

1 [Supporting California State Assembly Bill No. 645 (Friedman) - Vehicles: Speed Safety
2 System Pilot Program]

3 **Resolution supporting Assembly Bill No. 645, introduced by Assembly Member Laura**
4 **Friedman, which would allow the City and County of San Francisco, and other**
5 **municipalities to establish a Speed Safety System Pilot Program and to urge**
6 **interagency cooperation upon its passage.**

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8 WHEREAS, The California Vehicle Code requires all California drivers to operate their
9 vehicles at a safe and reasonable rate of speed; and

10 WHEREAS, The California Vehicle Code states that “No person shall drive a vehicle
11 upon a highway at a speed greater than is reasonable or prudent having due regard for
12 weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at
13 a speed which endangers the safety of persons or property”; and

14 WHEREAS, Infractions of California’s speed laws are enforced by law enforcement
15 officers at the state and local level; and

16 WHEREAS, California state law allows the use of automated enforcement through red
17 light cameras; and

18 WHEREAS, The City and County of San Francisco has been using red light cameras
19 since 1996; and

20 WHEREAS, By 2001, there was a nearly nine percent reduction in injury collisions, a
21 10.5% reduction in injuries, and a 50% reduction in fatalities in the five years after red light
22 cameras were implemented compared with the five years before their implementation; and

23 WHEREAS, Speeding is the number one cause of fatalities on streets; and

24 WHEREAS, The National Highway Traffic and Safety Administration estimates about
25 five percent of pedestrians would die when struck by a vehicle traveling 20 miles per hour

1 (MPH) at impact; about 40% would die if struck by vehicles traveling 30 MPH at impact; 80%
2 would die at 40 MPH; and nearly 100% would die if struck by a vehicle traveling at a speed
3 over 50 MPH at impact; and

4 WHEREAS, In 2014, the City and County of San Francisco adopted Vision Zero as the
5 City's road safety policy, committing to build better and safer streets, educate the public on
6 traffic safety, enforce traffic laws, adopt policy changes that save lives, and reach zero traffic
7 deaths by the year 2024; and

8 WHEREAS, More than 200 people have lost their lives while traveling on City streets
9 since the adoption of Vision Zero, with hundreds more seriously injured each year; and

10 WHEREAS, Speeding must be enforced to protect the lives of pedestrians, drivers,
11 cyclists, and all road users; and

12 WHEREAS, The Board of Supervisors recently adopted its sixth-cycle Housing
13 Element, committing San Francisco to facilitate the production of more than 82,000 new units
14 of housing over the next eight years; and

15 WHEREAS, In fulfilling the commitments of the City's Housing Element, many San
16 Francisco neighborhoods will see dramatically increased density, resulting in more commuters
17 making use of public transit and alternative mobility options like bicycles, e-bikes and
18 scooters, with increasing numbers of pedestrians and residents opting against the use or even
19 ownership of private vehicles; and

20 WHEREAS, With the increased density and urbanism San Francisco will increasingly
21 reflect in years to come, motorists making use of the City streets must fundamentally
22 reimagine their relationship with the road; and

23 WHEREAS, The ability of jurisdictions to enforce speeding is dependent on law
24 enforcement staffing, which is currently experiencing chronic shortages nationwide; and

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1 WHEREAS, Biased policing can lead to disproportionate targeting of people of color
2 being for non-violent offenses; and

3 WHEREAS, Automated speed enforcement is a solution that can enforce speed limits
4 objectively, significantly mitigating the effects of biased policing; and

5 WHEREAS, Several attempt have been made to authorize such enforcement including
6 former Assembly Member David Chiu’s AB 550, Senator Susan Rubio’s SB 735, Assembly
7 Member Laura Friedman’s 2022 bill AB 2336 which was cosponsored by Assembly Members
8 Phil Ting and Buffy Wicks; and

9 WHEREAS, The most recent bill was introduced in early 2023, again by Assembly
10 Member Friedman and co-authored by Assembly Member Matt Haney and Assembly Member
11 Phil Ting; now, therefore, be it

12 RESOLVED, That the Board of Supervisors of the City and County of San Francisco
13 supports Assembly Bill 645; and, be it

14 FURTHER RESOLVED, That upon passage of the bill, the Municipal Transportation
15 Agency, Police Department, and Department of Public Health should work together to identify
16 barriers to implementation; and, be it

17 FURTHER RESOLVED, That the Board of Supervisors hereby directs the Clerk of the
18 Board of Supervisors to transmit a copy of this Resolution to San Francisco’s State Legislative
19 Delegation and to the City Lobbyist.

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