

**HEALTH COMMISSION  
RESOLUTION NO. 17-04**

**IN SUPPORT OF VISION ZERO, THE GOAL OF ZERO TRAFFIC DEATHS IN SAN FRANCISCO BY 2024, AND  
THE 2017-2018 ACTION STRATEGY**

WHEREAS, the San Francisco Health Commission adopted Vision Zero in 2014, a City initiative to eliminate traffic-related fatalities by 2024;

WHEREAS, the Citywide Vision Zero Task Force, co-chaired by the San Francisco Department of Public Health (SFPDH) and the San Francisco Municipal Transportation Agency (SFMTA), is comprised of city agency and public stakeholders and meets quarterly in City Hall to share information regarding Vision Zero initiatives and progress, provide a public forum for obtaining input and feedback, and hold the City accountable for its Vision Zero commitments; and

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

WHEREAS, transportation-related injuries account for half of the patients seen at the Zuckerberg San Francisco General Hospital's Level I Trauma Center; and

WHEREAS, the SFPDH has found that severe and fatal traffic injuries to people walking, driving, and cycling 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 approximately 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, 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, SFPDH's Population Health Division's Strategic Plan and the Community Health Improvement Plan similarly support injury reductions; and

WHEREAS, the SFPDH coordinates the San Francisco Safe Routes to School Partnership, and provides leadership and funding to City agencies and community partners to promote traffic safety and physical activity through safe and active walking and biking to school; and

WHEREAS, the SFPDH coordinates the San Francisco Safe Streets for Seniors Program, which comprises community partners to promote pedestrian safety specifically for seniors, and provides mini-grants to community groups in areas disproportionately impacted by traffic injuries and deaths; and

WHEREAS, the SFDPH provides leadership and 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 the institutionalization of TransBASESF.org - an innovative spatial and relational database management system used by the SFMTA and other agencies to inform data-driven, targeted traffic safety investments; and

WHEREAS, the SFDPH is implementing a comprehensive Transportation-Related Injury Surveillance System linking police, Zuckerberg San Francisco General, emergency dispatch and other records to inform targeted prevention efforts and identify the injuries not reported in police records, supported through a work order with the SFMTA for a Vision Zero Epidemiologist;

WHEREAS the San Francisco Health Commission passed resolution 16-6 supporting State legislation to allow cities like San Francisco to use Automated Speed Enforcement and SFDPH's continued leadership to help the City achieve this goal through work with State partners, the Citywide Vision Zero Task Force and engineering, enforcement, education, encouragement and evaluation initiatives; and therefore be it

RESOLVED, That the San Francisco Health Commission continues to support 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 initiatives to create a transportation system that protects the most vulnerable through safe streets, safe people and safe vehicles; and be it

FURTHER RESOLVED, That the San Francisco Health Commission supports the 2017-2018 Vision Zero Action Strategy; and be it

FURTHER RESOLVED, That the San Francisco Health Commission supports SFDPH's continued efforts to institutionalize TransBASESF.org and comprehensive Transportation-Related Injury Surveillance in support of Vision Zero actions, evaluation, and monitoring; and be it

FURTHER RESOLVED, That the San Francisco Health Commission continues to support State legislation to allow cities like San Francisco to use Automated Speed Enforcement and SFDPH's continued leadership to help the City achieve this goal through work with State partners and the Citywide Vision Zero Task Force; 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 April 18, 2017 adopted the foregoing resolution.



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Mark Morewitz  
Health Commission Executive Secretary