

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 12<sup>th</sup> 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

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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**City and County of San Francisco**

**Tails  
Resolution**

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

**File Number:** 190815

**Date Passed:** November 05, 2019

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

September 27, 2019 Public Safety and Neighborhood Services Committee - CONTINUED TO CALL OF THE CHAIR

October 24, 2019 Public Safety and Neighborhood Services Committee - AMENDED, AN AMENDMENT OF THE WHOLE BEARING SAME TITLE

October 24, 2019 Public Safety and Neighborhood Services Committee - RECOMMENDED AS AMENDED

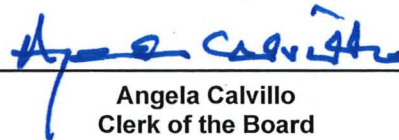
November 05, 2019 Board of Supervisors - ADOPTED

Ayes: 10 - Fewer, Haney, Mandelman, Mar, Peskin, Ronen, Safai, Stefani, Walton and Yee

Excused: 1 - Brown

File No. 190815

I hereby certify that the foregoing Resolution was ADOPTED on 11/5/2019 by the Board of Supervisors of the City and County of San Francisco.

  
Angela Calvillo  
Clerk of the Board

**Unsigned**

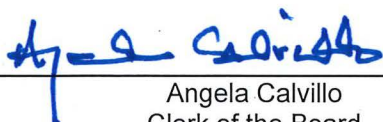
London N. Breed  
Mayor

**11/15/19**

Date Approved

File No. 190815

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.

  
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Angela Calvillo  
Clerk of the Board

  
\_\_\_\_\_  
Date