

SPEED MANAGEMENT 2025 EVALUATION SUMMARY



SFMTA

Speeding is the leading cause of severe and fatal crashes in San Francisco. Slowing vehicle speeds is a core principle of Vision Zero, the citywide commitment to end traffic deaths.

Under Assembly Bill 43, passed in 2021, San Francisco has the authority to lower vehicle speed limits on certain streets, and the SFMTA is moving quickly to implement safer speed corridors under this new legislation. Starting in 2022, the SFMTA began reviewing and implementing 5 mph speed limit decreases in key business activity districts to improve safety for all who travel along major corridors in those areas.



This evaluation is a follow-up to the previous evaluation of our Speed Management completed in 2024.

PROJECT FINDINGS - AT A GLANCE



Change in Typical Daily Vehicle Speeds

On average, vehicles travel at 17 mph across Speed Management corridors (Business Activity Districts), with the **85th percentile speed around 23 mph**.



Change in Vehicles Traveling Above the Posted Speed Limit

On average, the corridors in the Speed Management program showed **30% of vehicles driving at speeds above the posted speed limit of 20 mph**.

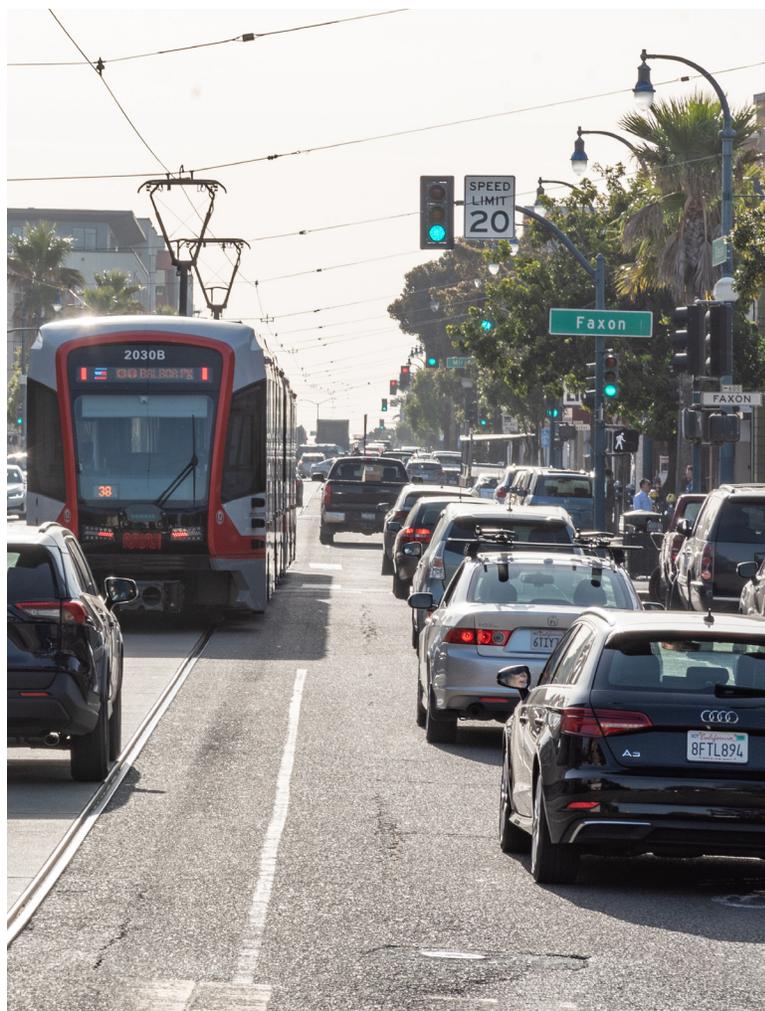
By block, **19% of the blocks where vehicle speeds were measured** (22 out of 115) showed the **majority of drivers** on those blocks (51% more or more) **driving above the posted speed limit of 20 mph**.

- Of these 22 blocks, **68% had four vehicle-thru lanes**, indicating that roadway design may have a stronger influence on vehicle speeds than the posted speed limit.
- One block implemented both a 20-mph speed limit change and a speed safety camera, with data collected before and after each treatment.

PROJECT FINDINGS CONTINUED

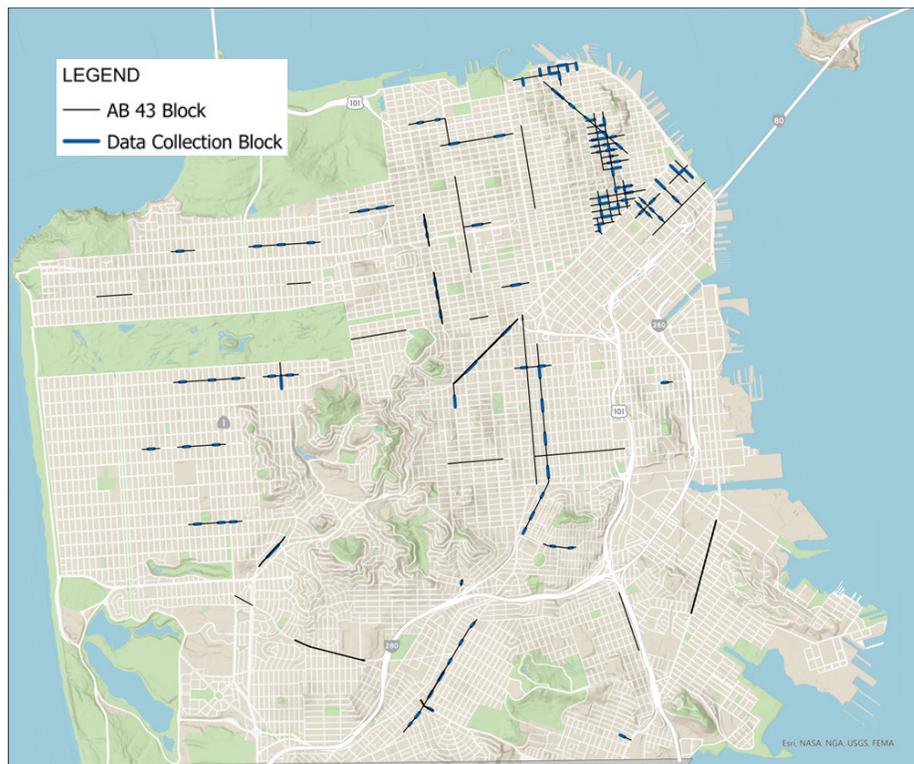
Results showed that **the speed safety camera led to a greater reduction in vehicle speeds than the speed limit change alone**. *This suggests that physical infrastructure and roadway design interventions may have a stronger impact on achieving safer driving speeds.*

- Although the analysis suggests that infrastructure and roadway design treatments may have a stronger effect on reducing vehicle speeds, **the observed prevailing speeds from this analysis indicate that a 20-mph speed limit remains appropriate for most study corridors based on established speed-setting practices.**



PROJECT DETAILS

Observed Blocks/Streets



Date of Implementation

May 2022 - September 2024

Project Elements

20 mph speed limit signs

Key Evaluation Metrics

- Change in typical daily vehicle speeds (*median and 85th percentile*)
- Change in vehicles traveling above the posted speed limit (*in this study defined as percentage of vehicles traveling ≥ 20 mph*)