

1 [Urging the MTA to Prohibit Right Turns on Red]

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3 **Resolution urging the Municipal Transportation Agency (MTA) to develop and**
4 **implement a plan for No Turn On Red (NTOR) at every signalized intersection in San**
5 **Francisco and approve a citywide NTOR policy.**

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7 WHEREAS, Allowing turns on red results in deaths, injuries, and collisions as well as
8 cars blocking, or driving through crosswalks, making it more dangerous and stressful for
9 people to cross the street, especially children, seniors, and those living with disabilities; and

10 WHEREAS, Turn-on red prohibitions can reduce vehicle-pedestrian and vehicle-bicycle
11 conflicts and increase safety for all, and fewer vehicles entering the crosswalk on a red light
12 can increase comfort for pedestrians; and

13 WHEREAS, San Francisco currently has No Turn On Red (NTOR) at approximately
14 110 intersections, which is about 9% of all traffic signals, and includes a blanket NTOR
15 restriction in the Tenderloin that includes 50 locations; and

16 WHEREAS, Following the implementation of NTOR in the Tenderloin in 2021, the MTA
17 released a factsheet outlining the success of the initiative: 92% of motorists complied with the
18 turn restriction, "close calls" decreased 80%, and vehicles blocking or encroaching the
19 crosswalk during a red light decreased more than 70%; and

20 WHEREAS, Municipal Transportation Agency (MTA) has already recommended
21 expanding No Turn on Red (NTOR) restrictions to business activity districts where speed
22 limits are being reduced under new state authority; and

23 WHEREAS, MTA has stated that prohibiting turns on red is a low-cost measure that
24 can help keep crosswalks clear and reduce close calls; and

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1 WHEREAS, On August 29, 2019, Mayor London N. Breed announced a package of
2 Vision Zero projects to increase street safety at intersections throughout San Francisco, which
3 called on the MTA and the Department of Public Health (DPH) to analyze and develop policy
4 recommendations on limiting right turns at red lights by Spring 2020; and

5 WHEREAS, California Motor Vehicle Code permits drivers to make turns on red lights
6 unless a sign is in place prohibiting a turn at the intersection; and

7 WHEREAS, NTOR is proven to increase safety and make crossing easier, safer, and
8 more comfortable, including where it has been implemented in San Francisco; and

9 WHEREAS, MTA has the authority to implement NTOR and direct the installation of
10 NTOR signs, as required by state law; and

11 WHEREAS, An MTA study done in 2022 found that 20% of injury crashes involving
12 pedestrians or people biking in San Francisco involve drivers turning at intersections with
13 traffic signals (“signalized” intersections); and

14 WHEREAS, MTA’s collision report for 2012-2015 showed that around 38% of collisions
15 happen when drivers fail to yield to pedestrians in crosswalks; and

16 WHEREAS, According to the High Injury Network, 68% of severe and fatal traffic
17 collisions occur on 12% of San Francisco’s streets; and

18 WHEREAS, The Washington, D.C. District Department of Transportation found in a
19 2019 study that the number of times drivers failed to yield when the light was red dropped by
20 92%; and

21 WHEREAS, The Washington D.C. study also found that drivers were better about
22 yielding to pedestrians when their light was green, seeing violations drop by 59%; and

23 WHEREAS, According to the Governors Highway Safety Association (GHSA), over the
24 last decade, United States pedestrian fatalities increased from 4,302 in 2010 to an estimated
25 7,624 in 2021, a 56% increase ; and

1 WHEREAS, New York City has prohibited turns-on-red, unless signs indicate
2 otherwise, since 1937; and

3 WHEREAS, Cambridge, Massachusetts approved a citywide No Turn On Red policy in
4 2022 and is in the process of installing signs at all signalized intersections in the city where
5 applicable; and

6 WHEREAS, Washington, DC will begin prohibiting turns-on-red in 2025, and in 2023,
7 Seattle began to require all intersections to be equipped with NTOR signs when they are
8 updated or modified; now, therefore, be it

9 RESOLVED, That the Board of Supervisors urges the MTA Board to adopt a No Turn
10 On Red (NTOR) policy that stops turns on red at signalized intersections across San
11 Francisco to the greatest extent possible; and, be it

12 FURTHER RESOLVED, That the Board of Supervisors urges the MTA to develop a
13 plan to expand and implement Turn On Red (NTOR) to the greatest extent possible, and to
14 share that plan with the Board of Supervisors and the MTA Board within 120 days; and be it

15 FURTHER RESOLVED, That the Board of Supervisors urges the MTA Board to adopt
16 a policy requiring NTOR restrictions be added in connection with updates or modifications at
17 signalized intersections, including upcoming quick build projects, speed reduction efforts, and
18 future implementation of the Active Communities Plan; and, be it

19 FURTHER RESOLVED, That the Board of Supervisors urges MTA, to the extent that
20 state law or resource constraints limit immediate citywide implementation of NTOR, to
21 prioritize intersections on the High Injury Network for NTOR restrictions; and, be it

22 FURTHER RESOLVED, That the Board of Supervisors urges the MTA to consult with
23 vulnerable communities, including communities of color, people with disabilities, and seniors,
24 all of whom are disproportionately impacted, to identify additional intersections that should be
25 prioritized for NTOR; and, be it

1 FURTHER RESOLVED, That the Clerk of the Board shall transmit a copy of this
2 Resolution to the MTA Director of Transportation and the MTA Board.

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