



MEMORANDUM

TO: City Constituents

FROM: Leilani Schwarcz, Vision Zero Surveillance Epidemiologist, SFDPH

CC: Megan Wier, Co-Chair, San Francisco Vision Zero Task Force, SFDPH
Commander Ann Mannix, Traffic Chief, SFPD
James Shahamiri, Associate Engineer, SFMTA

DATE: February 4, 2016

RE: 2015 Vision Zero Traffic Fatalities Summary

Eliminating traffic fatalities by 2024 is the goal of San Francisco's Vision Zero policy. In 2015, the City finalized a standardized traffic fatality protocol^[1], to ensure consistency of fatality tracking and reporting across city agencies. The protocol utilizes the traffic fatality definition in the collision investigation manual of the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). However, it expands the definition to include above ground light rail vehicle (LRV)-involved fatalities. As specified in the protocol, traffic fatalities are any person(s) killed in or outside of a vehicle (bus, truck, car, motorcycle, bike, moped, light rail vehicle (LRV)^[2], etc.) involved in a crash, or killed within the public roadway due to impact with a vehicle or road structure, or anyone who dies within 30 days of the public roadway incident as a result of the injuries sustained within the City and County of San Francisco. On a monthly basis, City representatives from SFDPH, SFMTA, and SFPD, meet to reconcile all traffic fatalities occurring in the prior month using data provided from the Office of the Medical Examiner and SFPD data. Following is a summary of fatalities in 2015.

31 people were killed in transportation-related collisions on the streets of San Francisco in 2015: This is the same number of traffic fatalities seen in 2014.

65% of traffic fatalities occurred on the Vision Zero High Injury Network (VZHIN)¹ in 2015: This is comparable to the proportion of severe and fatal injuries identified on the network in recent years, with 71% of traffic fatalities happening on the VZHIN in 2014. The VZHIN is used to identify and prioritize where improvements in engineering, education and enforcement are focused to realize Vision Zero. The current VZHIN is based on data from 2008-2012, the most recent available data at the time of its development. An update of the VZHIN is anticipated in late 2016, which will incorporate data from the comprehensive Transportation-related Injury Surveillance System through 2014.

^[1] San Francisco Vision Zero Traffic Fatality Protocol, http://www.sfhealthequity.org/images/Vision%20Zero%20Traffic%20Fatality%20Protocol_Final_v4.0.pdf (June 2015).

^[2] LRV traffic deaths involving motor vehicles are included and captured in California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) database, however fatalities involving pedestrian/cyclist versus LRV are not captured in SWITRS, but are tracked for Vision Zero as indicated in the Traffic Fatality Protocol.

¹ The High Injury Network represents the 12% of San Francisco streets where more than 70% of severe and fatal traffic injuries occur.

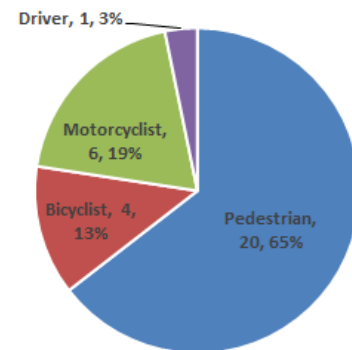
Fatality Characteristics, 2015:

- Over half (65%, n=20) were people killed while walking
- 65% of all traffic fatalities were male (n=20)
- Among people killed while walking, we see an even split among genders: 50% female (n=10) and 50% male (n=10)
- 70% of fatalities were people over 45 years old (n=22), including half that were over 65 years old (n=11)
- Leading causes of fatal collisions include:
 - Driver failure to yield to pedestrian (29%, n=9)
 - Speeding (26%, n=8)
 - Red light running (13%, n=4)
 - Pedestrian outside of crosswalk (6%, n=2)
 - Unsafe driving (6%, n=2)

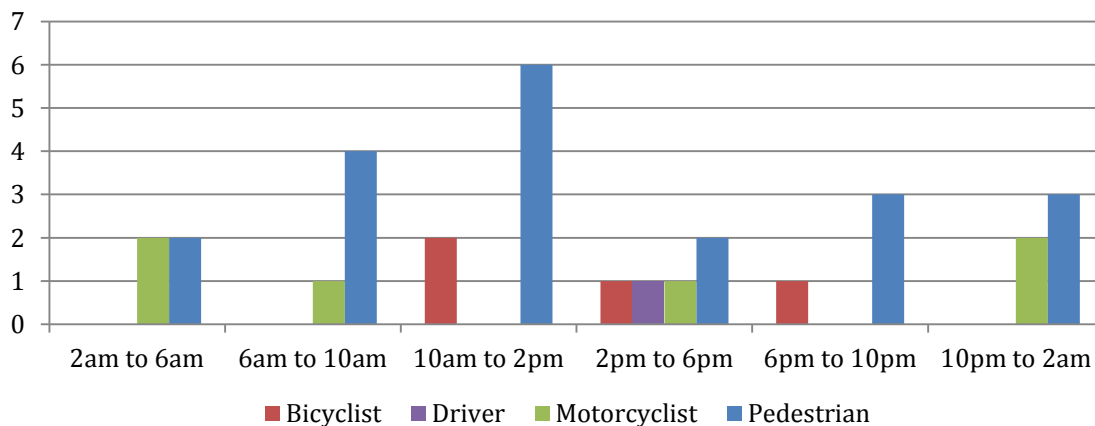
2015 Traffic Fatalities Age Distribution

Age Category (years)	N (%)
<18	1 (3%)
18-24	1 (3%)
25-44	7 (23%)
45-64	11 (35%)
≥65	11 (35%)

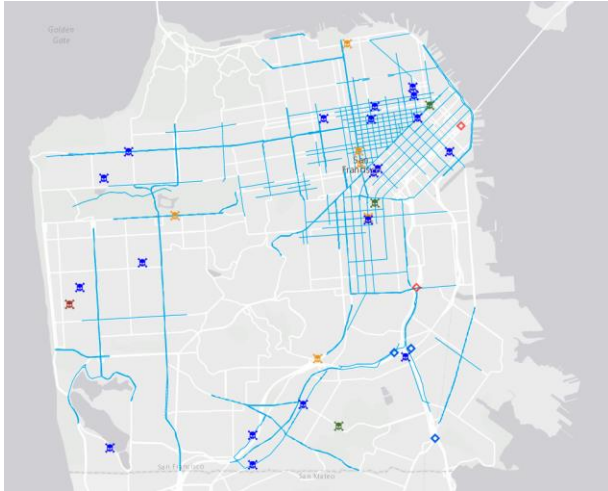
2015 Traffic Fatalities



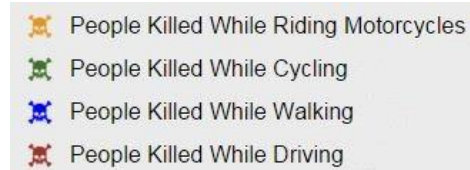
Traffic Deaths by Time of Day



Vision Zero Traffic Fatality Interactive Map²



- 70% (n=14) of pedestrian deaths occurred on the VZHIN
- 50% (n=2) of cyclist deaths occurred on the VZHIN
- 67% (n=4) of motorcyclist deaths occurred on the VZHIN



Why didn't the number of fatalities decrease, and what is the City doing to address this?

Eliminating traffic deaths on our streets is an ambitious goal that requires changing the traffic safety culture in San Francisco. This transformation takes time to implement, but we are already seeing changes on the ground. Consistent with best practices, the City is taking a comprehensive approach that includes engineering, enforcement, education, policy and evaluation, and requires coordination across multiple city agencies.

In 2015, the SFMTA completed their 24 expedited Vision Zero safety projects two months ahead of the scheduled 24-month duration. In total, 13 miles of safety treatments have been installed through the end of September 2015. However, some of these projects have only been in the ground for a few months, so we would not anticipate seeing injury and fatality reductions for at least several months. The City will continue to monitor injury and fatality patterns to assess where engineering changes have improved safety, and where additional treatments are required.

The City will continue to focus efforts on the VZHIN, including more projects that include street narrowing, daylighting, leading pedestrian intervals and other best practices for reducing road injuries and deaths. Consistent enforcement of traffic laws that promote safety and awareness of Vision Zero will be continued, as outlined in the Focus on the Five³ campaign, to foster a culture of safety and livability on our streets.

Speed, which is a primary factor in over one-quarter of 2015 fatalities, is being addressed with a robust Anti-Speeding campaign kicking off in Spring 2016. The campaign will consist of strategic enforcement and education components throughout the city that will receive rigorous evaluation. SFMTA has also made automated speed

² As part of the Vision Zero Traffic Fatality Protocol, finalized traffic fatality data is mapped and posted on the Vision Zero website every month, <http://sfgov.maps.arcgis.com/apps/MapTools/index.html?appid=38d13e08cd74492ea674cdf27343370a>.

³ Focus on the Five is a citywide enforcement initiative that targets the five most dangerous traffic violations that contribute to injuries and deaths.



enforcement (ASE) a legislative priority for 2016. This would allow the use of automated cameras to identify speeding vehicles, take a photo, and then mail violators a ticket, similar to the way red-light cameras work.

Severe injuries are another important metric to assess traffic safety in San Francisco and progress towards Vision Zero goals. SFDPH is creating a comprehensive Transportation-related Injury Surveillance System to link police-reported injury data with hospital records. This will provide more complete data on transportation-related injuries in San Francisco and more detailed clinical information to inform Vision Zero efforts moving forward. This system will allow us to improve project prioritization and comprehensively measure severe traffic injuries as an additional metric for evaluating Vision Zero progress beginning in 2016.

SFDPH began development on a comprehensive Transportation-related Injury Surveillance System in 2015. The goal of this system is to create a central repository where all transportation-related fatality and injury data can be captured to better inform Vision Zero efforts moving forward. The system will integrate data from police-reports, medical examiner reports, hospital records and EMS records to create more complete data on transportation-related injuries in San Francisco. Currently traffic fatalities are captured as the data is easily accessible, but severe injuries are another important metric to assess. In 2016, the goal is to include severe injury data as a part of the complete data on transportation-related injuries in San Francisco. The surveillance system will allow us to comprehensively measure severe traffic injuries and fatalities in order to improve project prioritization and evaluate Vision Zero progress.



Working together to prioritize street safety and eliminate all traffic deaths in San Francisco by 2024

2015 Traffic Fatality Monthly Report

The below table summarizes December 2015 traffic fatalities and all 2015 traffic fatalities (through December 2015), which adhere to the San Francisco Vision Zero traffic fatality case definition⁴. For comparison purposes, December 2014 traffic fatalities and all 2014 traffic fatalities (through December 2014) are provided. The [Vision Zero Fatality Reporting Map](#) has been updated to reflect the most recent data and this report will be posted on the [Vision Zero SF website](#).

Vision Zero Traffic Fatalities through December

Traffic Victim	2015		2014	
	December Count	Year to Date Total	December Count	Year to Date Total
People Killed While Walking	1	20*	1	21 [§]
People Killed While Cycling	1	4	0	3
People Killed While Riding in a Motor Vehicle	0	0	0	1
People Killed While on a Motorcycle	0	6	1	4
People Killed While Driving	0	1	0	2
TOTAL	2	31**	2	31^{§§}

*1 case involved a collision between above-ground light rail vehicle (LRV) and a pedestrian on city streets; LRV/pedestrian or cyclist injury collisions are not captured in the CHP's Statewide Integrated Traffic Records System.

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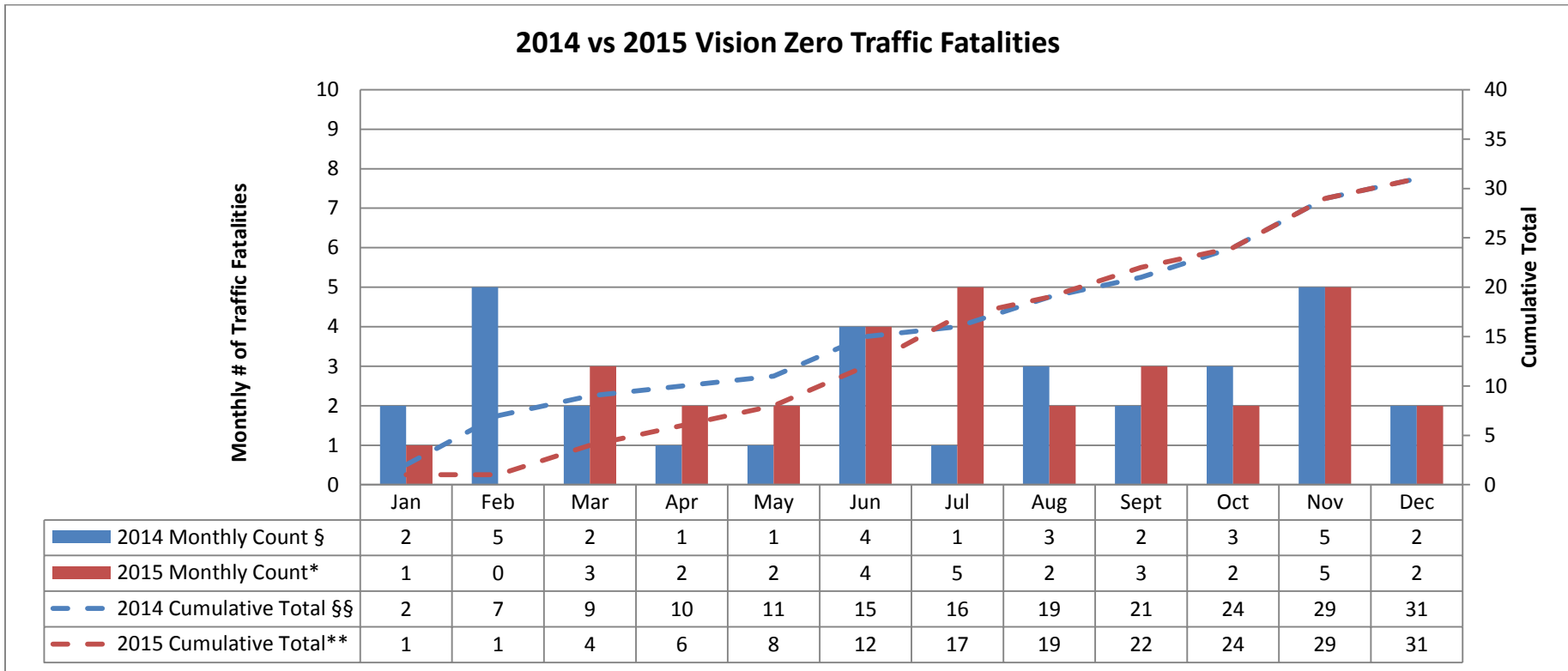
**The table does not reflect 7 freeway deaths occurring on grade-separated freeways under Caltrans jurisdiction in the City and County of San Francisco (4 people walking, 1 person on a motorcycle, and 2 people driving).

^{§§}The table does not reflect 5 freeway deaths occurring on grade-separated freeways under Caltrans jurisdiction in the City and County of San Francisco (1 person walking, 1 person on a motorcycle, and 3 people riding in motor vehicles).

Data Source: Motor Vehicle Death Reports, Office of the Chief Medical Examiner 2015, and SFPD Reports.

⁴ SFDPH, SFMTA, and SFPD. 2015. Vision Zero Traffic Fatality Protocol retrieved from http://www.sfhealthequity.org/images/Vision%20Zero%20Traffic%20Fatality%20Protocol_Final_v4.0.pdf

The chart below displays 2014 and 2015 Vision Zero traffic fatalities over time at a monthly scale, providing a concise snapshot of traffic fatality trends in San Francisco.



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Contact

For questions or comments regarding traffic fatalities, please contact Leilani Schwarcz, MPH, Vision Zero Epidemiologist at Leilani.schwarcz@sfdph.org.