

RESOLUTION CALLING FOR IMPROVED BICYCLE AND PEDESTRIAN COLLISION MITIGATION PROCEDURES

WHEREAS, bicycling and walking are key modes of the City of San Francisco’s “Transit First Policy”, adopted in 1973, and established in the City Charter, [SEC. 8A.115](#), and,

WHEREAS, “The Climate Action Plan” calls on San Francisco to “increase bicycling and walking as an alternative to driving”, and

WHEREAS, the 2009 San Francisco Bicycle Plan declares, “An increase in bicycling is a critical component to improving the future health and prosperity of San Francisco. With limited public investment, the City can improve conditions for bicycling in order to help achieve numerous important goals, including reducing greenhouse gas emissions, conserving energy, improving the health and physical fitness of residents, mitigating the negative effects of traffic congestion, improving air quality, providing affordable transportation alternatives and creating more livable neighborhoods.” And,

WHEREAS, The 2010 - 2011 San Francisco Collision Report states “The number of fatal vehicle-pedestrian collisions was 17 in 2011, up from the 14 reported in 2010. More than half of San Francisco’s fatal collisions involve pedestrians.” And,

WHEREAS, the Collision Report further states that there were 630 bicycle injury collisions in 2011, a 5% increase from 2010, making the 2011 injury collision total the highest in the past ten years, reflecting an increase of over 50%. from 2000 to 2011. And,

WHEREAS, the Collision Report says “Concerted action to make San Francisco’s streets safer will be required until there are no collisions to report.” Therefore,

BE IT RESOLVED, the San Francisco Bicycle Advisory Committee recommends that where an incidence of pedestrian or bicyclist fatality or serious injury collisions occur that the City prioritize a fast track process of review for best practices with respect to all aspects of bicycle and pedestrian safety, including but not necessarily limited to: education, enforcement, and design. When necessary to realize the best outcomes this process should allow for and require any and all City and State departments to be involved. The process of mitigation should be informed by comparison of locations and circumstances of fatality or injury to “Best Practices” treatments and solutions for similar locales. And,

BE IT FURTHER RESOLVED, to remove any procedural roadblocks to improving our bicycle and pedestrian network the review process described herein may be deemed to occur without regard to fault and findings and determinations of the process shall not be construed as assignment of fault. And,

BE IT FURTHER RESOLVED, that where improvements to the education, enforcement, or the street-scape are identified, that such changes be effected as quickly as possible, initiating within one (1) year of incident. And,

BE IT FURTHER RESOLVED, that the Bike Plan include discussion of this process and strive for continual improvement with respect to mitigation and development of best practices. Moreover, interim reports on status of this process shall be made to the Bicycle Advisory Committee on a semi-annual basis: two (2) times per year. And,

BE IT FURTHER RESOLVED, that this program can be funded through a combination of existing funding, state, regional, local safety grants, and emergency funds and grants, and that bicyclist and pedestrian mode users are least costly to the City of San Francisco when considering the infrastructure and departmental burden of motor vehicles and their owner/operators.

Approved 12/16/13 by unanimous consent of all in attendance.

District 1: Kevin Dole

District 2: Richard Tilles

District 3: Marc Brandt

District 4: Edward Nicholson

District 5: Morgan Fitzgibbons

District 6: Richard May

District 7: Bert Hill

District 8: Tim Doherty

District 10: Micah Allen

District 11: Casey dos Santos-Allen