

SPEED MANAGEMENT EVALUATION SUMMARY



Speeding is the leading cause of severe and fatal crashes in San Francisco. Slowing vehicle speeds is a core principle of Vision Zero, the citywide commitment to end traffic deaths.

Under Assembly Bill 43, passed in October 2021, San Francisco has the authority to lower vehicle speed limits on certain streets, and the SFMTA is moving quickly to implement safer speed corridors under this new legislation. Starting in 2022, the SFMTA began reviewing and implementing 5 mph speed limit decreases in key business activity districts to improve safety for all who travel along major corridors in those areas.



PROJECT FINDINGS - AT A GLANCE



Vehicle Speed Limit Compliance

On average, there was a 21-percentage point decrease in vehicle speed limit compliance between the pre-implementation condition (25 mph) and the post-implementation condition (20 mph). **Every observed corridor experienced a decrease in vehicle speed limit compliance.** This metric measured the proportion of vehicles traveling at or below the vehicle speed limit between the two conditions.



Change in Typical Daily Vehicle Speeds

From pre-to-post implementation, there was a 1 mph increase in observed 85th percentile speeds and a 0 mph change in the median vehicle speeds. **Thus, there was no change in typical daily vehicle speeds.**



Change in Egregious Speeding

The average percent change in the proportion of users traveling at or below 30 mph (the threshold to define egregious speeding in this study) was 0%. **Essentially, there was no change in egregious speeding.** However, not many vehicles were egregiously speeding in the pre-implementation condition.

Although the speed limit reduction had little effect in reducing vehicle speeds, prevailing speeds in the pre- and post-implementation scenarios indicated that **most drivers drive at or below the speed limit**, with the exception of Third Street, which might need additional design changes beyond speed signs. Thus, the implemented 20 mph vehicle speed limit, especially based on the standards of how speed limits are typically set, is appropriate.

Observed Streets

- 24th Street
- Fillmore Street
- Haight Street
- Ocean Avenue
- Polk Street
- San Bruno Avenue
- Stockton Street
- Third Street
- Valencia Street

Date of Implementation

Throughout 2022

Project Elements

- 20 mph speed limit sign

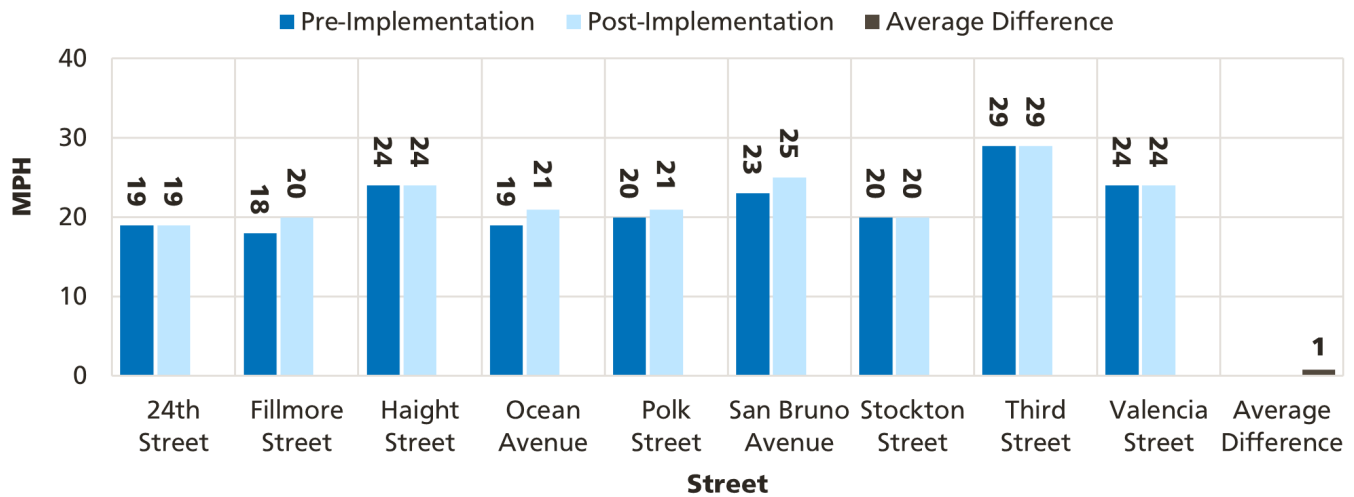
Key Evaluation Metrics

- Vehicle speed limit compliance
- Change in typical daily vehicle speeds (*median and 85th percentile*)
- Change in egregious speeding (*in this study defined as % of vehicles traveling ≥ 30 mph*)



NEXT STEPS

Typical Vehicle Speed Measured at the 85th Percentile



Implementing new state authority to establish 20 mph speed limits along business activity districts is a low-cost, high-visibility measure that appropriately sets speed limits. Speeds along these high-volume business corridors were already low, so AB 43 has allowed San Francisco to reset signage to the appropriate limit. Additional design changes are needed for slowing speeds along some larger arterial commercial corridors.