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Victims' Families and Survivors Urge City and State Leaders to Adopt Speed Safety Cameras on World Day of Remembrance for Road Traffic Victims

SAN FRANCISCO, Calif (Sunday, November 19, 2017) -- Every traffic fatality on our streets is unacceptable and preventable. This year alone, seventeen San Franciscans have died from collisions that could have been avoided. On Sunday's World Day of Remembrance, families of crash victims and survivors stood together to honor loved ones who have died, been severely injured, or endured life-changing traffic violence.

Hundreds of people including members of the San Francisco Bay Area Families for Safe Streets and the Vision Zero Coalition led a walk from the Mission to City Hall, where they were joined by State and City leaders, and community members who all wore yellow to honor victims and call for safe streets. They carried signs with "Crash Not Accident," to shift both public and policy-maker thinking that erroneously assumes traffic collisions are inevitable. Family members and friends held pictures of loved ones to bring awareness to the countless lives ended or devastated by traffic violence.

"Nearly seven years ago, a walk across Park Presidio Blvd at Anza Street changed my mom's life forever. The speed at the time of the crash ruptured her spleen, fractured her ribs and humerus, and has left her with life-long, traumatic brain injuries." Jenny Yu, a member of the SFBA Families for Safe Streets shared "So many lives have been devastated by the impacts of reckless speeding on our dangerous streets. Our complacency regarding speeding is literally killing us, and it is unacceptable when we have the tools to prevent speed-related crashes."

Although speeding is the most common cause of fatal and severe injury collisions in California, a proven tool that's widely accepted by academics, public health professionals, and the public to reduce speeding and save lives is currently illegal in California. To support San Francisco's Vision Zero goal to end all serious and fatal crashes, the SFBA Families for Safe Streets urged lawmakers to pass AB 342, speed safety camera legislation that would allow San Francisco and San Jose to pilot [automated speed enforcement \(ASE\)](#). ASE is already used in 142 U.S. jurisdictions where it has reduced crash rates by as much as 70 percent.

Senator Scott Wiener, a longtime supporter of Vision Zero, expressed his condolences for the families and victims of traffic crashes at the vigil, "Too many people are being injured or killed on San Francisco's streets. We have a moral obligation to make our streets safer for all users, including pedestrians, cyclists, transit riders, and drivers. Let's make the hard political choices to design our streets for safety, to enforce the law, and to educate the public."

With only six years left for the City to meet its Vision Zero goal, ASE adoption is critical to the success of the program.

“In the last three months, six people have been killed while walking in San Francisco -- and almost every person was killed on a street long known to be dangerous.” said Walk SF’s outreach director, Natalie Burdick. “City and State leaders have both the design and policy tools needed to put an end to these preventable tragedies today; no more family members should have to suffer because of delayed political action.

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#WDR2017 #SafetyNotSpeed #CrashNotAccident

San Francisco Bay Area Families for Safe Streets is affiliated with the first Families for Safe Streets group established in New York City, and is the first such group in California. The goal of SFBA Families for Safe Streets is to elevate the voices of people affected by traffic violence to advocate for changes that will prevent future families from suffering the same loss and grief, and to provide support to those affected by traffic violence. SFBAFamiliesforSafeStreets.org

Walk San Francisco and its members are making San Francisco a safe, walkable city and reclaiming streets as shared public space for everyone to enjoy. WalkSF.org