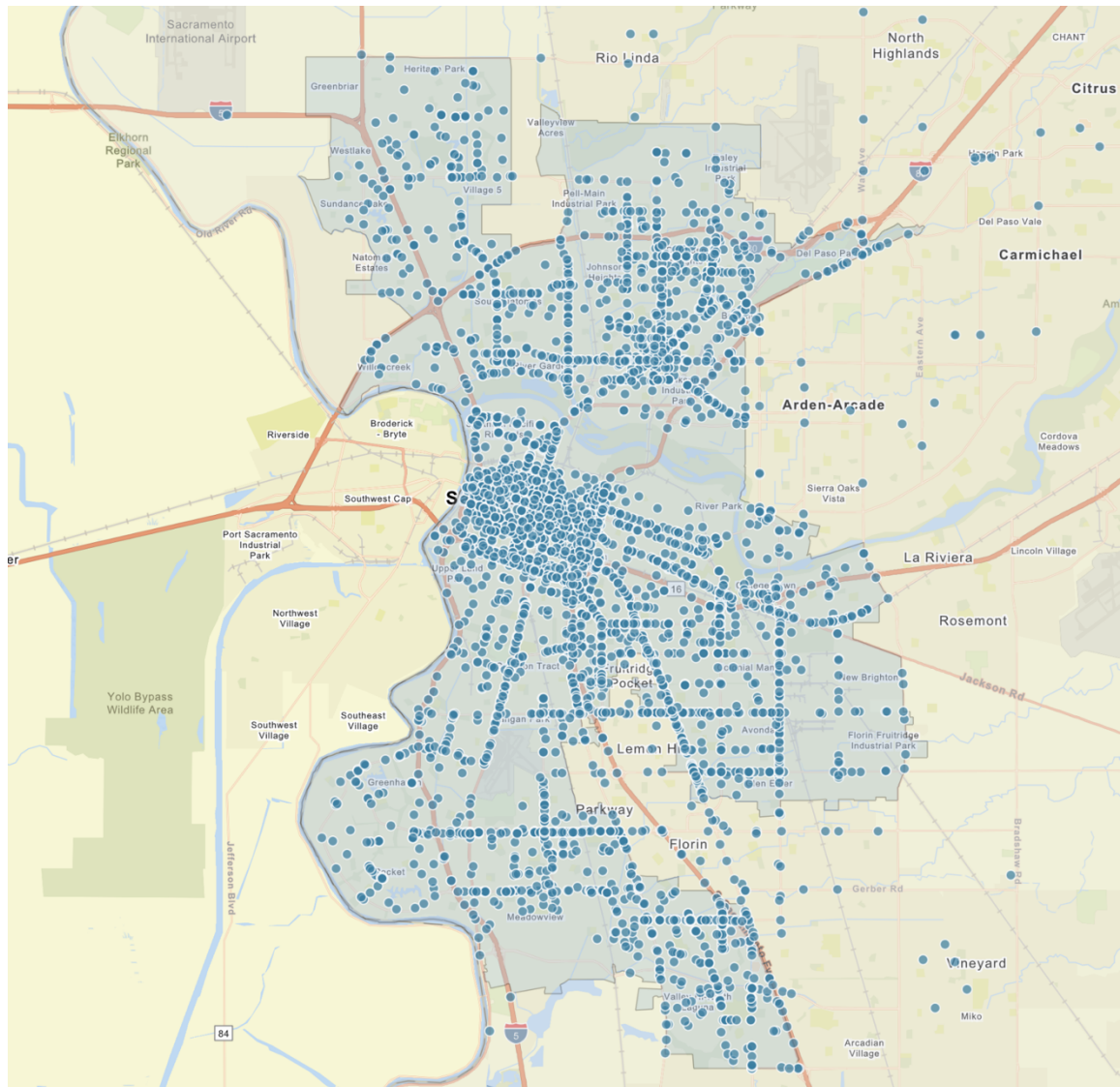


Attachment 2: Map of Pedestrian/Bike Collisions in City Limits, 2012-2024



Source: UC Berkeley TIMS, <https://tims.berkeley.edu/>

Overview

This report was created with the help of The Transportation Injury Mapping System (TIMS). TIMS has been developed by UC Berkeley SafeTREC to provide quick, easy and free access to California crash data, the Statewide Integrated Traffic Records System (SWITRS), that has been geo-coded by SafeTREC to make it easy to map crashes.

Date & Location

Date: 01/01/2012 - 03/01/2024

County: Sacramento

City: Sacramento

Filters

Killed Victims

1

Pedestrian Crash

Yes

Bicycle Crash

Yes

Result

Total Crashes

264

Total Victims

264 Killed & 54 Injured

State Highway

48 (18.2%)

Ped Involved

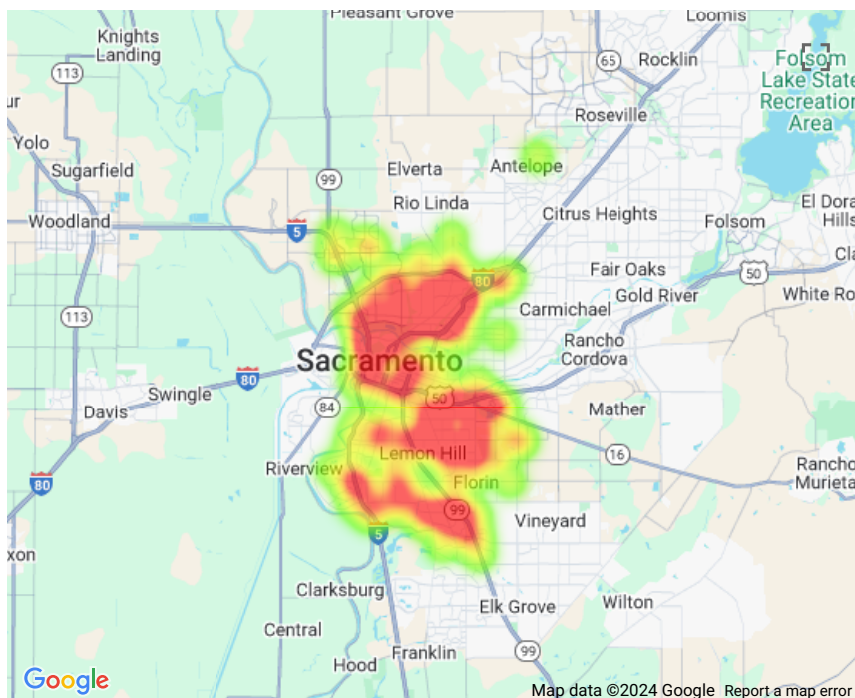
215 (81.4%)

Bike Involved

49 (18.6%)

Motorcycle Involved

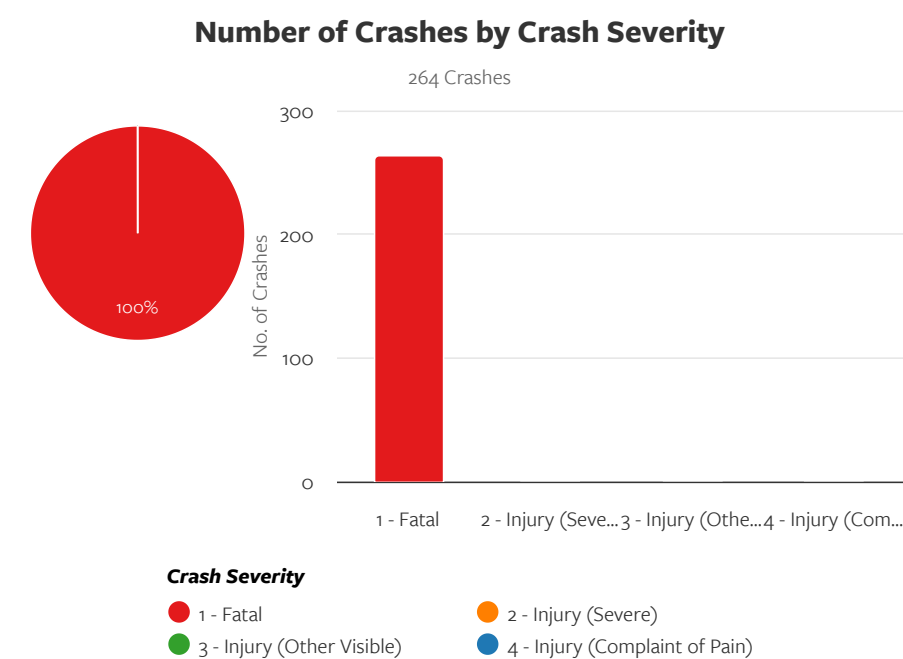
4 (1.5%)



252 of 264 (95.5%) Crashes are geocoded and mapped.

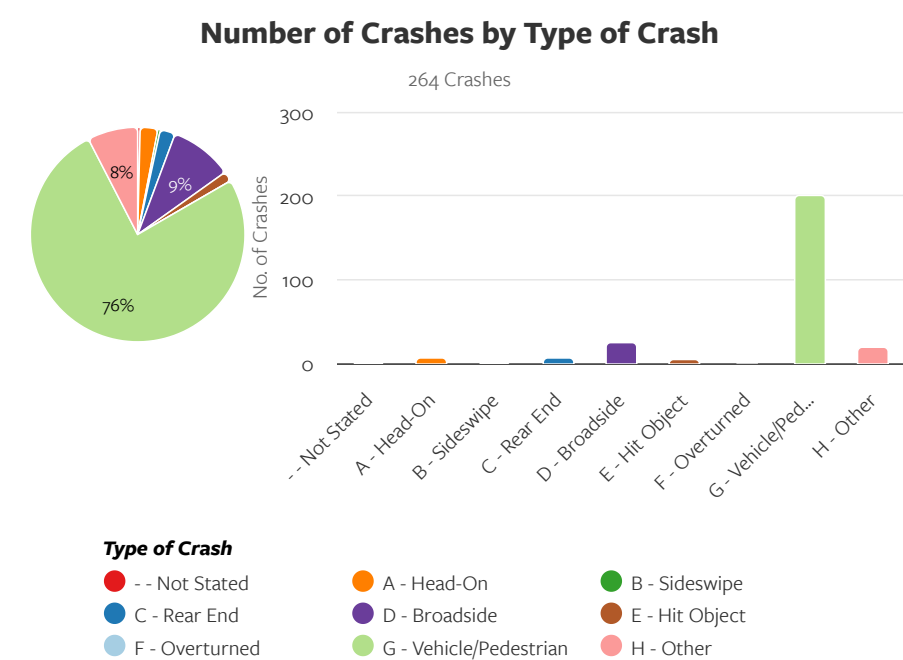
Crash Summary

By Crash Severity



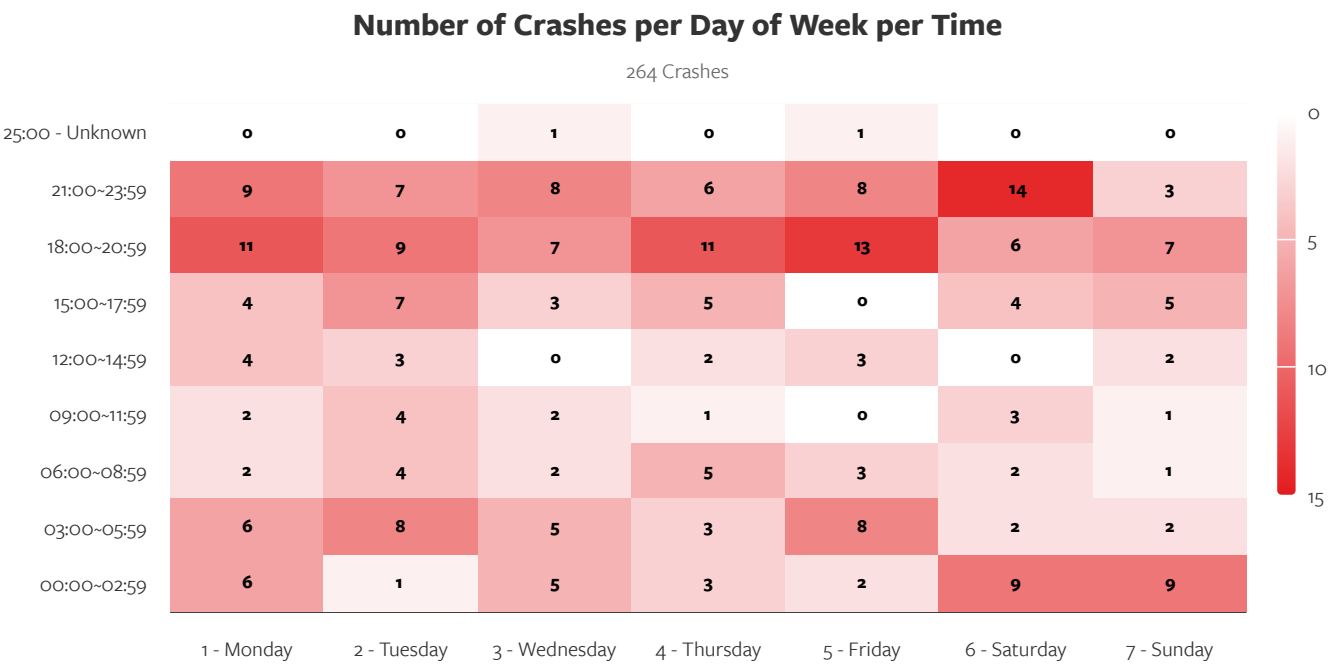
Crash Severity	Count	%
1 - Fatal	264	100.00%
2 - Injury (Severe)	0	0.00%
3 - Injury (Other Visible)	0	0.00%
4 - Injury (Complaint of Pain)	0	0.00%

By Crash Type

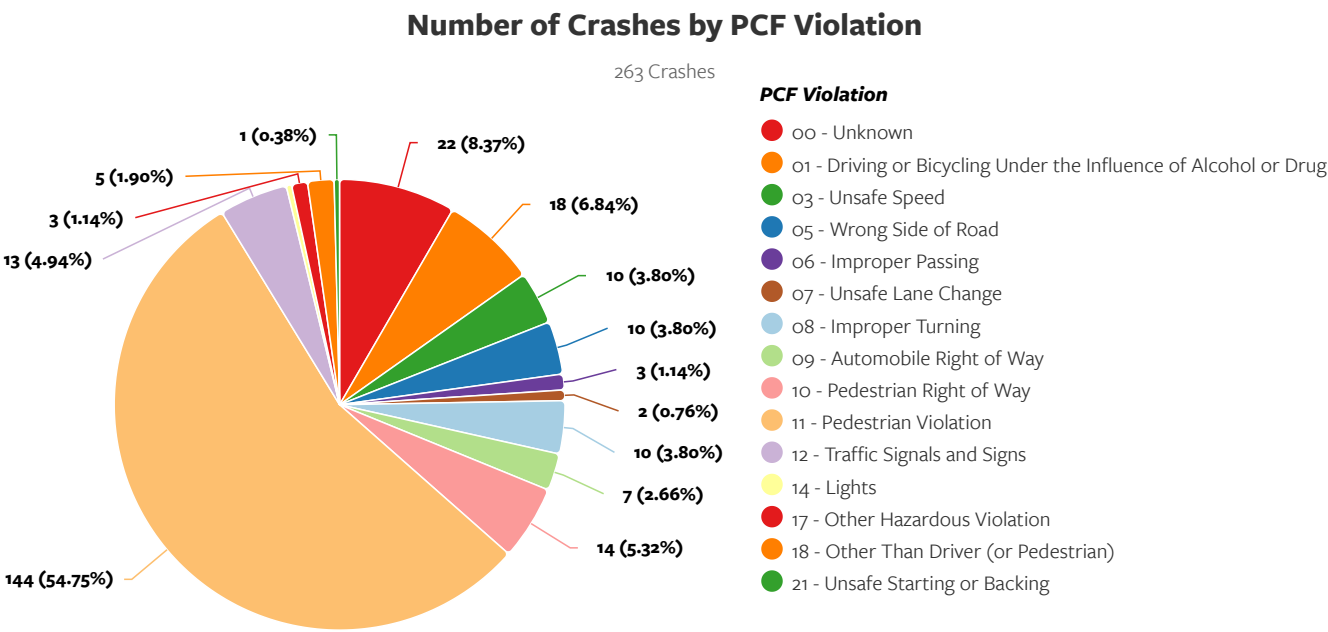


Type of Crash	Count	%
-- Not Stated	1	0.38%
A - Head-On	7	2.65%
B - Sideswipe	1	0.38%
C - Rear End	6	2.27%
D - Broadside	25	9.47%
E - Hit Object	4	1.52%
F - Overturned	0	0.00%
G - Vehicle/Pedestrian	200	75.76%
H - Other	20	7.58%

By Day of Week and Time



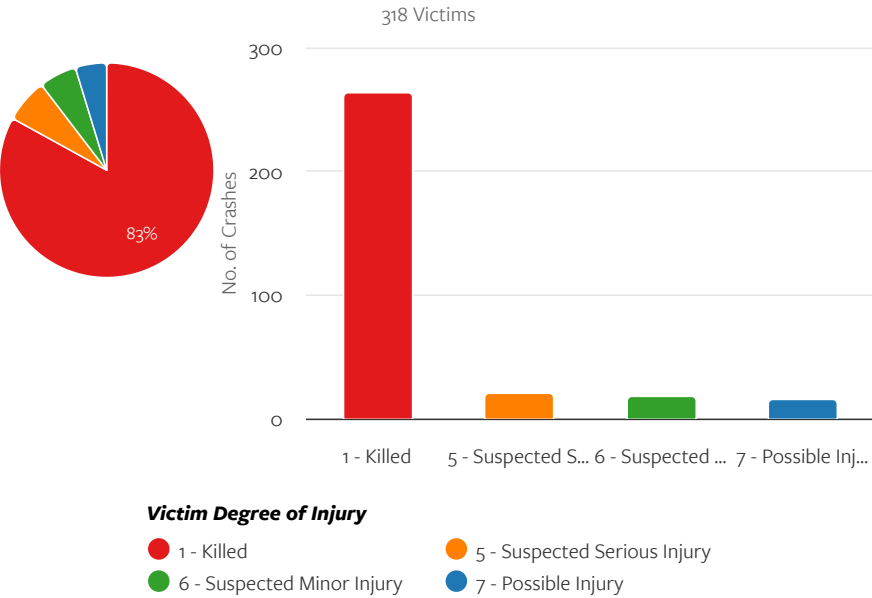
By Primary Crash Factor (PCF) Violation



Victim Summary

By Victim Degree of Injury

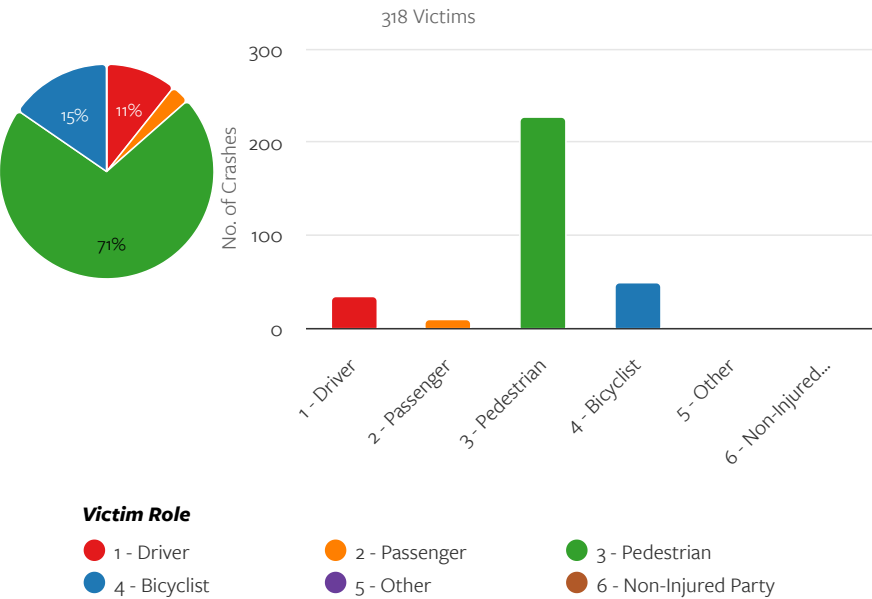
Number of Victims by Victim Degree of Injury



Victim Degree of Injury	Count	%
1 - Killed	264	83.02%
5 - Suspected Serious Injury	21	6.60%
6 - Suspected Minor Injury	18	5.66%
7 - Possible Injury	15	4.72%

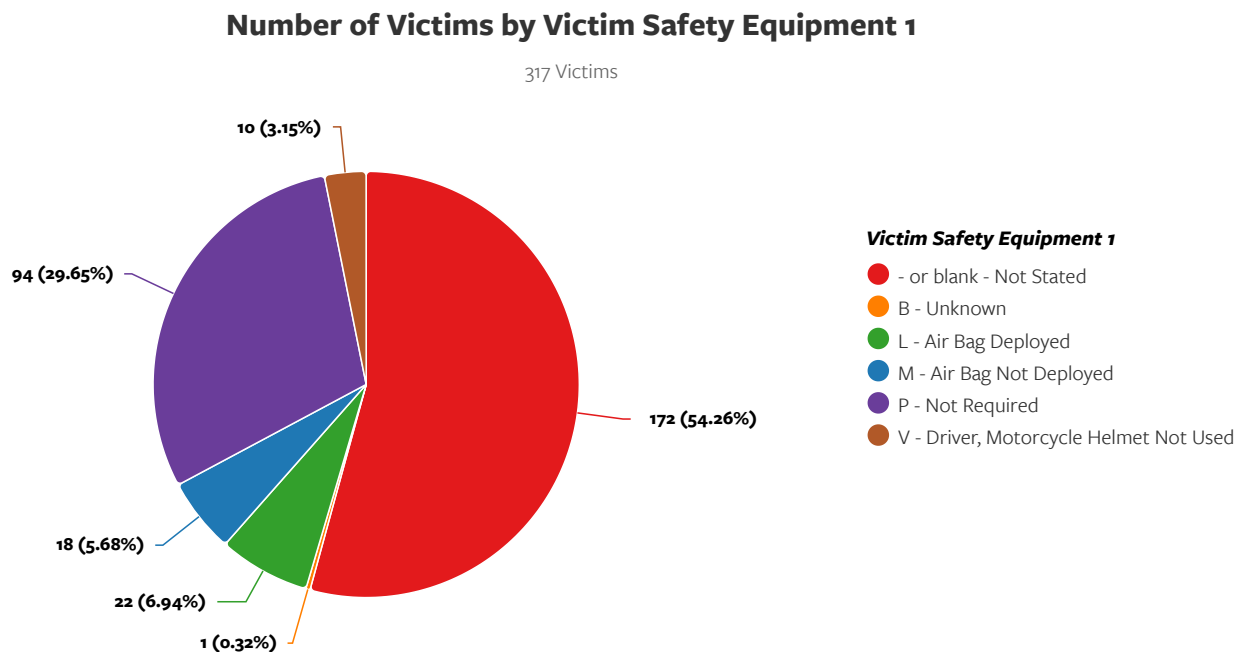
By Victim Role

Number of Victims by Victim Role

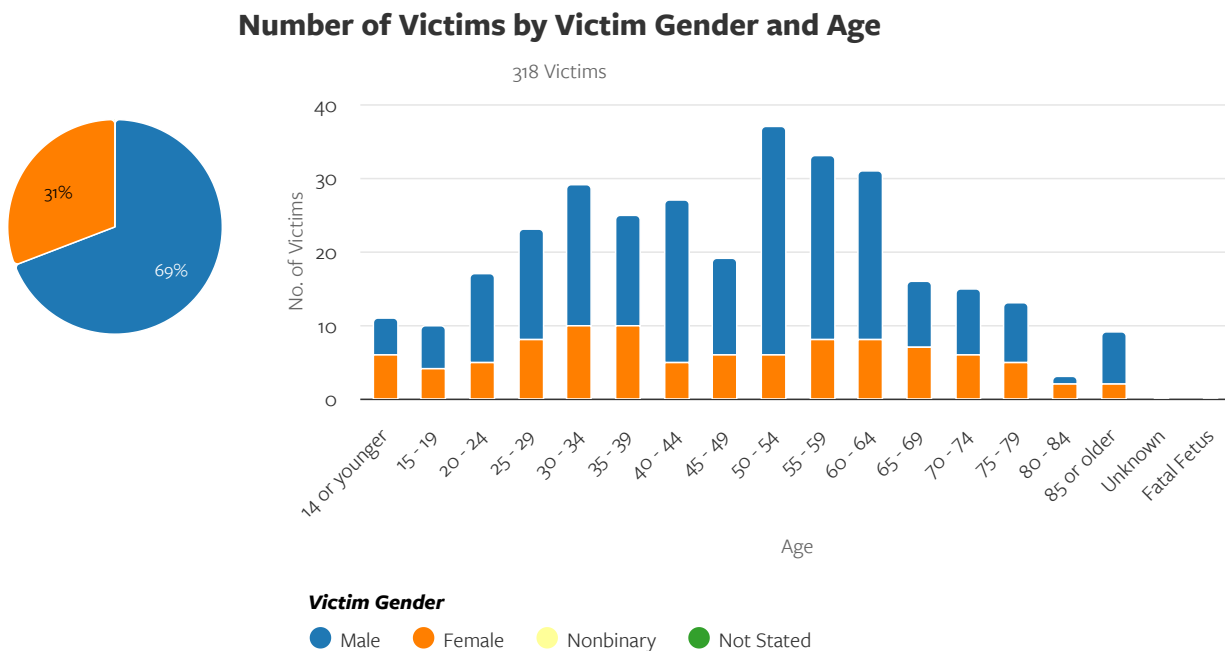


Victim Role	Count	%
1 - Driver	34	10.69%
2 - Passenger	9	2.83%
3 - Pedestrian	226	71.07%
4 - Bicyclist	49	15.41%
5 - Other	0	0.00%
6 - Non-Injured Party	0	0.00%

By Victim Safety Equipment 1

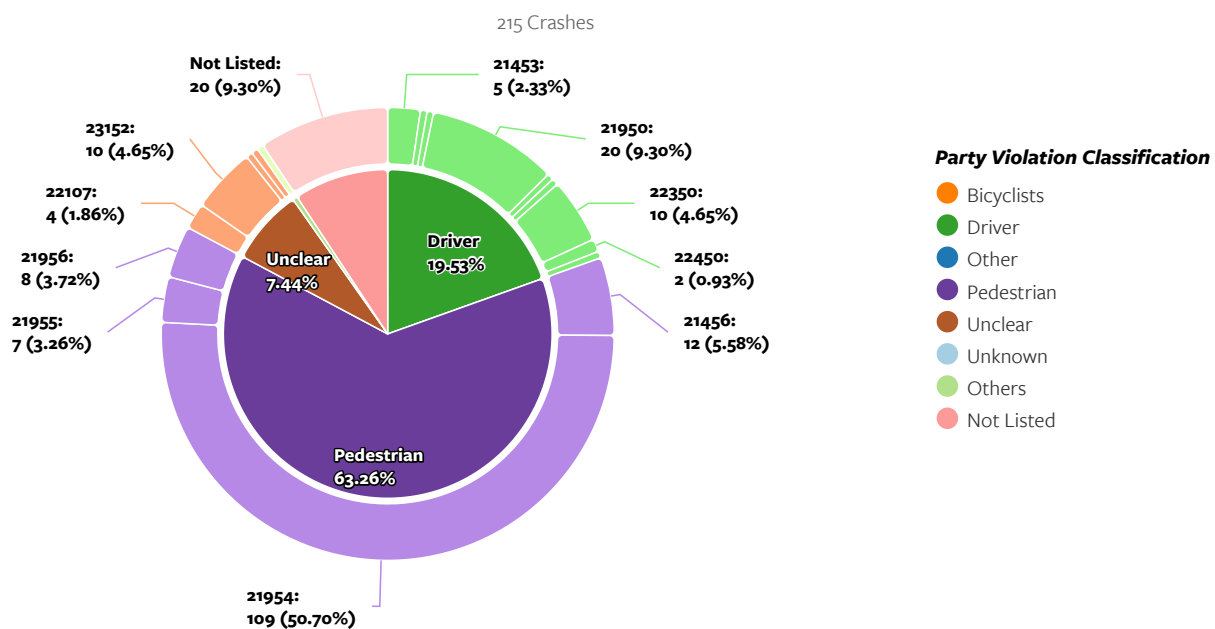


By Victim Gender and Age



Ped Crash Summary

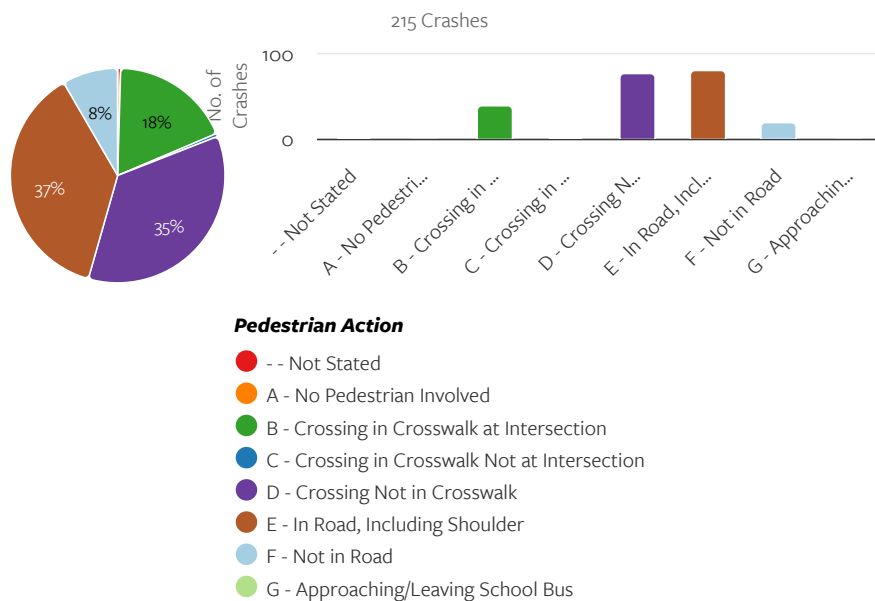
Number of Crashes by Type of Violation



Party Violation Classification	Type of Violation	Description	Count	%
Pedestrian	21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	109	50.70%
Driver	21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	20	9.30%
Not Listed	Not Listed	Violation code was not included in the crash	20	9.30%
Pedestrian	21456	Pedestrian failure to yield right-of-way at traffic signal / Failure of pedestrian to yield right-of-way to vehicles already in intersection Failure to obey crosswalk symbols or finish crossing before "countdown" ends	12	5.58%
Driver	22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	10	4.65%
Unclear	23152	Driving under the influence of alcohol (BAC 0.08+) or drugs	10	4.65%
Pedestrian	21956	Pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present / Pedestrian failure to walk on the left-hand edge of the roadway when outside of a business or resident district, unless crossing is not possible	8	3.72%
Pedestrian	21955	Pedestrian failure to cross at crosswalks between adjacent traffic signal controlled intersections	7	3.26%
Driver	21453	Failure to stop at a limit line or crosswalk at a red light Failure to yield right-of-way to pedestrian when turning on a red light	5	2.33%
Unclear	22107	Unsafe turning or moving right or left on a roadway Turning without signaling	4	1.86%
Driver	22450	Driver failure to stop at a stop sign before a limit line (a crosswalk or intersection entrance). Failure to stop at limit line before railroad	2	0.93%
Driver	21663	Driving on the sidewalk (unless entering or leaving property)	1	0.47%
Driver	21804	Driver failure to yield right-of-way when entering/crossing a highway	1	0.47%
Driver	21951	Failure to stop for a vehicle that has already stopped to permit pedestrian crossing when approaching from behind	1	0.47%
Driver	21952	Driver failure to yield right-of-way to pedestrians on sidewalks	1	0.47%
Driver	22106	Unsafe starting or backing of a vehicle on a highway	1	0.47%
Unclear	21650	Failure to drive/ride on right half of the roadway (with some exceptions)	1	0.47%
Unclear	21802	Failure to stop or yield right-of-way at a stop sign	1	0.47%
Others	Others	21960 (1)	1	0.47%

By Pedestrian Action

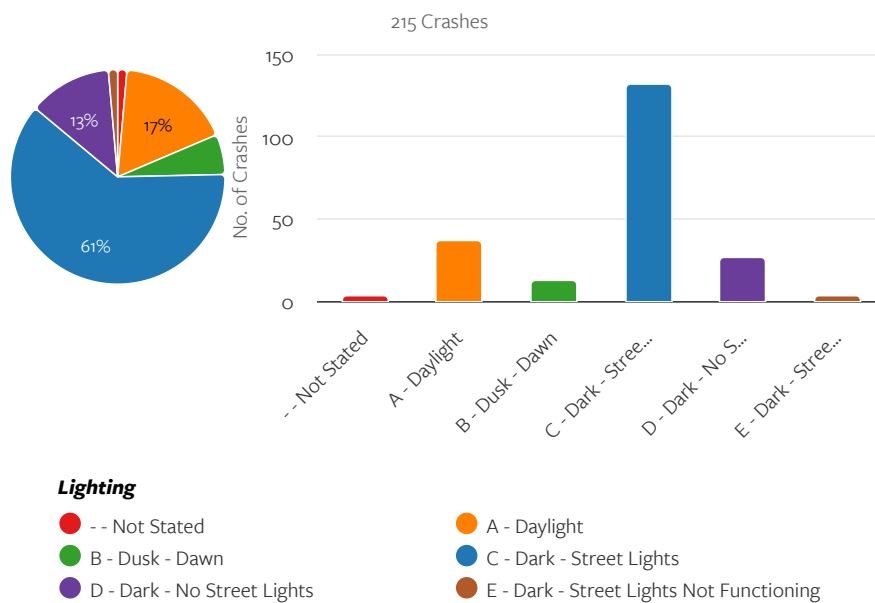
Number of Crashes by Pedestrian Action



Pedestrian Action	Count	%
-- Not Stated	1	0.47%
A - No Pedestrian Involved	0	0.00%
B - Crossing in Crosswalk at Intersection	39	18.14%
C - Crossing in Crosswalk Not at Intersection	1	0.47%
D - Crossing Not in Crosswalk	76	35.35%
E - In Road, Including Shoulder	80	37.21%
F - Not in Road	18	8.37%
G - Approaching/Leaving School Bus	0	0.00%

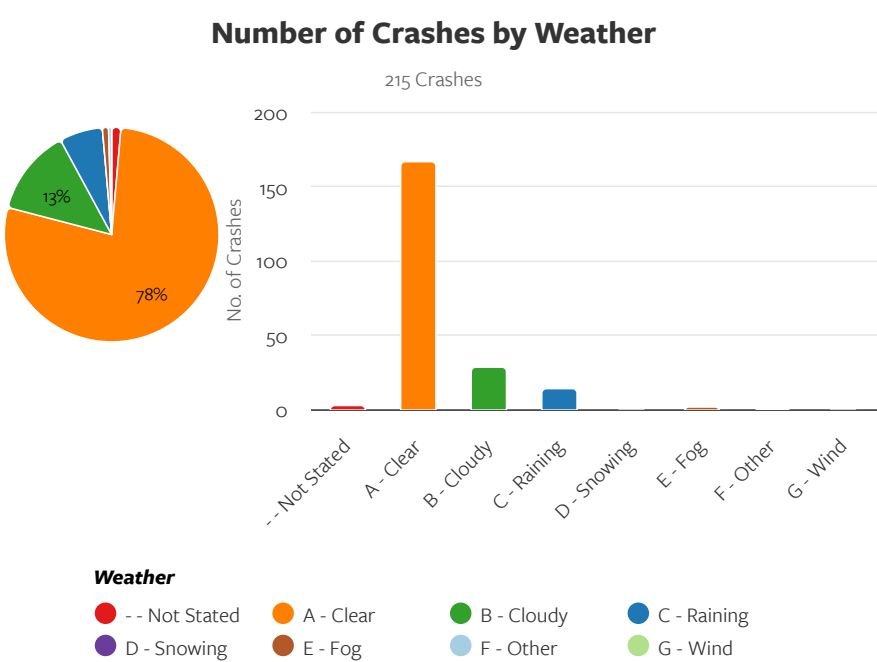
By Lighting

Number of Crashes by Lighting



Lighting	Count	%
-- Not Stated	3	1.40%
A - Daylight	37	17.21%
B - Dusk - Dawn	13	6.05%
C - Dark - Street Lights	132	61.40%
D - Dark - No Street Lights	27	12.56%
E - Dark - Street Lights Not Functioning	3	1.40%

By Weather



Weather	Count	%
-- Not Stated	3	1.40%
A - Clear	167	77.67%
B - Cloudy	28	13.02%
C - Raining	14	6.51%
D - Snowing	0	0.00%
E - Fog	2	0.93%
F - Other	1	0.47%
G - Wind	0	0.00%

https://www.sfexaminer.com/archives/supes-declare-emergency-as-traffic-related-deaths-increase/article_663648ef-f40b-5faf-b65e-ae819bf3bd79.html

Supes declare ‘emergency’ as traffic-related deaths increase

By Joshua Sabatini

Nov 5, 2019



A sign hangs at the intersection of Fifth and Market streets as pedestrians cross earlier this year. (Kevin N. Hume/S.F....

San Francisco adopted a goal in 2014 to reach zero traffic fatalities by 2024, but the trend is moving in the wrong direction.

To draw more attention to the deaths and increase The City’s effort to reach the 2024 Vision Zero goal, the Board of Supervisors on Tuesday unanimously approved a resolution introduced by Supervisor Matt Haney “declaring a state of emergency regarding pedestrian and cyclist fatalities in

San Francisco.”

Resolutions are policy statements and cannot require city departments to act, but Haney said “it’s going to take continued leadership from this board to shine a light on this, to hold folks accountable, to partner with the [San Francisco Municipal Transportation Agency], Mayor’s Office, to make sure this happens.”

There were 24 traffic-related fatalities as of Oct. 22, according to a recent city report, which included one bicyclist death, 14 people killed while walking and nine people killed in vehicles. In 2018, there were a total of 23 traffic-related fatalities.

Board of Supervisors President Norman Yee said that the “majority of those impacted are pedestrians while in crosswalks and many of them are elderly.”

“If these were homicides, we would be seeing headlines and protests but because they are pedestrian and bicyclists some don’t even make it on our radar,” Yee said. “We must do everything in our power to prevent these crashes. These are not accidents. They are preventable. This is an emergency.”

Walk SF, a nonprofit that advocates for pedestrian safety, praised the board for adopting the resolution.

“I applaud the Board of Supervisors for recognizing the very real public health crisis happening on our streets today in terms of traffic safety,” Jodie Medeiros, executive director of Walk San Francisco, said in a statement. “Our City needs to do whatever it takes to make us all safe on our streets, and this resolution makes that very clear.”

Walk SF noted the most recent pedestrian death, which is not included in the Oct. 22 count, occurred on Oct. 31 when a 69-year-old woman, Pilsoo Seong, was fatally hit at South Van Ness and 19th Street.

Supervisor Hillary Ronen, who represents the Mission on the board, memorialized Seong on Tuesday.

“It’s beyond tragic that once again we are memorializing a victim of this awful crisis that we have in our city,” Ronen said. “SFMTA is taking a close look to see if there are things that we can do via engineering and construction to make that intersection and SFPD is investigating the incident.”

Medeiros said in a statement that “so much can be done to stop these devastating crashes.”

“Today’s declaration of a state of emergency sends a message that it’s time for unprecedented levels of action. And we intend to hold city leaders accountable to this,” she said.

The resolution calls on the City and SFMTA to do such things as reduce and enforce speed limits, add more red-light cameras, re-time traffic lights for safety and increase enforcement of dangerous driving behavior.

Haney said that there is a commitment by the transit agency and the Mayor’s Office to work on these measures.

In light of the increasing trend of traffic-related fatalities, some supervisors have expressed support of eliminating vehicles from certain roadways, the San Francisco Examiner previously reported.

In other business, the board gave second and final approval to increase the Jobs Housing Linkage Fee, which increases the fee developers of office space must pay. The existing fee plus the increase approved by the board is expected to generate up to \$400 million within eight years, under the legislation introduced by Haney.

Mayor London Breed has 10-days to decide whether to sign it, return it unsigned or veto it. It takes eight votes to overturn a mayoral veto. The law would still go into effect if Breed returns it unsigned, but it would indicate whether she supports the legislation.

Also on Tuesday, Supervisor Ahsha Safai called for a hearing on The City’s efforts to open more sites to allow people living in their vehicles a place to sleep. The first of these “safe parking lots” is expected to open in his district in the first week of December. It was initially expected to open this month. But it’s for only 33 vehicles and he said there is a demand for much more in other parts of San Francisco.

“Thirty-three spots is obviously not enough,” Safai said.



How Carlsbad moved the needle on traffic safety

Jul 10, 2024

Guest article by Geoff Patnoe, assistant city manager for Carlsbad. He can be reached at geoff.patnoe@carlsbadca.gov (mailto:geoff.patnoe@carlsbadca.gov) .

#LocalWorks

In 2022, two fatal bike collisions within an 11-day period put the nation's traffic safety crisis front and center for Carlsbad, a seaside town of about 115,000 people in San Diego County. With bike and e-bike collisions in the city increasing over 200% compared to pre-pandemic levels, Carlsbad had already increased enforcement and education. It was also making steady progress in changing its transportation plan to focus on all types of users.

With the start of the school year weeks away — putting hundreds more bicyclists, drivers, and pedestrians on local roads — city leaders decided more needed to be done quickly. On Aug. 23, the city declared a local traffic safety emergency. Just like with a fire or flood, the declaration immediately established traffic safety as an urgent citywide priority. While initial short-term actions focused near schools, the



Carlsbad City Council gave top experts from all departments 30 days to come up with a comprehensive strategy to reduce injury collisions.

“I knew our team had the talent,” said City Manager Scott Chadwick. “The emergency put them into a new structure to collaborate, with room to think outside the box. I challenged each person on the team to give me something bold, something new. No idea was off the table.”

The result was a plan with 42 specific actions the city could take to improve traffic safety. Not all would make the cut — like a multimillion-dollar idea to bring back school busing or a proposal to incorporate street art to highlight road markings. However, the ideas the city council ultimately approved in a Safer Streets Together Plan would go on to reduce injury collisions by 13% within 12 months, a trend that continues to hold today.

No doubt our emergency proclamation made a difference. But cities can apply some of the most effective strategies outside of a formal emergency.

Create momentum

We focused first on actions that could be completed quickly. Crews put up new traffic safety signs, added green paint to conflict zones, and refreshed road striping throughout the city. At the same time, the Police Department temporarily reassigned officers to traffic patrol, putting officers in school neighborhoods and other high-traffic areas. Banners and signs throughout the city kicked off the education campaign. Staff pulled these efforts together within a couple of weeks, creating instant momentum and providing the time to develop long-term efforts.

Present a comprehensive solution

The three Es of traffic safety — education, engineering, and enforcement — provided a framework to help policymakers and the public better understand the city’s comprehensive approach. Simply increasing enforcement alone would not produce lasting results. Likewise, education rarely moves the needle. But



combined with increased enforcement and changes to local roads, our education messages broke through. Major changes to local roads can quickly run into community opposition. But as part of a more comprehensive approach to community safety, they were more widely accepted.

Everyone owns the problem

Before launching these efforts, we routinely received complaints about different road users. The recent focus was the “darn kids” on e-bikes. Before that, it was the weekend cyclists. Some blamed drivers for going too fast and not paying attention. As long as people were blaming each other, we were not going to solve the problem. Instead of creating an e-bike safety campaign, we decided to focus on all users of the road, with the message that

everyone plays a role in traffic safety. Putting our community all on the same side of this issue created an environment where we could all be part of the solution.

Ask for help

The city engaged dozens of local schools, hundreds of businesses, mobility organizations, and others in supporting the Safer Together Plan. Whether it was appearing at news conferences, sharing information with their email lists,

participating in public service announcements, hosting media events, or distributing campaign materials, these partnerships greatly expanded the reach of the city's message and lent third-party credibility to our efforts. These enhanced relationships continue to this day, benefiting everyone involved.

Create a shared commitment

One of the most powerful drivers of human behavior is social norms: We want to fit in. That's why the city launched a community commitment campaign asking residents to sign an online form pledging to use Carlsbad's streets safely. In exchange, they got a yard sign and car window cling showing their support for safer streets. Today, you can't drive more than a few blocks in Carlsbad without seeing the bright blue "Safer Together Carlsbad" signs, which serve as a constant reminder that using our streets safely is a shared community value.

Go to the source

Although our campaign focused on all users of the road, one of our main concerns was young e-bike riders. Our Police Department worked with local schools to develop a safety training program within the first six months of the plan's implementation. This eventually turned into a new requirement for students who want to park a bike or e-bike on campus.

The emergency declaration ended Sept. 8, 2023, but the city council continues to prioritize traffic safety and the plan that came out of the emergency. What's more, the lessons learned from this experience will benefit us for years to come. I hope they can help your city too.



For more information about Safer Streets Together Carlsbad, visit [online Safer Streets Together hub](https://www.carlsbadca.gov/departments/traffic-mobility/safer-streets/safer-streets-together) (<https://www.carlsbadca.gov/departments/traffic-mobility/safer-streets/safer-streets-together>) or email communications@carlsbadca.gov (<mailto:communications@carlsbadca.gov>) .

The Cal Cities #LocalWorks initiative shines the spotlight on examples of local actions that are making a difference to their communities. Show how #LocalWorks in your community by contacting communications@calcities.org (<mailto:communications@calcities.org>) .

1400 K Street, Suite 400
Sacramento, CA 95814

P: (916) 658-8200

F: (916) 658-8240

Attachment 6: California Emergency Services Act

In California, the legal basis for declaring a local state of emergency is grounded in the California Emergency Services Act (ESA), codified in the California Government Code, Sections 8550-8669. This legislation provides a framework for local governments to take extraordinary actions to protect public health and safety when normal procedures are insufficient to address a pressing threat.

Key Legal Provisions of the California Emergency Services Act:

- **Authority to Declare an Emergency (Section 8630):**
 - Under the ESA, local governing bodies (city councils, county boards of supervisors, or the governor) have the authority to declare a local emergency when the threat exceeds the capability of the local government to respond effectively with ordinary resources
 - A local emergency can be declared for situations involving natural disasters, public health crises, civil unrest, or in the case of pedestrian safety, a public safety threat due to rising traffic fatalities and injuries.
- **Scope of Emergency Powers:**
 - Emergency Regulations: The city or county can impose temporary rules, regulations, and measures that ordinarily would require legislative action. For example, a city could expedite pedestrian safety projects by bypassing the standard public bidding process to allow faster implementation.
 - Public Resources: The declaration gives the local government the ability to marshal resources, including personnel, equipment, and funding, that may otherwise be unavailable or limited. It can also authorize the local government to request mutual aid from neighboring jurisdictions or the state.
 - Emergency Contracts: During a declared local emergency, local governments can enter into contracts for services or goods necessary to manage the emergency without following the usual competitive bidding requirements (Government Code Section 8685).

1 [Declaring a State of Emergency on Pedestrian and Cyclist Fatalities in San Francisco]

2
3 **Resolution declaring a state of emergency regarding pedestrian and cyclist fatalities in**
4 **San Francisco.**

5
6 WHEREAS, On average three people a day are hit by cars in San Francisco; and

7 WHEREAS, 75 percent of severe and fatal crashes happen in 13 percent of San
8 Francisco's streets known as "high-injury corridors"; and

9 WHEREAS, Traffic safety is nationally a public health crisis, with pedestrian fatalities
10 nationally now exceeding rates last seen twenty years ago; and

11 WHEREAS, The San Francisco Board of Supervisors adopted Resolution No. 91-14,
12 Implement a Vision Zero Three Point Plan: Engineering, Education and Enforcement, on
13 March 18, 2014, a policy committing the city of San Francisco to a goal of zero traffic related
14 deaths by 2024; and

15 WHEREAS, To date, San Francisco has had 15 pedestrian and cyclist deaths related
16 to traffic collisions in 2019; and

17 WHEREAS, Speed is a significant determining factor in pedestrian death as a result
18 from a vehicular collision, with evidence that a pedestrian hit by a car travelling at 40 miles per
19 hour has a 15 percent survival rate, while a pedestrian hit by a car traveling at 20 miles per
20 hour has closer to a 90 percent chance of surviving the collision; and

21 WHEREAS, In February 2019, the City released an updated Vision Zero Action
22 Strategy, that describes clear strategic actions and transformative policies that the City will
23 undertake to meet the goal of zero, including data-driven, proven tools related to engineering
24 and infrastructure improvements and commitments to complement engineering actions such
25 as education and enforcement; and

1 WHEREAS, The SFMTA in June 2019 developed a streamlined quick-build policy to
2 immediately improve high-injury corridors with reduced timelines; and

3 WHEREAS, The SFMTA has focused efforts on intersections, including retiming one-
4 third of the City's signals for slower walking speeds and improve walking conditions,
5 upgrading hundreds of crosswalks to high-visibility, implementing 'daylighting' at street
6 corners in the Tenderloin, South of Market and Financial District neighborhoods, and will pilot
7 treatments to reduce vehicle turn speeds; and

8 WHEREAS, The SFMTA in October 2019 legislated the Better Market Street project,
9 an effort to drastically change the safety on Market Street for all users, including prohibiting
10 private vehicles traveling in both directions from Steuart Street to 12th Street to prioritize
11 walking, biking and transit; and

12 WHEREAS, Fatalities and severe injuries continue to occur on San Francisco streets
13 and disproportionately affect vulnerable populations; and

14 WHEREAS, The City needs to not only continue its existing efforts but proactively seek
15 and implement innovative engineering, enforcement and education measures to reach the
16 Vision Zero goal; and

17 WHEREAS, Increasing red light cameras, pedestrian scrambles, and bulb-outs, as well
18 as reducing speeds, reducing the number of car lanes, re-timing traffic lights, and many other
19 safety increasing measures can be implemented immediately to help address these safety
20 issues; and

21 WHEREAS, Enforcement from the San Francisco Police Department and San
22 Francisco Municipal Transportation Authority play a critical role in ensuring safety for
23 pedestrians and cyclists; and

24 WHEREAS, Enforcement from these agencies has not kept pace with the growing
25 number of cars and other forms of mobility on the roads; and

1 WHEREAS, The San Francisco Police Department issued 45,000 citations in 2016 for
2 Focus on the Five citations, the citations for the top five driving behaviors that are most likely
3 to result in a severe injury or fatality, but only 20,154 citations for these same behaviors
4 in 2018; and

5 WHEREAS, Vision Zero projects and programs should not exacerbate existing
6 inequities in implementation or result in any unintended consequences, including interaction
7 with law enforcement and issues of racial profiling, bias and deportation; and

8 WHEREAS, There are currently 19 intersection approaches planned for red light
9 cameras enforcement across the entire City to penalize one of the most dangerous driving
10 behaviors, a reduction of 34 from 2016; and

11 WHEREAS, The largest barriers to implementing these proven changes include
12 funding, staffing, and political will; now, therefore, be it

13 RESOLVED, That the Board of Supervisors declares a State of Emergency on Traffic
14 Safety in San Francisco citing rising numbers of pedestrian and cyclist fatalities as a result of
15 vehicular collisions; and, be it

16 FURTHER RESOLVED, That the Board of Supervisors urges the Municipal
17 Transportation Agency and all city agencies to take emergency action to immediately double
18 red light cameras at major high-injury intersections; expand Parking Control Office
19 enforcement; increase enforcement by SFPD to 50% Focus on the Five citations and meet
20 the productivity of prior years of enforcement activity immediately identify solutions to lower
21 speed limits and observed speeds to 25 miles per hour or the lowest legal limit on the High
22 Injury Network; and to immediately begin planning pedestrianized blocks in the Tenderloin;
23 and, be it

1 FURTHER RESOLVED, That the Board of Supervisors urges the Mayor of San
2 Francisco to direct and fund City agencies to implement these emergency actions to save
3 pedestrian and cyclist lives on our streets; and, be it

4 FURTHER RESOLVED, That the Board of Supervisors urges the Mayor and our state
5 representatives to prioritize moving forward policies that strongly support pedestrian and
6 cyclist safety.
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City and County of San Francisco

Tails Resolution

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 190815

Date Passed: November 05, 2019

Resolution declaring a state of emergency regarding pedestrian and cyclist fatalities in San Francisco.

September 27, 2019 Public Safety and Neighborhood Services Committee - CONTINUED
TO CALL OF THE CHAIR

October 24, 2019 Public Safety and Neighborhood Services Committee - AMENDED, AN
AMENDMENT OF THE WHOLE BEARING SAME TITLE

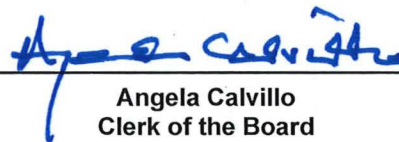
October 24, 2019 Public Safety and Neighborhood Services Committee -
RECOMMENDED AS AMENDED

November 05, 2019 Board of Supervisors - ADOPTED

Ayes: 10 - Fewer, Haney, Mandelman, Mar, Peskin, Ronen, Safai, Stefani, Walton
and Yee
Excused: 1 - Brown

File No. 190815

I hereby certify that the foregoing
Resolution was ADOPTED on 11/5/2019 by
the Board of Supervisors of the City and
County of San Francisco.


Angela Calvillo
Clerk of the Board

Unsigned

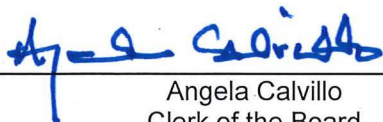
London N. Breed
Mayor

11/15/19

Date Approved

File No. 190815

I hereby certify that the foregoing resolution, not being signed by the Mayor within the time limit as set forth in Section 3.103 of the Charter, or time waived pursuant to Board Rule 2.14.2, became effective without her approval in accordance with the provision of said Section 3.103 of the Charter or Board Rule 2.14.2.



Angela Calvillo
Clerk of the Board



Date

**PROCLAMATION OF BICYCLE, E-BICYCLE AND
MOTORIZED MOBILITY DEVICE SAFETY LOCAL EMERGENCY
IN THE CITY OF CARLSBAD, CALIFORNIA**

WHEREAS, the California Emergency Services Act, including California Government Code Section 8630, and the City of Carlsbad's Emergency Services Ordinance, including Carlsbad Municipal Code Section 6.04.100(A)(1), empower the City Manager, as the City of Carlsbad's Director of Emergency Services, to proclaim the existence of a local emergency, subject to ratification by the City Council, when there exists, or there is threatened to exist, conditions of extreme peril to safety of persons and property within the City of Carlsbad.

WHEREAS, the Director of Emergency Services finds:

1. Conditions or threatened conditions of extreme peril to the safety of persons and property have arisen within the City of Carlsbad caused by the increased prevalence of e-bicycles (e-bikes), other similar electric or motorized mobility devices, and traditional bicycles on city streets, which has led to increased collisions resulting in injury or death.
2. In 2019 there were 30 collisions involving bicycles or e-bikes reported in Carlsbad.
3. In 2020 there were 62 collisions involving bicycles or e-bikes reported in Carlsbad.
4. In 2021 there were 100 collisions involving bicycles or e-bikes reported in Carlsbad.
5. To date in 2022, 57 collisions involving bicycles or e-bikes were reported in Carlsbad.
6. U.S. traffic fatalities began climbing in 2020 and the deadly trend is continuing.
7. According to estimates by the National Highway Traffic Safety Administration, U.S. roadway deaths rose 10.5% in 2021 and an additional 7% during the first three months in 2022, the highest number for the first quarter in two decades.
8. The increase in deaths is due to speeding, impaired or distracted driving and other reckless behavior.
9. E-bikes are faster and heavier than traditional bicycles and e-bike injuries are more likely to be more severe and require hospitalization than traditional bicycle injuries.
10. E-bikes and similar electric or motorized mobility devices are increasingly used by school age children to go to and from school and for other activities on local streets.
11. Schools in the Carlsbad Unified School District will be opening on August 24, 2022, joining the other schools in Carlsbad and additional education facilities

in the region that have already opened or will be opening in the coming days, causing increased traffic on local streets and the potential for additional bicycle, e-bike or other vehicular collisions.

12. To counter the increasing number of bicycle or e-bike collisions, the Carlsbad Police Department increased enforcement and education efforts and, in April 2022, the city adopted an ordinance regulating mobility devices, including e-bikes.
13. On June 22, 2022, the Carlsbad Police Department hosted an interagency traffic enforcement day in Carlsbad where 240 traffic citations were issued.
14. Despite these efforts, the city continues to experience e-bike or bicycle collisions with vehicles, including two fatal collisions occurring within the past 17 days.
15. The city needs to continue these efforts and proactively seek out and implement additional measures to reduce the number of collisions involving bicycles or e-bikes while also educating the residents of Carlsbad about the dangers of impaired or distracted driving on our local streets and roads.
16. The City Council of the City of Carlsbad is not in session and will not hold its next meeting until August 30, 2022.

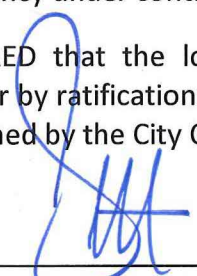
NOW, THEREFORE, IT IS PROCLAIMED that a bicycle, e-bike, and motorized mobility device safety local emergency now exists throughout the City of Carlsbad, California.

IT IS FURTHER PROCLAIMED AND ORDERED that during the existence of the local emergency, the powers, functions and duties of the emergency organization of the City of Carlsbad are those prescribed by state law, by ordinances and resolutions of the City of Carlsbad and by the City of Carlsbad Emergency Plan.

IT IS FURTHER PROCLAIMED AND ORDERED that all City of Carlsbad officials and employees cooperate and coordinate efforts with officials and employees of other political subdivisions and officials and employees of the state and federal government in bringing the conditions underlying the local emergency under control.

IT IS FURTHER PROCLAIMED AND ORDERED that the local emergency shall continue to exist for the next 7 days, and thereafter by ratification of the City Council of the City of Carlsbad, until its termination is proclaimed by the City Council.

Dated: 23 AUG 22

By: 

Scott Chadwick, City Manager &
Director of Emergency Services