

1 [Declaring a State of Emergency on Pedestrian and Cyclist Fatalities in San Francisco]

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3 **Resolution declaring a state of emergency regarding pedestrian and cyclist fatalities in**
4 **San Francisco.**

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6 WHEREAS, On average three people a day are hit by cars in San Francisco; and

7 WHEREAS, 75 percent of severe and fatal crashes happen in 13 percent of San

8 Francisco's streets known as "high-injury corridors"; and

9 WHEREAS, Traffic safety is nationally a public health crisis, with pedestrian fatalities
10 nationally now exceeding rates last seen twenty years ago; and

11 WHEREAS, The San Francisco Board of Supervisors adopted Resolution No. 91-14,
12 Implement a Vision Zero Three Point Plan: Engineering, Education and Enforcement, on
13 March 18, 2014, a policy committing the city of San Francisco to a goal of zero traffic related
14 deaths by 2024; and

15 WHEREAS, To date, San Francisco has had 15 pedestrian and cyclist deaths related
16 to traffic collisions in 2019; and

17 WHEREAS, Speed is a significant determining factor in pedestrian death as a result
18 from a vehicular collision, with evidence that a pedestrian hit by a car travelling at 40 miles per
19 hour has a 15 percent survival rate, while a pedestrian hit by a car traveling at 20 miles per
20 hour has closer to a 90 percent chance of surviving the collision; and

21 WHEREAS, In February 2019, the City released an updated Vision Zero Action
22 Strategy, that describes clear strategic actions and transformative policies that the City will
23 undertake to meet the goal of zero, including data-driven, proven tools related to engineering
24 and infrastructure improvements and commitments to complement engineering actions such
25 as education and enforcement; and

1 WHEREAS, The SFMTA in June 2019 developed a streamlined quick-build policy to
2 immediately improve high-injury corridors with reduced timelines; and

3 WHEREAS, The SFMTA has focused efforts on intersections, including retiming one-
4 third of the City’s signals for slower walking speeds and improve walking conditions,
5 upgrading hundreds of crosswalks to high-visibility, implementing ‘daylighting’ at street
6 corners in the Tenderloin, South of Market and Financial District neighborhoods, and will pilot
7 treatments to reduce vehicle turn speeds; and

8 WHEREAS, The SFMTA in October 2019 legislated the Better Market Street project,
9 an effort to drastically change the safety on Market Street for all users, including prohibiting
10 private vehicles traveling in both directions from Steuart Street to 12th Street to prioritize
11 walking, biking and transit; and

12 WHEREAS, Fatalities and severe injuries continue to occur on San Francisco streets
13 and disproportionately affect vulnerable populations; and

14 WHEREAS, The City needs to not only continue its existing efforts but proactively seek
15 and implement innovative engineering, enforcement and education measures to reach the
16 Vision Zero goal; and

17 WHEREAS, Increasing red light cameras, pedestrian scrambles, and bulb-outs, as well
18 as reducing speeds, reducing the number of car lanes, re-timing traffic lights, and many other
19 safety increasing measures can be implemented immediately to help address these safety
20 issues; and

21 WHEREAS, Enforcement from the San Francisco Police Department and San
22 Francisco Municipal Transportation Authority play a critical role in ensuring safety for
23 pedestrians and cyclists; and

24 WHEREAS, Enforcement from these agencies has not kept pace with the growing
25 number of cars and other forms of mobility on the roads; and

1 WHEREAS, The San Francisco Police Department issued 45,000 citations in 2016 for
2 Focus on the Five citations, the citations for the top five driving behaviors that are most likely
3 to result in a severe injury or fatality, but only 20,154 citations for these same behaviors
4 in 2018; and

5 WHEREAS, Vision Zero projects and programs should not exacerbate existing
6 inequities in implementation or result in any unintended consequences, including interaction
7 with law enforcement and issues of racial profiling, bias and deportation; and

8 WHEREAS, There are currently 19 intersection approaches planned for red light
9 cameras enforcement across the entire City to penalize one of the most dangerous driving
10 behaviors, a reduction of 34 from 2016; and

11 WHEREAS, The largest barriers to implementing these proven changes include
12 funding, staffing, and political will; now, therefore, be it

13 RESOLVED, That the Board of Supervisors declares a State of Emergency on Traffic
14 Safety in San Francisco citing rising numbers of pedestrian and cyclist fatalities as a result of
15 vehicular collisions; and, be it

16 FURTHER RESOLVED, That the Board of Supervisors urges the Municipal
17 Transportation Agency and all city agencies to take emergency action to immediately double
18 red light cameras at major high-injury intersections; expand Parking Control Office
19 enforcement; increase enforcement by SFPD to 50% Focus on the Five citations and meet
20 the productivity of prior years of enforcement activity immediately identify solutions to lower
21 speed limits and observed speeds to 25 miles per hour or the lowest legal limit on the High
22 Injury Network; and to immediately begin planning pedestrianized blocks in the Tenderloin;
23 and, be it

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1 FURTHER RESOLVED, That the Board of Supervisors urges the Mayor of San
2 Francisco to direct and fund City agencies to implement these emergency actions to save
3 pedestrian and cyclist lives on our streets; and, be it

4 FURTHER RESOLVED, That the Board of Supervisors urges the Mayor and our state
5 representatives to prioritize moving forward policies that strongly support pedestrian and
6 cyclist safety.

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