

1 [Urging SFMTA Implementation of a Proactive Approach to Reducing Speed Citywide]

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3 **Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) to**
4 **codify and to implement a proactive approach for reducing posted speed limits**
5 **citywide under their existing authority, and to implement coordinated traffic signal**
6 **timing to reduce vehicle speeds citywide.**

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8 WHEREAS, The City and County of San Francisco adopted Vision Zero as a policy to
9 eliminate traffic fatalities by 2024 supported by the San Francisco Board of Supervisors
10 through a Resolution on file with the Clerk of the Board of Supervisors in File No. 140047,
11 which is hereby declared to be a part of this resolution as if set forth fully herein; and

12 WHEREAS, There has been significant progress with improving engineering of many
13 city streets to promote pedestrian and bicycle safety; and

14 WHEREAS, Preventable injuries and fatalities are still occurring at an alarming rate;
15 and

16 WHEREAS, Since the passage of Vision Zero in 2014, approximately 30 people die
17 and more than 500 are severely injured each year in San Francisco; and

18 WHEREAS, Vision Zero policy is premised on the belief that traffic fatalities and injuries
19 are entirely preventable; and

20 WHEREAS, Speed is the leading predictor of whether a person will survive a traffic
21 collision with a 90% chance of survival if hit by a vehicle traveling at 20 miles per hour and
22 compared to only a 10% chance of survival if hit by a vehicle traveling at 40 miles per hour;
23 and

24 WHEREAS, In 2019, the San Francisco Pedestrian Safety Advisory Committee
25 unanimously adopted a Resolution calling for a citywide speed limit of 20 miles per hour; and

1 WHEREAS, The State of California Vehicle Code regulates speed limits hindering
2 localities like San Francisco’s ability to swiftly and systematically reduce speeding; and

3 WHEREAS, California Vehicle Code utilizes the “85 Percentile“ methodology for
4 establishing speed limits, which is based on the speed at which 85 percent of drivers are
5 travelling on a given corridor; and

6 WHEREAS, According to the National Association of City Transportation Officials
7 (NACTO), the methodology is gravely flawed by assuming that drivers are travelling at
8 reasonable speeds and by not accounting for other environmental factors, including
9 pedestrians and bicyclists on the roadway, and

10 WHEREAS, There is a national call to action to overhaul the antiquated approach to
11 speed limits and replace it with a more systematic approach with more local control; and

12 WHEREAS, There was a failed attempt in 2018 to reform this policy in the California
13 State Legislature through AB 2363 (Friedman), which was scaled back due to growing
14 opposition and was amended to form the Zero Traffic Fatalities Task Force to provide
15 recommendations instead; and

16 WHEREAS, The Zero Traffic Fatalities Task Force’s report released in January 2020,
17 concluded that a paradigm shift was occurring, with the notion that establishing speed limits
18 based on safety is increasingly widespread, moving away from the traditional 85th percentile
19 method toward “more multi-faceted, context-sensitive, safety-based approaches,” and

20 WHEREAS, In addition to reducing speed limits and targeted enforcement, engineering
21 plays an important role in designing streets to promote slower driving behavior including the
22 use of coordinated traffic signals designed to promote continuous flow of traffic by reducing
23 the number of stops thus influencing drivers to follow the target speed; and

24 WHEREAS, According to the San Francisco Transportation Code, the SFMTA Board of
25 Directors determines, on the basis on engineering and traffic surveys, designated speed limits

1 and has reduced speeds down to 25 miles per hour on select corridors in the past; now,
2 therefore, be it

3 RESOLVED, That the Board of Supervisors strongly urges the SFMTA Board of
4 Directors to quickly codify and to implement a proactive plan, acting within their existing
5 authority, to lower speed limits where possible, including near facilities serving vulnerable
6 communities including, but not limited to, senior centers and school zones; and, be it

7 FURTHER RESOLVED, That the Board of Supervisors also urges the SFMTA Board of
8 Directors to include in the plan measurable results to slow speed by using engineering design
9 methods that include, but are not limited to, restricting left turn movements, constructing
10 quick-build projects that calm traffic, reducing street width, establishing pedestrian safety
11 zones at intersections, raising cross walks, and integrating creative visual cues; and, be it

12 FURTHER RESOLVED, That the Board of Supervisors strongly urges SFMTA to also
13 implement a defined plan and timeline for optimizing traffic signal timing to reduce vehicle
14 speeds citywide and identify at least 10 corridors, including but not limited to, those in the
15 High Injury Network that would benefit from this program; and, be it

16 FURTHER RESOLVED, That the Board of Supervisors will commit to advocating for
17 statewide legislation to reform the California Vehicle Code on setting speed limits in order to
18 allow local jurisdictions the flexibility and discretion to reduce speeds; and, be it

19 FURTHER RESOLVED, That the Board of Supervisors will commit to working with
20 SFMTA, the County Transportation Authority, the Mayor's office, Department of Public Works,
21 Department of Public Health, and other local entities to maximize resources and funding
22 effectively in order to advance more speed reduction solutions; and, be it

23 FURTHER RESOLVED, That the Board of Supervisors strongly urges SFMTA to
24 implement signage indicating "reduced speeds ahead" to indicate changes in roadway speeds
25 on residential streets near freeway on or off-ramps; and, be it

1 FURTHER RESOLVED, That the Board of Supervisors requests that SFMTA provide a
2 written response within 60 days of the passage of this Resolution.

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