

File No. 241180

Committee Item No. _____

Board Item No. 70

COMMITTEE/BOARD OF SUPERVISORS

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Date: _____

Board of Supervisors Meeting

Date: December 10, 2024

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OTHER

- Assembly Bill No. 413 10/10/2023
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Prepared by: Jocelyn Wong

Date: December 6, 2024

Prepared by: _____

Date: _____

1 [Urging Implementation of Red Zones for Daylighting at All Crosswalks and Intersections]

2

3 **Resolution urging the San Francisco Municipal Transportation Agency to implement**
4 **red zones for daylighting at all crosswalks and intersections to comply with the**
5 **Daylighting to Save Lives Bill.**

6

7 WHEREAS, In 2023, the California State Legislature passed Assembly Bill No. 413 (AB
8 413), also known as the Daylighting to Save Lives Bill, which was subsequently signed into
9 law by the Governor, amending the California Vehicle Code to prohibit vehicles from stopping,
10 standing, or parking within 20 feet of a unmarked or marked crosswalk or 15 feet of any
11 crosswalk with a curb extension to improve visibility and enhance pedestrian safety; and

12 WHEREAS, Daylighting is a straightforward and effective safety measure that involves
13 keeping the areas adjacent to crosswalks clear of parked vehicles, thereby improving visibility
14 and enabling pedestrians, drivers, and cyclists to see each other more clearly; and

15 WHEREAS, Prior to the passage of AB 413, California was among the few states that
16 did not mandate daylighting at intersections, as the state adopted its own Vehicle Code rather
17 than aligning with the United States Uniform Vehicle Code of 1926, which originally prohibited
18 parking within 25 feet of intersections, later amended to 20 feet; and

19 WHEREAS, In 2019, the San Francisco Board of Supervisors unanimously adopted
20 Resolution No. 248-19, authored by Supervisor Norman Yee, urging the San Francisco
21 Municipal Transportation Agency (SFMTA) to develop a comprehensive daylighting plan and
22 systematically implement parking restrictions at intersection corners to improve traffic safety;
23 and

24 WHEREAS, San Francisco has committed to Vision Zero, a citywide initiative to
25 eliminate all traffic fatalities by 2024, through a comprehensive approach that includes

1 engineering safer streets, educating the public on traffic safety, and enforcing traffic laws
2 designed to save lives, while prioritizing equity and protecting the most vulnerable road users
3 such as pedestrians, cyclists, seniors, and children; and

4 WHEREAS, The passage of AB 413 aligns with San Francisco’s Vision Zero Goals by
5 enhancing pedestrian and traffic safety through daylighting to reduce the risk of collisions by
6 increasing visibility at intersections and crosswalks; and

7 WHEREAS, AB 413 permits local jurisdictions to issue warnings for violations until
8 January 1, 2025, after which citations will be issued for noncompliance whether or not signs or
9 markings are present; now, therefore, be it

10 RESOLVED, That the San Francisco Board of Supervisors urges the SFMTA to paint
11 red zones at every crosswalk and intersection in San Francisco to eliminate confusion for
12 residents and to promote equity in traffic safety across all neighborhoods; and, be it

13 FURTHER RESOLVED, That the painted red zones will offer residents a clear and
14 visible reminder to comply with the state’s daylighting law, reducing the risk of citations,
15 protect low-income families from predatory fees whether unintentional or not, reinforcing the
16 need to maintain clear sightlines at intersections, and ultimately improving overall traffic safety
17 for all road users; and, be it

18 FURTHER RESOLVED, That the San Francisco Board of Supervisors urges the
19 SFMTA to collaborate with the City’s State Representatives and the California Department of
20 Motor Vehicles to actively inform residents about the importance of complying with the
21 daylighting law, ensuring widespread awareness and understanding through public
22 information campaigns or incorporating written or digital reminders into annual vehicle
23 registration renewals; and, be it

24 FURTHER RESOLVED, That the San Francisco Board of Supervisors hereby directs
25 the Clerk of the Board to transmit a copy of this Resolution to the SFMTA Board of Directors,

1 the Director of the SFMTA, State Senator Scott Wiener, State Assembly Member Matt Haney,
2 State Assembly Member Catherine Stefani, the Commission on State Mandates, and the
3 California Department of Motor Vehicles.

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Assembly Bill No. 413

CHAPTER 652

An act to amend Section 22500 of the Vehicle Code, relating to vehicles.

[Approved by Governor October 10, 2023. Filed with Secretary
of State October 10, 2023.]

LEGISLATIVE COUNSEL'S DIGEST

AB 413, Lee. Vehicles: stopping, standing, and parking.

Existing law prohibits the stopping, standing, or parking of a vehicle in certain places and under certain conditions, including within an intersection, on a sidewalk or crosswalk, or in front of a fire station. Existing law additionally authorizes local jurisdictions to, by ordinance, restrict parking in certain areas, at certain times, and for certain reasons, and to establish metered parking.

This bill would prohibit the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, as specified. The bill would, prior to January 1, 2025, authorize jurisdictions to only issue a warning for a violation, and would prohibit them from issuing a citation for a violation, unless the violation occurs in an area marked using paint or a sign.

By restricting parking in certain areas, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

The people of the State of California do enact as follows:

SECTION 1. Section 22500 of the Vehicle Code is amended to read:

22500. A person shall not stop, park, or leave standing any vehicle whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic control device, in any of the following places:

(a) Within an intersection, except adjacent to curbs as may be permitted by local ordinance.

(b) On a crosswalk, except that a bus engaged as a common carrier or a taxicab may stop in an unmarked crosswalk to load or unload passengers when authorized by the legislative body of a city pursuant to an ordinance.

(c) Between a safety zone and the adjacent right-hand curb or within the area between the zone and the curb as may be indicated by a sign or red paint on the curb, which sign or paint was erected or placed by local authorities pursuant to an ordinance.

(d) Within 15 feet of the driveway entrance to a fire station. This subdivision does not apply to any vehicle owned or operated by a fire department and clearly marked as a fire department vehicle.

(e) (1) In front of a public or private driveway, except that a bus engaged as a common carrier, schoolbus, or a taxicab may stop to load or unload passengers when authorized by local authorities pursuant to an ordinance.

(2) In unincorporated territory, where the entrance of a private road or driveway is not delineated by an opening in a curb or by other curb construction, so much of the surface of the ground as is paved, surfaced, or otherwise plainly marked by vehicle use as a private road or driveway entrance, shall constitute a driveway.

(f) On a portion of a sidewalk, or with the body of the vehicle extending over a portion of a sidewalk, except electric carts when authorized by local ordinance, as specified in Section 21114.5. Lights, mirrors, or devices that are required to be mounted upon a vehicle under this code may extend from the body of the vehicle over the sidewalk to a distance of not more than 10 inches.

(g) Alongside or opposite a street or highway excavation or obstruction when stopping, standing, or parking would obstruct traffic.

(h) On the roadway side of a vehicle stopped, parked, or standing at the curb or edge of a highway, except for a schoolbus when stopped to load or unload pupils in a business or residence district where the speed limit is 25 miles per hour or less.

(i) Except as provided under Section 22500.5, alongside curb space authorized for the loading and unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb erected or painted by local authorities pursuant to an ordinance.

(j) In a tube or tunnel, except vehicles of the authorities in charge, being used in the repair, maintenance, or inspection of the facility.

(k) Upon a bridge, except vehicles of the authorities in charge, being used in the repair, maintenance, or inspection of the facility, and except that buses engaged as a common carrier in local transportation may stop to load or unload passengers upon a bridge where sidewalks are provided, when authorized by local authorities pursuant to an ordinance, and except that local authorities pursuant to an ordinance or the Department of Transportation pursuant to an order, within their respective jurisdictions, may permit parking on bridges having sidewalks and shoulders of sufficient width to permit parking without interfering with the normal movement of traffic on the roadway. Local authorities, by ordinance or resolution, may

permit parking on these bridges on state highways in their respective jurisdictions if the ordinance or resolution is first approved in writing by the Department of Transportation. Parking shall not be permitted unless there are signs in place, as may be necessary, to indicate the provisions of local ordinances or the order of the Department of Transportation.

(l) In front of or upon that portion of a curb that has been cut down, lowered, or constructed to provide wheelchair accessibility to the sidewalk.

(m) In a portion of a highway that has been designated for the exclusive use of public transit buses.

(n) (1) (A) Within 20 feet of the vehicle approach side of any marked or unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present.

(B) Notwithstanding subparagraph (A), a local authority may establish a different distance if both of the following requirements are met:

(i) A local authority establishes the different distance by ordinance that includes a finding that the different distance is justified by established traffic safety standards.

(ii) A local authority has marked the different distance at the intersection using paint or a sign.

(2) Notwithstanding paragraph (1), a local authority may permit commercial vehicle loading or unloading within 20 feet of the vehicle approach side of any marked or unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present if both of the following requirements are met:

(A) A local authority authorizes the commercial vehicle loading and unloading by ordinance and identifies the crosswalk or crosswalks in the ordinance.

(B) A local authority has marked the commercial loading and unloading areas with paint or signage.

(3) Notwithstanding paragraph (1), a local authority may permit parking for bicycles or motorized scooters within 20 feet of a crosswalk.

(4) Prior to January 1, 2025, jurisdictions may only issue a warning, and shall not issue a citation, for a violation unless the violation occurs in an area marked using paint or a sign.

SEC. 2. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

Introduction Form

(by a Member of the Board of Supervisors or the Mayor)



I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee (Ordinance, Resolution, Motion or Charter Amendment)
- 2. Request for next printed agenda (For Adoption Without Committee Reference)
(Routine, non-controversial and/or commendatory matters only)
- 3. Request for Hearing on a subject matter at Committee
- 4. Request for Letter beginning with "Supervisor inquires..."
- 5. City Attorney Request
- 6. Call File No. from Committee.
- 7. Budget and Legislative Analyst Request (attached written Motion)
- 8. Substitute Legislation File No.
- 9. Reactivate File No.
- 10. Topic submitted for Mayoral Appearance before the Board on

The proposed legislation should be forwarded to the following (please check all appropriate boxes):

- Small Business Commission Youth Commission Ethics Commission
- Planning Commission Building Inspection Commission Human Resources Department

General Plan Referral sent to the Planning Department (proposed legislation subject to Charter 4.105 & Admin 2A.53):

- Yes No

(Note: For Imperative Agenda items (a Resolution not on the printed agenda), use the Imperative Agenda Form.)

Sponsor(s):

Walton, Safai, Preston, Melgar, Chan, Peskin

Subject:

Implement Red Zones for Daylighting at All Crosswalks and Intersections

Long Title or text listed:

Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) to implement red zones for daylighting at all crosswalks and intersections to comply with the Daylighting to Save Lives Bill.

Signature of Sponsoring Supervisor: /s/ Shamann Walton