

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

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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.**

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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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