RESOLUTION:

2019-06-24

Resolution in Support of the Richmond Senior Center’s Request for a Comprehensive Traffic Safety Project on California Street.

WHEREAS, On February 26th 64-year-old Zhao Guan was on her way to babysit her grandkids when she was killed by a driver while using the crosswalk on California St at 18th Avenue. The driver fled the scene, and SFPD is still looking for the suspect; and,

WHEREAS, California Street, from 18th Avenue to Arguello – has been identified by the City as a high-injury street, though it is one of the few high-injury streets in The Richmond District that lacks a comprehensive plan to fix its dangerous conditions; and,

WHEREAS, Parents and staff at Peabody and Sutro Elementary, located on California street, have long called on the SFMTA to take aggressive steps to make the street safer – yet results have been too slow; and,

WHEREAS, Members of the Richmond Senior Center’s Safe Streets Team specifically identified California street as a top concern; and

WHEREAS, Zhao Guan was the second pedestrian and senior killed within a month in the Richmond District; and,

WHEREAS, every near roughly 30 people are killed and 500 seriously injured in traffic, the majority of whom are pedestrians, and roughly half of whom are seniors; therefore be it

RESOLVED, The San Francisco Bicycle Advisory Committee endorses The Richmond Senior Center’s request that the SFMTA and Supervisors Fewer and Stefani implement near-term hotspot improvements now - and implement a comprehensive traffic calming project on California Street from 32nd Avenue to Arguello, including the high-injury corridor, within the next three years, prioritizing treatments that will make the street safe for pedestrians and improve transit effectiveness; and, be it  

BE IT FURTHER RESOLVED, The San Francisco Bicycle Advisory Committee requests that the SFMTA consider bicycle infrastructure improvements at California St. intersections that cross bicycle routes (e.g. Arguello, 8th Avenue, 15th Avenue, and 23rd Avenue) and intersections where there has been a history of bicycle collisions (6th Avenue, and others as supported by Vision Zero data).