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

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

 WHEREAS, On average three people a day are hit by cars in San Francisco; and
 WHEREAS, 75 percent of severe and fatal crashes happen in 13 percent of San Francisco's streets known as "high-injury corridors"; and
 WHEREAS, Traffic safety is nationally a public health crisis, with pedestrian fatalities nationally now exceeding rates last seen twenty years ago; and
 WHEREAS, The San Francisco Board of Supervisors adopted Resolution No. 91-14, Implement a Vision Zero Three Point Plan: Engineering, Education and Enforcement, on March 18, 2014, a policy committing the city of San Francisco to a goal of zero traffic related deaths by 2024; and
 WHEREAS, To date, San Francisco has had 15 pedestrian and cyclist deaths related to traffic collisions in 2019; and
 WHEREAS, Speed is a significant determining factor in pedestrian death as a result from a vehicular collision, with evidence that a pedestrian hit by a car travelling at 40 miles per hour has a 15 percent survival rate, while a pedestrian hit by a car traveling at 20 miles per hour has closer to a 90 percent chance of surviving the collision; and
 WHEREAS, In February 2019, the City released an updated Vision Zero Action Strategy, that describes clear strategic actions and transformative policies that the City will undertake to meet the goal of zero, including data-driven, proven tools related to engineering and infrastructure improvements and commitments to complement engineering actions such as education and enforcement; and
WHEREAS, The SFMTA in June 2019 developed a streamlined quick-build policy to immediately improve high-injury corridors with reduced timelines; and

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

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

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

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

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

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

WHEREAS, Enforcement from these agencies has not kept pace with the growing number of cars and other forms of mobility on the roads; and
WHEREAS, The San Francisco Police Department issued 45,000 citations in 2016 for Focus on the Five citations, the citations for the top five driving behaviors that are most likely to result in a severe injury or fatality, but only 20,154 citations for these same behaviors in 2018; and

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

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

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

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

FURTHER RESOLVED, That the Board of Supervisors urges the Municipal Transportation Agency and all city agencies to take emergency action to immediately double red light cameras at major high-injury intersections; expand Parking Control Office enforcement; increase enforcement by SFPD to 50% Focus on the Five citations and meet the productivity of prior years of enforcement activity immediately identify solutions to lower speed limits and observed speeds to 25 miles per hour or the lowest legal limit on the High Injury Network; and to immediately begin planning pedestrianized blocks in the Tenderloin; and, be it
FURTHER RESOLVED, That the Board of Supervisors urges the Mayor of San Francisco to direct and fund City agencies to implement these emergency actions to save pedestrian and cyclist lives on our streets; and, be it

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

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

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
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.

Angela Calvillo  
Clerk of the Board

11/18/2019  
Date