

1 [Urging Creation of a Systematic Daylighting Plan]

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3 **Resolution urging the Municipal Transportation Agency (SFMTA) to create a**
4 **Daylighting plan and systematically implement parking restrictions at intersection**
5 **corners to improve traffic safety; and requesting a report from the SFMTA.**

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7 WHEREAS, In 2014 the City and County of San Francisco adopted Vision Zero as a
8 policy, on file with the Clerk of the Board of Supervisors in File No. 140047, which is hereby
9 declared to be a part of this resolution as if set forth fully herein; and

10 WHEREAS, The goal of Vision Zero is to eliminate traffic fatalities by 2024; and

11 WHEREAS, Vision Zero is a commitment to engineer safer streets, educate the public
12 on traffic safety, and enforce traffic laws that save lives; and

13 WHEREAS, Vision Zero is a commitment to adopt policy changes and prioritize
14 resources to implement effective initiatives; and

15 WHEREAS, The San Francisco Department of Public Health has identified high injury
16 corridors which is 13% of streets where over 75% severe/fatal injuries occur to people
17 walking, biking, and driving, known as the High Injury Corridors; and

18 WHEREAS, Every year in San Francisco about 30 people lose their lives and more
19 than 500 are severely injured; and

20 WHEREAS, As of May 2, 2019, 12 people have already been killed on our streets; and

21 WHEREAS, The impact of collisions on survivors, families and friends is lifelong and
22 devastating, and

23 WHEREAS, These fatalities and injuries are unacceptable and preventable; and

24 WHEREAS, In order to engineer safer streets, every strategy that has shown to reduce
25 collisions must be pursued systematically; and

1 WHEREAS, The removal of parking approaching intersections, or Daylighting, is one
2 tool used nationally to improve visibility between drivers and other vehicles and people
3 crossing the street, and

4 WHEREAS, One parking space prohibitions at intersection corners are recommended
5 in national documents such as the Uniform Vehicle Code and the Manual on Uniform Traffic
6 Control Devices; and

7 WHEREAS, Daylighting improves visibility between drivers and people crossing the
8 streets; and

9 WHEREAS, Daylighting is already a tool used by the Municipal Transportation Agency
10 (SFMTA); and

11 WHEREAS, In 2014 the Pedestrian Safety Advisory Committee unanimously adopted a
12 resolution supporting daylighting of all San Francisco Intersections; and

13 WHEREAS, San Francisco/Bay Area Families for Safe Streets, WalkSF, the Bicycle
14 Coalition, Senior and Disability Action all support the use of Daylighting; and

15 WHEREAS, Utilizing data driven processes ensures resources are spent where they
16 will have the greatest impact in creating safer streets; and

17 WHEREAS, In 2014, Daylighting was systematically implemented on 80 intersections
18 in the Tenderloin; and

19 WHEREAS, This resulted in 14% fewer reported collisions at the intersections where
20 daylighting treatments were implemented; and

21 WHEREAS, The reduction in collisions with daylighting is statistically significant and
22 resulted in fewer injuries and fatalities; and

23 WHEREAS, Daylighting is a proven and powerful tool that can improve traffic safety
24 according to national design guidelines from the National Association of City Transportation
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1 Officials, the Institute of Transportation Engineers, and the Federal Highway Administration;
2 now therefore, be it

3 RESOLVED, That safety concerns take precedent over the loss of parking; and, be it

4 FURTHER RESOLVED, That the Board of Supervisors strongly urges SFMTA to
5 create a plan and program to systematically implement additional Daylighting on High Injury
6 Corridors and where SFMTA staff determine it is needed; and, be it

7 FURTHER RESOLVED, That SFMTA fast-track approvals for daylighting where data
8 such as barriers to visibility, collisions, injuries or fatalities illustrates the need; and, be it

9 FURTHER RESOLVED, SFMTA will implement Daylighting at 1200 intersections in the
10 next year; and be it

11 FURTHER RESOLVED, That the SFMTA will report back to the Board of Supervisors
12 in 3 months with the intersections where daylighting has been implemented, the timeline and
13 plan for the future intersections and any resources needed in order to ensure full
14 implementation.

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