

1 [Vision Zero]

2 **Resolution urging the Mayor and Board of Supervisors to reconvene the Vision**
3 **Zero Task Force with a youth seat, to urge the state to implement a bill creating a**
4 **pilot program for automated speed enforcement cameras to find political will for**
5 **safety and quick-build projects and initiatives, to prioritize projects near schools,**
6 **to provide funding for these projects, and to support the enforcement of Focus**
7 **on the Five as fitting for each police district.**

8 WHEREAS, In 2014, San Francisco adopted a Vision Zero policy that committed
9 the city to eliminate all traffic deaths on city streets by 2024 through engineering safer
10 streets, education about traffic safety, enforcement of traffic laws, and advocating for
11 legalization of new tools including automated speed enforcement¹; and

12 WHEREAS, After Mayor Ed Lee pledged Vision Zero in 2015, the San Francisco
13 Vision Zero Task Force met quarterly, however the task force started meeting
14 infrequently after Lee's death in 2018, and in 2022, the task force only met once in
15 March, and advocates believe that "the lack of coordination and leadership has
16 hampered Vision Zero efforts in San Francisco" because on the contrary, the New York
17 Vision Zero Task Force has met every two weeks since 2014²; and

18 WHEREAS, There has been a lack of progress on Vision Zero, as traffic deaths
19 have risen almost every year since 2018, and San Francisco ended 2022 with 32
20 deaths, tying with the city's decade high in 2016³; and

21 WHEREAS, Speed is the largest contributing factor to traffic fatalities, and minor
22 reductions in speed can significantly alter outcomes, which is shown through how "a

¹ Cano, R. (2022, December 24). S.F. and New York each pledged to end traffic deaths. Why is N.Y. making more progress? San Francisco Chronicle. Retrieved January 23, 2023, from <https://www.sfchronicle.com/sf/article/traffic-death-new-york-17670657.php>.

² Cano, 2022.

³ Cano, 2022.

1 pedestrian who is struck by a vehicle traveling at 30 MPH is twice as likely to be killed
2 as a pedestrian struck by a vehicle traveling at 25 MPH⁴ according to the New York City
3 Department of Transportation’s Automated Speed Enforcement Program Report⁵; and

4 WHEREAS, The National Transportation Safety Board’s (NTSB) Safety Study
5 stated that “Speed – and therefore speeding – increases crash risk in two ways: (1) it
6 increases the likelihood of being involved in a crash, and (2) it increases the severity of
7 injuries sustained by all road users in a crash”⁶; and

8 WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) cited
9 the NTSB study stating “Between 2005-2014, 31% of all traffic fatalities nation-wide
10 cited speed as a factor”⁷; and

11 WHEREAS, According to a NTSB study, “Automated speed enforcement (ASE)
12 is widely acknowledged as an effective countermeasure to reduce speeding-related
13 crashes, fatalities, and injuries. However, only 14 states and the District of Columbia
14 use it. Many states have laws that prohibit or place operational restrictions on ASE”⁸;
15 and

16 WHEREAS, In 2017, Assemblymember David Chiu, D-San Francisco,
17 collaborated with the late Mayor Ed Lee and San Jose Mayor Sam Liccardo on
18 Assembly Bill 342 which would install automated speeding cameras in San Francisco
19 and San Jose as a five-year pilot program, however, it died in committee⁹; and

⁴ New York City DOT. (2017, June). AUTOMATED SPEED ENFORCEMENT PROGRAM REPORT 2014-2016. NYC.GOV. Retrieved January 23, 2023, from <https://www.nyc.gov/html/dot/downloads/pdf/speed-camera-report-june2017.pdf>.

⁵ Swan, R. (2019, May 20). Traffic fatalities soaring despite effort to make city streets safer. San Francisco Chronicle. Retrieved January 23, 2023, from <https://www.sfchronicle.com/bayarea/article/SF-sets-sights-on-no-street-fatalities-but-13857436.php>.

⁶ NATIONAL TRANSPORTATION SAFETY BOARD. (2017, July 25). Safety Study Reducing Speeding-Related Crashes Involving Passenger Vehicles. SFMTA.ORG. Retrieved January 23, 2023, from https://www.sfmta.com/sites/default/files/reports-and-documents/2017/12/3a_ntsb_executive_summary_july_2017.pdf.

⁷ Speed Safety Cameras. (2022, July 5). SFMTA. Retrieved January 23, 2023, from <https://www.sfmta.com/projects/speed-safety-cameras>.

⁸“NATIONAL TRANSPORTATION SAFETY BOARD SAFETY STUDY.” NATIONAL TRANSPORTATION SAFETY BOARD, July 2017. Accessed January 27, 2023. https://www.sfmta.com/sites/default/files/reports-and-documents/2017/12/3a_ntsb_executive_summary_july_2017.pdf.

⁹ Swan, R. (2019b, May 20). Traffic fatalities soaring despite effort to make city streets safer. San Francisco Chronicle. Retrieved January 23, 2023, from <https://www.sfchronicle.com/bayarea/article/SF-sets-sights-on-no-street-fatalities-but-13857436.php>.

1 WHEREAS, Jurisdictions that have implemented ASE programs have seen
2 reductions in crashes, fatalities, and speeding, for example, in zones where cameras
3 were installed in New York City, total crashes declined by 15%, total injuries by 17%,
4 fatalities by 55%, and speeding by 70%¹⁰; and

5 WHEREAS, The San Francisco Controller's Office 2017 report on the "Focus on
6 the Five" strategy stated that "effective traffic enforcement programs should be based
7 on proactive rather than reactive measures, and given the proven efficacy of automated
8 speed enforcement in preventing fatal and serious injury collisions, the City and County
9 of San Francisco should continue to advance the use of automated speed enforcement
10 as a tool for encouraging people to drive at safe speed"¹¹; and

11 WHEREAS, In a 2013 survey¹² of over 3,700 San Franciscans, respondents
12 ranked automated enforcement as 1 of the top 3 priorities that the City should
13 implement in order to improve pedestrian safety in San Francisco; and

14 WHEREAS, The SFMTA waters down their safety, quick-build, and traffic
15 calming projects, but with less than \$1 million in revenue available each year for
16 pedestrian improvement and traffic calming projects, SFMTA staff claim that obtaining
17 funding is the biggest "hurdle"¹³; and

18 WHEREAS, About 84% of the SFMTA's 2015 & 2016 traffic calming applications
19 and community requests are located within a quarter mile of a school¹⁴; and

¹⁰ Speed Safety Cameras, 2022b.

¹¹ Lapka, Monzón, C., & Stevenson, P. (2017, March 10). Insights from research and analysis in support of San Francisco's Vision Zero plan to eliminate traffic deaths. sfcontroller.org. Retrieved January 23, 2023, from <https://sfcontroller.org/sites/default/files/Documents/Auditing/FINAL+Collision+Analysis+3-10-17.pdf>.

¹² Vision Zero Coalition. (2015, February). WHERE SAN FRANCISCO STANDS IN ACHIEVING VISION ZERO | YEAR ONE PROGRESS REPORT. sfbike.org. Retrieved January 23, 2023, from <http://sfbike.org/wp-content/uploads/2015/02/Vision-Zero-Report-2014-web.pdf?org=451&lvl=100&ite=7046&lea=3362887&ctr=0&par=1>.

¹³ Bialick, A., Goebel, B., Bialick, A., Rhodes, M., Wilson, K., Bialick, A., & Miller, S. (2011, May 20). City's Pedestrian Crash Toll Dwarfs Preventative Safety Costs. Streetsblog San Francisco. Retrieved January 23, 2023, from <https://sf.streetsblog.org/2011/04/12/citys-pedestrian-crash-toll-dwarfs-preventative-safety-costs/>.

¹⁴ SFMTA School Safety Programs. (2021, October 28). SFMTA. Retrieved January 23, 2023, from <https://www.sfmta.com/sfmta-school-safety-programs>.

1 WHEREAS, A 2018 analysis by Zendrive¹⁵, San Francisco was ranked as the
2 county with the 6th most dangerous traffic around schools in the country¹⁶; and

3 WHEREAS, 42% of San Francisco elementary school students live within
4 walking distance of school, yet only 26% of students walk, portraying the lack of
5 walkability on the city's streets¹⁷; and

6 WHEREAS, Drop-offs and pickups at schools add up to 80,000 miles of driving
7 per day on our streets¹⁸, and this large amount of traffic around schools increases
8 safety threats for kids and families, and also impacts the local air quality¹⁹; and

9 WHEREAS, The City of Sacramento is lowering speed limits near schools to 15
10 mph by qualified streets that are part of Sacramento's Vision Zero program by
11 coordinating the Department of Public Works with the Police Department, school
12 districts, and the City Council²⁰; and

13 WHEREAS, Lowering speed limits, and planning and completing street
14 modifications and safety initiatives in areas near schools is strategic because "programs
15 that aim to protect children encourage broad support from the community", and these
16 programs have the ability to serve as "logical starting point[s] to employ innovative
17 infrastructure to improve driver behavior and pedestrian safety at crossing" as stated in
18 a report by Safe Routes to School²¹; and

19 WHEREAS, In general, the SFMTA modifies and deletes elements of its street
20 safety projects, for example, the 8th Avenue Neighborway Proposal, initially released in

¹⁵ Study finds risky driving still a problem around schools. (2018, September 17). State Smart Transportation Initiative. Retrieved January 23, 2023, from <https://ssti.us/2018/09/17/study-finds-risky-driving-still-a-problem-around-schools/>.

¹⁶ Walk SF. (2021, July 8). Safe Routes to School. Walk San Francisco. Retrieved January 23, 2023, from <https://walksf.org/our-work/safe-routes-for-all/safe-routes-to-schools/>.

¹⁷ Walk SF, 2021.

¹⁸ San Francisco County Transportation Authority. (2016). Child Transportation Study. SFCTA. Retrieved January 23, 2023, from <https://www.sfcta.org/projects/child-transportation-study>.

¹⁹ Walk SF, 2021.

²⁰ "Reducing School Speed Limits - City of Sacramento," n.d. <https://www.cityofsacramento.org/Public-Works/Transportation/Programs-and-Services/Vision-Zero/Reducing-School-Speed-Zones>.

²¹ Walk SF, 2021.

1 October 2017²² called for Traffic Diverters, raised crosswalks, and 19 new speed
 2 humps, but its revised plans released in May 2018²³ after several community meetings
 3 with members of the public and the San Francisco District 1 Supervisor Sandra Fewer,
 4 and a public hearing, the project was reduced to only consist of speed humps, which
 5 prevented the project from meeting its initial stated goal of creating a safe and
 6 comfortable street for people walking and biking in the Inner Richmond by reducing
 7 daily traffic volumes more than 50%; and

8 WHEREAS, Valencia Street is one of San Francisco’s most heavily used biking
 9 corridors, according to the SFCTA²⁴, but is a part of the High Injury Network and has
 10 been plagued by drivers parking in the currently unprotected bike lanes and injured
 11 cyclists for year²⁵; and

12 WHEREAS, In January 2023, Wan Mei Tan, age 64, was killed by a turning
 13 driver while in the crosswalk at 16th Street and Valencia, highlighting the urgent need
 14 for safety improvements to the dangerous Valencia corridor²⁶; and

15 WHEREAS, Mayor London Breed called on the SFMTA to build a protected bike
 16 lane on Valencia Street within four months from September 2018²⁷, but despite political
 17 calls to action, the SFMTA still has not yet delivered protected bike lanes on Valencia
 18 Street, and “Protected Bikeways Coming to Valencia Street in 2022” proclaimed an
 19 SFMTA project update in summer 2022, followed by the release of a plan to install a

²² SFMTA. (2017, October 18). SFMTA PROJECT TIMELINE. sfmta.com. Retrieved January 23, 2023, from https://www.sfmta.com/sites/default/files/reports-and-documents/2017/10/october_8th_ave_boards_101817_final_compressed.pdf.

²³ SFMTA. (n.d.). 8th Ave Proposal FINAL. SFMTA.com. Retrieved January 23, 2023, from https://www.sfmta.com/sites/default/files/reports-and-documents/2019/08/8th_ave_design_final.pdf.

²⁴ Valencia Bikeway Improvements. (n.d.). SFCTA. Retrieved January 23, 2023, from <https://www.sfcta.org/projects/valencia-bikeway-improvements>.

²⁵ Swan, R. (2019a, March 7). Breed targets bureaucracy in effort to improve SF pedestrian safety. San Francisco Chronicle. Retrieved January 23, 2023, from <https://www.sfchronicle.com/bayarea/article/Breed-targets-bureaucracy-in-effort-to-improve-SF-13668483.php>.

²⁶ Zhou, Yujie. “Wan Mei Tan: Protesters Block 16th and Valencia Following Pedestrian’s Death.” Mission Local, January 24, 2023. <https://missionlocal.org/2023/01/wan-mei-tan-protesters-block-16th-valencia-following-64-year-old-pedestrians-death/>.

²⁷ MAYOR LONDON BREED ANNOUNCES NEW MEASURES TO IMPROVE PEDESTRIAN AND BICYCLIST SAFETY | Office of the Mayor. (2018, September 26). sfmayor.org. Retrieved January 23, 2023, from <https://sfmayor.org/article/mayor-london-breed-announces-new-measures-improve-pedestrian-and-bicyclist-safety>.

1 center running bikeway in September 2022 which was heavily criticized by the
2 community as still failing to provide adequate safety measures with less than 18%²⁸ of
3 survey response supportive of the proposal, on an FAQ document, the SFMTA even
4 noted that the center running design presented safety concerns for accessing midblock
5 destinations from the bike lane and the SFMTA missed their 2022 goal for
6 implementation; and

7 WHEREAS, The common argument against the Valencia bike lanes is that they
8 will take away valuable parking spaces²⁹, and decrease sales for businesses, however,
9 according to a Wired article, “In 2013, researchers at New York City’s Department of
10 Transportation studied seven stretches of road that had installed bike lanes or created
11 pedestrian-friendly areas. The city crunched the numbers for businesses along those
12 routes and found that by the third year, sales grew faster on five of the streets than in
13 the borough overall, on average—up to five times faster, in fact”³⁰; and

14 WHEREAS, The article also stated that “The truth is that in fairly dense areas,
15 bikes are more efficient at moving people around. You might lose one car driver’s
16 business—but you gain shoppers who now can arrive more easily on bikes”³¹; and

17 WHEREAS, by making Valencia street more pedestrian and bike friendly, the
18 SFMTA can encourage more people to travel safely, sustainably, and slowly away away
19 from cars; and

20 WHEREAS, Jennifer Wong³² a planner from the SFMTA gave a project update

²⁸ Balakrishnan, E. (2022, December 2). Residents reject central bikeway on Valencia Street. Mission Local. Retrieved January 23, 2023, from <https://missionlocal.org/2022/11/residents-reject-central-bikeway-valencia-sf/>.

²⁹ Hom, Annika. “Valencia’s Protected Bike Lane on Track for 2022, Adjusts for Parklets.” Mission Local, March 7, 2022. <https://missionlocal.org/2022/03/valencia-bike-lane-en-route-for-2022-adjusts-for-parklets/>.

³⁰ ———. “The Battle Over Bike Lanes Needs a Mindset Shift.” WIRED, January 24, 2023. <https://www.wired.com/story/the-battle-over-bike-lanes-needs-a-mindset-shift/>.

³¹ ———. “The Battle Over Bike Lanes Needs a Mindset Shift.” WIRED, January 24, 2023. <https://www.wired.com/story/the-battle-over-bike-lanes-needs-a-mindset-shift/>.

³²

1 and reported in an email that, “the team is looking through the feedback received to
2 update the design prior to presenting proposed changes to the SFMTA Board of
3 Directors in early 2023” for review and proposal; and

4 WHEREAS, San Jose Avenue, also a part of the City’s High Injury Network, is
5 “dense with kids and families and borders Balboa Park”³³, and “since 2005, 99 people
6 have been injured in crashes along this segment of the street — roughly one every two
7 months” according to data from the San Francisco Department of Public Health data
8 analyzed by Stephen Braitsch³⁴, the founder and creative director of street safety
9 nonprofit Transpo Maps³⁵; and

10 WHEREAS, Braitsch also cautioned that this number could be higher, because
11 the city ramped up its record-keeping in 2014 as part of the Vision Zero program³⁶; and

12 WHEREAS, In a 2007 document titled *San Jose Avenue Traffic Calming*, staff
13 from the San Francisco Planning Department wrote that “vehicles continuing from the
14 San Jose expressway enter the neighborhood at speeds often in excess of 50 mph”³⁷,
15 and the document called for a “host of interventions including bulb-outs, larger Muni
16 islands, rumble strips, and planted medians to slow cars down and highlight
17 crosswalks”, and “there was another push in 2014 for improvements that went nowhere.
18 The speed limit has since been lowered to 25 mph, but some drivers keep the pedal to
19 the metal”³⁸; and

20 WHEREAS, In Fall 2022, over 60 people and local businesses brought their
21 concerns to the SFMTA Citizens Advisory Council, prompting the council to pass a

³³ Coale, K. (2023, January 13). It's the Deadliest Year in a Decade on Our Streets. Can SF Make San Jose Ave. Safe? Medium. Retrieved January 23, 2023, from <https://thefrisc.com/its-the-deadliest-year-in-a-decade-on-our-streets-can-sf-make-san-jose-avenue-safe-2b429f311a05>.

³⁴ Stephen Braitsch @braitsch@sfba.social (@braitsch) /. (2022, February 24). Twitter. <https://twitter.com/braitsch>.

³⁵ Transpomaps.org. (n.d.). TRANSPOMAPS. Retrieved January 23, 2023, from <https://transpomaps.org/>.

³⁶ Coale, 2023b.

³⁷ Coale, 2023b.

³⁸

1 resolution acknowledging the unsafe conditions that impact access to the many nearby
2 schools, parks, local businesses, and transit stops, and recommended the SFMTA do
3 the following: address unsafe conditions on the San Jose Ave. corridor as a part of its
4 Vision Zero Action Strategy to prevent pedestrian injuries and fatalities, focus on
5 improvements that increase safety and access for children and families to Balboa Park
6 and the commercial strip, improve the J-Church infrastructure to benefit both transit
7 riders and pedestrians, consider immediate, quick-build safety improvements to the
8 corridor, engage the community around the corridor to develop a comprehensive plan of
9 improvements to increase safety for pedestrians and transit riders, and include safety
10 measures for inclusion in the Five-Year Capital Improvement Program³⁹; and

11 WHEREAS, SFMTA Director Jeffery Tumlin stated at the October 18, 2022
12 SFMTA Board meeting that his staff was working on solutions and hoped to present a
13 plan to address safety on San Jose Avenue in 2023; and

14 WHEREAS, The SFMTA launched its Vision Zero Quick-Build program to deliver
15 fast, affordable, and adjustable street modifications such as daylighting, protected bike
16 lanes, parking and loading changes, and painted pedestrian safety zones on the High-
17 Injury network, the 13% of city streets that account for 75% of severe traffic injuries and
18 death⁴⁰; and

19 WHEREAS, According to the City's latest Quick-Build project list⁴¹, since 2020,
20 there have only been 29 completed Quick-Build projects; and

21 WHEREAS, The SFMTA Residential Traffic Calming Program is based on a

³⁹ Coale, K. (2023, January 13). It's the Deadliest Year in a Decade on Our Streets. Can SF Make San Jose Ave. Safe? Medium. Retrieved January 23, 2023, from

⁴⁰ Improving Safety on our Streets: Vision Zero Quick-Build Projects Taking Shape. (2022, October 19). SFCTA. Retrieved January 23, 2023, from <https://www.sfcta.org/blogs/improving-safety-our-streets-vision-zero-quick-build-projects-taking-shape>.

⁴¹ SFMTA. (2022, December). Vision Zero Quick-Build Project Updates. Retrieved January 23, 2023, from https://www.sfmta.com/sites/default/files/reports-and-documents/2023/01/2022-12_qb_project_updates_20230105.pdf.

1 complex application process with specific windows to apply and applications that require
2 gathering signatures of at least 20 neighbors and a neighborhood vote if the street is
3 found to be eligible for traffic calming⁴²; and

4 WHEREAS, This extensive process to apply for traffic calming creates barriers
5 for working class people who lack time or resources to navigate the process⁴³ ; and

6 WHEREAS, Vision Zero’s “Focus on the Five” refers to prioritizing enforcement
7 around dangerous driving behaviors in each police district; and

8 WHEREAS, Vision Zero’s “Focus on the Five” driving citations include: 1)
9 Speeding, 2) Running stop signs, 3) Running red lights, 4) Violating pedestrian right-of-
10 way, and 5) Failing to yield while turning⁴⁴; and

11 WHEREAS, As part of its Vision Zero commitment, the San Francisco Police
12 Department (SFPD) made a commitment in early 2014 to increase the percentage of
13 “Focus on the Five” to 50% of all traffic citations⁴⁵; however, performance data
14 published on a monthly basis by the Controller’s Office⁴⁶ reveals that while a few
15 individual police districts have had success in attaining this goal, other districts and the
16 SFPD as a whole have struggled to meet it; and

17 WHEREAS, Analysis of SFPD citation data from January 2018 to May 2022
18 shows that FOTF citations have averaged around 35% of all citations written YOY, and
19 the FOTF citations that are written on the HIN are a tiny fraction of all citations written
20 citywide⁴⁷; and

⁴² Residential Traffic Calming Program. (2022, November 29). SFMTA. Retrieved January 23, 2023, from <https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program>.

⁴³ Residential Traffic Calming Program, 2022.

⁴⁴ San Francisco Police Traffic Enforcement. (n.d.). Retrieved January 23, 2023, from <https://transpomaps.org/san-francisco/ca/sfpd-traffic-enforcement/analysis>.

⁴⁵ Percentage of Citations for Top Five Causes of Collisions | City Performance Scorecards. (n.d.). sfgov.org. Retrieved January 23, 2023, from <https://sfgov.org/scorecards/transportation/percentage-citations-top-five-causes-collisions>.

⁴⁶ Lapka et al., 2017.

⁴⁷ San Francisco Police Traffic Enforcement, n.d.

1 WHEREAS, According to data from the City and County of San Francisco's City
2 Performance Scorecards, SFPD does not focus on FOTF in Northern, Ingleside,
3 Central, and Bayview districts as the percent of total traffic citations for FOTF is below
4 50%, despite these districts having substantive data demonstrating high numbers of
5 drivers who violate the top 5 traffic violations that cause accidents and risk public
6 safety⁴⁸; and

7 WHEREAS, The Performance Scorecards further demonstrate an increase in
8 traffic violations in Bayview for running stop signs, an increase in Central for running red
9 lights, an increase in Ingleside for violating pedestrian right-of-way, a huge increase in
10 the Richmond for speeding, an increase in Southern for running red lights, an increase
11 in Taraval for speeding and failing to yield while turning, and a huge increase in the
12 Tenderloin for failing to yield while turning⁴⁹; and

13 WHEREAS, If SFPD commits to issuing at least 50% of traffic violations for these
14 dangerous and specific five violations, SFPD will greatly help prevent collisions, deaths,
15 and support the City's "Vision Zero" goal to end traffic fatalities by 2024; and

16 RESOLVED, That the 2022-2023 Youth Commission of the City and County of
17 San Francisco urges the San Francisco Municipal Transportation Agency (SFMTA) and
18 the San Francisco Department of Public Health (SFDPH) to reconvene the Vision Zero
19 Task Force and hold regular meetings, while also including a seat for a youth aged 12-
20 23, given that San Francisco streets are especially dangerous around schools; and be it

21 FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and
22 County of San Francisco urges the Mayor and the Board of Supervisors to urge State

⁴⁸ Percentage of Citations for Top Five Causes of Collisions | City Performance Scorecards, n.d.

⁴⁹ Percentage of Citations for Top Five Causes of Collisions | City Performance Scorecards, n.d.

1 policymakers to reintroduce a state bill for a pilot program to allow for speed cameras in
2 San Francisco; and be it

3 FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and
4 County of San Francisco urges the Mayor and the Board of Supervisors to urge the San
5 Francisco Municipal Transportation Agency (SFMTA) to expedite its quick-build projects
6 for major street redesign, including car-free zones, extensive protected bike lane
7 networks and transit only lane networks, regardless of the necessary tradeoffs, such as
8 extensive parking removal and vehicle travel lane repurposing; and be it

9 FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and
10 County of San Francisco urges the Mayor and the Board of Supervisors to urge the San
11 Francisco Municipal Transportation Agency (SFMTA) to prioritize traffic calming and
12 safety in areas near schools to protect youth and introduce more projects; and be it

13 FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and
14 County of San Francisco urges the Mayor and Board of Supervisors to provide
15 significant funding for the San Francisco Municipal Transportation Agency (SFMTA) to
16 invest in pedestrian safety and achieve Vision Zero goals; and be it

17 FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and
18 County of San Francisco urges the Mayor and Board of Supervisors to urge the San
19 Francisco Police Department to broaden the spatial scope of its enforcement activities
20 which is supported by a wide body of research in the field of traffic policing and crash
21 prevention; and be it

22 FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and
23 County of San Francisco urges the San Francisco Police Department to modify its
24 Focus on the Five strategy so that it is better suited to the unique environment of each

1 police district and allows for an appropriately varied response to the problem of traffic
2 collisions; and be it

3 FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and
4 County of San Francisco urges the Mayor and Board of Supervisors to urge the San
5 Francisco Police Department to prioritize citing "Focus on the Five" violations on the
6 High Injury Network.