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

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May 11, 2023
AGENDA
1. Vision Zero SF
2. Lowering speed limits pre-AB 43
3. Implementing AB 43
VISION ZERO SF

NEW!
SPEED LIMIT
20
ON COMMERCIAL CORRIDORS
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
GUIDING PRINCIPLES

- Saving Lives
- Equity
- Slowing Speeds
- Safe Streets
- Culture Change

https://www.sfmta.com/reports/vision-zero-sf-action-strategy-2021-2024
LOWERING SPEED LIMITS
PRE-AB 43
“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.

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

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

SPEED LIMIT 20
ON COMMERCIAL CORRIDORS
INITIAL PROPOSAL

HIN + Zoning
(Commercial or Mixed Use & Neighborhood Commercial or Transit District)
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
IN 2022...

28 Corridors Completed

19 Street Miles

300+ Signs Installed

$500 sign

2 per mo.

Goal 70 mi

* Final extents may change during the planning phase
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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