



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

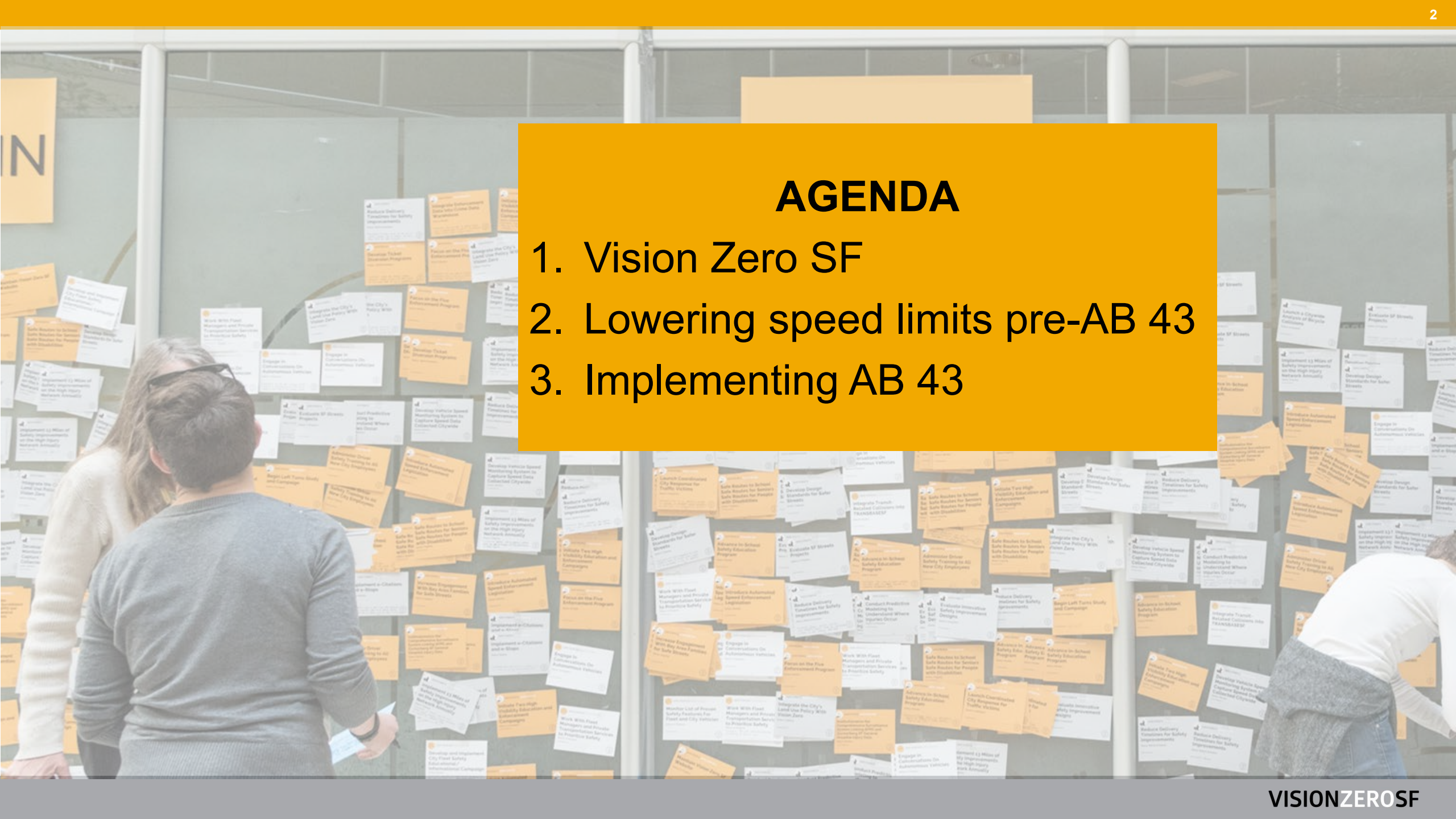
SPEED MANAGEMENT AND AB 43 IN SAN FRANCISCO

Vicente Romero & Michael Jacobson, SFMTA
May 11, 2023




AGENDA

1. Vision Zero SF
2. Lowering speed limits pre-AB 43
3. Implementing AB 43



VISION ZERO SF





In 2014, the City and County of San Francisco adopted Vision Zero as a policy.

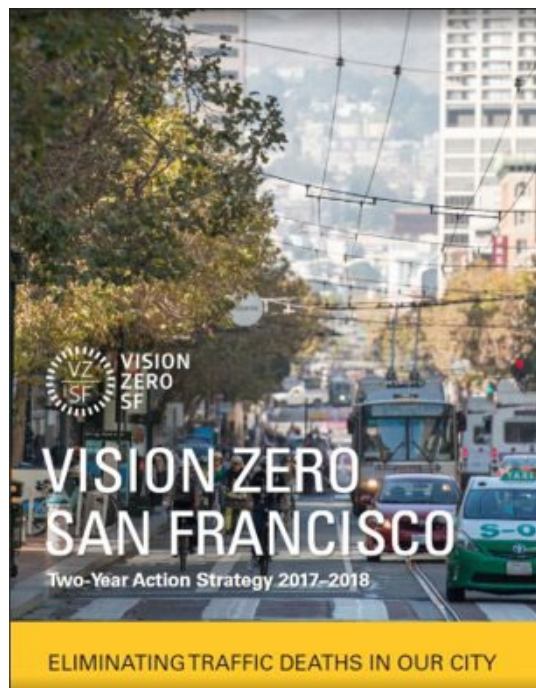
Vision Zero is the city's commitment to creating safer, more livable streets with the goal of **eliminating all traffic fatalities and reducing severe injuries.**

VISION ZERO ACTION STRATEGY UPDATE



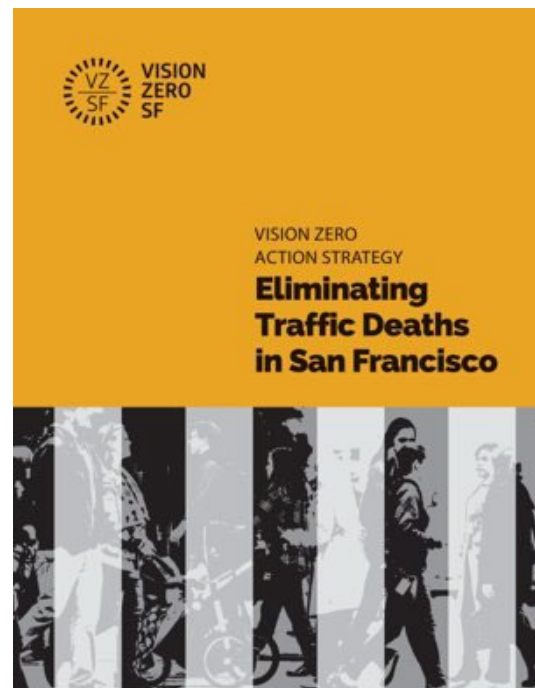
2015

What is Vision Zero?



2017

Defining a
Safe System Approach



2019

Advancing
Transformative Policies



2021

Vision Zero Action
Strategy Update



<https://www.sfmta.com/reports/vision-zero-sf-action-strategy-2021-2024>

GUIDING PRINCIPLES



Saving Lives



Equity



Slowing Speeds



Safe Streets



Culture Change

LOWERING SPEED LIMITS PRE-AB 43



15 MPH ALLEYS



“**Alley**” is any highway having a roadway **not exceeding 25 feet** in width which is primarily used for access to the rear or side entrances of abutting property; provided, that **the City and County of San Francisco may designate by ordinance or resolution as an “alley” any highway having a roadway not exceeding 25 feet in width.**

California Code, Vehicle Code - VEH § 110 -
last updated January 01, 2019 |
<https://codes.findlaw.com/ca/vehicle-code/veh-sect-110.html>

15 MPH SCHOOL ZONES



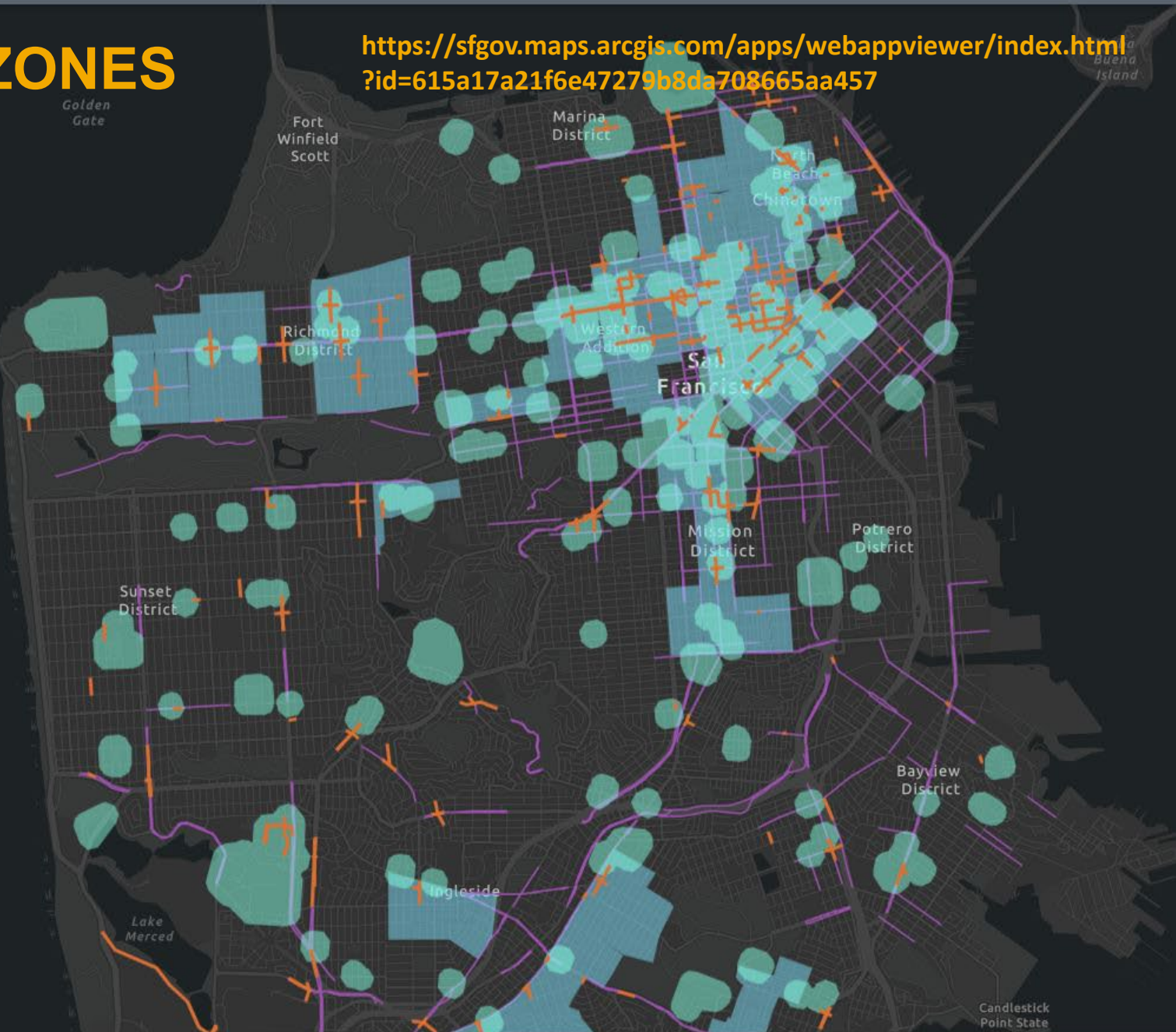
- **AB 321 (2007)**
- 181 schools (100%) from K-12, public and private
- 803 signs in 2011
- \$361,700 (Prop K sales tax funds and SFMTA operating funds)



25 MPH SENIOR ZONES

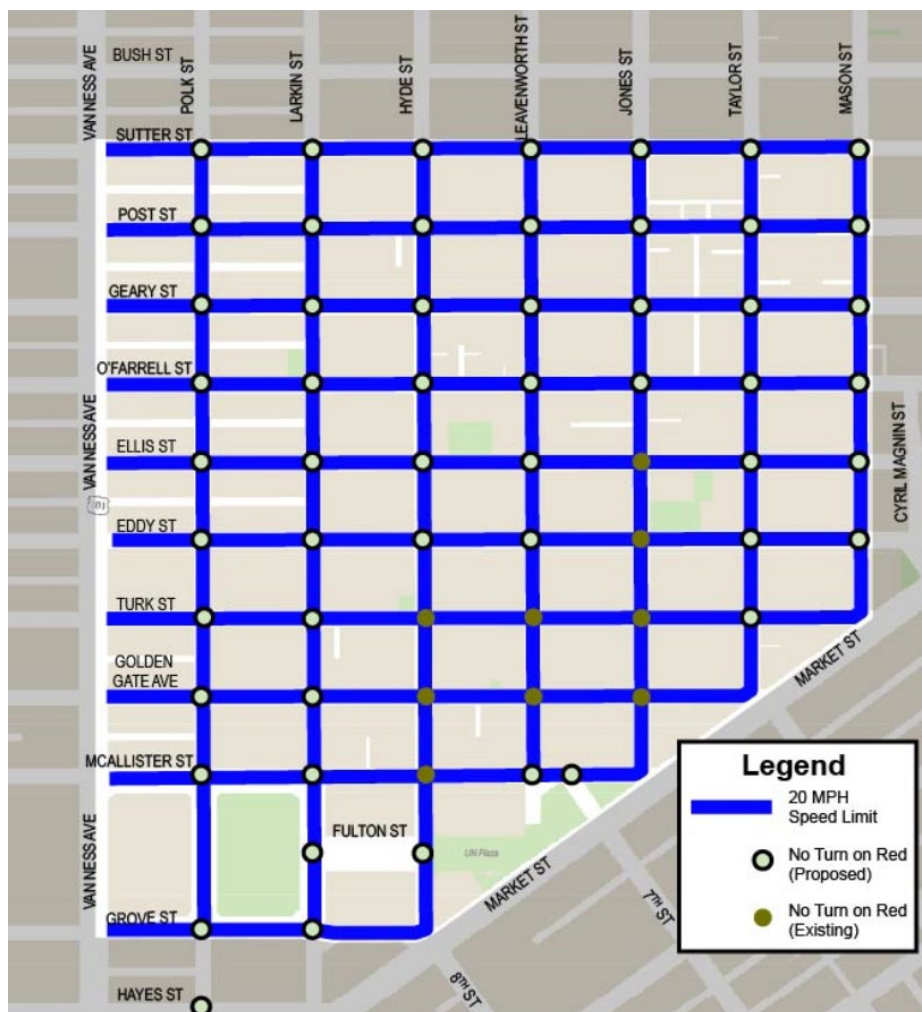
About

This map visualizes *injury segments* where pedestrian injuries to seniors and people with disabilities are concentrated and *priority areas* where seniors and people with disabilities live and travel.



<https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=615a17a21f6e47279b8da708665aa457>

20 MPH ZONE NEIGHBORHOOD-WIDE IN THE TENDERLOIN



All 17 surveyed streets qualify for 20 MPH speed limits

Section 22358.4 - Prima facie speed limit of 20 or 15 mph

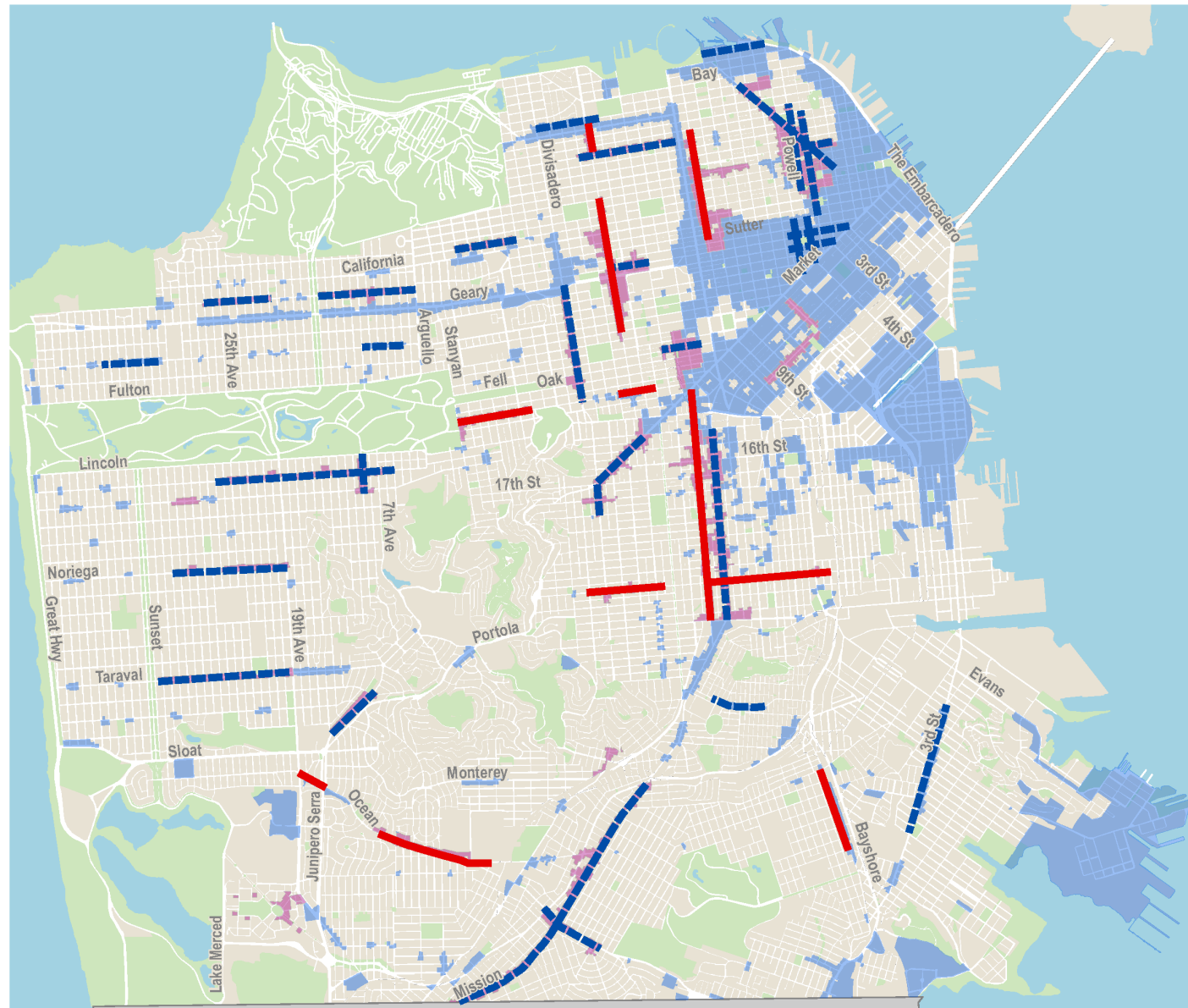
(a)(1) Whenever a local authority determines upon the basis of an **engineering and traffic survey** that the prima facie speed limit of 25 miles per hour established by subdivision (b) of Section 22352 is **more than is reasonable or safe**, the local authority may, **by ordinance or resolution**, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is **justified as the appropriate speed limit by that survey**.

IMPLEMENTING AB 43



INITIAL PROPOSAL


HIN + Zoning (Commercial or Mixed Use & Neighborhood Commercial or Transit District)



Commercial and Mixed-Use Zoning Districts with AB43 Corridors

November 2021

- 20 MPH Corridors - Batch One
- - - 20 MPH Corridors - Eligible for Future Consideration under AB43
- Neighborhood Commercial or Transit District
- Commercial or Mixed Use


0.9 miles
 Scale 1:46,171

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."









TIMELINE

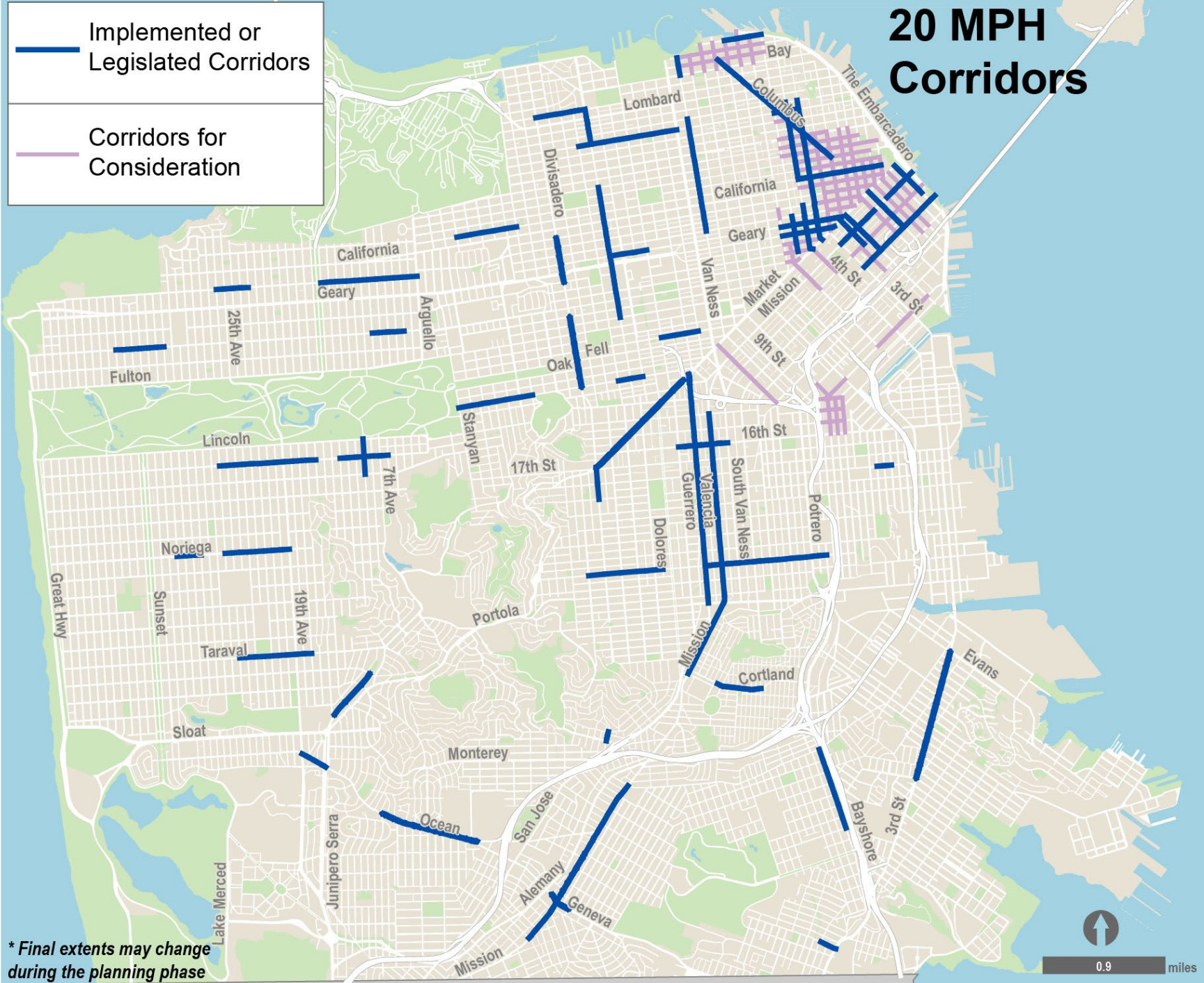
- **Pre-Nov 2021:** intra and inter-agency review process
- **Nov 2021:** Public Hearing for **Phase 1** (*initial 7 corridors*)
- **Dec 2021:** SFMTA Board Approval
 - *Implementation can begin 30 days after approval at SFMTA Board*
- **Jan-Apr 2022:** Implementation of Phase 1 (2 per month)
- **Early Spring 2022:** Staff proposed expansion plans to SFMTA Board
- **Summer 2022-Fall 2023:** Implementation of **Phase 2** (*35 + 10 corridors*)
- **Spring 2023:** Staff proposes **Phase 3** – Batch 1 (*23 corridors*)
- **Winter 2023- :** Implementation of Phase 3 & *50+ corridors under review*
- **2024:** Planning & Implementation of “Safety Corridors”

LEGISLATION

1. Screening exercise for initial 7 corridors
2. Blog post and talked with stakeholders
3. No outreach (safety reasons)
4. Internal approval: Transit
5. External approval: PD, FD, PW
6. Posted notices in the corridors
7. Public Hearing for public comment
8. MTA Board of Directors for final approval (on consent)
9. Implementation can begin 30 days after approval at MTAB

 Implemented or Legislated Corridors
 Corridors for Consideration

20 MPH Corridors



* Final extents may change during the planning phase

IN 2022...

28
 Corridors Completed

19
 Street Miles

300+
 Signs Installed

2 per mo.

Goal 70 mi

\$500 sign



0.9 miles

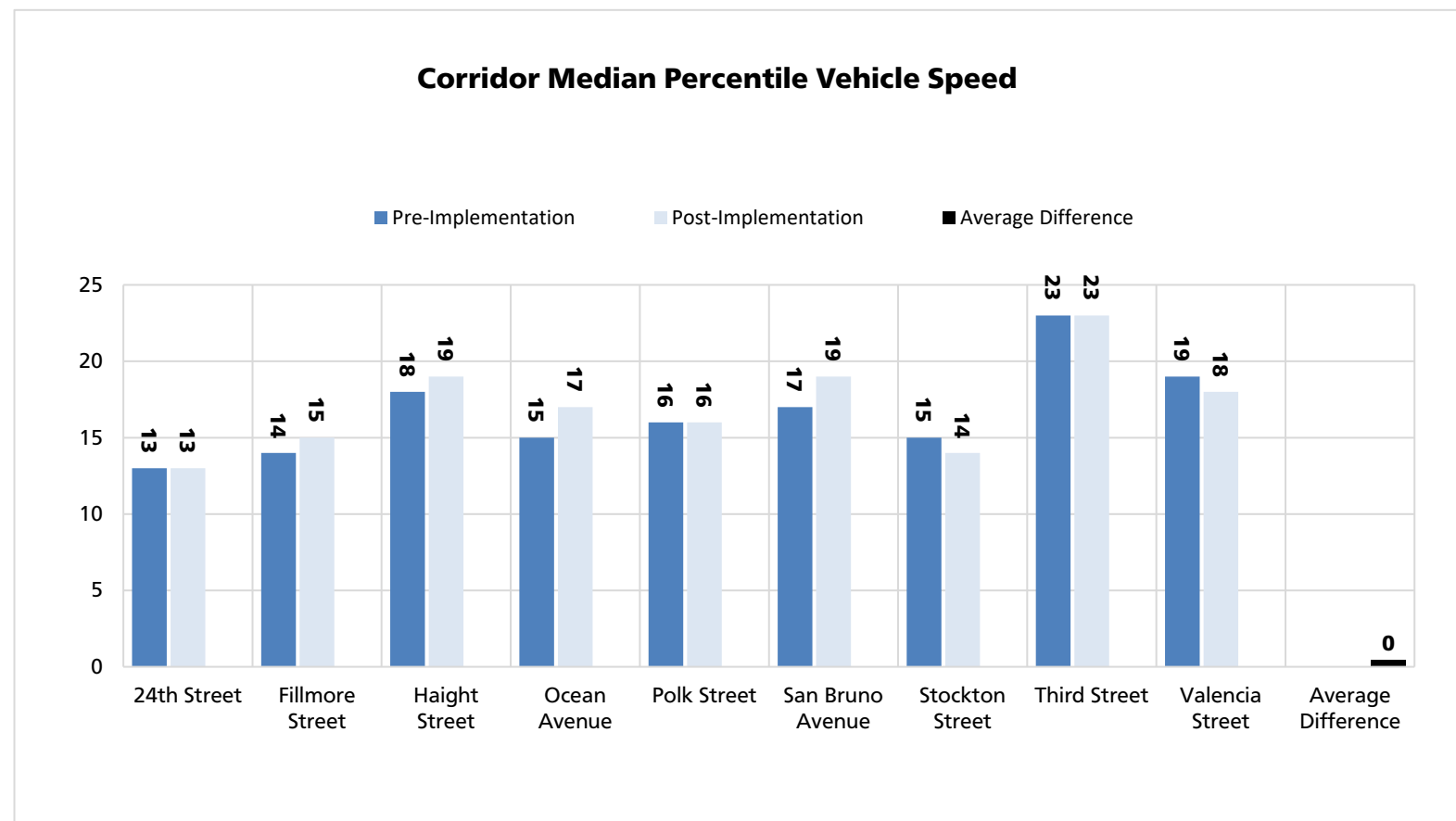
20 MPH COMPLEMENTARY TOOLS



Map of Speed Limits: <https://data.sfgov.org/Transportation/Map-of-Speed-Limits/ttcm-fwt2>

20 MPH CORRIDOR EVALUATION

- Most drivers are driving at or below posted speed limit
- Additional design changes needed for slower speeds





SLOWER SPEEDS

1. **Quick-Build** Program
2. High Injury Network Quick-Build **Toolkit**
3. **Traffic Calming** Programs
4. “**Road Diets**”
5. The **Active Transportation Network**
6. **Speed Limit Reductions**
 - 15 MPH Alleys and School Zones
 - 25 MPH Senior Zones
 - 20 MPH Commercial Corridors (& TL)
 - 20 MPH Safety Corridors (TBD)

<https://www.sfmta.com/reports/speed-management-plan>



Thank you!

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