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Vision Zero SF has been replaced by the City's Street Safety Initiative. For current information, visit the San Francisco Street Safety Initiative webpage.

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HEALTH COMMISSION
RESOLUTION NO. 14-4

IN SUPPORT OF VISION ZERO AND THE GOAL OF ZERO TRAFFIC DEATHS IN SAN FRANCISCO BY 2024

WHEREAS, at least 800 pedestrians are injured and an average of 100 severely injured or killed and a rising number of cyclists are injured on San Francisco streets each year, with a record number of four cyclist deaths in San Francisco in 2013; and

WHEREAS, pedestrians and cyclists are the most vulnerable road users and account for over half of the traffic deaths in San Francisco with San Francisco having the highest per capita rate of pedestrian injury of all counties in the state of California; and

WHEREAS, the San Francisco Department of Public Health (SFDPH) has found that pedestrian and cyclist injuries and deaths are highly concentrated on a subset of city streets, and these streets are disproportionately concentrated in low-income, non-English speaking communities with high densities of seniors, disabled residents, and populations reliant on walking and public transit; and

WHEREAS, seniors are five times more likely to be fatally injured as pedestrians compared to younger adults, and children are more vulnerable to pedestrian injury as they are still developing cognitively and behaviorally; and

WHEREAS, vehicle speeds are highly predictive of injury severity for all road users, with pedestrians five times more likely to die if hit by a vehicle travelling 40 miles per hour compared to 25 miles per hour; and

WHEREAS, the medical costs alone of pedestrian injury at San Francisco General Hospital have been estimated to be an average of $15 million annually and the total health-related economic costs of annual pedestrian injuries are estimated to be much higher at $564 million using US Department of Transportation methods; and

WHEREAS, Vision Zero provides a framework by which no loss of life is acceptable in our transportation system, which must be designed to ensure that consequences of individual mistakes should not be death or serious injury; and

WHEREAS, Traffic Safety best practice focuses on the “5 Es” of Engineering, Enforcement, Education, Encouragement, and Evaluation, with SFDPH having a lead role in Education, Encouragement, and Evaluation initiatives citywide and a supportive role in Engineering and Enforcement efforts; and

WHEREAS, the City and County of San Francisco adopted a Pedestrian Strategy in 2013 to reduce severe and fatal pedestrian injuries by 25 percent by 2016 and 50 percent by 2021, which was the product of the work of the Citywide Pedestrian Safety Task Force established by Executive Directive 10-03 issued in December 2010, and SFDPH’s Population Health Division’s Strategic Plan adopts those same goals for severe and fatal pedestrian injury reductions with the Community Health Improvement Plan similarly supporting injury reductions; and

WHEREAS, the SFDPH has co-chaired the Citywide Pedestrian Safety Task Force since 2011, since expanded to the Citywide Vision Zero Task Force in 2014; and

WHEREAS, the SFDPH coordinates the San Francisco Safe Routes to School Partnership, comprised of City agencies and community partners to promote safe and active walking and biking to school, and provides mini-grants to community groups in areas disproportionately impacted by traffic injuries and deaths; and

WHEREAS, the SFDPH collaborates with City agencies and community partners to provide data and research to support data-driven, evidence-based approaches to traffic injury prevention including with TransBASE - an innovative spatial and relational database management system used by the San Francisco Municipal Transportation Agency (SFMTA) to inform data-driven, targeted pedestrian and cyclist safety investments; and

WHEREAS, the SFDPH is working to develop a comprehensive Transportation-Related Injury Surveillance System linking police, SF General Hospital, emergency dispatch and other records to inform targeted prevention efforts and identify the approximately 20% of pedestrian and cyclist injuries not reported in police records, currently supported through a work order with the SFMTA for an SFDPH Epidemiologist position;

THEREFORE BE IT RESOLVED, That the San Francisco Health Commission adopts Vision Zero and the goal of zero traffic deaths on San Francisco streets by 2024; and be it

FURTHER RESOLVED, That the San Francisco Health Commission supports SFDPH's continued leadership to help the City achieve this goal through the Citywide Vision Zero Task Force and engineering, enforcement, education, encouragement and evaluation initiatives; and be it

FURTHER RESOLVED, That the San Francisco Health Commission supports reducing child pedestrian injuries through the Safe Routes to School Program and the pursuit of additional funding opportunities to support SFDPH-Community Partnerships; and be it

FURTHER RESOLVED, That the San Francisco Health Commission supports SFDPH efforts to institutionalize TransBASE and its development and application in support of Vision Zero actions, evaluation, and monitoring; and be it

FURTHER RESOLVED, That the San Francisco Health Commission supports SFDPH efforts to develop and institutionalize a comprehensive Transportation-Related Injury Surveillance System and its application in support of Vision Zero actions, evaluation, and monitoring; and be it

FURTHER RESOLVED, That the San Francisco Health Commission requests that SFDPH staff report back to the Commission regarding progress and barriers to the achievement of Vision Zero on an annual basis.

I hereby certify that at the San Francisco Health Commission at its meeting of May 6, 2014 adopted the foregoing resolution.

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Mark Morewitz
Health Commission Executive Secretary