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The content is historical and may be out of date.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Vision Zero SF has been replaced by the City's Street Safety Initiative.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.

VISION ZERO SF

Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco by 2024

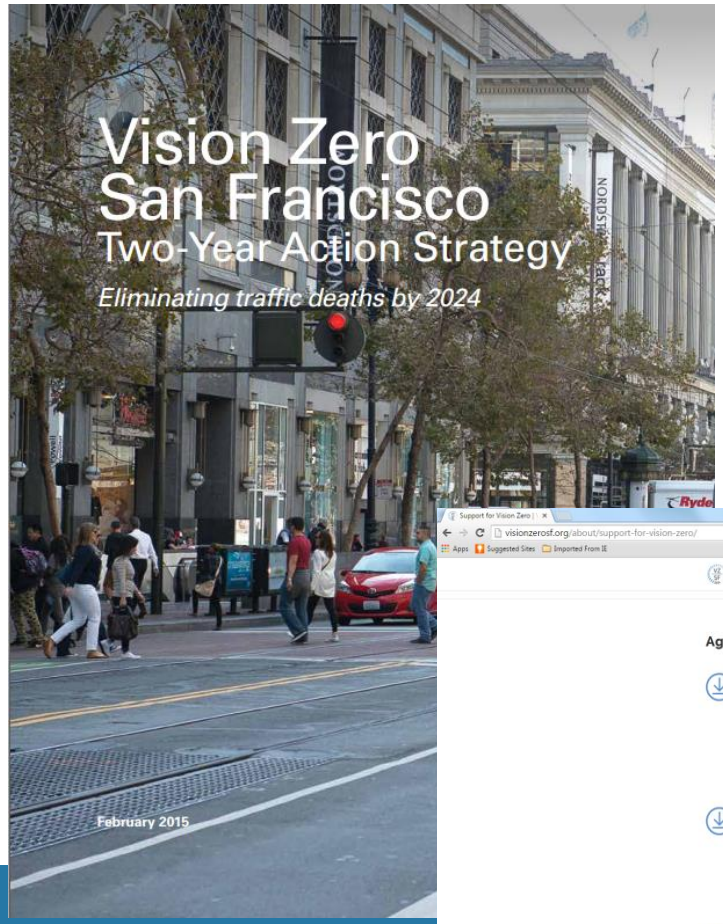
VISION ZERO SF:

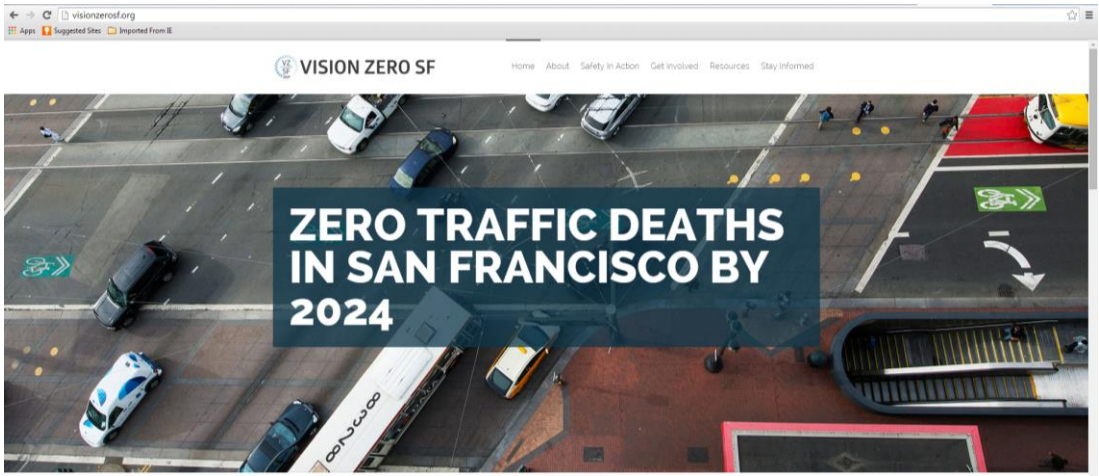
ELIMINATING TRAFFIC DEATHS BY 2024

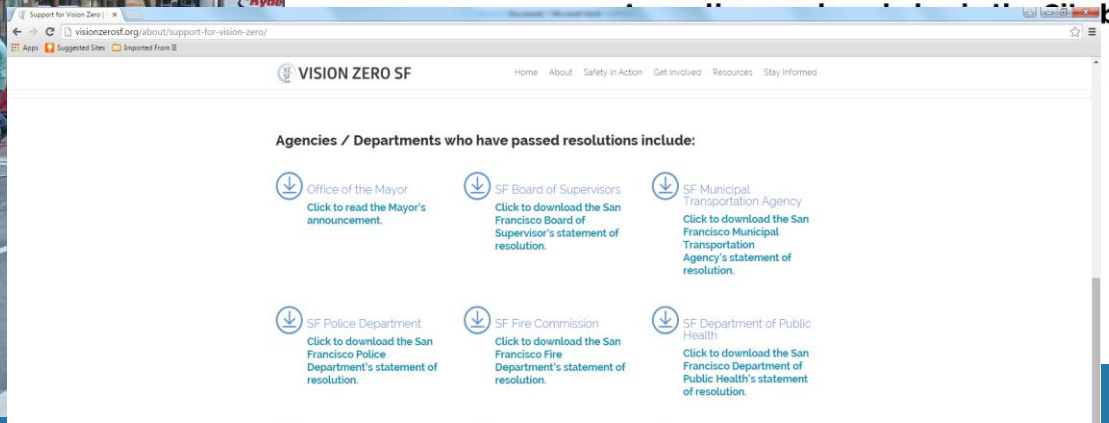
DECEMBER 13, 2016

ADOPTION TO TODAY

February 2014: San Francisco adopts VZ policy, committing to eliminate traffic fatalities by 2024





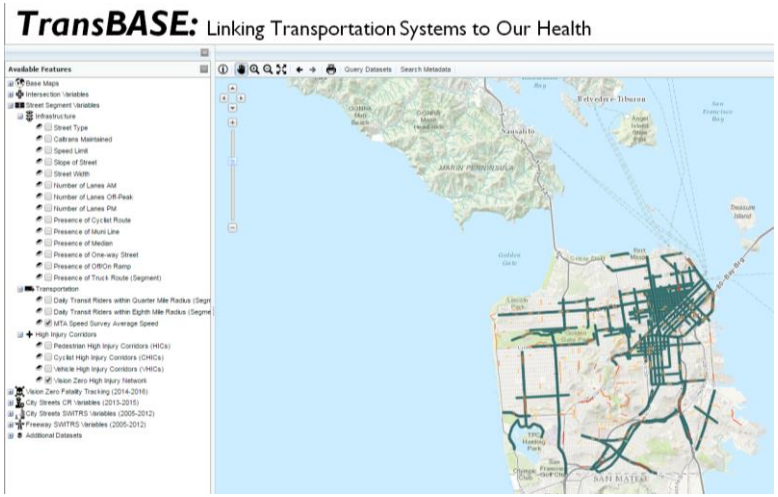




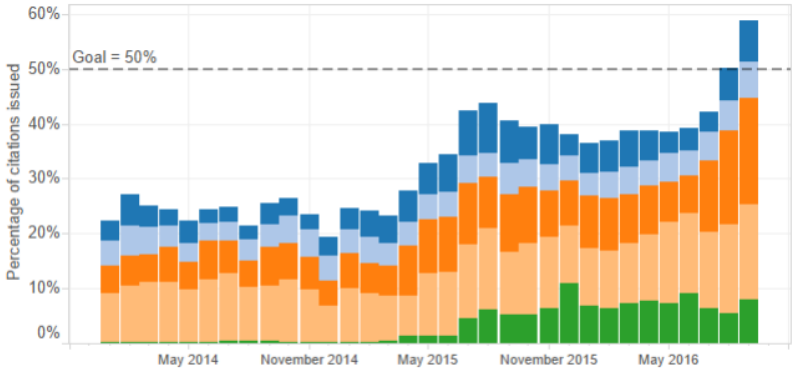




Today Mayor Edwin M. Lee joined by Supervisor Jane Kim, the San Francisco Municipal Transportation Agency (SFMTA), Vision Zero Coalition and other city agencies, announced the completion of the 24th Vision Zero project. As part of the City's commitment to "Vision Zero," a policy to eliminate all serious traffic injuries and fatalities in San Francisco by 2024, the SFMTA developed a list of 24 expedited Vision



TARGETED ENFORCEMENT: FOCUS ON THE 5



A FOCUS ON SPEED



VISION ZERO ACTION STRATEGY TIMELINE

- City agency VZ staff feedback:
  - Oct. 3rd meeting with email feedback due Oct. 10th for action item development
  - Draft Strategy review comments due Nov. 14th
- Public stakeholder feedback:
  - Oct. 11th mtg
  - Online survey ending Oct. 21st
  - VZ Coalition meeting on Oct. 26th
- Supervisor outreach: Nov./Dec.
- Directors' Working Group meeting on Nov. 16th
- Public Stakeholder Update: VZ Task Force mtg Dec. 13th and VZ Committee mtg Dec. 15th
- Finalize Action Strategy with Communications team: Dec./Jan.
- Release Action Strategy: Jan. 2017

ACTIVE AGENCIES

SFMTA
SFDPW
SFDPH
Planning
Rec & Parks
Mayor’s Office
Mayor’s Office on Disability
SFPD
SFPUC
SFFD
Port
Controller’s Office
SFCTA
SFUSD
SFE
SFO
District Attorney’s Office

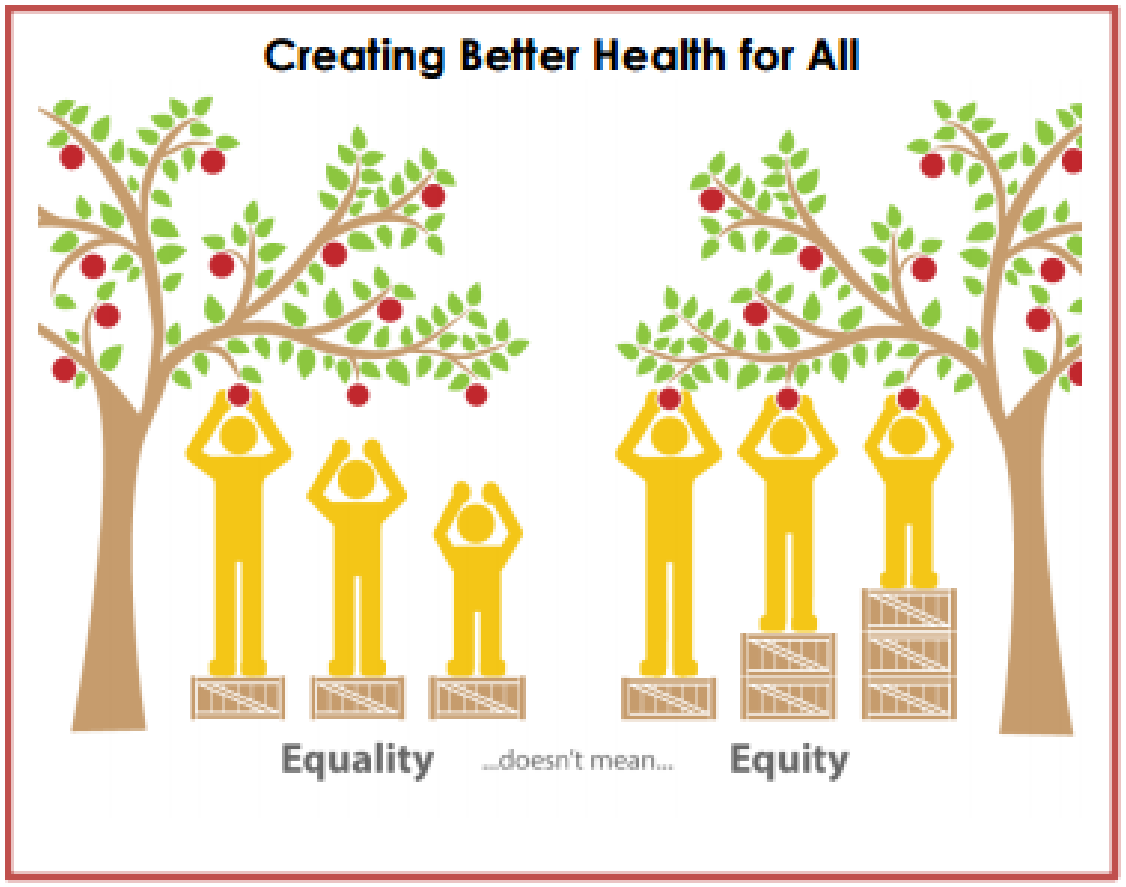
FROM E'S TO OUTCOMES

Safe Streets Safe People Safe Vehicles

Actions, in general, will still be able to be classified as an *engineering solution (i.e. redesigning the street), enforcement solution or education solution* but reorganizing actions based on the outcome of being able to create safe streets, safe people and safe vehicles

CORE PRINCIPLES

1. **Prevention:** Traffic deaths are preventable and unacceptable.
2. **Saving Lives:** Safety and the preservation of human life is our highest priority.
3. **Equity:** San Francisco's transportation system should be safe for all road users, for all modes of transportation, in all communities and for people of all ages and abilities. Vision Zero should:
    a. Prioritize safety and human life in all communities – ensure we are protecting the most vulnerable road users
    b. Aim to eliminate historic disparities in severe and fatal injuries
    c. Ensure actions are sensitive to the community context and do not exacerbate existing inequities or concerns
4. **Safe Streets:** Human error is inevitable and unpredictable; we should design the transportation system to anticipate error so the consequence is not severe injury or death. Transportation and land use development policies, standards, programs and design decisions should prioritize preserving lives.
5. **Safe People:** Safe human behaviors, education about and enforcement of safety rules.
6. **Safe Vehicles:** Vehicle technologies are essential contributors to a safe system.
7. **Speed:** People are inherently vulnerable and speed is a fundamental predictor of crash survival. The transportation system should be designed for speeds that protect human life.



Ensure all communities benefit from VZ
Ensure VZ addresses historic disparities in severe/fatal collisions
Ensure VZ does not exacerbate the existing inequities

WHAT WE'VE HEARD

Outreach:
- Tailored logistics for audience
- Transparency about technical feasibility, cost, and political will
- Comparative information with other cities
- Humanize/personalize VZ

Equity:
- Diverse voices heard by decision makers, community-specific actions
- Safe Routes programs
- Non-text based communications
- Share more detail on fatality stats
- Diversion programs

Stakeholders to Engage:
- Community benefit organizations
- Faith-based organizations
- Affordable housing/property mgmt
- Tech industry
- Insurance companies
- PTAs/schools

Opportunities:
- Make city a model of VZ
- Automated enforcement
- More mode shift out of vehicles (design for people, not cars)
- Identify 'Champions'
- Ensure justice

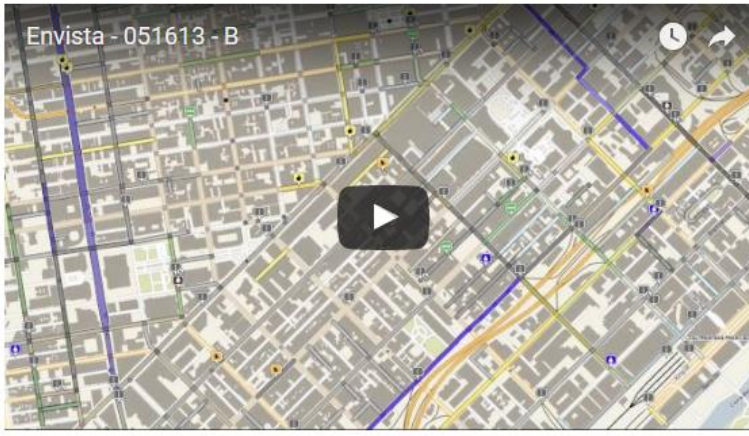
ACTION CONSIDERATIONS

- Does it promote the core principles of Vision Zero?

- Does it push the city to go beyond business-as-usual but is it also feasible-
  - Does it efficiently target resources to crash factors and locations associated with the most severe injuries and deaths?
  - Is it evidence based?
  - Can an agency ‘own it’, advance it?
  - Can it be started or completed within the two year period?

SAMPLE OF ACTIONS

- Launch comprehensive analysis for bicycle collisions and evidence-based solutions
- Launch comprehensive analysis for transit collisions and evidence-based solutions per integration of data into TRANSBASE
- Initiate two new High Visibility Education & Enforcement campaigns to reduce significant dangerous behaviors (SFMTA, SFPD):
  - Inhibited Driving (DUI / Driving while high)
  - Distracted Driving (Calls/Text/Apps)
- Improve project development and delivery by using coordination meetings and tools to identify challenges and report progress on addressing those issues
- Implement electronic citations (e-citations) and e-stops and analyze data to identify solutions



NEXT STEPS

- Public Stakeholder Update: VZ Task Force mtg Dec. 13th and VZ Committee mtg Dec. 15th
- Finalize Action Strategy with Communications team: Dec./Jan.
- Release Action Strategy: Jan. 2017

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