

[Intersection Safety Improvements]

Resolution urging the San Francisco Municipal Transportation Agency to implement speed-reducing infrastructure at intersections which serve as transition points between freeways and neighborhood streets, create a publicly available plan to implement safety infrastructure improvements at high-injury intersections which have not yet seen investment by the end of 2024, and urging the City and County to review its Vision Zero strategy.

WHEREAS, On August 15, 2023, a 4 year-old child was killed, and their parent seriously injured, by a vehicle at 4th Street and King Street while crossing a crosswalk; and

WHEREAS, Following this incident, local street safety organizations and advocates called for 3 major actions from the San Francisco Municipal Transportation Agency (SFMTA) to address pedestrian safety issues at 4th Street and King Street and other high-injury intersections; and

WHEREAS, The first action called for the SFMTA to immediately and comprehensively address safety issues at 4th Street and King Street, including removing a right-turn lane onto King Street, a pedestrian-only phase in the crossing light signal system, lowering the speed limit for vehicles exiting the John F. Foran Freeway (Interstate Highway 280), adding additional speed-reducing and safety infrastructure, and taking into account the high number of pedestrians coming to and from Oracle Baseball Park, the N Judah and T Third Muni Metro lines, and Caltrain; and

WHEREAS, The second action called for the SFMTA to implement speed-reducing infrastructure, like reducing lanes and raised crosswalks, on the over 25 high-

injury intersections that serve as transition points between freeways and neighborhood streets in San Francisco; and

WHEREAS, The third action called for the SFMTA to create a detailed and publicly available plan for how the City and County will implement safety infrastructure improvements, like high-visibility painted crosswalks, daylighting, and a pedestrian-only phase in the crossing light signal system, at the 900 high-injury which have not seen improvements by the end of 2024; and

WHEREAS, The second leading cause of death of children in the United States is motor vehicle incidents; and

WHEREAS, In 2014, the San Francisco Board of Supervisors adopted BOS File 140047 committing the City and County to the goal of zero traffic-related deaths by 2024, yet 2022 saw the most fatalities on city streets since Vision Zero was initially adopted; and

WHEREAS, There have been at least 130 collisions involving people under the age of 25 already this year; and

WHEREAS, There have already been at least 13 traffic-related fatalities in San Francisco in 2023; and therefore be it

RESOLVED, That the San Francisco Youth Commission urges the San Francisco Municipal Transportation Agency to address and implement the aforementioned actions called for by street safety organizations and advocates, including to 1) address safety issues at 4th Street and King Street, 2) implement speed-reducing infrastructure on high-injury intersections that serve as transition points between freeways and neighborhood streets in San Francisco, and 3) create a detailed

and publicly available plan for how the City and County will implement safety infrastructure improvements at the 900 high-injury intersections which have not seen improvements by the end of 2024; and therefore be it

FURTHER RESOLVED, That the San Francisco Youth Commission urges the City and County to review its Vision Zero strategy, including the effectiveness of current strategies and processes in place to rectify dangerous intersections and streets in a timely manner; and therefore be it

FURTHER RESOLVED, That San Francisco Youth Commission staff are directed to transmit copies of this resolution to the Office of the Mayor, Board of Supervisors, and San Francisco Municipal Transportation Agency Board of Directors.