

BOARD of SUPERVISORS



City Hall
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MEMORANDUM

Date: May 30, 2019

To: Ed Reiskin, Executive Director, Municipal Transportation Agency

From: *ACE* Angela Calvillo, Clerk of the Board, Board of Supervisors

Subject: Urging Creation of a Systematic Daylighting Plan (File No. 190507)

On May 14, 2019, the Board of Supervisors adopted Resolution No. 248-19, sponsored by Supervisor Norman Yee (File No. 190507, Urging Creation of a Systematic Daylighting Plan); enacted on May 24, 2019.

Please find the attached courtesy copy of the Resolution for the Municipal Transportation Agency's information and consideration.

If you have any questions or concerns, please contact the Office of the Clerk of the Board at (415) 554-5184.

c: Members of the Board of Supervisors; Supervisors Norman Yee, Rafael Mandelman, Vallie Brown, Gordon Mar, Catherine Stefani, Hillary Ronen, and Matt Haney
Kate Breen, Municipal Transportation Agency
Janet Martinsen, Municipal Transportation Agency
Joel Ramos, Municipal Transportation Agency

1 [Urging Creation of a Systematic Daylighting Plan]

2
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.**
6

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
25

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.



City and County of San Francisco

Tails
Resolution

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 190507

Date Passed: May 14, 2019


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

May 14, 2019 Board of Supervisors - ADOPTED

Ayes: 9 - Brown, Fewer, Haney, Mandelman, Mar, Peskin, Safai, Stefani and Yee
Excused: 2 - Ronen and Walton

File No. 190507

I hereby certify that the foregoing Resolution was ADOPTED on 5/14/2019 by the Board of Supervisors of the City and County of San Francisco.


Angela Calvillo
Clerk of the Board

Unsigned

London N. Breed
Mayor

5/24/19

Date Approved

I hereby certify that the foregoing resolution, not being signed by the Mayor within the time limit as set forth in Section 3.103 of the Charter, or time waived pursuant to Board Rule 2.14.2, became effective without her approval in accordance with the provision of said Section 3.103 of the Charter or Board Rule 2.14.2.


fr Angela Calvillo
Clerk of the Board

5/24/2019
Date