

**Health Commission
City and County of San Francisco
Resolution No. ~~16-617-21~~**

IN SUPPORT OF VISION ZERO AND AUTOMATED SPEED ENFORCEMENT

WHEREAS, the San Francisco Health Commission adopted Vision Zero in 2014, as a City and County initiative to eliminate traffic-related fatalities by 2024; and

WHEREAS, the SF Vision Zero Initiative states that all traffic-related deaths are unacceptable and preventable; and

WHEREAS, the San Francisco Department of Public Health (SFPDH) has co-chaired the Citywide Vision Zero Task Force with San Francisco Municipal Transportation Agency (SFMTA) since 2014; and

WHEREAS, pedestrians and cyclists are the road users most vulnerable to injury and death, and account for over half of all traffic deaths in San Francisco; and

WHEREAS, the City and County of San Francisco has the most pedestrian injuries per capita of all counties in the State of California; and

WHEREAS, the SFPDH has found that pedestrian and cyclist injuries and deaths are highly concentrated on a subset of city streets, and these streets are disproportionately concentrated in low-income, non-English speaking communities with high densities of seniors, disabled residents, and populations reliant on walking and public transit; and

WHEREAS, the SFPDH finds that 70% of severe and fatal injuries occur on the 12% of street miles of the Vision Zero High Injury Network; and

WHEREAS, seniors account for over 50% of pedestrian deaths and are 5 times more likely than younger adults to be fatally injured in a collision, and children are more vulnerable to pedestrian injury as they are still developing cognitively and behaviorally; and

WHEREAS, approximately 45% of trauma registry patients at Zuckerberg San Francisco General Hospital sustained a transportation-related injury, the leading cause of injury at the Trauma Center; and

WHEREAS, the annual medical costs for pedestrians injured in a traffic collision is \$15 million-, \$35 million for all transportation-related injuries and ~~and~~ the total economic cost of traffic injuries and fatalities is \$564 million in San Francisco; and

WHEREAS, speeding is the number one cause of fatal and severe injury collisions in San Francisco; and

WHEREAS, slower vehicle speeds greatly reduce the chance of severe injury or death in the case of collision, with a pedestrian hit by a car at 20 mph having a 90% chance of surviving, while a person hit by a car at 40 mph has only a 20% chance of surviving; and

WHEREAS, the City's 2017/18 Vision Zero Two-Year Action Strategy~~2014 Two-Year Vision Zero Action Strategy~~ specifically includes a policy initiative to advance Automated Speed Enforcement at the State level; and

WHEREAS, research has shown that Automated Speed Enforcement (ASE) have been proven repeatedly to reduce overall speeding and reduce the number of drivers speeding in excess of 10 miles per hour over the speed limit; and

WHEREAS, research has shown that ASE produces statistically significant results in reducing the number of collisions or injuries, both at camera sites and system-wide; and

WHEREAS, ASE, when used in conjunction with traditional means of traffic enforcement and public education, complements law enforcement's traffic safety efforts and enforcement programs; and

WHEREAS, the National Highway Traffic Safety Administration reports that fixed speed cameras reduce injury crashes by 20% to 25%, and mobile speed cameras reduce injury collisions by 21% to 51%, and "automated enforcement systems can result in measureable safety improvement at high crash locations;" and

WHEREAS, on November 12, 2015, the City and County Office of the Controller released the report "Automated Speed Enforcement and Implementation: Survey Findings and Lessons Learned from Around the Country" based on a survey of six cities utilizing ASE technologies in the United States; and

WHEREAS, the Controller's Office assessment found that ASE has been an effective tool in reducing speeds and improving street safety in the six jurisdictions surveyed; and

WHEREAS, The National Transportation Safety Board (NTSB) released a new report in July 2017 found that the relationship between speed and injury severity is consistent and direct, and specifically recommends that all states remove barriers to the use of automated speed enforcement based on their finding that ASE is an effective but underused; and

~~WHEREAS, the Controller's Office assessment recommend focusing ASE on high injury corridors, areas of chronic speeding, and areas where the most vulnerable populations, such as school children and seniors are present; and~~

~~WHEREAS, the Controller's Office assessment further recommends that ASE program implementation include early stakeholder engagement, required reporting on program metrics to evaluate and monitor effectiveness, and directed use of revenues for safety improvements; and~~

WHEREAS, 139 communities in the United States have implemented Automated Speed Enforcement programs with proven results; and

WHEREAS, Automated Speed Enforcement cameras are currently prohibited in California and State legislation is required to authorize San Francisco and other California cities to implement ASE.

WHEREAS, On February 8th 2017, Assembly member David Chiu introduced Assembly Bill 342, also known as the Safe Streets Act of 2017, which would allow the City of San Jose and the City and County of San Francisco the authority to install automated speed enforcement (ASE) systems over a five-year pilot period; and

THEREFORE BE IT RESOLVED, that the San Francisco Health Commission strongly supports State legislation and AB 342 to allow cities across California to use Automated Speed Enforcement to reduce speeding; and be it;

FURTHER RESOLVED, that to protect the privacy interests of persons who are issued citations under an Automated Speed Enforcement program, that the Health Commission supports a program in which the photographic, video, or other visual records generated by the program are confidential, and are made available only to alleged violators, and to governmental agencies solely for the purpose of enforcing these violations; and be it

FURTHER RESOLVED, that the Health Commission supports SFDPH's continued leadership to help the City achieve the goal of zero traffic fatalities through work with State partners, the Citywide Vision Zero Task Force and the Vision Zero engineering, enforcement, education, and encouragement initiatives; and be it

FURTHER RESOLVED, that the Health Commission request that SFDPH staff report back to the Commission regarding progress and barriers to the achievement of Vision Zero and specifically on Automated Speed Enforcement on an annual basis.

I hereby certify that at the San Francisco Health Commission at its meeting of ~~May 17, 2016~~ December 19, 2017 adopted the foregoing resolution.

Mark Morewitz
Health Commission Executive Secretary