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*****PRESS RELEASE*****

Supervisor Mandelman Asks San Francisco Police Department for Plan to Restore Traffic Enforcement

As San Francisco Fails to Achieve Vision Zero Goal of Eliminating Traffic Deaths by 2024, Traffic Citations Issued by SFPD Declined 97% between 2014 and 2022

SAN FRANCISCO — Today Supervisor Rafael Mandelman requested the San Francisco Police Department present a plan to restore traffic enforcement from historically low levels and get the Vision Zero goal of eliminating traffic fatalities back on track.

Today's Letter of Inquiry, asks that, prior to June 30, 2023, SFPD describe the barriers and challenges in restoring traffic enforcement to 2014 levels, including but not limited to overall staffing challenges and policy and legal changes that have contributed to the decline in enforcement. The inquiry also asks SFPD to present a plan and timeline to restore overall traffic enforcement to 2014 levels, with an emphasis on Focus on the Five violations, which represent the five most common causes of traffic collisions and injuries.

"The City's failure to make good on Vision Zero over the last decade is closely linked to the steep decline in traffic enforcement," said **District 8 Supervisor Rafael Mandelman**. "Despite a decade of policy efforts and tens of millions of dollars invested in infrastructure to make our streets safer, our streets are as deadly as ever."

"No longer can we accept the status quo: We need a strategy to restore traffic enforcement and fulfill Vision Zero's promise of safer streets," **Mandelman** added.

"We need SFPD to be explicit about their priorities and plans for enforcing the most dangerous driving behaviors, especially speed. With speed as the #1 cause of severe and fatal crashes in San Francisco, it's critical that SFPD do its part," said **Jodie Medeiros, Executive Director, Walk San Francisco**. "We're grateful to Supervisor Mandelman for pushing for answers in support of Vision Zero."

"It is unacceptable that SFPD traffic company continues to not enforce our traffic laws. They must start making a serious effort to reign in dangerous driving by utilizing the data and resources they have today and be transparent in that effort by sharing their progress with the

community. The SFPD must stop making excuses and start delivering results," said **Stephen Braitsch**, a safe streets advocate whose [initial data analysis](#) revealed SFPD issued only 10 citations per day in 2022.

A Failure to Achieve Vision Zero

The City and County of San Francisco adopted Vision Zero as a policy in 2014, which set a bold vision to eliminate traffic deaths by 2024. Yet with just months left to achieve Vision Zero, the City has not just failed to reach the goal; the City has failed to achieve any discernible trend toward improved street safety. Last year was the deadliest year on San Francisco streets in more than a decade, with 37 traffic-related deaths. There are also still hundreds of people seriously injured while traveling on city streets every year.

Decline in Traffic Enforcement

On October 13, 2022, Supervisor Mandelman held a hearing at the Board of Supervisors Public Safety and Neighborhood Service Committee focusing on the decline in traffic enforcement over the last decade. At that hearing, we learned SFPD issued an average of 10 citations per day in 2022, compared to 350 per day in 2014 and 117 per day as recently as 2019. *That is a 96.87% decline in traffic citations issued between 2014 and 2022.*

In the months since the October 13 hearing, traffic citations have continued to languish at their historically low levels. In the last seven months that data is available (Oct 2022 – April 2023), SFPD issued on average 11.5 traffic citations per day. While SFPD has recently met its Vision Zero target of issuing half of the traffic citations for the top five causes of collisions (56.23% over the same period), it appears that this is largely a result of fewer citations overall – not an increased commitment to Focus on the Five enforcement.

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