

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 enforcement<sup>1</sup>; and

12 WHEREAS, 12 city departments including the Municipal Transportation Agency,  
 13 Police Department, Fire Department, Department of Public Works, Department of Public  
 14 Health, Department of Environment, Planning Department, Recreation and Parks  
 15 Department, County Transportation Authority, District Attorney's Office, Airport  
 16 Department and Unified School District and the Mayors Office signed on in support of  
 17 Vision Zero; and

18 WHEREAS, After Mayor Ed Lee pledged Vision Zero in 2015, the San Francisco  
 19 Vision Zero Task Force met quarterly, however the task force started meeting  
 20 infrequently after Lee's death in 2018, and in 2022, the task force only met once in  
 21 March, and advocates believe that "the lack of coordination and leadership has  
 22 hampered Vision Zero efforts in San Francisco" because on the contrary, the New York  
 23 Vision Zero Task Force has met every two weeks since 2014<sup>2</sup>; and

<sup>1</sup> 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>.

<sup>2</sup> Cano, 2022.

1 WHEREAS, There has been a lack of progress on Vision Zero, as traffic deaths  
2 have risen almost every year since 2018, and San Francisco ended 2022 with 32  
3 deaths, tying with the city's decade high in 2016<sup>3</sup>; and

4 WHEREAS, Speed is the largest contributing factor to traffic fatalities, and minor  
5 reductions in speed can significantly alter outcomes, which is shown through how “a  
6 pedestrian who is struck by a vehicle traveling at 30 MPH is twice as likely to be killed  
7 as a pedestrian struck by a vehicle traveling at 25 MPH<sup>4</sup> according to the New York City  
8 Department of Transportation’s Automated Speed Enforcement Program Report<sup>5</sup>; and

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

13 WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) cited  
14 the NTSB study stating “Between 2005-2014, 31% of all traffic fatalities nation-wide  
15 cited speed as a factor”<sup>7</sup>; and

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

21 WHEREAS, In 2017, Assemblymember David Chiu, D-San Francisco,

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<sup>3</sup> Cano, 2022.

<sup>4</sup> 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>.

<sup>5</sup> 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>.

<sup>6</sup> 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](https://www.sfmta.com/sites/default/files/reports-and-documents/2017/12/3a_ntsb_executive_summary_july_2017.pdf).

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

<sup>8</sup> 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](https://www.sfmta.com/sites/default/files/reports-and-documents/2017/12/3a_ntsb_executive_summary_july_2017.pdf).

1 collaborated with the late Mayor Ed Lee and San Jose Mayor Sam Liccardo on  
 2 Assembly Bill 342 which would install automated speeding cameras in San Francisco  
 3 and San Jose as a five-year pilot program, however, it died in committee<sup>9</sup>; and

4 WHEREAS, Jurisdictions that have implemented ASE programs have seen  
 5 reductions in crashes, fatalities, and speeding, for example, in zones where cameras  
 6 were installed in New York City, total crashes declined by 15%, total injuries by 17%,  
 7 fatalities by 55%, and speeding by 70%<sup>10</sup>; and

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

14 WHEREAS, In a 2013 survey<sup>12</sup> of over 3,700 San Franciscans, respondents  
 15 ranked automated enforcement as 1 of the top 3 priorities that the City should  
 16 implement in order to improve pedestrian safety in San Francisco; and

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

21 WHEREAS, About 84% of the SFMTA's 2015 & 2016 traffic calming applications

<sup>9</sup> 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>.

<sup>10</sup> Speed Safety Cameras, 2022b.

<sup>11</sup> 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>.

<sup>12</sup> 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&lvj=100&ite=7046&lea=3362887&ctr=0&par=1>.

<sup>13</sup> 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/>.

1 and community requests are located within a quarter mile of a school<sup>14</sup>; and

2 WHEREAS, A 2018 analysis by Zendrive<sup>15</sup>, San Francisco was ranked as the  
3 county with the 6th most dangerous traffic around schools in the country<sup>16</sup>; and

4 WHEREAS, 42% of San Francisco elementary school students live within  
5 walking distance of school, yet only 26% of students walk, portraying the lack of  
6 walkability on the city's streets<sup>17</sup>; and

7 WHEREAS, Drop-offs and pickups at schools add up to 80,000 miles of driving  
8 per day on our streets<sup>18</sup>, and this large amount of traffic around schools increases  
9 safety threats for kids and families, and also impacts the local air quality<sup>19</sup>; and

10 WHEREAS, The City of Sacramento is lowering speed limits near schools to 15  
11 mph by qualified streets that are part of Sacramento's Vision Zero program by  
12 coordinating the Department of Public Works with the Police Department, school  
13 districts, and the City Council<sup>20</sup>; and

14 WHEREAS, Lowering speed limits, and planning and completing street  
15 modifications and safety initiatives in areas near schools is strategic because "programs  
16 that aim to protect children encourage broad support from the community", and these  
17 programs have the ability to serve as "logical starting point[s] to employ innovative  
18 infrastructure to improve driver behavior and pedestrian safety at crossing" as stated in  
19 a report by Safe Routes to School<sup>21</sup>; and

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

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

<sup>15</sup> 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/>.

<sup>16</sup> 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/>.

<sup>17</sup> Walk SF, 2021.

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

<sup>19</sup> Walk SF, 2021.

<sup>20</sup> "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>.

<sup>21</sup> Walk SF, 2021.

1 October 2017<sup>22</sup> called for Traffic Diverters, raised crosswalks, and 19 new speed  
 2 humps, but its revised plans released in May 2018<sup>23</sup> 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 SFCTA<sup>24</sup>, 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 year<sup>25</sup>; 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 corridor<sup>26</sup>; 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 2018<sup>27</sup>, 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  
 20 center running bikeway in September 2022 which was heavily criticized by the

<sup>22</sup> 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](https://www.sfmta.com/sites/default/files/reports-and-documents/2017/10/october_8th_ave_boards_101817_final_compressed.pdf).

<sup>23</sup> 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](https://www.sfmta.com/sites/default/files/reports-and-documents/2019/08/8th_ave_design_final.pdf).

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

<sup>25</sup> 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>.

<sup>26</sup> 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/>.

<sup>27</sup> 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 community as still failing to provide adequate safety measures with less than 18%<sup>28</sup> of  
2 survey response supportive of the proposal, on an FAQ document, the SFMTA even  
3 noted that the center running design presented safety concerns for accessing midblock  
4 destinations from the bike lane and the SFMTA missed their 2022 goal for  
5 implementation; and

6 WHEREAS, The common argument against the Valencia bike lanes is that they  
7 will take away valuable parking spaces<sup>29</sup>, and decrease sales for businesses, however,  
8 according to a Wired article, “In 2013, researchers at New York City’s Department of  
9 Transportation studied seven stretches of road that had installed bike lanes or created  
10 pedestrian-friendly areas. The city crunched the numbers for businesses along those  
11 routes and found that by the third year, sales grew faster on five of the streets than in  
12 the borough overall, on average—up to five times faster, in fact”<sup>30</sup>; and

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

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

19 WHEREAS, Jennifer Wong<sup>32</sup> a planner from the SFMTA gave a project update  
20 and reported in an email that, “the team is looking through the feedback received to  
21 update the design prior to presenting proposed changes to the SFMTA Board of  
22 Directors in early 2023” for review and proposal; and

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<sup>28</sup> 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-sl/>.

<sup>29</sup> 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/>.

<sup>30</sup> ———. “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/>.

<sup>31</sup> ———. “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/>.

<sup>32</sup>

1 WHEREAS, San Jose Avenue, also a part of the City's High Injury Network, is  
2 "dense with kids and families and borders Balboa Park"<sup>33</sup>, and "since 2005, 99 people  
3 have been injured in crashes along this segment of the street — roughly one every two  
4 months" according to data from the San Francisco Department of Public Health data  
5 analyzed by Stephen Braitsch<sup>34</sup>, the founder and creative director of street safety  
6 nonprofit Transpo Maps<sup>35</sup>; and

7 WHEREAS, Braitsch also cautioned that this number could be higher, because  
8 the city ramped up its record-keeping in 2014 as part of the Vision Zero program<sup>36</sup>; and

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

17 WHEREAS, In Fall 2022, over 60 people and local businesses brought their  
18 concerns to the SFMTA Citizens Advisory Council, prompting the council to pass a  
19 resolution acknowledging the unsafe conditions that impact access to the many nearby  
20 schools, parks, local businesses, and transit stops, and recommended the SFMTA do  
21 the following: address unsafe conditions on the San Jose Ave. corridor as a part of its  
22 Vision Zero Action Strategy to prevent pedestrian injuries and fatalities, focus on

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<sup>33</sup> 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>.

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

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

<sup>36</sup> Coale, 2023b.

<sup>37</sup> Coale, 2023b.

<sup>38</sup>

1 improvements that increase safety and access for children and families to Balboa Park  
2 and the commercial strip, improve the J-Church infrastructure to benefit both transit  
3 riders and pedestrians, consider immediate, quick-build safety improvements to the  
4 corridor, engage the community around the corridor to develop a comprehensive plan of  
5 improvements to increase safety for pedestrians and transit riders, and include safety  
6 measures for inclusion in the Five-Year Capital Improvement Program<sup>39</sup>; and

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

10 WHEREAS, The SFMTA launched its Vision Zero Quick-Build program to deliver  
11 fast, affordable, and adjustable street modifications such as daylighting, protected bike  
12 lanes, parking and loading changes, and painted pedestrian safety zones on the High-  
13 Injury network, the 13% of city streets that account for 75% of severe traffic injuries and  
14 death<sup>40</sup>; and

15 WHEREAS, According to the City's latest Quick-Build project list<sup>41</sup>, since 2020,  
16 there have only been 29 completed Quick-Build projects; and

17 WHEREAS, The SFMTA Residential Traffic Calming Program is based on a  
18 complex application process with specific windows to apply and applications that require  
19 gathering signatures of at least 20 neighbors and a neighborhood vote if the street is  
20 found to be eligible for traffic calming<sup>42</sup>; and

21 WHEREAS, This extensive process to apply for traffic calming creates barriers

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<sup>39</sup> 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://www.sfcta.org/blogs/improving-safety-our-streets-vision-zero-quick-build-projects-taking-shape>.

<sup>41</sup> 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\\_gb\\_project\\_updates\\_20230105.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2023/01/2022-12_gb_project_updates_20230105.pdf).

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



1 for working class people who lack time or resources to navigate the process<sup>43</sup> ; and

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

4 WHEREAS, Vision Zero’s “Focus on the Five” driving citations include: 1)  
5 Speeding, 2) Running stop signs, 3) Running red lights, 4) Violating pedestrian right-of-  
6 way, and 5) Failing to yield while turning<sup>44</sup>; and

7 WHEREAS, As part of its Vision Zero commitment, the San Francisco Police  
8 Department (SFPD) made a commitment in early 2014 to increase the percentage of  
9 “Focus on the Five” to 50% of all traffic citations<sup>45</sup>; however, performance data  
10 published on a monthly basis by the Controller’s Office<sup>46</sup> reveals that while a few  
11 individual police districts have had success in attaining this goal, other districts and the  
12 SFPD as a whole have struggled to meet it; and

13 WHEREAS, Analysis of SFPD citation data from January 2018 to May 2022  
14 shows that FOTF citations have averaged around 35% of all citations written Year-Over-  
15 Year (YOY), and the FOTF citations that are written on the HIN are a tiny fraction of all  
16 citations written citywide<sup>47</sup>; and

17 WHEREAS, According to data from the City and County of San Francisco’s City  
18 Performance Scorecards, SFPD does not focus on FOTF in Northern, Ingleside,  
19 Central, and Bayview districts as the percent of total traffic citations for FOTF is below  
20 50%, despite these districts having substantive data demonstrating high numbers of  
21 drivers who violate the top 5 traffic violations that cause accidents and risk public  
22 safety<sup>48</sup>; and

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<sup>43</sup> Residential Traffic Calming Program, 2022.

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

<sup>45</sup> 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>.

<sup>46</sup> Lapka et al., 2017.

<sup>47</sup> San Francisco Police Traffic Enforcement, n.d.

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

1           WHEREAS, The Performance Scorecards further demonstrate an increase in  
2 traffic violations in Bayview for running stop signs, an increase in Central for running red  
3 lights, an increase in Ingleside for violating pedestrian right-of-way, a huge increase in  
4 the Richmond for speeding, an increase in Southern for running red lights, an increase  
5 in Taraval for speeding and failing to yield while turning, and a huge increase in the  
6 Tenderloin for failing to yield while turning<sup>49</sup>; and

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

10           RESOLVED, That the 2022-2023 Youth Commission of the City and County of  
11 San Francisco urges the San Francisco Municipal Transportation Agency (SFMTA) and  
12 the San Francisco Department of Public Health (SFDPH) to reconvene the Vision Zero  
13 Task Force and hold regular meetings, while also including a seat for a youth aged 12-  
14 23, given that San Francisco streets are especially dangerous around schools; and be it

15           FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and  
16 County of San Francisco urges the Mayor and the Board of Supervisors to urge State  
17 policymakers to reintroduce a state bill for a pilot program to allow for speed cameras in  
18 San Francisco; and be it

19           FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and  
20 County of San Francisco urges the Mayor and the Board of Supervisors to urge the San  
21 Francisco Municipal Transportation Agency (SFMTA) to expedite its quick-build projects  
22 for major street redesign, including car-free zones, extensive protected bike lane  
23 networks and transit only lane networks, regardless of the necessary tradeoffs, such as

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

1 extensive parking removal and vehicle travel lane repurposing; and be it

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

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

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

15         FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and  
16 County of San Francisco urges the San Francisco Police Department to modify its  
17 Focus on the Five strategy so that it is better suited to the unique environment of each  
18 police district and allows for an appropriately varied response to the problem of traffic  
19 collisions; and be it

20         FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and  
21 County of San Francisco urges the Mayor and Board of Supervisors to urge the San  
22 Francisco Police Department to prioritize citing "Focus on the Five" violations on the  
23 High Injury Network; and be it

24         FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and

1 County of San Francisco urges the 13 city departments that committed to Vision Zero to  
2 colaborate to ensure Vision Zero work is being delivered efficiently and holistically; and  
3 be it

4 FURTHER RESOLVED, That this resolution be sent to the Mayor, Board of  
5 Supervisors, and the following city departments: Municipal Transportation Agency,  
6 Police Department, Fire Department, Department of Public Works, Department of Public  
7 Health, Department of Environment, Planning Department, Recreation and Parks  
8 Department, County Transportation Authority, District Attorney’s Office, Airport  
9 Department and Unified School District.