

Agenda Item 17

Making San Francisco a “Safe Speeds” City

Solutions to
Slow our Streets
and Save Lives

@walksf



walksf.org

November 15, 2022



We Need to Slow Our Streets





Source: Walk SF

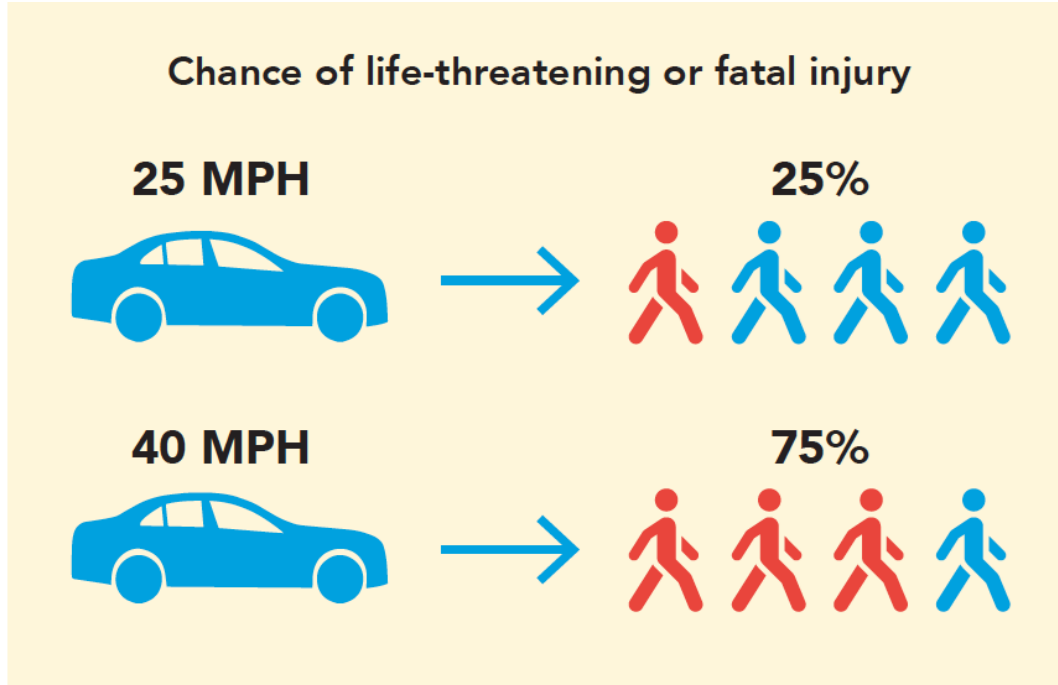
Why Speed Matters

90% of people will survive if hit by a vehicle traveling 20 MPH.

On urban roads, reducing average speed by 1 MPH reduces injury collisions by 2-7%.

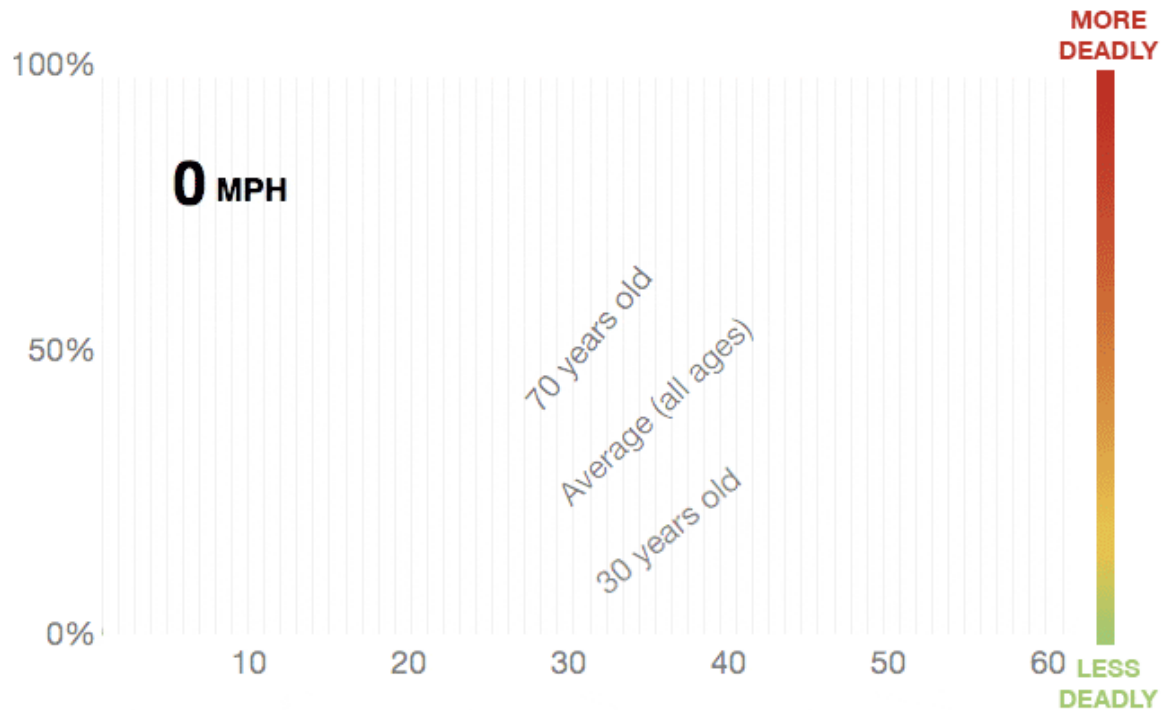


Why Speed Matters



Source: Taylor et al (2000). *The effects of drivers' speed on the frequency of road accidents*. UK Transport Research Laboratory Report 421

Why Speed Matters



Source: [ProPublica](#)



What's Really Happening with Dangerous Speeds?



Credit: Brian Haagsman



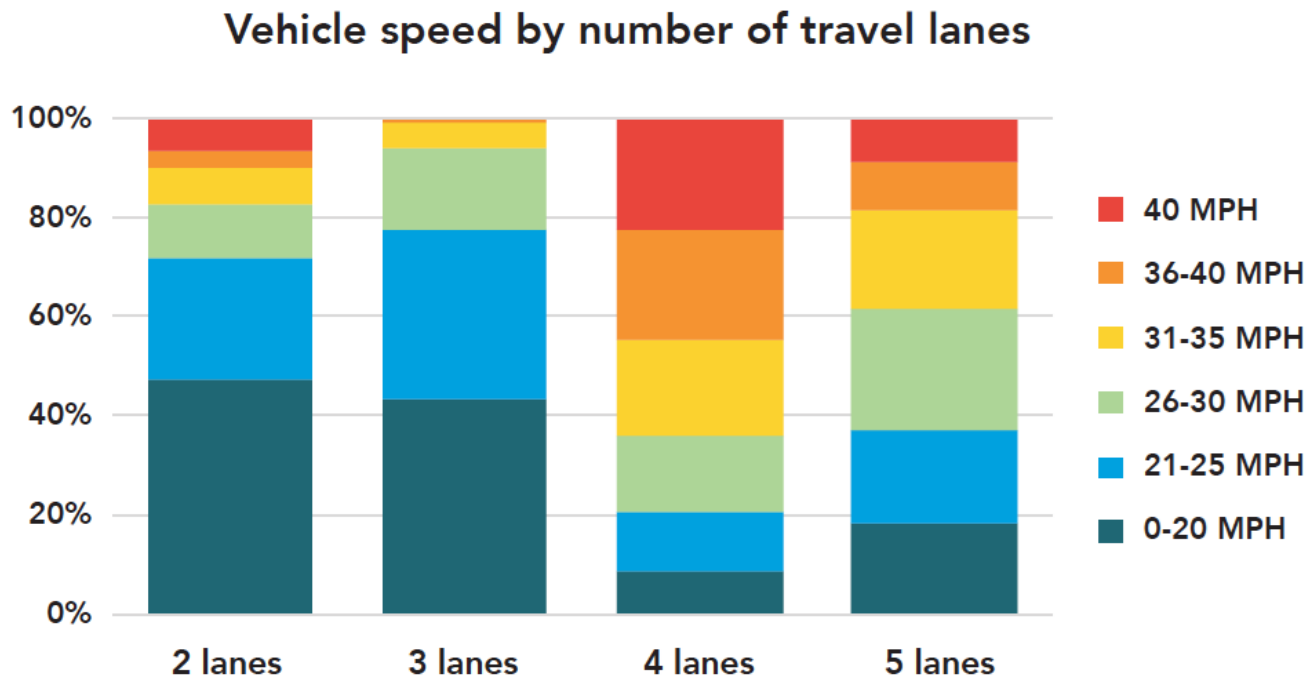
What's Really Happening with Dangerous Speeds?



Credit: Jim Watkins



What's Really Happening with Dangerous Speeds?



Source: Walk SF Data Collection 2022



Harrison Street vs. Folsom Street



Credit: William McLeod

What's Really Happening with Dangerous Speeds?



Harrison Street

- Median Speed 29 MPH
- 85th Percentile Speed 47 MPH

vs.



Folsom Street

- Median Speed 18 MPH
- 85th Percentile Speed 24 MPH

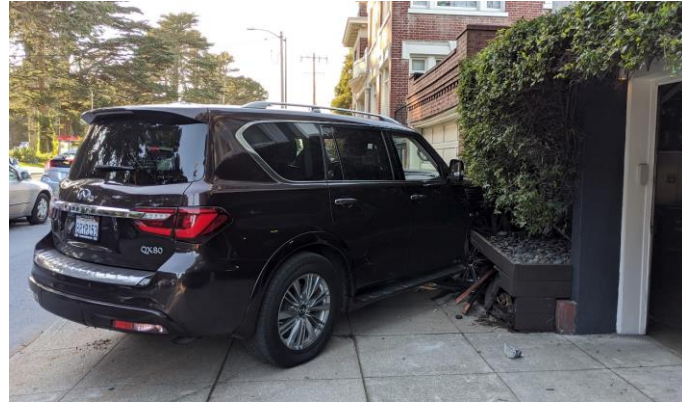
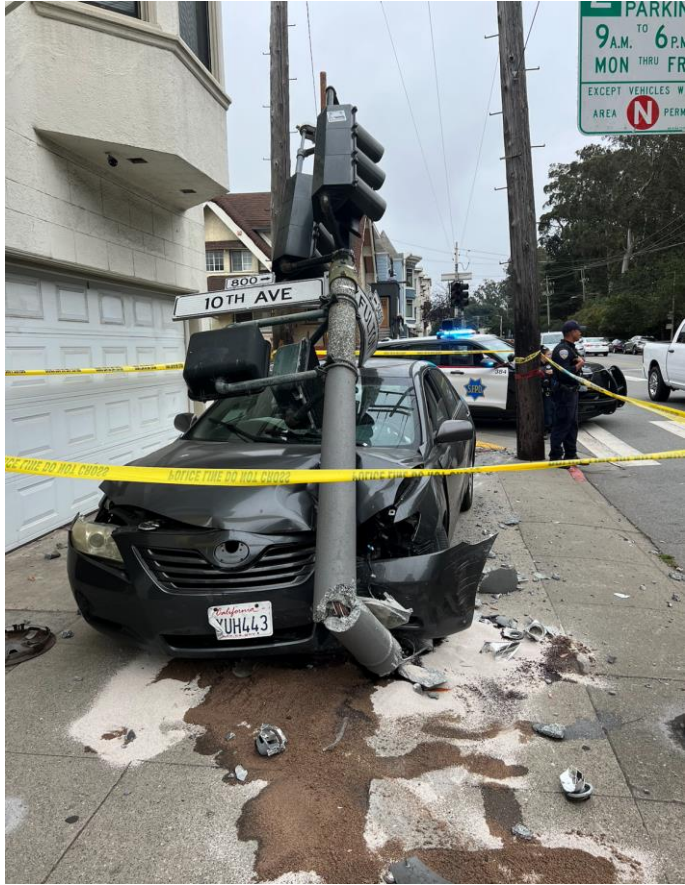


What's Really Happening with Dangerous Speeds?



Credit: Emily Huston





What's Really Happening with Dangerous Speeds?

The Tenderloin

We surveyed:

Hyde

Leavenworth

Jones

Turk

Median speeds:

17.8 MPH on average

85th percentile speeds:

22 MPH on average



Source: Walk SF

What's Really Happening with Dangerous Speeds?



Credit: Jim Watkins



What's Really Happening with Dangerous Speeds?



Source: Walk SF

What's Really Happening with Dangerous Speeds?



Source: Walk SF



Speed Solutions: Tools to Slow Our Streets



Source: SFMTA Photo Archive



Source: Walk SF



Source: SFMTA Photo Archive

Speed Solutions: Tools to Slow Our Streets

- 1. Setting lower speed limits**
- 2. Reducing, reconfiguring & narrowing lanes**
- 3. Timing traffic signals**
- 4. Reducing speed at intersections and midblock**
- 5. Vertical speed reducers (speed humps, cushions, and more)**
- 6. Speed radar signs**
- 7. Midblock solutions (chicanes, pinch points, crosswalks and islands)**
- 8. Roundabouts and traffic circles**



Recommendation 1

Lower speed limits to
20 MPH
on every possible
street
with an aggressive
timeline



Recommendation 1

Lower speed limits
to 20 MPH
on every possible
street
with an aggressive
timeline

**90% of people
will survive if
hit by a vehicle
traveling 20
MPH.**

Recommendation 2

Develop a systematic approach to bring solutions to different types of streets with the biggest speed issues.



Credit: William McLeod

Recommendation 3

Bring every possible speed solution to high-injury streets.



Source: SFMTA Photo Archive

Recommendation 4

Focus on Equity Priority Communities.

Photo by Jim Watkins



Recommendation 5

Bring more
transparency,
evaluation, and metrics
to speed-related work.

Photo by Richard Drdul via Flickr Creative Commons



Recommendation 6

Get City agencies
better coordinated and
refocused on Vision
Zero



Recommendation 7

Enhance the role of enforcement and education in setting a safer tone on our streets.



SFPDTrafficSafety @SFTrafficSafety · Sep 27

Unfortunately, it didn't take long to start clocking drivers doing about 60mph.

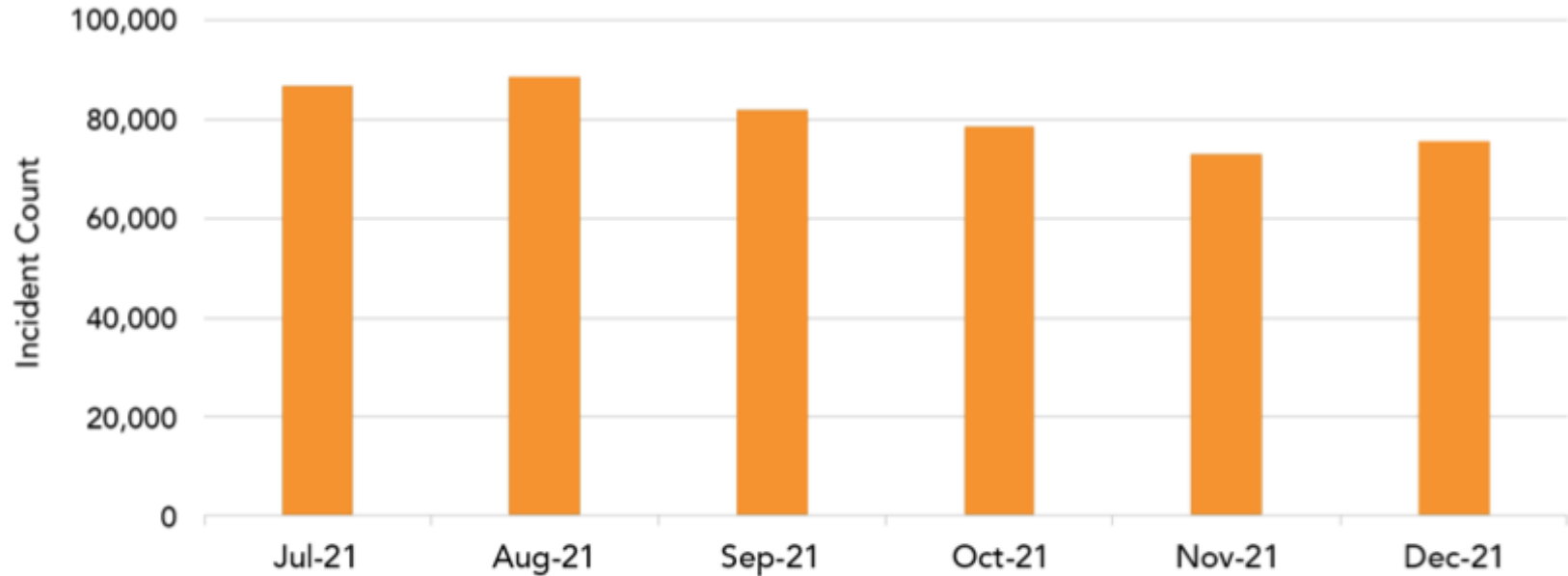
With LIDAR, if you can see us, it's already too late.

Please slow down, and drive safe.



Recommendation 7

Speeding Incidents 10 mph+ Over Posted Limit in SF, Excluding Highways (Geotab Only)



Source: City and County of San Francisco; Office of the City Administrator. April 29, 2022

Recommendation 7

Source: Tweet by Vision Zero Minneapolis @visionzerompls
September 23, 2020; Jodie Medeiros; KPIX



Let's Slow Our Streets and save lives. Let's be a 'safe speeds city'!

