

1 [No Turn on Red Policy]

2 **Resolution urging the Mayor and Board of Supervisors to urge the San Francisco**  
3 **Municipal Transportation Agency (SFMTA) Board of Directors to take immediate**  
4 **action on a No Turn On Red (NTOR) citywide policy in light of recent traffic**  
5 **incidents and ongoing safety concerns**

6 WHEREAS, the current permissibility of turns on red at signalized intersections in  
7 San Francisco contributes to fatalities, injuries, and collisions, as well as instances of  
8 blocked or occupied crosswalks, posing heightened dangers for pedestrians, especially  
9 youth, seniors, and individuals with disabilities; and

10 WHEREAS, studies have demonstrated the adverse safety impacts of allowing  
11 turns on red, including increased incidents of crashes involving pedestrians and cyclists,  
12 with the National Highway Traffic Safety Administration (NHTSA) reporting a marked  
13 increase in crashes involving these groups; and

14 WHEREAS, the recent heartrending incident at the intersection of King and 4th  
15 Street, which led to the fatal injury of a 4-year-old girl being pushed in a stroller by her  
16 parents, highlights the urgent need for enhanced pedestrian safety measures in San  
17 Francisco; and

18 WHEREAS, this intersection at King and 4th Street's history of 12 collisions and  
19 injuries between 2019 and 2023, including this recent fatality, indicates a significant  
20 safety concern that requires prompt attention and action;

21 WHEREAS, No Turn On Red (NTOR) policies have demonstrated efficacy in  
22 reducing vehicle-pedestrian and vehicle-bicycle conflicts, thereby improving safety and

1 comfort for pedestrians, and are proven to reduce “close calls” between vehicles and  
2 pedestrians; and

3 WHEREAS, San Francisco currently employs NTOR at approximately 9% of all  
4 traffic signals, with a comprehensive NTOR restriction in the Tenderloin resulting in  
5 notable safety improvements; and

6 WHEREAS, Mayor London N. Breed’s package of Vision Zero projects aimed at  
7 increasing street safety identified a need to analyze and develop policy  
8 recommendations on limiting right turns at red lights, highlighting the urgency of this  
9 issue; and

10 WHEREAS, The implementation of NTOR in the Tenderloin saw positive  
11 outcomes, with 92% motorist compliance, an 80% reduction in close calls, and over  
12 70% decrease in vehicles blocking or encroaching crosswalks during a red light; and

13 WHEREAS, NTOR is proven to increase safety and improve the pedestrian  
14 experience, as evidenced by studies and successful implementation in San Francisco  
15 and other cities, such as New York City, Cambridge, Massachusetts, and Washington,  
16 D.C.; and

17 WHEREAS, An MTA study in 2022 found that 20% of injury crashes involving  
18 pedestrians or people biking in San Francisco occurred at signalized intersections,  
19 emphasizing the need for enhanced safety measures; and

20 WHEREAS, The Washington, D.C. District Department of Transportation's 2019  
21 study showcased a 92% decrease in times drivers failed to yield when the light was red  
22 and a 59% decrease at green lights after implementing NTOR; and

1 WHEREAS, The Governors Highway Safety Association (GHSA) reported a 56%  
2 increase in U.S. pedestrian fatalities from 2010 to 2021, underscoring the urgent need  
3 for effective safety measures; and

4 WHEREAS, Other cities, including New York City, Cambridge, and Washington,  
5 D.C., have successfully implemented or approved citywide NTOR policies; and

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

8 WHEREAS, The Board of Supervisors passed Supervisor Dean Preston's  
9 resolution NO. 481-23 urging the MTA to prohibit right turns on red further signifying the  
10 importance of NTOR implementation; and

11 WHEREAS, the youth of San Francisco, as future leaders and active members of  
12 the community, deserve a safe and secure urban environment conducive to their growth  
13 and mobility; and

14 RESOLVED, that the Board of Supervisors urges the MTA Board to adopt a  
15 comprehensive No Turn On Red (NTOR) policy that restricts turns on red at all  
16 signalized intersections across San Francisco to the greatest extent possible; and

17 FURTHER RESOLVED, that the Board of Supervisors urges the MTA to develop  
18 and implement a plan to expand and implement NTOR across San Francisco, sharing  
19 said plan with the Board of Supervisors and the MTA Board within 120 days; and

20 FURTHER RESOLVED, that the Board of Supervisors urges the MTA Board to  
21 adopt a policy requiring NTOR restrictions to be added during updates or modifications  
22 at signalized intersections, including upcoming quick build projects, speed reduction  
23 efforts, and future implementation of the Active Communities Plan; and

1           FURTHER RESOLVED, that the Board of Supervisors urges MTA, in instances  
2 where state law or resource constraints limit immediate citywide implementation of  
3 NTOR, to prioritize intersections on the High Injury Network for NTOR restrictions; and

4           FURTHER RESOLVED, that the Board of Supervisors urges the MTA to engage  
5 with vulnerable communities, including communities of color, people with disabilities,  
6 youth, and seniors, to identify additional intersections for prioritized NTOR  
7 implementation.