDESTRIAN CROSSING TIME CITYWIDE



## Pedestrian safety: SF's plan to increase crossing times between signals

Michael Cabanatuan | on May 9, 2018



# ADVANCING EQUITY THROUGH SAFE STREETS: SFMTA INFRASTRUCTURE PROGRAM

## Program goals

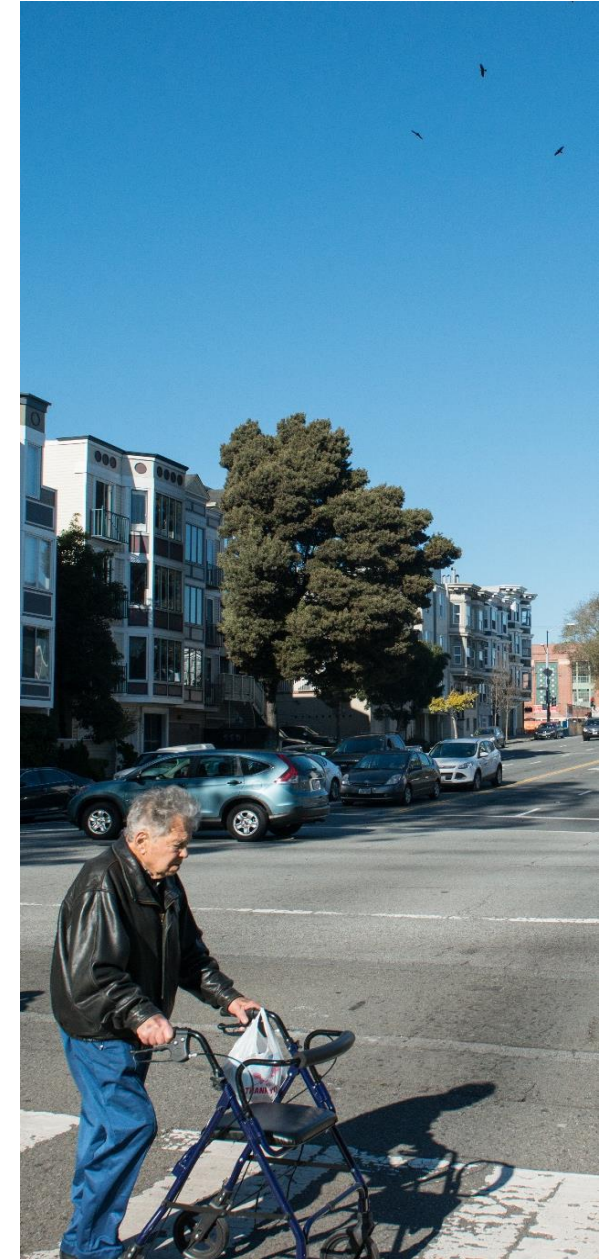
- Reduce disparities for vulnerable populations in traffic injuries/deaths
- Address safety issues taking place off the High Injury Network
- Improve safety and comfort for those traveling by foot or bicycle
- Improve neighborhood connections to schools, parks, transit, and other land uses frequented by these groups

## Approach

- Improve safety by addressing collision patterns in communities across SF using collision and other data
- Work directly with neighborhoods and stakeholders representing vulnerable populations to identify safety and comfort issues

## Neighborhood process

1. **Determine focus area** for traffic safety interventions
2. **Data collection** (collisions and counts)
3. **Community input**
  - Workshops
  - Stakeholder interviews
  - Targeted outreach to key groups
4. **Draft project proposal**
5. **Feedback process**
  - Open houses
  - Stakeholder interviews
6. **Final project proposal**
7. **Construction**





# Raising Senior Visibility

## District Attorney Senior Safety

