

BOARD of SUPERVISORS



City Hall  
Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
Fax No. 554-5163  
TDD/TTY No. 554-5227

## MEMORANDUM

### LAND USE AND TRANSPORTATION COMMITTEE

### SAN FRANCISCO BOARD OF SUPERVISORS

TO: Supervisor Aaron Peskin, Chair, Land Use and Transportation Committee

FROM: Erica Major, Assistant Clerk, Land Use and Transportation Committee

DATE: November 10, 2020

SUBJECT: **COMMITTEE REPORT, BOARD MEETING**  
Tuesday, November 10, 2020

The following file should be presented as a **COMMITTEE REPORT** at the Board meeting, Tuesday, November 10, 2020. This item was acted upon at the Committee Meeting on Monday, November 9, 2020, at 1:30 p.m., by the votes indicated.

**Item No. 33**                      **File No. 201270**

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

#### RECOMMENDED AS A COMMITTEE REPORT

Vote: Supervisor Aaron Peskin - Aye  
Supervisor Ahsha Safai - Aye  
Supervisor Dean Preston - Aye

c: Board of Supervisors  
Angela Calvillo, Clerk of the Board  
Alisa Somera, Legislative Deputy  
Anne Pearson, Deputy City Attorney  
Kristen Jensen, Deputy City Attorney



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

2

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.**

7

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

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# VISION ZERO UPDATE

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10/20/20

Ryan Reeves, SFMTA Vision Zero Program Lead

# **INTERDEPARTMENTAL PROGRAM/ DATA-DRIVEN APPROACH**

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# People make mistakes, no one should die when this happens

## TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

**PERFECT** human behavior

Prevent **COLLISIONS**

**INDIVIDUAL** responsibility

Saving lives is **EXPENSIVE**

**VS**

## VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

**SYSTEMS** approach

Saving lives is **NOT EXPENSIVE**

VISION44:0 NETWORK

# MULTI-DEPARTMENT, CITYWIDE POLICY

Transportation Authority Vision Zero Committee

Community & City Vision Zero Task Force

## San Francisco Vision Zero

Data & Inputs

Legislative Agenda

### Safe Streets

Engineering complete streets projects

Traffic calming in neighborhoods

### Safe People

Educating and raising awareness about street safety

Enforcing traffic laws

### Safe Vehicles

Using technology to ensure a safe system

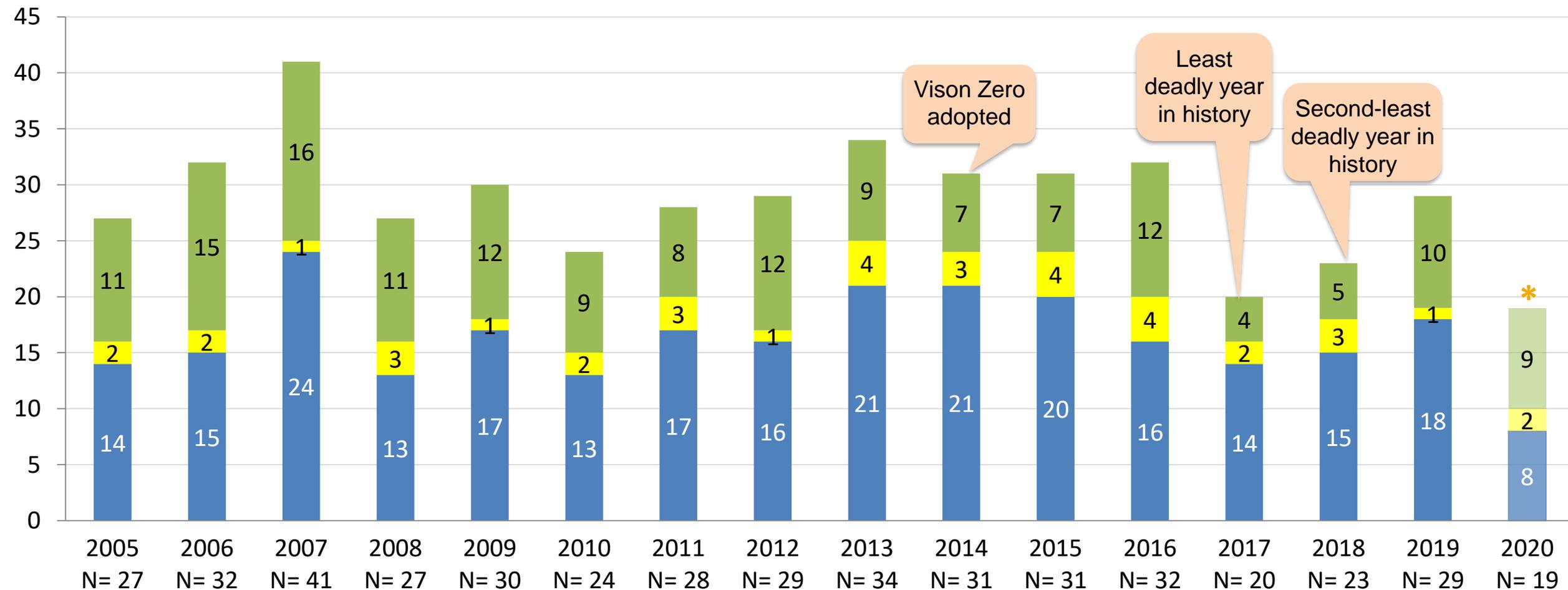


SAN FRANCISCO PLANNING DEPARTMENT



# TRENDS: WE HAVE MUCH MORE WORK TO DO TO SAVE LIVES

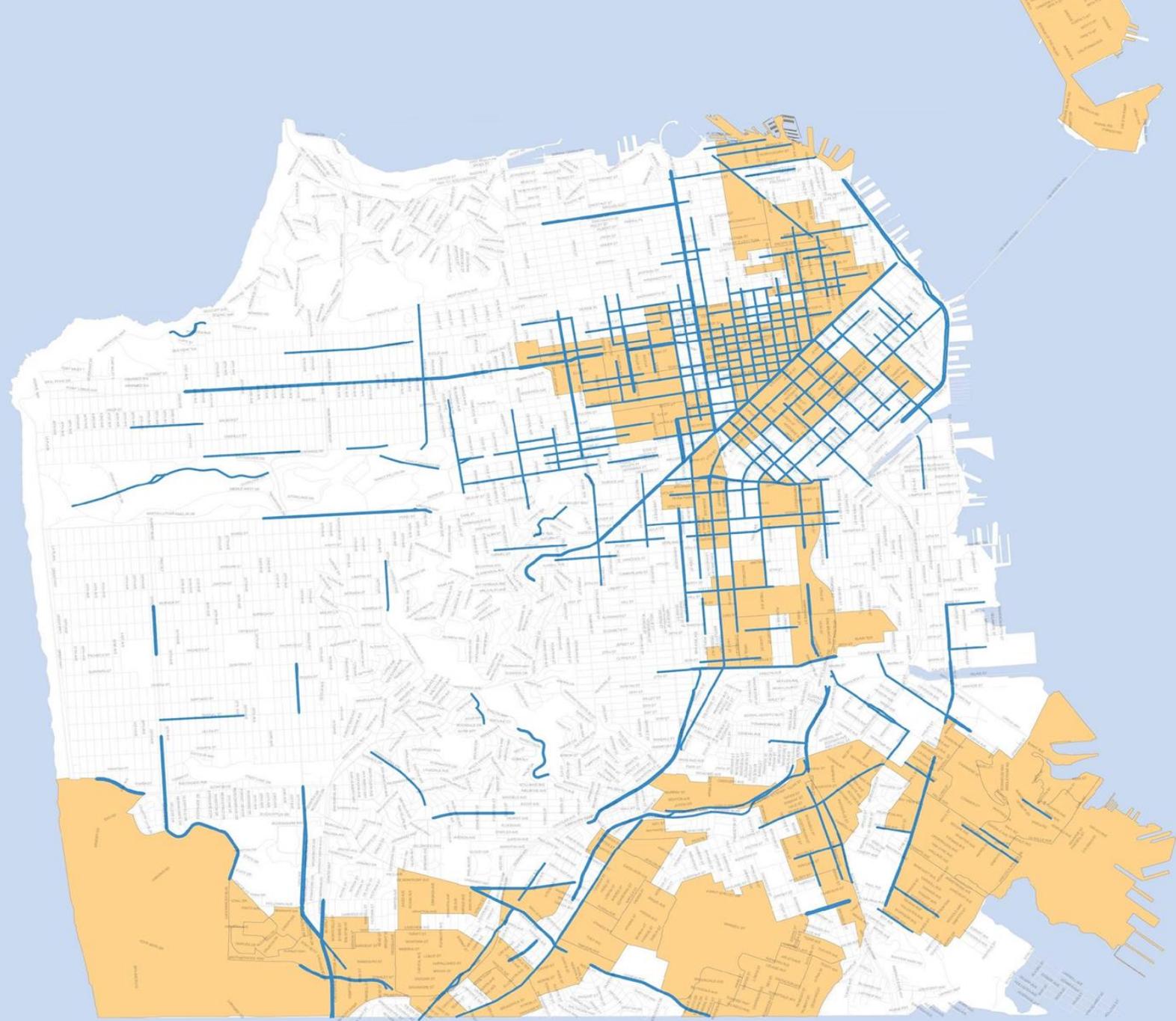
■ People Killed While Walking ■ People Killed While Biking ■ People Killed in Vehicles



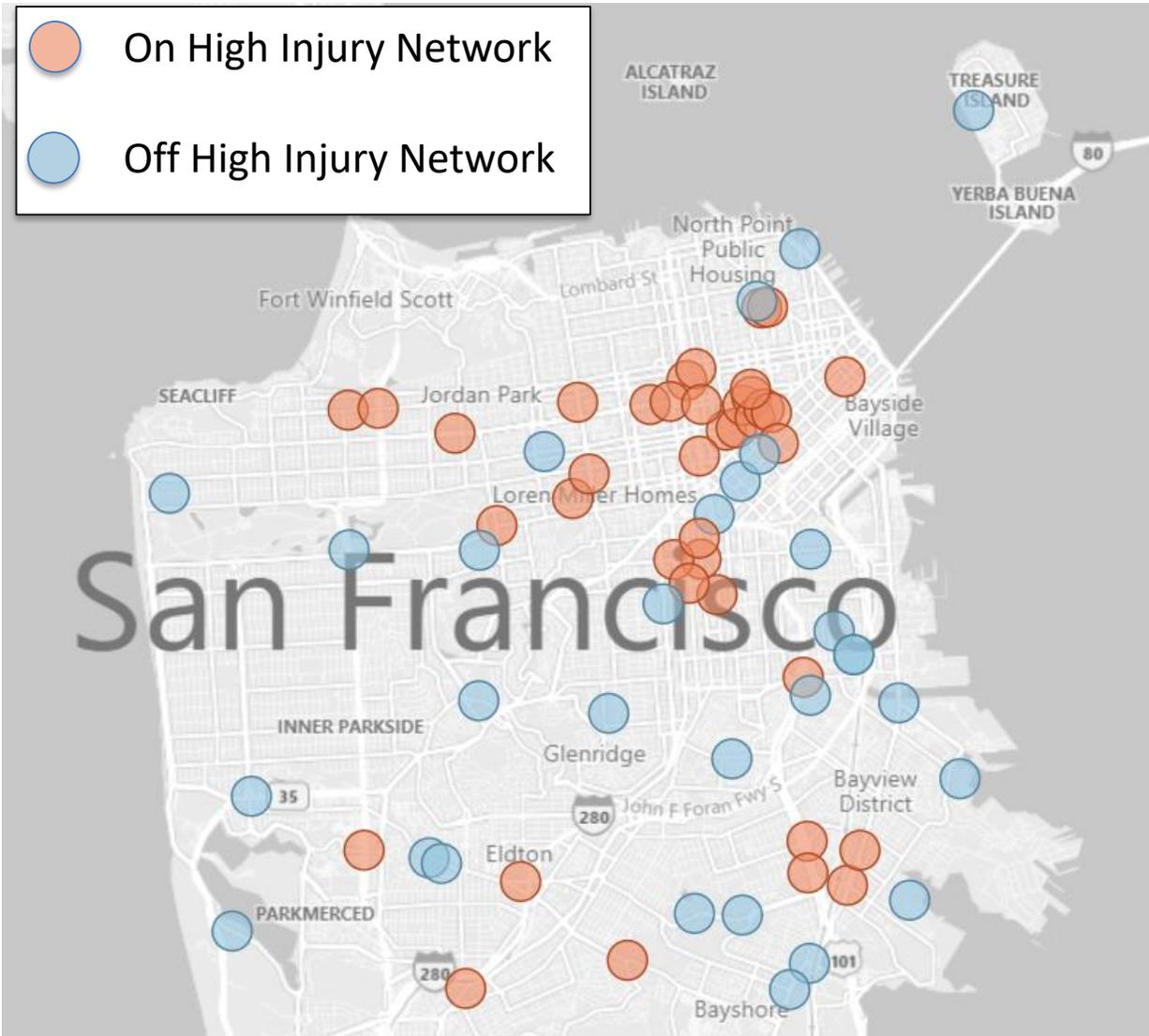
\*2020 FATALITY COUNTS REFLECT VISION ZERO FATALITIES THROUGH SEPT 30, 2020 – NOT FULL YEAR

# High Injury Network: A Predictive Tool for Targeted Actions

- **13% of City Streets** account for **75% of severe and fatal injuries**
- **Half of the network in Communities of Concern** – which include **1/3 of City Streets**
- Developed based on both hospital data and police data



# DATA-DRIVEN APPROACH



## 2018 – 2020 (September) Traffic Deaths

- **55%** (N=39/71) of traffic fatalities occurred on the **Vision Zero High Injury Network**
- **~60%** (N=43/71) of traffic fatalities occurred in a **Community of Concern**
- **31%** (N=22/71) of traffic fatalities were of Seniors (aged 65+)
  - 41% (N=17/41) of pedestrian deaths were Seniors

# FOCUSING ON SLOWER SPEEDS TO SAVE LIVES

● If hit by a person driving at:      ● Person Survives the Collision      ● Results in a Fatality



↑  
**SENIORS ARE MORE VULNERABLE AT ANY GIVEN SPEED**

# Street Design Goals: Slow Speeds

## Lane Reductions



## Protected Intersections

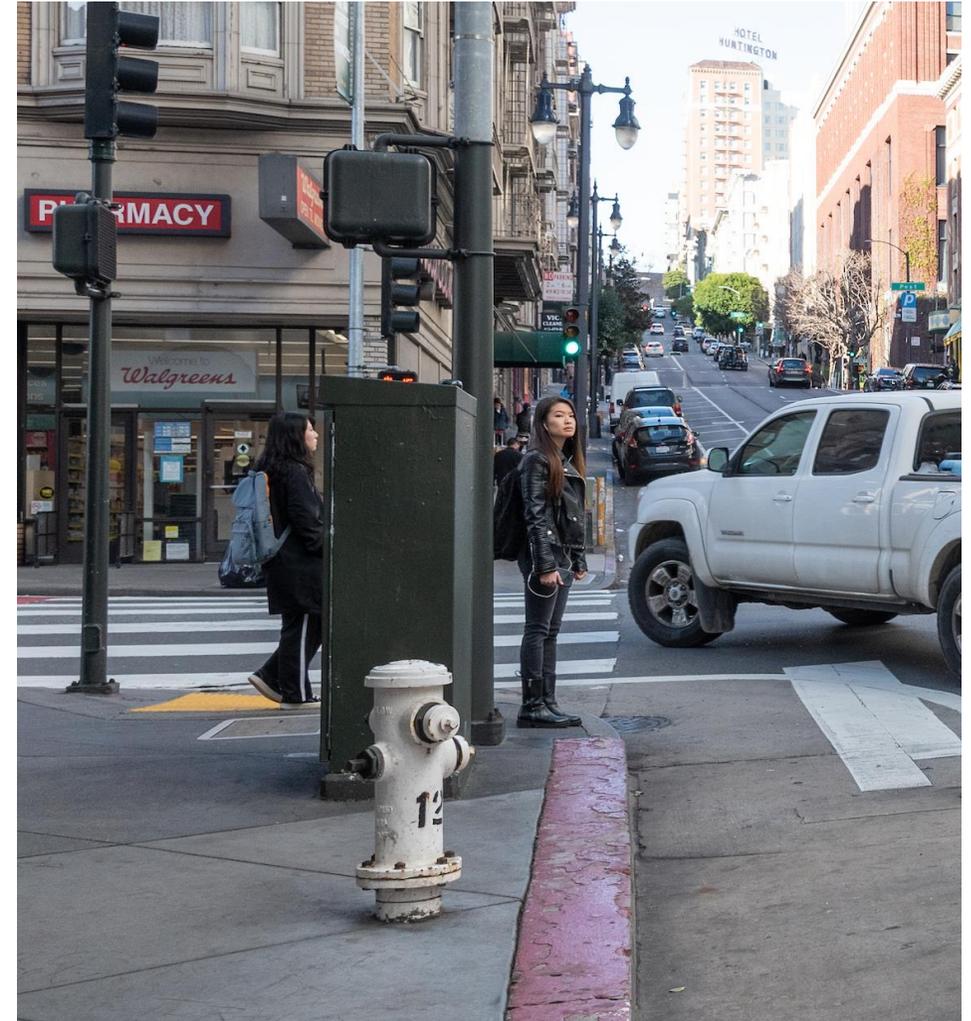


# Street Design Goals: Improve Visibility

## Painted Safety Zones



## Daylighting



# Street Design Goals: Reduce Conflicts

## Boarding Islands



## Protected Bikeways



## Leading Pedestrian Intervals



## Bicycle Traffic Signals



# **OUR APPROACH**

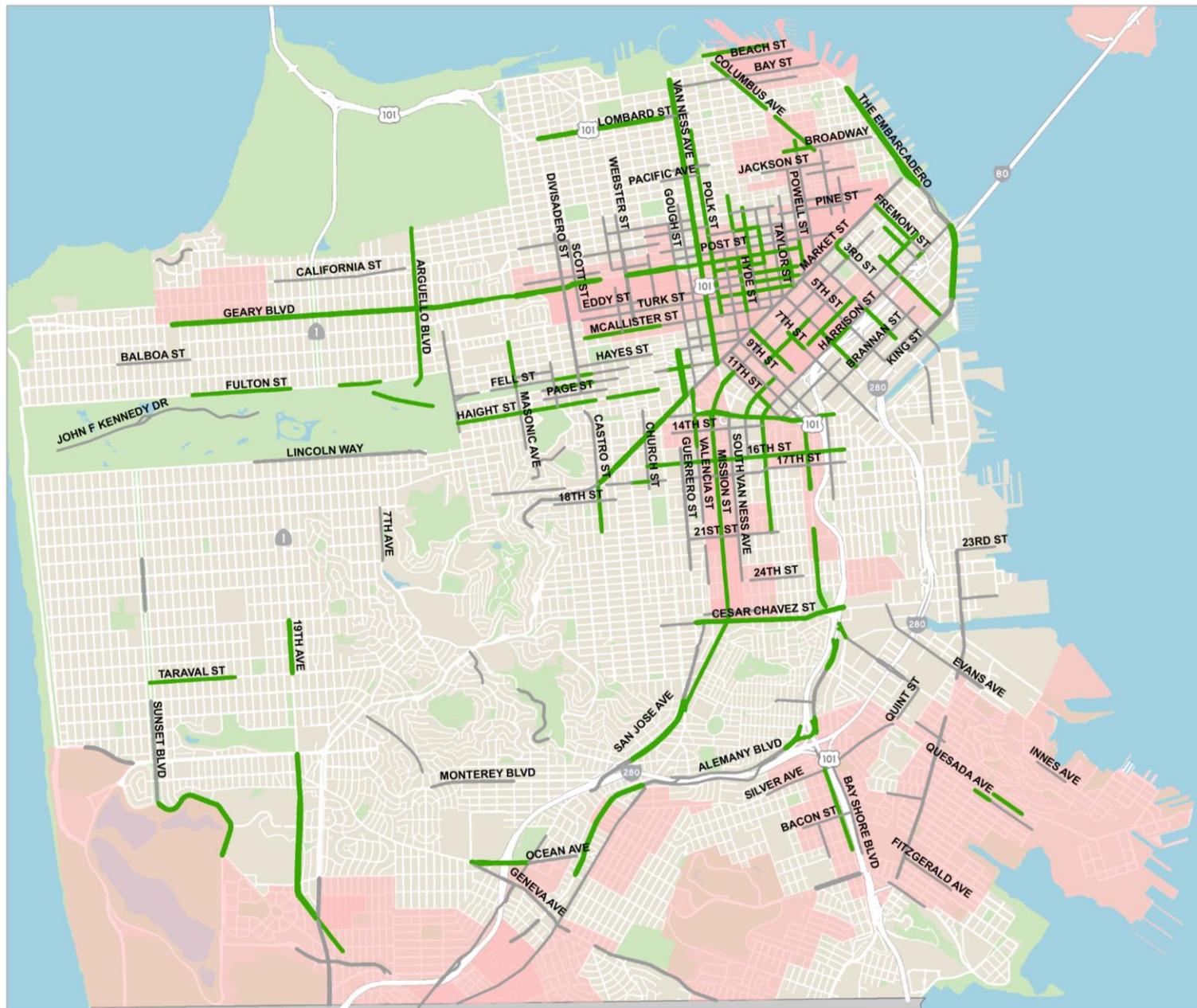
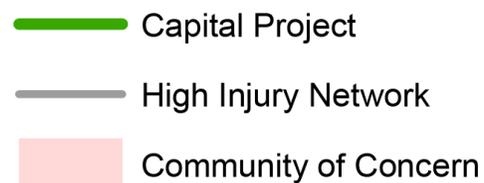
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# EVOLVING APPROACH: CAPITAL PROJECTS

## Major Capital Projects including:

- Van Ness
- Geary
- 2<sup>nd</sup> Street
- 6<sup>th</sup> Street



# QUICK-BUILDS VS STREETScape PROJECTS

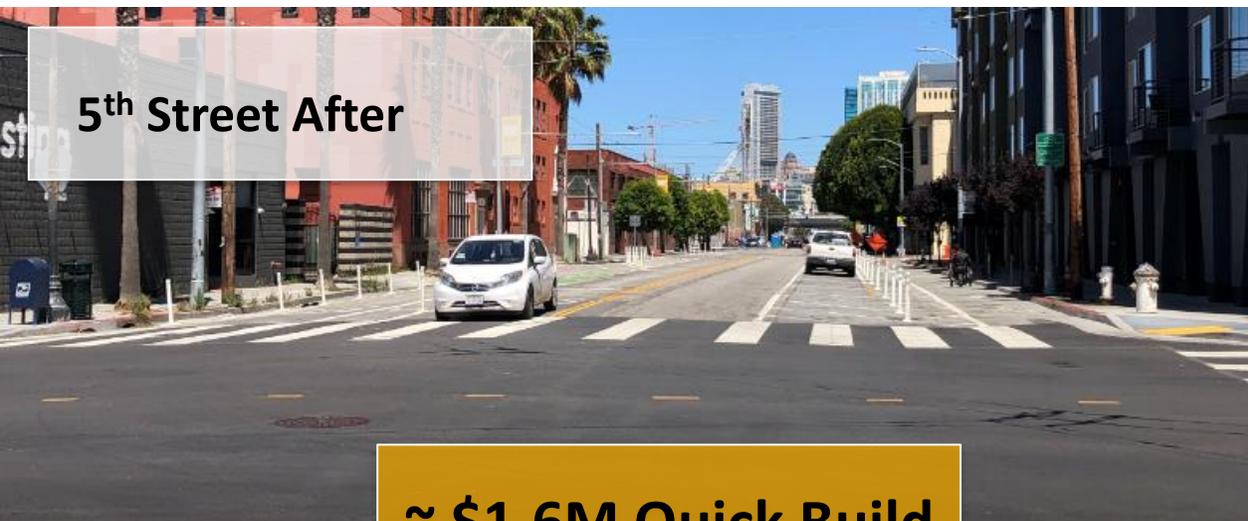
5<sup>th</sup> Street Before



2<sup>nd</sup> Street Before



5<sup>th</sup> Street After



~ \$1.6M Quick Build

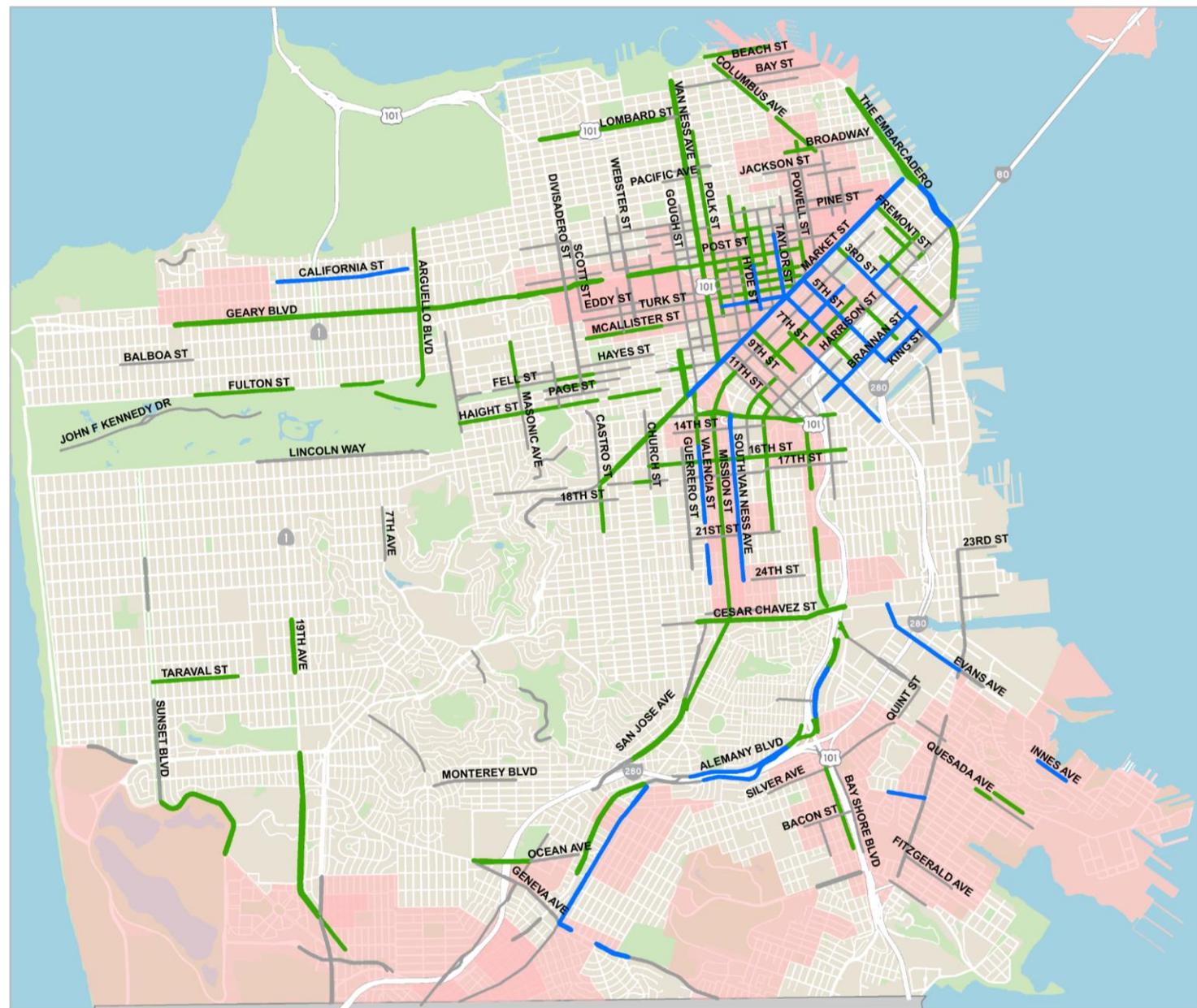
2<sup>nd</sup> Street After



~ \$20M Capital Project

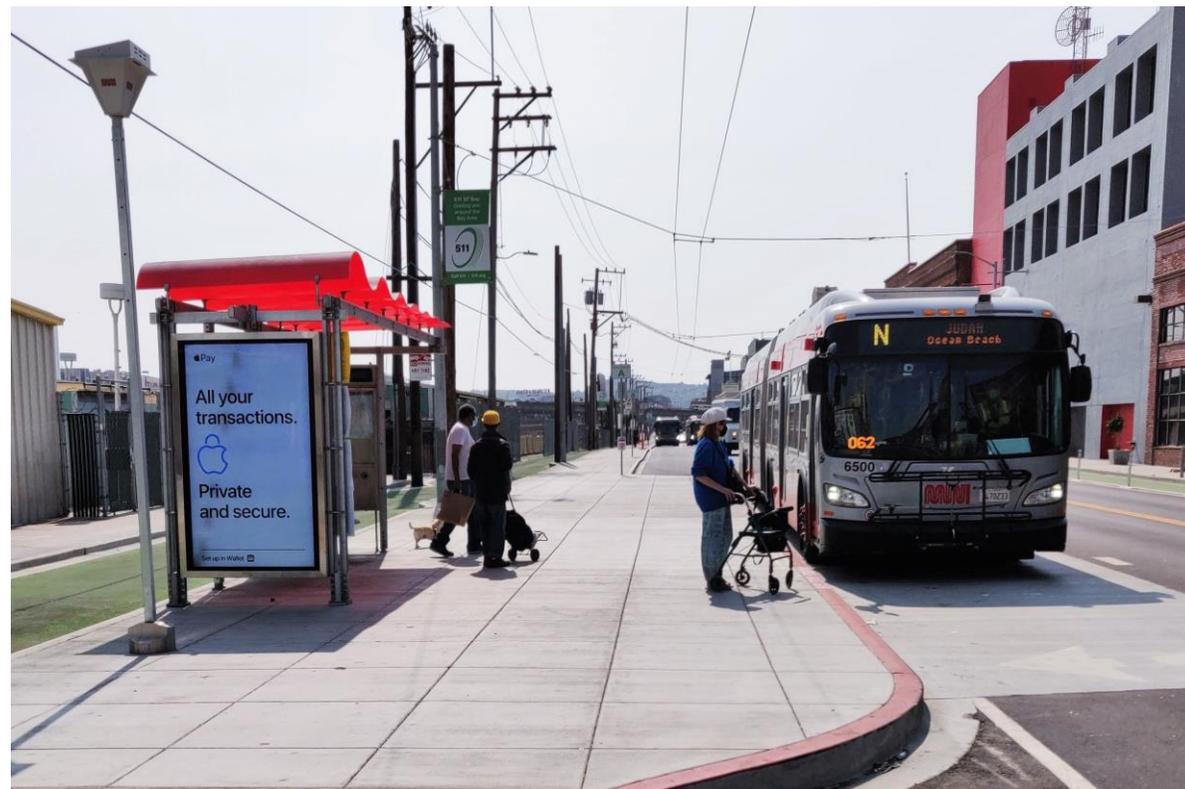
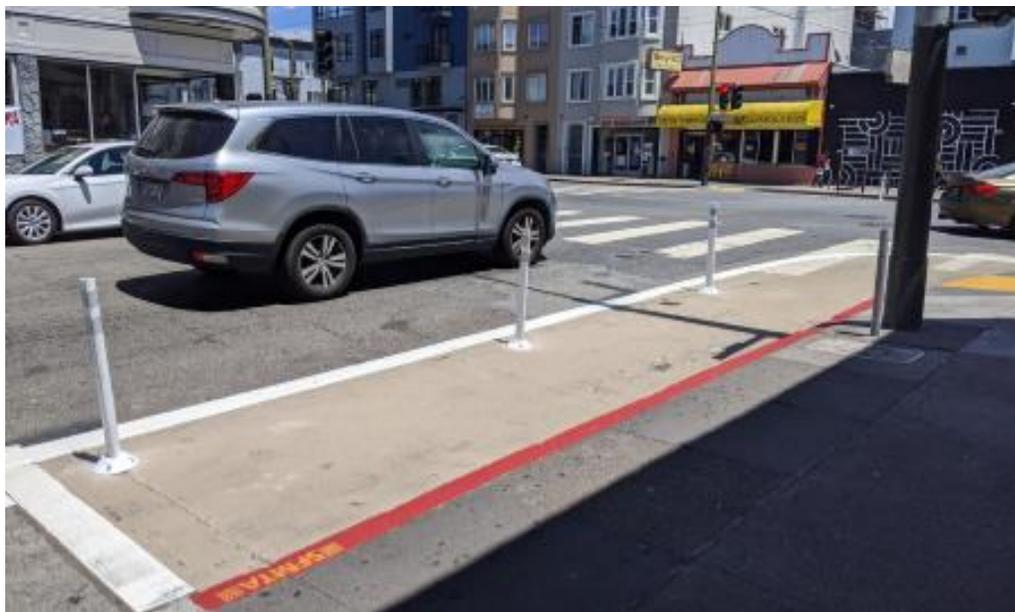
# EVOLVING APPROACH: QUICK BUILDS

-  Capital Project
-  Quick Build
-  High Injury Network
-  Community of Concern



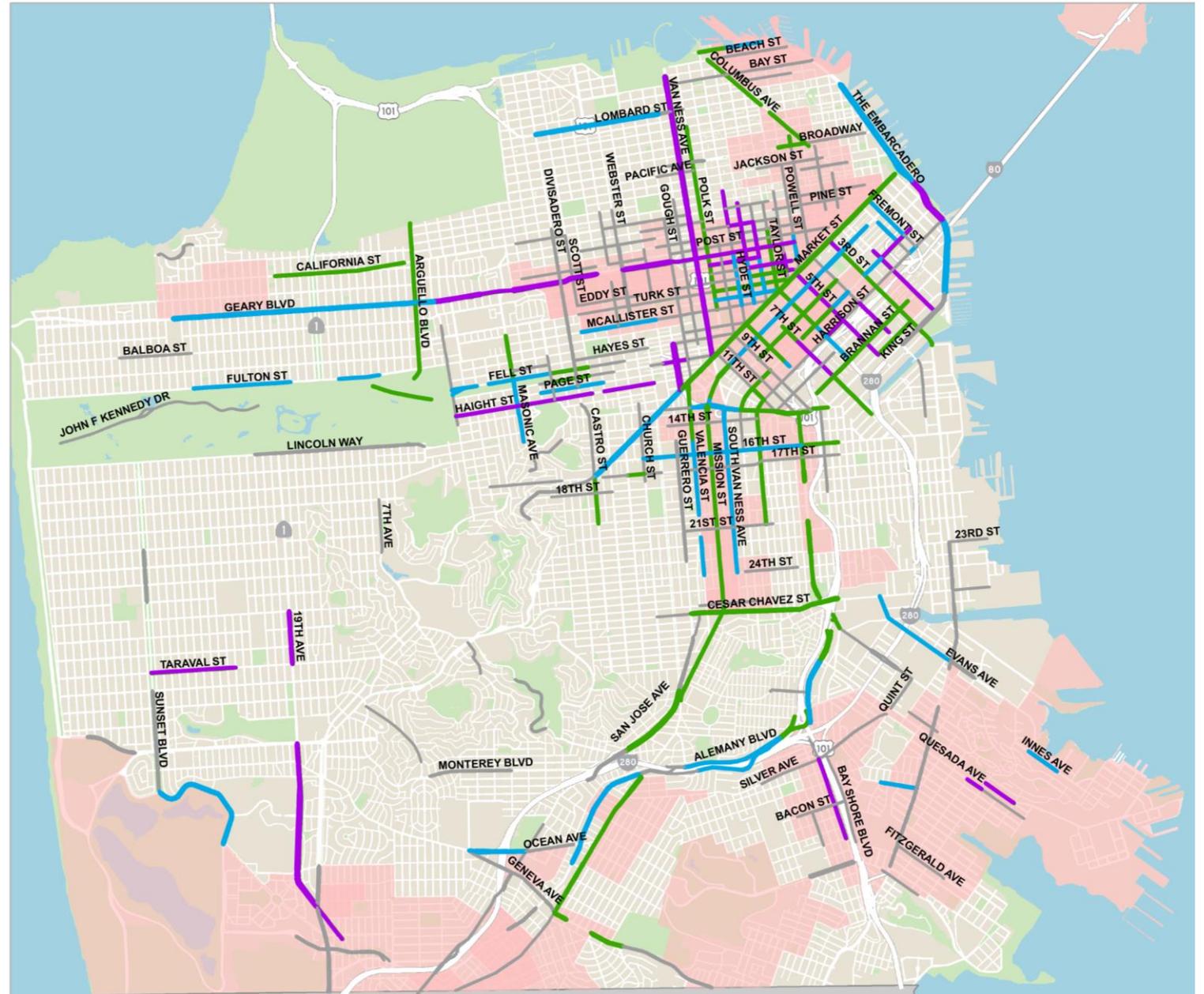
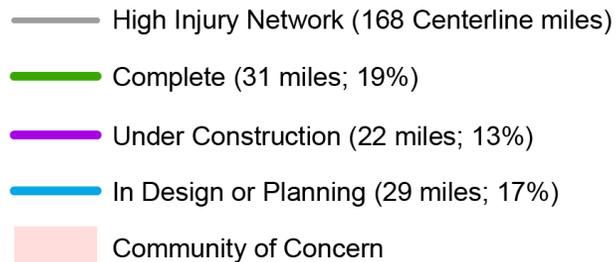
## ADVANCING A QUICK BUILD PROGRAM

- **50+ Miles** of low-cost, quick & effective safety improvements
- **\$20-30 million** in investment over 5 years
- **1/10 of the cost** of major capital projects



# FOCUSED CORRIDOR WORK ON THE HIGH INJURY NETWORK

- **53 Miles** Complete or In Construction
- **29 Miles** in Design or Planning

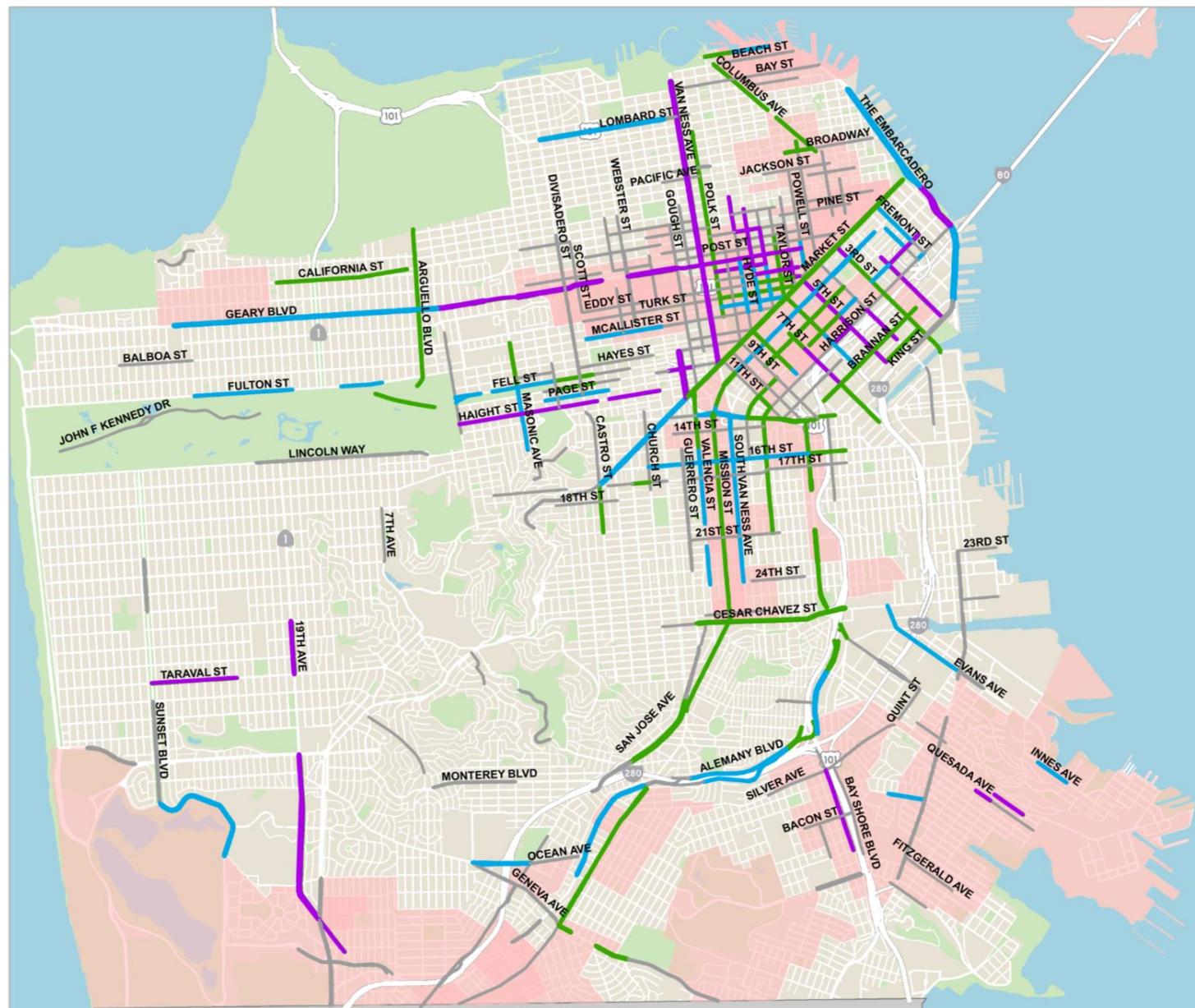
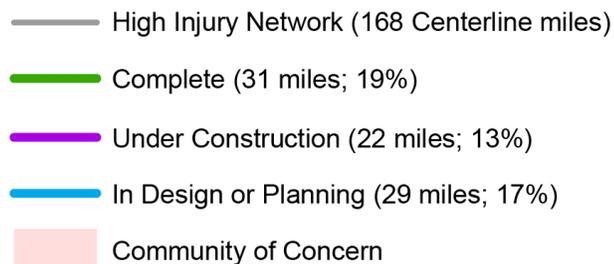


# COMPLETING REMAINING PROJECTS ON THE HIGH INJURY NETWORK

~\$85 million for quick builds

vs.

~ \$1.7 billion for complete streets projects



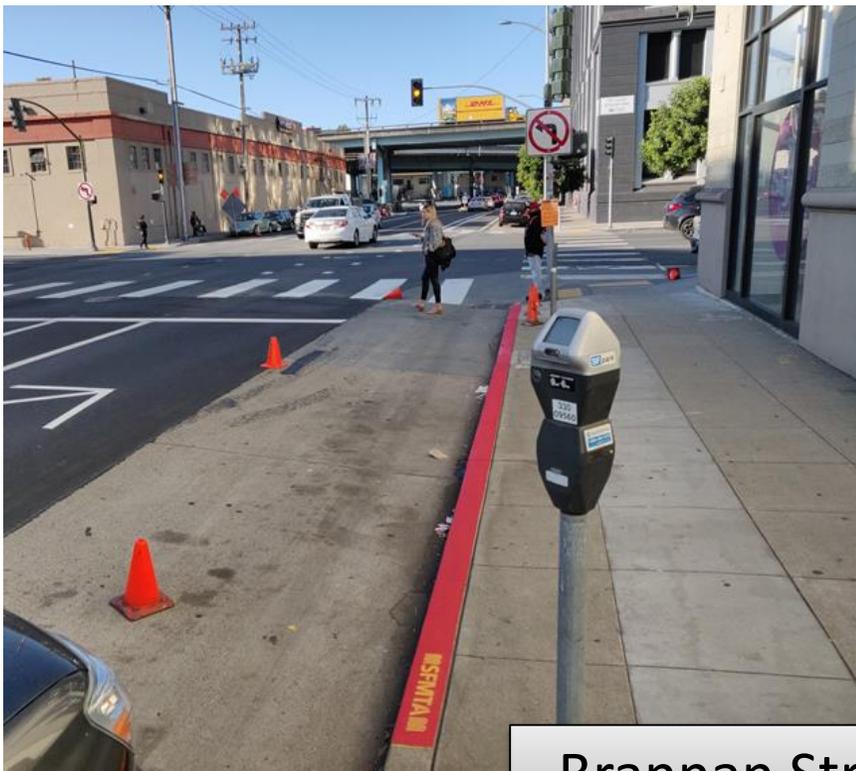
# Programmatic Work



# PROGRAM HIGHLIGHTS

## CITYWIDE DAYLIGHTING PROGRAM

- ~500 intersections completed within last year
- Upcoming funding allocation for additional \$500K



Brannan Street

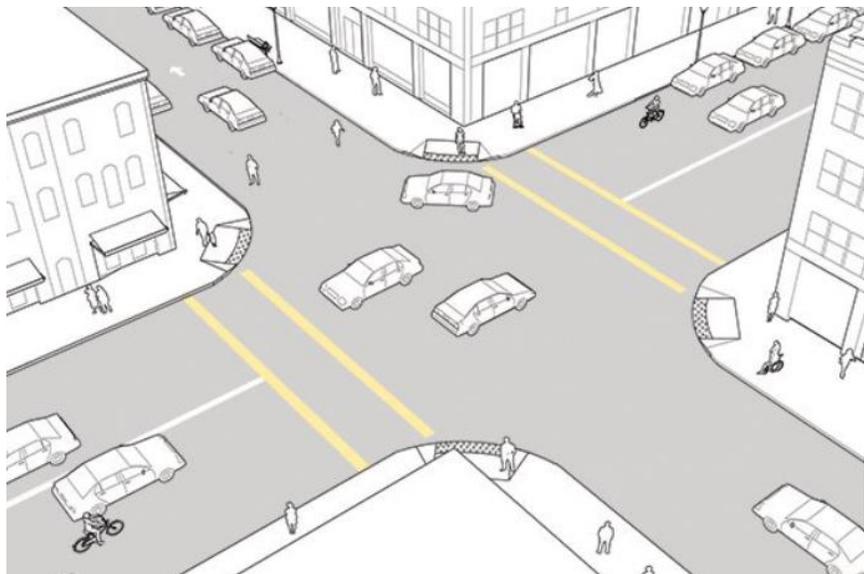


Planned Intersection  
Daylighting

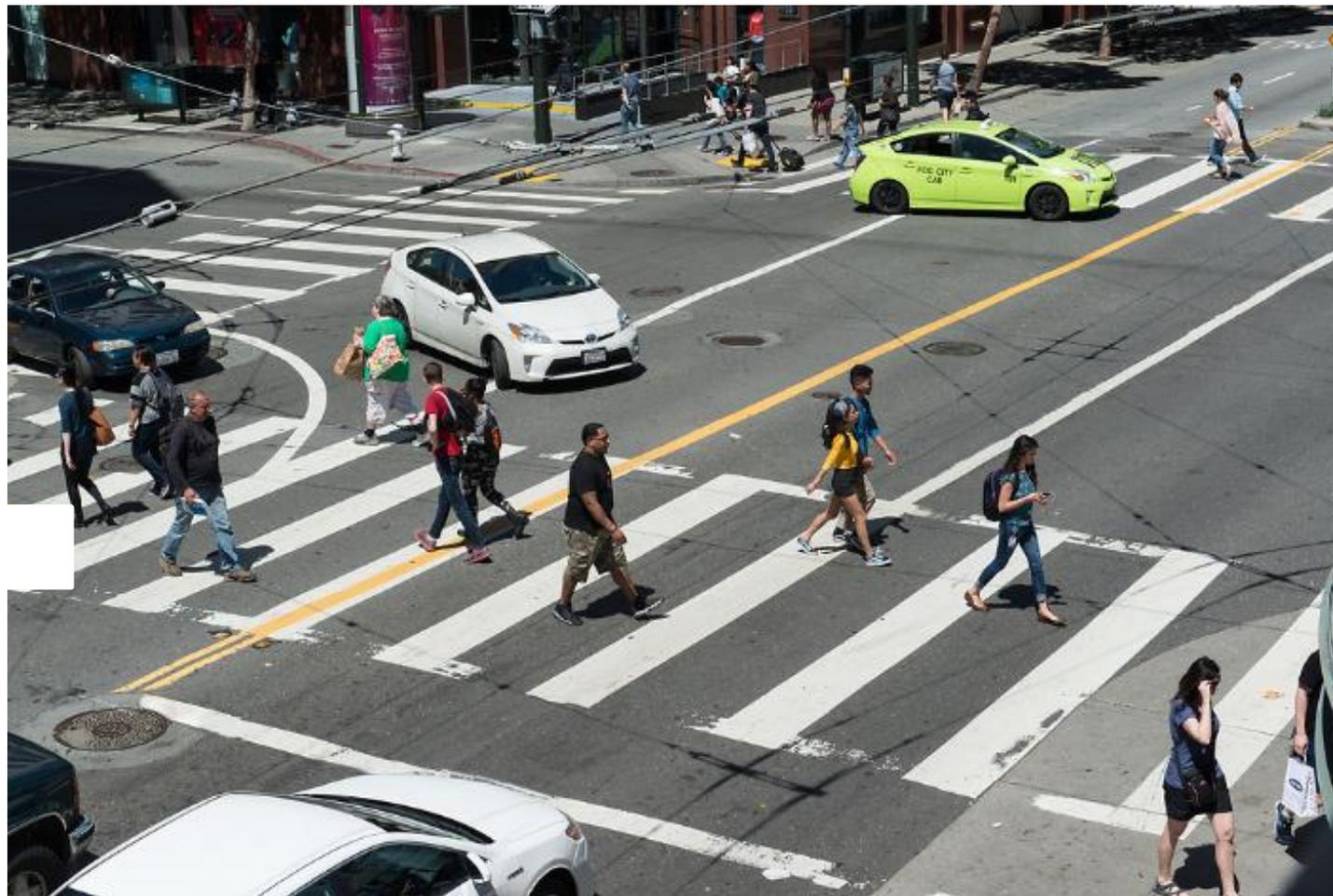


# PROGRAM HIGHLIGHTS

## CONTINENTAL CROSSWALKS



**85% completed on HIN**



# PROGRAM HIGHLIGHTS

## SIGNAL RETIMING

### Walk Speed 3.0



65% completed on HIN

## Leading Pedestrian Intervals

### SAFE SPOT



### CROSSWALK HEAD STARTS:

Let people start to cross and be seen before cars enter the intersection.

SEÑAL DE CRUCE PEATONAL ADELANTADA:  
Permite a la gente cruzar y ser vista antes de que entren los autos a la intersección.

人行橫道線預警:  
在汽車進入十字路口之前,讓過街的行人進入駕駛人的視野。

PAGPAPAUNA SA MGA TAO SA TAWIRAN (CROSSWALK HEAD STARTS):  
Pinapauna na sa pagtawid ang mga tao at hinahayaan munang makita sila bago pa makapasok sa interseksiyon ang mga korse.

This street improvement brought to you by Vision Zero SF.  
#VisionZeroAtWork

VISIONZEROSF.ORG



70% completed on HIN

# SAFE STREETS: UPCOMING PROGRAMMATIC WORK



**20 MPH  
Speed  
Reduction**



**No Turn  
On  
Red**



**Senior  
Slow  
Zones**



**High Injury  
Network  
Daylighting**

# Targeted Education and Outreach

**SPEEDING KILLS**

Just 5 miles over the limit is twice as likely to kill.

鼠年目標

事先計劃  
提早出發

聰明地駕駛  
不要搶快超速

[sticktothelimitsf.org/Chinese](http://sticktothelimitsf.org/Chinese)

VISIONZEROSF



41% of pedestrian collisions occur in a crosswalk.

PEDESTRIANS HAVE RIGHT OF WAY.

VISIONZEROSF.ORG



VISIONZEROSF

## SAFE PEOPLE: UPCOMING WORK



Left turns education  
campaign



Motorcycle Safety  
Campaign

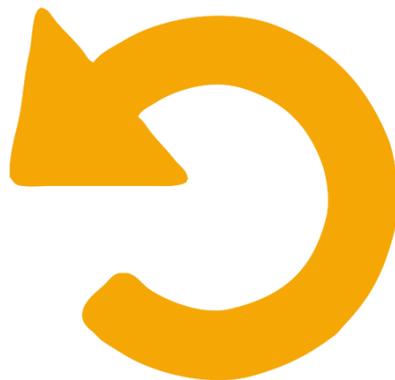
**WE KNOW WE NEED MORE**



# GETTING TO ZERO WILL REQUIRE MORE *TRANSFORMATIVE POLICIES*



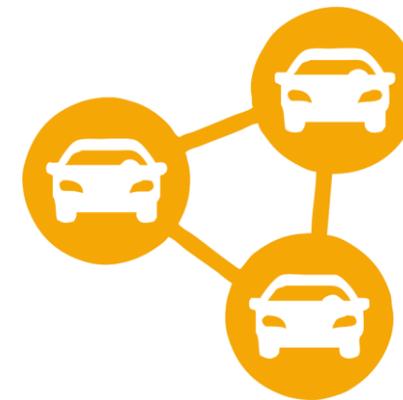
**Automated  
Enforcement**



**Pricing and  
Reducing  
Vehicle Miles  
Travelled**

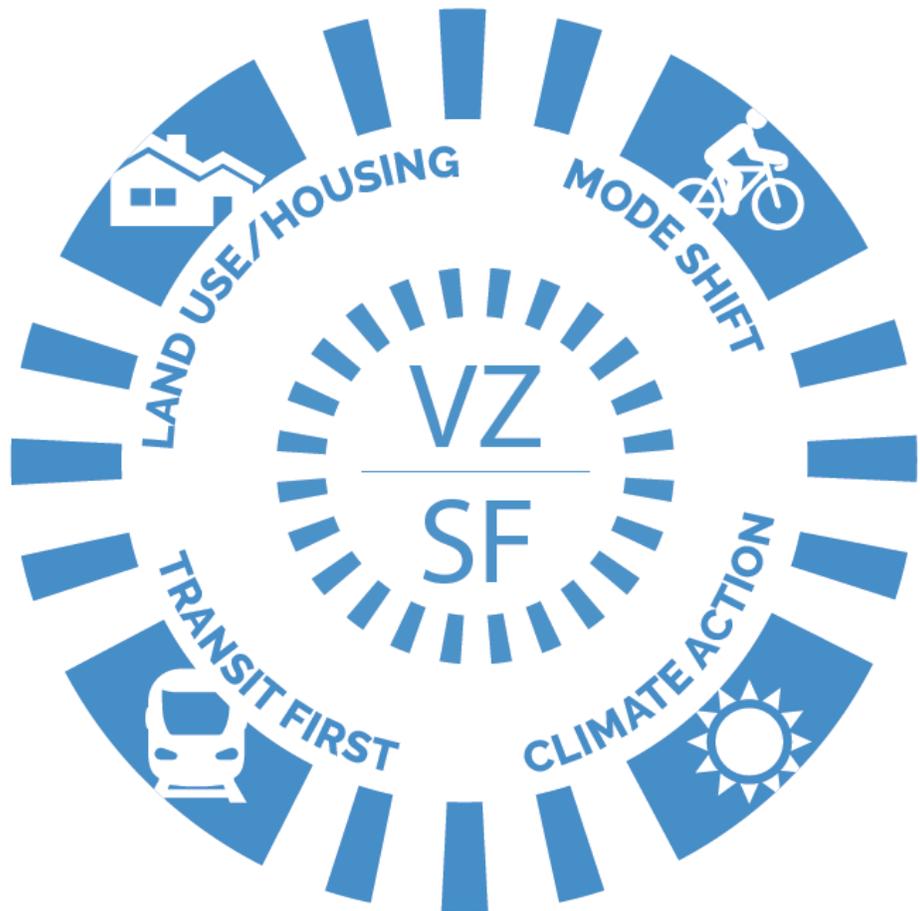


**Urban Speed  
Limit  
Setting**

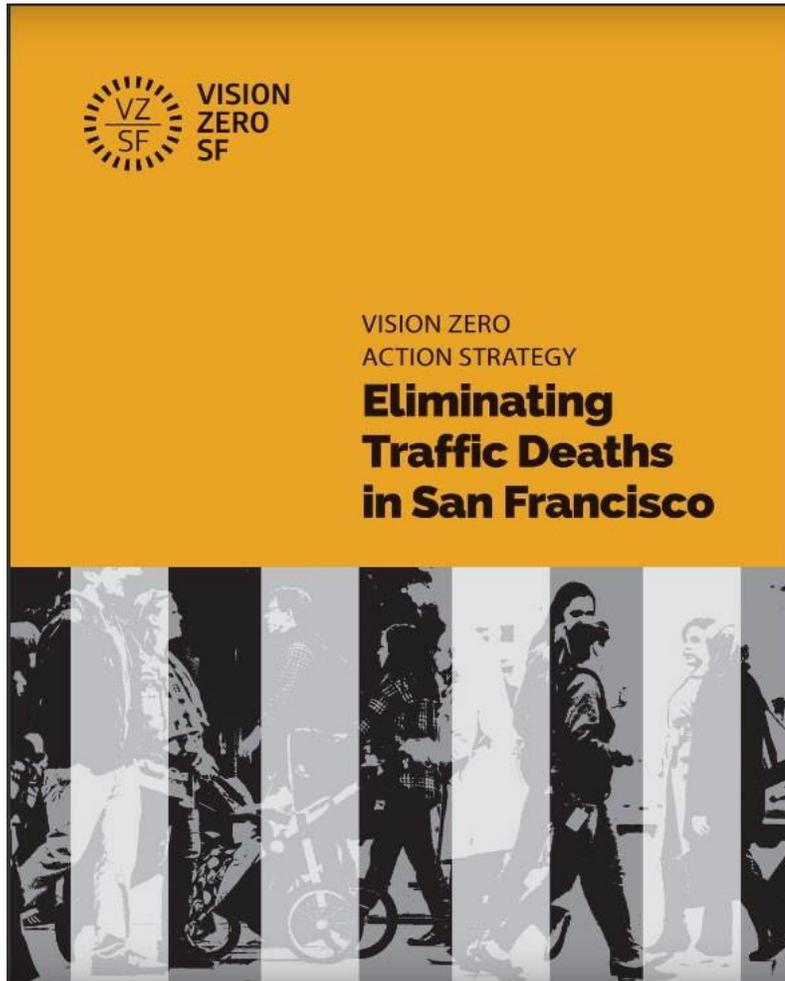


**Local Regulation  
Of Transportation  
Network  
Companies**

# GETTING TO ZERO WILL REQUIRE MORE COMPLEMENTARY GOALS



# REVISITING THE ACTION STRATEGY



**Early 2021 will revisit Action Strategy – updating our commitments & actions**



Thank you!

[VISIONZEROSF.ORG](http://VISIONZEROSF.ORG)

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## MEMORANDUM

TO: Jeffrey Tumlin, Executive Director, Municipal Transportation Agency

FROM: Erica Major, Assistant Clerk, Land Use and Transportation Committee

DATE: November 5, 2020

SUBJECT: LEGISLATION INTRODUCED

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The Board of Supervisors' Land Use and Transportation Committee has received the following proposed legislation, introduced by Supervisor Yee on November 3, 2020:

**File No. 201270**

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

If you have comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: [erica.major@sfgov.org](mailto:erica.major@sfgov.org).

cc: Kate Breen, Municipal Transportation Agency  
Janet Martinsen, Municipal Transportation Agency  
Joel Ramos, Municipal Transportation Agency

# Introduction Form

By a Member of the Board of Supervisors or Mayor

Time stamp  
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee. (An Ordinance, Resolution, Motion or Charter Amendment).
- 2. Request for next printed agenda Without Reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning : "Supervisor  inquiries"
- 5. City Attorney Request.
- 6. Call File No.  from Committee.
- 7. Budget Analyst request (attached written motion).
- 8. Substitute Legislation File No.
- 9. Reactivate File No.
- 10. Topic submitted for Mayoral Appearance before the BOS on

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission
- Youth Commission
- Ethics Commission
- Planning Commission
- Building Inspection Commission

**Note: For the Imperative Agenda (a resolution not on the printed agenda), use the Imperative Form.**

Sponsor(s):

Subject:

The text is listed:

Signature of Sponsoring Supervisor: /s/Norman Yee

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For Clerk's Use Only