

1 [Supporting California State Assembly Bill No. 43 (Friedman) - Traffic Safety]

2

3 **Resolution supporting Assembly Bill No. 43, authored by Assembly Member Laura**
4 **Friedman, and co-authored by Assembly Members Phil Ting, David Chiu, and Bill Quirk,**
5 **and co-authored by Assembly Member Tasha Boerner Horvath, which would implement**
6 **policy recommendations from the California Transportation Agency as outlined in the**
7 **Zero Traffic Fatalities Task Force by providing for more flexibility on setting speed**
8 **limits based on safety.**

9

10 WHEREAS, San Francisco adopted Vision Zero in 2014, a campaign to end all severe
11 and fatal traffic collisions by 2024 and is committed to building better and safer streets,
12 educating the public on traffic safety, enforcing traffic laws, and adopting policy changes that
13 save lives; and

14 WHEREAS, Despite less traffic and cars on the road in traffic fatalities in San
15 Francisco due to the COVID-19 pandemic, 29 people were killed in traffic collisions in 2020,
16 the same number of people killed in traffic collisions in 2019; and

17 WHEREAS, According to the National Transportation Safety Board, speeding accounts
18 for nearly a third of all traffic fatalities and speed is the number one factor in severe and fatal
19 crashes in San Francisco; and

20 WHEREAS, California has based its speed limits by the 85th percentile methodology,
21 which is a methodology based on the 1964 "Solomon Curve" which says speed limits should
22 be set at what 85 percent of drivers think is healthy, and today transportation experts widely
23 reject the notion that the 85th percentile speed is the safest speed; and

24 WHEREAS, Assembly Member Laura Friedman has introduced Assembly Bill No. 43
25 (AB 43), which would implement policy recommendations from the California Transportation

1 Agency as outlined in the Zero Traffic Fatalities Task Force by providing for more flexibility on
2 setting speed limits based on safety; and

3 WHEREAS, On March 22, 2021, AB 43 was amended to require traffic surveyors to
4 take into account the presence of vulnerable groups, including children, seniors, the unhoused
5 and persons with disabilities when setting speed limits; and

6 WHEREAS, Although seniors make up only 15% of San Francisco's population, they
7 are at even greater risk of being severely or fatally injured in traffic violence than most groups,
8 comprising of at least 50% of all people killed in traffic crashes each year; and

9 WHEREAS, The State Legislation Committee of San Francisco voted to support AB 43
10 during its meeting on March 10, 2021; now, therefore, be it

11 RESOLVED, That the Board of Supervisors of the City and County of San Francisco
12 supports Assembly Bill No. 43 as amended on March 22, 2021, and urges the California State
13 Legislature to pass this bill; and, be it

14 FURTHER RESOLVED, The Board of Supervisors hereby directs the Clerk of the
15 Board to transmit a copy of this Resolution to the California State Assembly and the California
16 State Senate as well as the Bill's primary sponsor, Assembly Member Laura Friedman.

17
18
19
20
21
22
23
24
25