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Jeffrey Tumlin, Director of Transportation

January 6, 2021

To the Board of Supervisors,

Thank you for elevating our city's commitment to Vision Zero through your recent resolution No. 201270 urging SFMTA to implement a proactive approach to slowing vehicle speeds. Speed is a leading predictor of fatal and severe crashes in San Francisco. Even a 5mph reduction in speeds reduces the severity of crashes and can save lives.

Slowing speeds is a core focus of Vision Zero SF. Our engineering capital investments focus on proven tools to slow speeds – including traffic calming, lane removals and signal retiming. Our education and outreach programs target dangerous driving behaviors, such as our Safe Speeds Campaign. Our partners at SFPD conduct targeted enforcement for safe speeds. While we work to slow speeds with these existing tools, we also are pursuing state legislative change to allow us to access new tools such as speed safety cameras and changing how speed limits are set.

We appreciate your commitment to slowing speeds to save lives. Below are our responses to the specific resolutions in No. 201270 urging SFMTA to implement a proactive approach to slowing vehicle speeds.

- 1. Exhaust authority to lower speeds where possible, especially near vulnerable populations** – SF has joined a number of cities in CA in advocating for changes to how speeds are set, seeking local authority to set lower speeds near vulnerable populations and on our High Injury Network. AB43 (Friedman) has been introduced to advance changes to how speed limits are set. SFMTA will continue to support coalition building to advance this work in the upcoming legislative session. In the meantime, we have explored additional ways to exhaust our current authority. For example, we are implementing 25mph Slow Senior Zones near senior centers at 5 locations. We are also implementing our city's first 20mph neighborhood in the Tenderloin in the Spring.
- 2. Implement tools to slow speeds, including Quick Builds** – SFMTA has completed 14 Quick Builds in 2020, covering 10 miles of improvements to city streets. This streamlined approach delivers projects on a faster schedule and for lower costs than major capital projects. Quick Build projects include proven tools for traffic calming and slowing speeds, such as lane reductions and painted safety zones at intersections. SFMTA is investing \$4-5 million annually in Quick Builds and is planning to deliver 10 additional Quick Builds in 2021. The City's Traffic Calming Program also delivers low-cost measures to slow vehicle speeds on residential streets, including raised crosswalks and speed cushions. More than 100 traffic calming measures were implemented in 2020.



- 3. Optimize signals on at least 10 corridors** – SFMTA has recently applied for a Highway Safety Improvement Program (HSIP) grant that would fund signal retiming on more than 10 corridors citywide. The proposed locations are attached.
- 4. Advance legislation to change speed limit setting methods** – San Francisco’s approach to setting speeds is governed by the California Vehicle Code (CVC). AB43 (Friedman) was recently introduced to change how speed limits are set. SF has joined a number of cities in CA in advocating for changes to how speeds are set, seeking local authority to set lower speeds near vulnerable populations and on our High Injury Network. Resulting from this work, Assembly Transportation Committee Chair, Laura Friedman (D-Glendale), joined by San Francisco co-authors Assemblymember Phil Ting and Assemblymember David Chiu, recently introduced Assembly Bill 43, a spot bill that will eventually be amended to include legislative language to provide local jurisdictions more control over speed limit setting. SFMTA has included this proposal in our legislative priorities for 2021.
- 5. Implement signage for reduced speeds ahead** – We agree it is important to notify drivers of reduced speeds on residential streets adjacent to freeway off-ramps. SFMTA does currently post speed limit signs on residential streets that are adjacent to freeway off-ramps as a way to remind people entering the city of the prevailing residential speed limits.

We appreciate your support as we work to advance Vision Zero to save lives in San Francisco. Thank you for your leadership and commitment to Vision Zero.

Sincerely,

A handwritten signature in blue ink that reads "Jeffrey Tumlin".

Jeffrey Tumlin

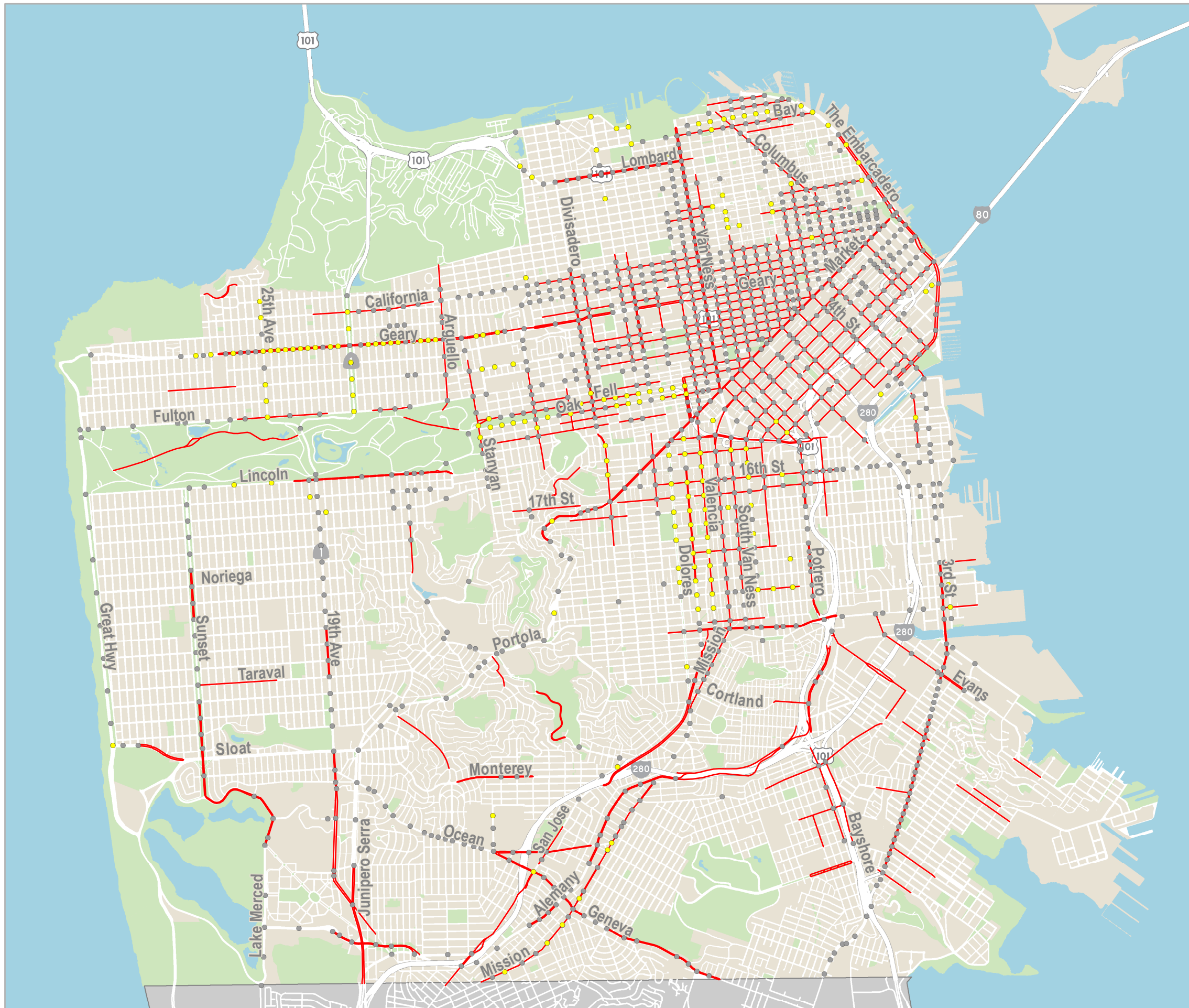
Vision Zero Signal Retiming

Project Locations

October 2020

LEGEND

- Project Intersections
- Other Signalized Intersections (Not In Project)
- Vision Zero High Injury Network



1 miles

Scale 1:50,000

Date Saved: 10/30/2020

For reference contact: jarrett.hornbostel@sfmta.com

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