

Vision Zero Task Force Meeting 2

Guiding Principles Handout
November 7, 2016

Guiding Principles Themes

1. Deaths and severe injuries are preventable
2. Human error is inevitable
3. Safety takes priority
4. Solutions must be cross-disciplinary (planning, engineering, enforcement, etc.)
5. Commitment to project implementation (or benchmarking)

Example Guiding Principles

San Francisco

1. Traffic deaths are preventable and unacceptable.
2. Safety is our highest priority.
 - a. Preserving life is the highest priority.
 - b. 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.
 - c. Transportation and land use development policies, standards, programs and design decisions should prioritize preserving lives.
3. Human error is inevitable and unpredictable; we should design the transportation system to anticipate error so the consequence is not severe injury or death.
4. Safe human behaviors, education about and enforcement of safety rules, and vehicle technologies are essential contributors to a safe system.
5. 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.

Los Angeles

1. Traffic Deaths are preventable and unacceptable.
 - a. Traffic deaths are not "accidents," but preventable tragedies. Our efforts are based on proven solutions that consider the large variety of factors that contribute to risk such as the design of the street, location, and time of day.
2. Human error is inevitable and unpredictable.
 - a. The transportation system should be designed to anticipate error so the consequence of a collision is not severe injury or death. Continued technological advancement will play an important role, but it must be accompanied by retooling our streets.
3. Engineering, education, enforcement, evaluation, and equity are essential to a safe system.
 - a. The hallmark of success for Vision Zero is the coordination between all of the "E's" and a multi-disciplinary approach to making our streets safer.
4. Human life takes priority over other objectives of the road system.
 - a. Our streets must be safe for people of all ages and abilities, traveling by all modes of transportation. Prioritizing people walking and vulnerable users such as children and older adults will enhance safety for everyone. Streets that are safe to walk on are also safe for people bicycling, accessing transit, and driving. We will retrofit and

reconstruct our streets using both existing tools and pioneering new, innovative design strategies.

5. Speed is a fundamental predictor of crash survival.
 - a. The transportation system should be designed for speeds that protect human life. High vehicle speeds greatly increase the likelihood of death as the outcome of a collision.
6. Government policies at all levels should be coordinated to promote safety as the highest priority.
 - a. Many of the laws and regulations governing safety on our streets are determined at the State and Federal level. Appropriate legislative changes in Sacramento and Washington can enhance our efforts at the local level.

Austin

1. Traffic deaths and injuries are a preventable, public health issue. Any traffic death is too many.
2. People will make mistakes; the transportation system should be designed so those mistakes aren't fatal.
3. Safety is the primary consideration in transportation decision making.
4. Traffic safety solutions must be addressed holistically, through:
 - a. Education and culture change,
 - b. Enforcement and prosecution, and
 - c. Land use, planning and transportation engineering.

Portland (these are more Plan focused)

1. The Plan will be equitable.
 - a. It will address the disproportionate burden of traffic fatalities and serious injuries on communities of concern, including people of color, low-income households, older adults and youth, people with disabilities, people with limited English proficiency, and households with limited vehicle access
 - b. It will prioritize filling gaps in infrastructure where those gaps contribute to fatalities and serious injuries, or limit the transportation options of communities of concern
 - c. It will not result in racial profiling
2. Actions in the plan will be data-driven to address the factors that lead to serious injury and death on Portland's streets
 - a. Safety data will be gathered from both traditional and innovative sources to identify the location, behaviors, and circumstances—including street design—related to serious and deadly crashes
 - b. Equity data, including demographics, risk factors, traffic enforcement data, and infrastructure gaps linked to crashes, will be used to ensure the plan prioritizes the needs of communities of concern
3. The plan will be accountable, setting out clear objectives and measuring performance against them
 - a. Progress will be communicated in annual reports and in an easily accessible dashboard
 - b. Engagement with communities will be ongoing
 - c. Success will be measured by the level of investment in communities of concern, as well as by safety metrics



Guiding Principles Group Exercise

Together as a group, draft values you want to 'drive' the Vision Zero Action Plan. The values should be consistent with the vision statement. You can use the provided examples but be sure to focus on Sacramento's needs.

Take those values and use them to develop into 3-5 guiding principles. The guiding principles should be consistent with the vision statement.