

1 [Supporting California State Assembly Bill No. 550 (Chiu) - Pedestrian Safety]

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3 **Resolution supporting California State Assembly Bill No. 550, introduced on February**
4 **10, 2021, by Assembly Member David Chiu (AD-17), which would establish and**
5 **implement a five-year automated speed safety system pilot program, as long as the**
6 **program meets specific equity, safety, and privacy specifications.**

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8 WHEREAS, According to the California Office of Traffic Safety, nearly 7,500
9 pedestrians have died from injuries sustained by vehicle collisions in California between 2009
10 and 2018, with 893 pedestrians killed on California roadways in 2018 alone, a 26% increase
11 from the number of pedestrian deaths in 2014; and

12 WHEREAS, According to the U.S. Department of Transportation’s Federal Highway
13 Administration, pedestrians struck by a speeding vehicle are two times more likely to die from
14 the vehicle collision than recover from an injury sustained from the collision, with a 85%
15 fatality likelihood for a pedestrian who is hit by a vehicle going 40 miles per hour dipping to
16 15% likelihood when the pedestrian is hit by a vehicle going 20 miles per hour; and

17 WHEREAS, Automated speed safety systems comprise pedestrian and traffic safety
18 technology that utilizes vehicle speed sensors and cameras to capture images of cars
19 traveling at excessive speeds, and, while currently used in 142 U.S. jurisdictions, is still illegal
20 in the State of California; and

21 WHEREAS, In 2017, Assembly Member David Chiu (AD-17) introduced Assembly Bill
22 No. 342 (the Safe Streets Act of 2017), to allow both San Francisco and San Jose to run a
23 five-year automated speed safety system pilot program, which did not make it out of
24 Committee, due to opposition from the California Association of Highway Patrolmen, among
25 other law enforcement groups; and

1 WHEREAS, Assembly Member Chiu is once again attempting to legalize automated
2 speed enforcement in the Bay Area in order to curb pedestrian fatalities with the introduction
3 of Assembly Bill No. 550, co-sponsored by the other members of the San Francisco State
4 Legislative Delegation, Senator Scott Wiener (SD-11) and Assembly Member Phil Ting (AD-
5 19), as well as Assembly Member Buffy Wicks (AD-15); and

6 WHEREAS, Assembly Bill 550 takes into consideration concerns from civil liberties,
7 equity advocates and law enforcement agencies, and includes strict privacy restrictions based
8 on San Francisco's own ground-breaking facial recognition technology ban, as well as data-
9 driven equity parameters and a mandate that the automated speed safety system pilot
10 program be overseen by local transportation agencies rather than police departments; and

11 WHEREAS, San Francisco's Vision Zero Task Force and local Vision Zero advocacy
12 organizations, Walk San Francisco, Chinatown TRIP, Senior Disability Action and the San
13 Francisco Bicycle Coalition, have identified automated speed safety system programming as
14 a critical tool to combat pedestrian fatalities in San Francisco; now, therefore, be it

15 RESOLVED, That the Board of Supervisors of the City and County of San Francisco
16 supports California State Assembly Bill 550, introduced on February 10, 2021, by Assembly
17 Member David Chiu (AD-17), which would establish and implement a five-year automated
18 speed safety system pilot program, as long as the program meets specific equity, safety and
19 privacy specifications; and, be it

20 FURTHER RESOLVED, That the Board of Supervisors urges local law enforcement to
21 support AB 550 and work with the State Legislative Delegation to ensure its passage at the
22 State level; and, be it

23 FURTHER RESOLVED, That the Board of Supervisors directs the Clerk of the Board
24 to transmit a copy of this Resolution to the State Legislative Delegation and the City Lobbyist
25 upon final passage.