Archived Document

This document was originally published on visionzerosf.org. It is now part of the archived Vision Zero SF website archive and is kept for reference only.

The content is historical and may be out of date. It does not reflect current City policy, programs or data.

Vision Zero SF has been replaced by the City's Street Safety Initiative.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

The SFMTA's terms of use are at the SFMTA terms webpage.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 14-024

WHEREAS, An average of approximately 3,150 people are injured and 31 die in traffic collisions each year in San Francisco; and,

WHEREAS, A high percentage of traffic injuries and fatalities involve people walking, riding a bicycle and other vulnerable users; and,

WHEREAS, The City of San Francisco adopted a Pedestrian Strategy in 2013 to reduce serious or fatal pedestrian injuries by 25 percent by 2016 and by 50 percent by 2021; and,

WHEREAS, The SFMTA 2013-2018 Strategic Plan aims to support San Francisco with excellent transportation choices, and create a safer transportation experience for everyone by making transit, walking, bicycling, taxi, rideshare, and carshare the preferred means of travel; and,

WHEREAS, Vision Zero provides a framework for reducing traffic deaths to zero through a combination of engineering measures, education, and enforcement practices; and,

WHEREAS, The SFMTA has convened a meeting of the "Large Vehicles and Safer Streets Working Group" to create a driver education and safety curriculum and will continue to lead this group to create programs to increase the safety of efficient goods and commuter movement by all large vehicles with the goal of implementing this training program by 2015; and,

WHEREAS, The SFMTA began working with other city agencies in the Fall of 2013 to more comprehensively analyze data sets to determine the locations and behaviors involving serious and fatal collisions with people who bike, and recommend appropriate interventions; and,

WHEREAS, Initiatives such as Walk First, the Traffic Calming Program, the Bicycle Strategy and the ongoing work of the Sustainable Streets Division of the SFMTA will continue to identify and implement projects and programs to improve traffic safety in San Francisco; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts a vision of reducing traffic deaths to zero by the year 2024 through engineering measures, education, and enforcement practices and, be it

FURTHER RESOLVED, That the SFMTA Board of Directors supports a "crisis intervention" team, a collaboration of city agencies, which is tasked with analyzing data to determine the highest rate, number and/or severity of traffic collisions with people who bicycle and, be it

FURTHER RESOLVED, That the Board supports the implementation of at least 24 pedestrian and/or cyclist safety near-term projects over the next two years at locations established by the WalkFirst project and through analysis of the highest rate of traffic collisions involving bicyclists, and that these projects be analyzed to measure progress toward our goal of zero traffic fatalities by 2024.

FURTHER RESOLVED, That the SFMTA Board of Directors supports the work of the "Large Vehicles and Safer Streets Working Group", to create a mandatory driver safety curriculum for all San Francisco City and County employed drivers and drivers that contract with the City and County of San Francisco and identify actions, and departmental owners for implementing them, to increase the safety of efficient goods and commuter movement by all large vehicles with the goal of implementing this training program by 2015.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 4, 2014.

R. Boomer

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency