



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

VISION ZERO ACTION STRATEGY UPDATE

December 14, 2021

Presentation to the San Francisco County Transportation Authority (SFCTA) Board



Vision Zero SF is the city's commitment to creating safer, more livable streets with the goal of **eliminating all traffic fatalities and reducing severe injuries**



**Saving
Lives**



Equity



**Slowing
Speeds**



**Safe
Streets**

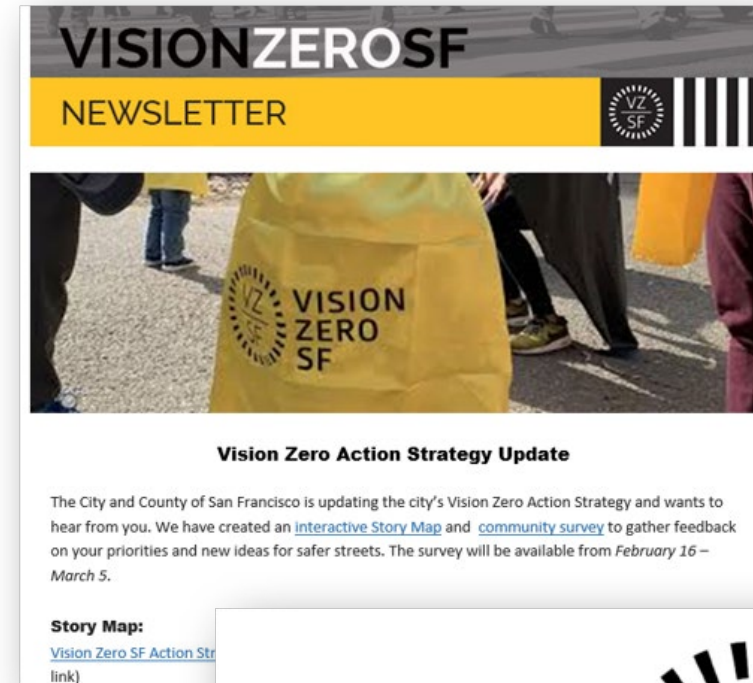


**Culture
Change**

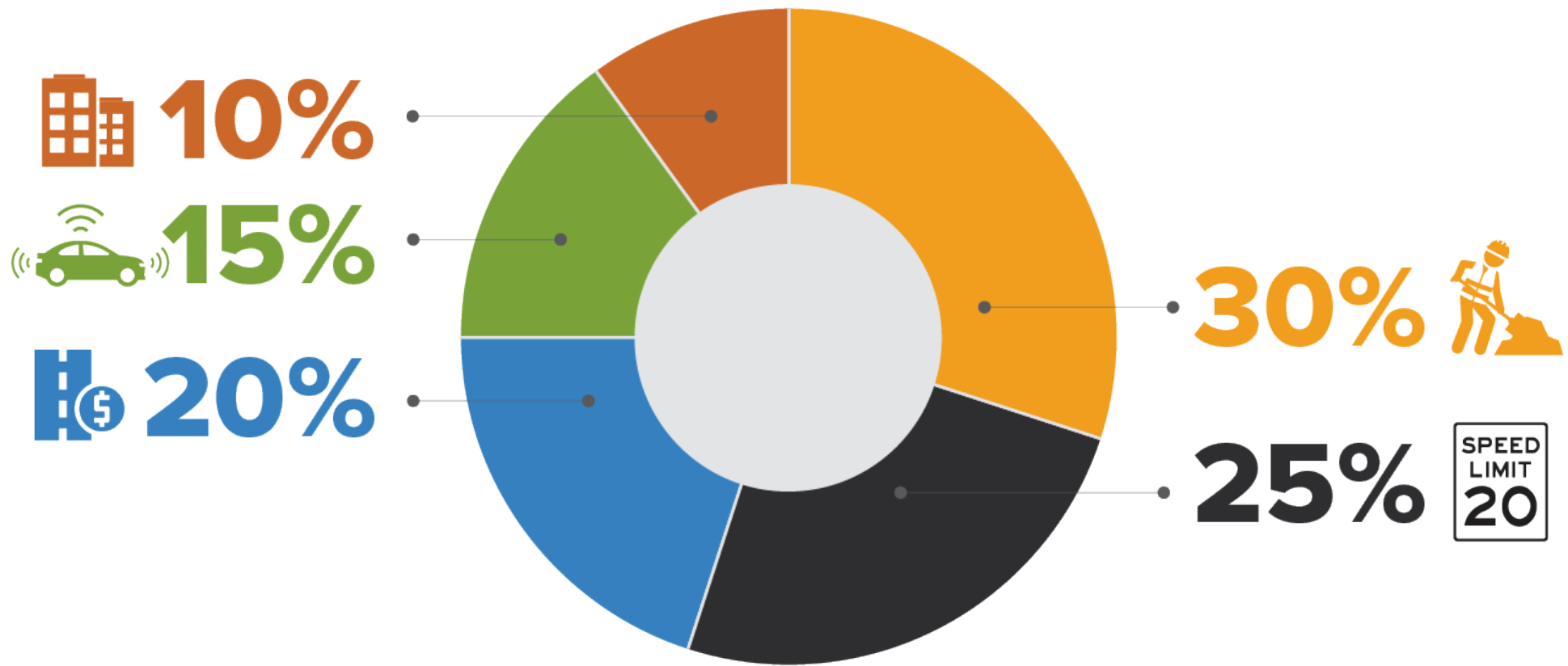
https://www.visionzerosf.org/wp-content/uploads/2021/11/VZSF_AS_111021_spreads-FINAL.pdf

ENGAGEMENT & OUTREACH FOR SAFER STREETS

- Online Story Map/Open House in English, Spanish, Chinese, and Filipino
- 400+ Community Survey Responses, including in English, Spanish, Chinese, and Filipino
- Six Community Virtual Presentations
- Letters from 40+ Organizations



WHAT WILL IT TAKE TO GET TO ZERO?



Major Street Redesign



Speed Safety Cameras



Mode Shift and Pricing Tools



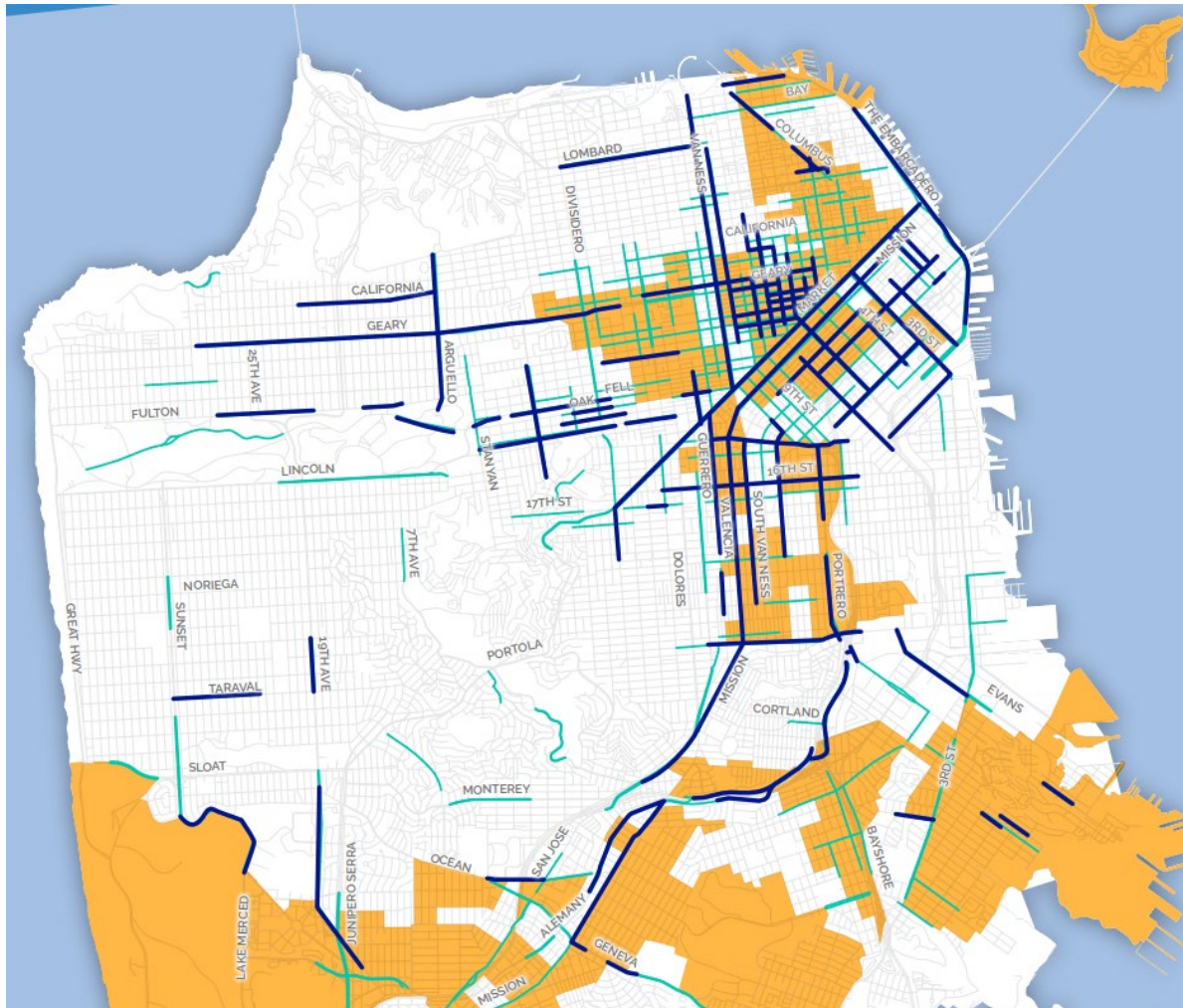
Advanced Vehicle Technologies



Increased Housing Density

WHAT IS THE COMMITMENT TO COMPLETE PROJECTS ON THE HIN?

SF WILL APPLY THE QUICK BUILD TOOLKIT ON THE HIN BY 2024



80+ Miles Complete, In Construction, or in Planning or Design

80+ Miles Remaining to Complete in this Strategy

- Completed, In Planning or Construction
- Remaining Quick Builds
- Communities of Concern

WHAT IS THE COMMITMENT TO PROJECTS ON THE HIN?

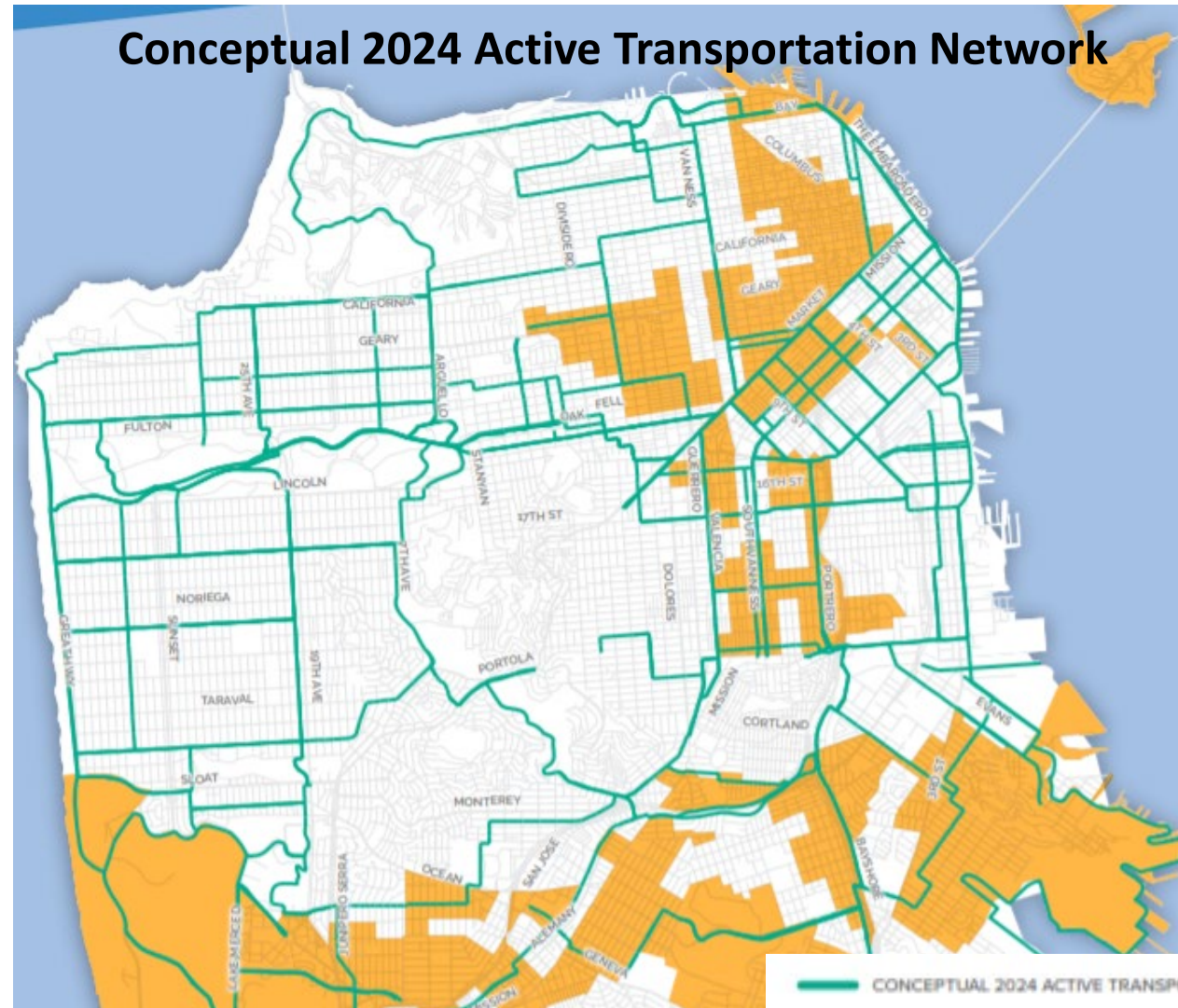
SFMTA IS COMMITTING TO 200% INCREASE IN QUICK BUILDS



HOW DOES THE STRATEGY SUPPORT MODE SHIFT ?

SF WILL COMPLETE AN ACTIVE TRANSPORTATION NETWORK BY 2024

- Active transportation network to support biking and walking
- Includes low-car streets and car-free streets, Slow Streets and protected bike lanes
- SF Bike Plan will develop larger and more specific vision



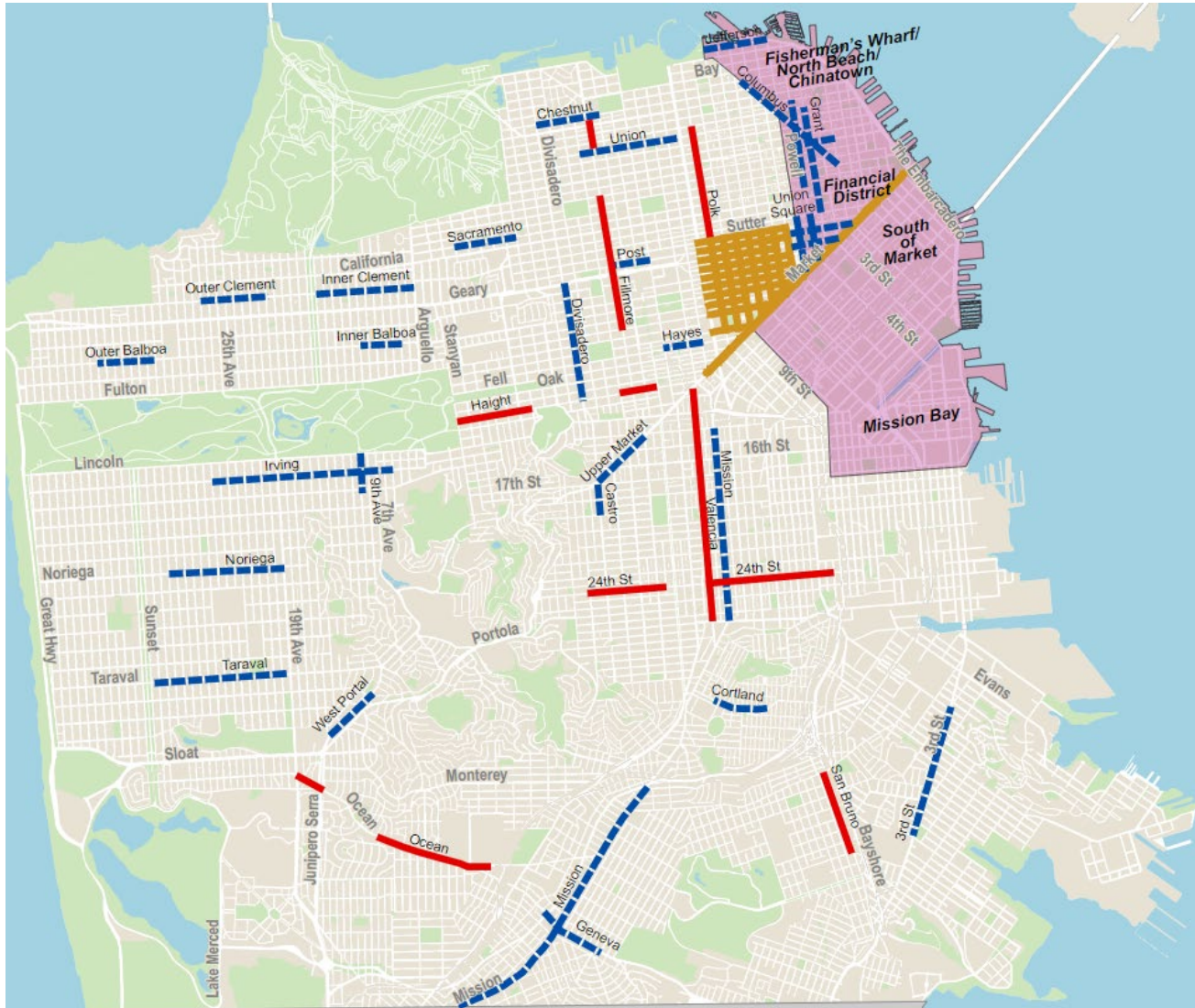
WHERE WILL SPEED LIMITS BE REDUCED?

SF PROPOSES INITIAL SPEED LIMIT REDUCTIONS (AB43)

Initial locations eligible as business activity districts beginning 2022

New locations will be proposed on the High Injury Network beginning 2024

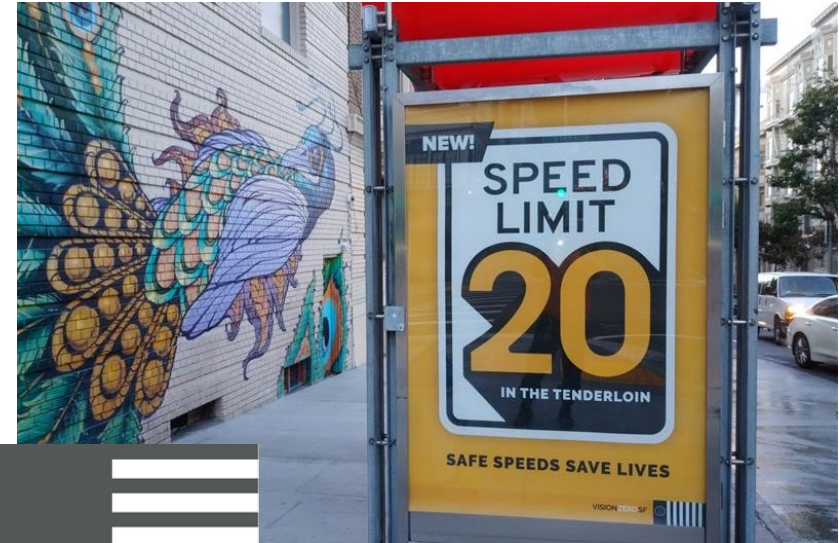
- 20 MPH Corridors - Batch One
- - - 20 MPH Corridors - Eligible for Future Consideration under AB43
- Area for Future Study
- Existing 20 MPH Corridors



WHAT WILL BE IN THE SPEED MANAGEMENT PLAN?

SF PROPOSES A COMPREHENSIVE SPEED MANAGEMENT PLAN, INCLUDING:

- Speed Limit Reductions & Signage
- Speed Education and Outreach Campaign
- Outreach on Alternatives to Traditional Traffic Enforcement
- High Visibility Speed Enforcement Campaign
- Traffic Calming

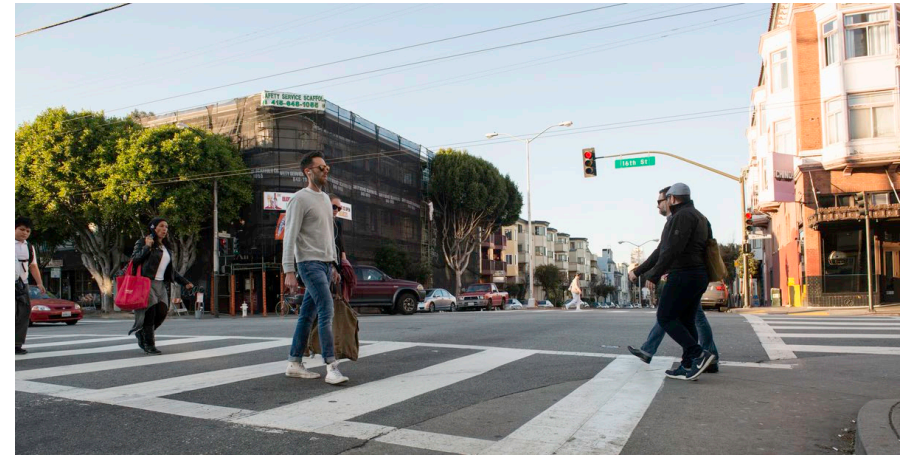


WHAT IS THE COMMITMENT ON SAFER CROSSINGS?

ALL HIN INTERSECTIONS WILL HAVE CORE QUICK BUILD SAFETY IMPROVEMENTS BY 2024

All HIN intersections will have core improvements as appropriate:

- Daylighting*
- Continental Crosswalks
- Slower Walking Speeds (Walk Speed 3.0)
- Leading Pedestrian Intervals



****Will accelerate daylighting to be completed 1 year ahead of schedule***

WHAT METRICS CAN BE ADDED?

UPDATED METRICS & REPORTING TO MEASURE PROGRESS

- Quick Builds completed on the High Injury Network
- Reporting on Severe Injury Trends every 2 Years
- Reporting on Safe Streets Project Evaluations annually



Key Findings



The findings are clear; **protected bike facilities** increase bicycle ridership, decrease blockages of the bike lanes, and nearly eliminate mid-block vehicle-bike conflicts such as near-dooring incidents.



Through introducing **corridor-wide pedestrian safety projects**, we are reducing vehicle speeds and improving loading experiences.



Proactive, neighborhood-wide traffic calming is leading to **reduced vehicle speeds** and may help prevent future severe injuries and fatalities, especially on residential streets.

TURK STREET SAFETY PROJECT



In Spring 2018, the SFMTA installed a series of improvements on Turk Street between Market Street and Gough Street. Turk Street is a vibrant corridor with a diverse range of people: families, seniors, children, students, workers, shoppers, and tourists. The wide variety of people on Turk is reflected in the wide variety of transportation use, including private automobiles, transit, paratransit, pedestrians, bicyclist, and both passenger and commercial loading. As a high-injury corridor, this project sought to create a safer, more predictable, and more comfortable street for all users.



PROJECT FINDINGS - AT A GLANCE



88% fewer loading violations (i.e., parking, loading or blocking the bike lane) compared to before condition recorded on Turk between Jones and Taylor.



287% average increase in number of people biking at all observed locations in the evening peak hour, with notable increases in the morning peak hour as well.



Vehicle speeds decreased up to **10%** in the project area.



Vehicles yielding to bikes increased by an average of **35%** where mixing zones were installed.

For more information, please visit:
[SFMTA.com/SafeStreetsEvaluation](https://www.sfmta.com/SafeStreetsEvaluation) or
[SFMTA.com/TurkStreetSafetyProject](https://www.sfmta.com/TurkStreetSafetyProject)

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Thank you

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