

1 [Urging SFMTA to Prioritize and Expedite Vision Zero Improvements Around Playgrounds,  
2 School Zones, and Senior Zones]

3 **Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) to**  
4 **prioritize and expedite Vision Zero improvements around playgrounds, school zones,**  
5 **and senior zones; and to urge the SFMTA to implement newly allowed changes by**  
6 **Assembly Bill (AB) 43 by December 31, 2022.**

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8 WHEREAS, In 2014 the City and County of San Francisco adopted Vision Zero as a  
9 policy and commitment to eliminate traffic deaths and reduce severe injuries, and to create  
10 safer, more livable streets by 2024, through a Resolution on file with the Clerk of the Board of  
11 Supervisors in File No. 140047, which is hereby declared to be a part of this Resolution as if  
12 set forth fully herein; and

13 WHEREAS, While there has been significant progress with improving engineering of  
14 city streets to promote pedestrian and bicycle safety, San Francisco is not on track to meet  
15 2024 goals and has not reduced the number of traffic-related fatalities, averaging 30 traffic-  
16 related fatalities a year, and over 500 severe injuries; and

17 WHEREAS, Children are among our city's most vulnerable and need to be protected  
18 as such with prioritizing traffic safety around school zones; advancing programs that augment  
19 street safety around all schools; and

20 WHEREAS, SFMTA has the authority to adopt regulations and control traffic patterns  
21 that is not blocked by state law, and SFMTA has programs such as Safe Routes To Schools  
22 (SRTS), Engineering improvement programs, Crossing Guard Programs, Muni Routes  
23 Serving City Schools, and Free Muni For All Youth; and

24 WHEREAS, The 2019 Vision Zero Action Strategy shows the disproportionate toll of  
25 traffic crashes includes seniors, and traffic safety around senior centers and zones needs to

1 be prioritized; and according to 2017 to 2019 data we know that people walking continue to  
2 comprise approximately one-third of severe and 31-45% of critical injuries in recent years; and

3 WHEREAS, Speed is a leading predictor of whether a person will survive a traffic  
4 collision; where in January 2022, SFMTA will set speeds at 20 MPH or 25 MPH in Business  
5 Activity Districts that meet the AB 43 criteria; where SFMTA has identified seven business  
6 corridors where speed limits will first be reduced, and have identified over 35 business  
7 locations that fall under future consideration; and

8 WHEREAS, State Law dictates that 15 MPH zones are allowed only on streets with (1)  
9 a maximum of 2 travel lanes and (2) a maximum posted speed of 30 MPH; and certain  
10 corridors in the city have three travel lanes, however, this does not preclude SFMTA from  
11 codifying vision zero improvements on these streets; and

12 WHEREAS, SFMTA has come out with a commitment to promote safe crossings by  
13 stating that all High Injury Network (HIN) Intersections will have core quick build safety  
14 improvements by 2024, such as daylighting, continental crosswalks, slower walking speeds,  
15 and leading pedestrian intervals; and the Vision Zero Action Strategy states that the SFMTA  
16 will complete 100 traffic calming devices annually, including locations focused on areas that  
17 have been centered around seniors, people with disabilities, and schools; now, therefore, be it

18 RESOLVED, That the Board of Supervisors urges the SFMTA to protect our children  
19 by expediting quick-builds, reducing speeds, implementing engineering solutions around  
20 school zones, playgrounds, and senior zones, while advancing programs like Safe Routes To  
21 Schools (SRTS), Crossing Guard Programs, and Muni Routes Serving City Schools; and, be  
22 it

23 FURTHER RESOLVED, That the Board of Supervisors urges the SFMTA to reduce  
24 speeds to 20MPH in all 35 initial locations eligible for speed limit reductions through AB 43 by  
25 December 2022; and be it.

1           FURTHER RESOLVED, That Board of Supervisor urges the SFMTA to work with the  
2 San Francisco County Transportation Authority (SFCTA) and come to the Transportation  
3 Authority’s Board of Directors to create analysis of which streets on the High Injury Network  
4 (HIN) should be applied to the Quick-Build Toolkit by April 2022; and the SFMTA shall report  
5 to the TA Board of Directors the completion of their 100 traffic calming devices that they have  
6 committed to in their Vision Zero Action Strategy, which includes locations focused on areas  
7 that have been prioritized for seniors, people with disabilities, and schools; and, be it

8           FURTHER RESOLVED, That the Board of Supervisors urges the SFMTA’s Vision Zero  
9 Action Strategy section that is called, “Improving visibility & Reducing conflicts for vulnerable  
10 road users,” to expedite adaptation to areas around schools, playgrounds, and senior centers.

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