



Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

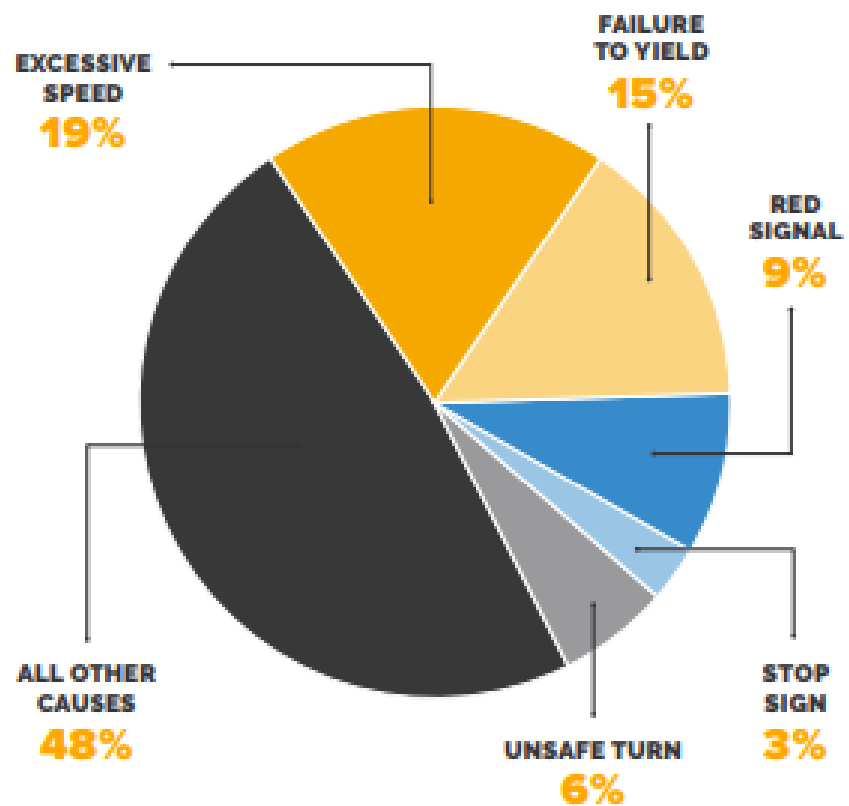
SPEED MANAGEMENT UPDATE

SFMTA BOARD PRESENTATION

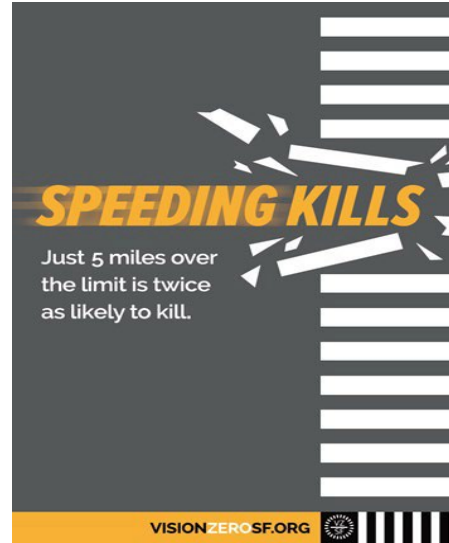
April 19, 2022

SPEED IS THE PRIMARY CAUSE OF CRASHES IN SF

SEVERE AND FATAL INJURY CRASHES BY
PRIMARY COLLISION FACTOR, 2014-2020



TOOLS FOR SLOWING SPEEDS



AB43 (FRIEDMAN) EXPANDED CITY AUTHORITY TO SET SPEEDS FOR SAFETY



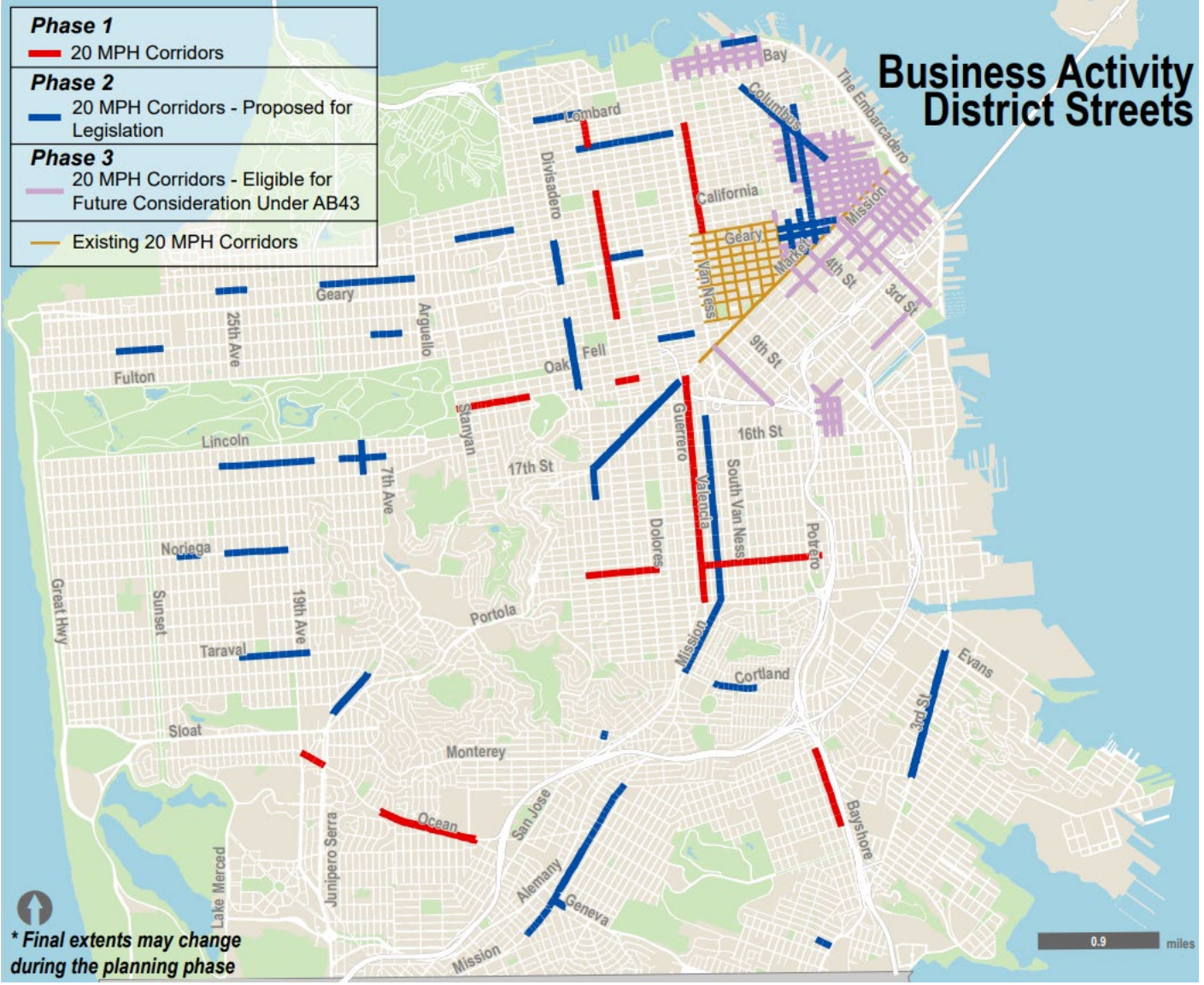
2022: SETTING SPEEDS IN BUSINESS ACTIVITY DISTRICTS

- Setting speeds at 20mph or 25mph in **Business Activity Districts** that meet at least 3 of the following criteria:
 - *At least 50% of fronting property is commercial or retail, including outdoor dining*
 - *Parking along the street*
 - *Traffic control signals or stop signs*
 - *Marked crosswalks if at an uncontrolled intersection*

2024: SETTING SPEEDS ON “SAFETY CORRIDORS”

- 2024: New guidance on how to calculate speed limits on “**Safety Corridors**” and streets with “**high concentrations of pedestrian and bicycle activity, especially vulnerable groups**”
 - *Requires State to adopt new definitions*
 - *Requires State to implement a new online system for citations*

SPEED LIMIT REDUCTION PLANS



Initial locations proposed eligible as business activity districts beginning 2022

New locations will be proposed on the High Injury Network beginning 2024

SPEED LIMIT REDUCTIONS: IMPLEMENTATION TIMELINE

April 2022:

Complete implementation of all Phase 1 locations

Summer 2022:

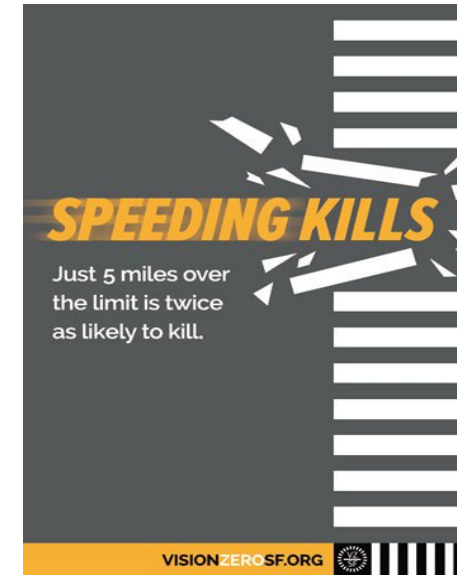
Begin implementation of 35 Phase 2 locations

Fall 2023:

Complete implementation of 35 Phase 2 locations



SPEED MANAGEMENT – EDUCATION AND OUTREACH



Media Outreach - <i>multilingual</i>				Direct Outreach - <i>multilingual</i>		
Digital Ads	Bus Ads	Website, Blog, social	Press release	CBO Outreach	Merchant Posters	Door to Door Hangers
Transit Shelters	Light Pole Banners	VZ Newsletter	Social Media	Neighborhood Events	Safe Spot Posters	Palm Cards

FUTURE PHASES: SPEED MANAGEMENT

Proposed \$5-6M over 3 years to fund:

- Speed Limit Reductions and Signage
- Speed Education and Outreach Campaigns
- Outreach on Alternatives to Traditional Traffic Enforcement
- High Visibility Traffic Safety Events
- Traffic Calming

COMPLEMENTARY TOOLS – TURN ON RED RESTRICTIONS

Initial results of Turn on Red restrictions showed positive benefits for pedestrian safety, including:

- 70%+ reduction in vehicles blocking or encroaching crosswalk on red signal
- Drivers showed high compliance with turn restrictions
- Low or reduced number of close calls with pedestrians

Recommendation: Expand Turn on Red restrictions to 20MPH Business Activity District streets





Thank you

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