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Executive Summary

San Francisco adopted Vision Zero in 2014, a citywide and interdepartmental commitment to prioritize street safety and eliminate traffic deaths in San Francisco. Data-driven analysis is at the core of San Francisco’s Vision Zero program, allowing the City to cost-effectively prioritize limited resources. This report describes the analysis of approximately 200 High-Injury Network (HIN) segments, or approximately 50 miles of the HIN. The memorandum recommends quick-build and corridor-wide improvements for intersections and corridors on the HIN. The memo describes the analysis process and methodology, provides recommendations, and compares the analysis to the City’s Vision Zero Action Strategy. Figure ES 1 shows the locations of the HIN, while Table ES 1 and Table ES 2 show high-level statistics of the collisions and remaining improvements on the remaining 50 miles of the HIN.
Figure ES 1: Citywide High-Injury Network

Table ES 1: Summary of Collisions On Remaining High-Injury Network

<table>
<thead>
<tr>
<th>Collision Severity</th>
<th>All Collisions</th>
<th>Vehicle-Only</th>
<th>Pedestrian Collisions</th>
<th>Bicycle Collisions</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal</td>
<td>39</td>
<td>8</td>
<td>26</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Severe Injury</td>
<td>385</td>
<td>136</td>
<td>202</td>
<td>42</td>
<td>5</td>
</tr>
<tr>
<td>Other</td>
<td>3,788</td>
<td>2,195</td>
<td>1,129</td>
<td>435</td>
<td>29</td>
</tr>
<tr>
<td>Total</td>
<td>4,212</td>
<td>2,339</td>
<td>1,357</td>
<td>481</td>
<td>35</td>
</tr>
</tbody>
</table>


Table ES 2: Summary of Recommended Improvements

<table>
<thead>
<tr>
<th>Improvement by HIN Segments (n=192)</th>
<th>Recommended Segments - Partial¹</th>
<th>Percent Remaining</th>
<th>Recommended Segments - None²</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Quick-Build Core Toolkit</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Install Daylighting</td>
<td>92</td>
<td>48%</td>
<td>9</td>
<td>5%</td>
</tr>
<tr>
<td>Install Continental Crosswalk</td>
<td>115</td>
<td>60%</td>
<td>10</td>
<td>5%</td>
</tr>
<tr>
<td>Change Walk Speed to 3.0 feet/second³</td>
<td>27</td>
<td>18%</td>
<td>15</td>
<td>10%</td>
</tr>
<tr>
<td>Install Leading Pedestrian Interval (LPI)</td>
<td>74</td>
<td>50%</td>
<td>45</td>
<td>30%</td>
</tr>
<tr>
<td>Install Advanced Limit Line</td>
<td>57</td>
<td>38%</td>
<td>38</td>
<td>26%</td>
</tr>
<tr>
<td><strong>Other Improvements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upgrade to 12'' Signal Heads</td>
<td>93</td>
<td>62%</td>
<td>14</td>
<td>9%</td>
</tr>
<tr>
<td>Upgrade to Accessible Pedestrian Signals (APS)</td>
<td>48</td>
<td>32%</td>
<td>68</td>
<td>46%</td>
</tr>
<tr>
<td>Upgrade to Pedestrian Countdown Signal (PCS)</td>
<td>8</td>
<td>5%</td>
<td>8</td>
<td>5%</td>
</tr>
</tbody>
</table>

Source: Fehr & Peers (2023); SFMTA (2023).

Notes:
1. Locations where at least one treatment is present on the segment.
2. Locations where no treatments are present on the segment.
3. Data was not updated with fieldwork.
1. Introduction

This memorandum documents the Vision Zero Quick-Build Pre-Planning Study (Study) prepared for the San Francisco Municipal Transportation Agency (SFMTA). The memo describes the existing conditions inventory and collision trends by corridor, the process for identifying quick-build and corridor improvements, and recommendations and cost estimates by feature and by corridor. In addition, it identifies recommended investments for every street of the High-Injury Network (HIN).

This Study’s analysis and recommendations for quick build and corridor improvements focus on slowing vehicle speeds, improving roadway user visibility at intersections and reducing conflicts for vulnerable road users, ensuring compliance with traffic laws, ensuring City accountability, and encouraging data stewardship.

Attachment A provides cut sheets of recommended improvements analyzed per segment. Each cut sheet is a profile of a HIN segment, containing existing corridor characteristics and, briefly, recommended improvements. The recommendations reflected in the corridor cut sheets are not comprehensive. They reflect a range of potential quick-build treatments drawn from SFMTA’s toolbox. Additional treatments to enhance safety for all road users may be identified by SFMTA through implementation activities and/or future corridor studies. For example, treatments that enhance safety for people biking and walking while crossing mid-block and/or at intersections could include changes not reflected in SFMTA’s toolbox (e.g., elements of a protected intersection, bicycle signals and/or bicycle phasing, protected phasing to separate vulnerable road users’ crossings from vehicles, new or enhanced uncontrolled crossings, or changes in traffic control at an intersection).
2. Background

Since 2014, Vision Zero SF has published an Action Strategy that lays out the strategic actions for City departments and agencies to reach the City’s Vision Zero goal of prioritizing street safety and eliminating traffic deaths in San Francisco. Data-driven analysis is at the core of San Francisco’s Vision Zero program, allowing the City to cost-effectively prioritize limited resources. The latest Action Strategy was published in 2021 and provides the basis for the HIN analysis completed in this Study.

Through the 2021 Action Strategy, San Francisco significantly increased its commitment to quick-build projects. The study recommends strategic improvements in line with the Vision Zero Action Strategy commitments. These include quick-build improvements such as:

- Ensuring all HIN intersections have high-visibility crosswalks by 2024 and daylighting by 2023
- Modifying all eligible signals on the HIN for slower walking speeds and leading pedestrian intervals by 2024
- Upgrading 40% of signals on the HIN with accessible pedestrian signals (APS) and 95% of signals on the HIN with pedestrian countdown signals (PCS) by 2024

Since 2014, approximately 85 miles of corridor-level improvements have been completed or are in planning or construction. The remaining 50 miles on the updated 2022 HIN still need safety improvements. The analysis completed through this study provides quick-build and corridor-level improvement recommendations for the remaining 50 miles of the HIN, seen in Figure 1. These remaining 50 miles were divided into approximately 200 quarter-mile segments for analysis. On each segment, study consultant, Fehr & Peers examined existing street characteristics and crash trends to establish existing conditions and then developed high-level recommendations using the SFMTA-developed quick-build improvements, potential corridor improvements for future consideration, and cost estimates for each recommendation type.
Figure 1: Citywide HIN Map, Highlighting the 50 Miles of Remaining HIN

3. Study Process and Overview

The SFMTA provided data ranging from existing signal timing cards to bicycle network and transit data in GIS which formed the basis of the existing conditions database. The existing conditions database contains information on street infrastructure related to walking, biking, driving, and transit conditions as well as collisions, proximate key land uses, and transit service along each HIN corridor. Fehr & Peers supplemented this data with fieldwork completed both via Google Street View/aerials and visual observations while walking or sometimes driving the corridors.

The SFMTA also provided guidance on the quick-build improvements, a fixed set of routine safety countermeasures that SFMTA can readily implement at intersections, and screening criteria for future corridor safety projects that require additional resources and process to identify preferred improvements. Based on the existing conditions database, field reviews, manual aerial reviews, and input from the SFMTA, Fehr & Peers identified locations that did not have existing characteristics identified in the quick-build improvements and potential corridor projects. Intersections and corridors without the identified characteristics were then recommended to include safety treatments at the intersection or corridor-level for the studied HIN segments.

**Quick-build core toolkit improvements** include projects that can primarily be installed via SFMTA Shops with potentially few design, outreach, or legislative constraints. The core toolkit includes improvements include:

- High-visibility crosswalks,
- Daylighting,
- Advance limit lines,
- Leading pedestrian interval (LPI), or
- Upgrading pedestrian signals to slower walking speeds

**Other improvements** include signal upgrades such as:

- 8” to 12” signal head upgrades,
- Accessible Pedestrian Signals (APS), or
- Pedestrian Countdown Signals (PCS)

The quick-build core toolkit and other improvements are recommended in the analysis at the segment level to support rapid implementation.

**Future corridor considerations** are also made at the segment level. Corridor recommendations include projects such as:

- Enhanced pedestrian safety treatments,
• Road diets,
• Curb management strategies,
• Sidewalk extensions,
• Lowering speed limits,
• Implementing Slow Streets or Neighborways,
• Implementing transit-only lane or transit stop upgrades, or
• Protected bike lane upgrades and bicycle toolkit implementation.

Corridor recommendations include projects that require additional resources, such as a planning process, design, outreach, and legislative constraints. In the future, the SFMTA can engage in a planning and design process to develop potential alternatives, analyze trade-offs, and select a preferred alternative to advance for implementation.
4. Existing Conditions Inventory Development

The following section describes the methodology approach to record the existing conditions inventory of the portion of HIN segments reviewed in this Study.

4.1 HIN GIS Network Preparation

The HIN GIS data was provided to Fehr & Peers as lines at the block level. For the purpose of this Study, HIN blocks were aggregated into contiguous HIN segments. Segments over a half mile long underwent additional analysis in which center medians, number of lanes, travel direction, and whether the segment was separated by a freeway were reviewed. If those four variables were the same throughout the entire segment, they were kept as one HIN segment. If any of these four variables differed throughout the segment, they were then divided into individual segments. For segments less than a half mile long, even if the median, lane, direction, and freeway separation characteristics changed, the segment was maintained as a single unit, assuming that corridor projects would not be implemented at least at a half a mile scale.

4.2 Assembling Data Inputs

All existing conditions inventory information and the core toolkit, quick-build improvements and corridor recommendations are summarized in a single database (the database) and was transmitted electronically along with this study in both GIS and Excel formats. The database includes the existing conditions data, quick-build improvements, corridor recommendations, and high-level cost estimates. In addition, the Excel version includes summary statistics and metadata information. A complete summary table of metadata documenting the initial data source (SFMTA or Fehr & Peers collected), the year created or last modified, and GIS variable names was provided. The following table is a sample of the complete metadata provided.
<table>
<thead>
<tr>
<th>Column Name</th>
<th>Description</th>
<th>Data Source</th>
<th>Feature Class (If Applicable)</th>
<th>Last Modified</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Lanes</td>
<td>Maximum number of lanes in the segment</td>
<td>Post-processed</td>
<td>MTA.CTA_trafficlanes</td>
<td>09/2016</td>
</tr>
<tr>
<td>12&quot; Signal Head</td>
<td>Presence of signal heads at signalized intersections (Y/N/Partial/NA)</td>
<td>Updated through fieldwork</td>
<td>_8_12_heads shapefile</td>
<td>12/2022</td>
</tr>
<tr>
<td>Leading Pedestrian Intervals (LPI)</td>
<td>Presence of LPI (Y/N/Partial)</td>
<td>Updated through fieldwork</td>
<td>lpi_locations shapefile</td>
<td>12/2022</td>
</tr>
<tr>
<td>Walk Speed 3.0</td>
<td>Presence of walk speed 3.0 at signalized intersections (Y/N/Partial/NA)</td>
<td>Post-processed</td>
<td>ws3.0_2022-11-28 transmitted via email on 12/08/2022</td>
<td>12/2022</td>
</tr>
<tr>
<td>Accessible Pedestrian Signals (APS)</td>
<td>Presence of APS at signalized intersections (Y/N/Partial/NA)</td>
<td>Updated through fieldwork</td>
<td>NA</td>
<td>03/2023</td>
</tr>
<tr>
<td>Pedestrian Countdown Signals (PCS)</td>
<td>Presence of PCS at signalized intersections (Y/N/Partial/NA)</td>
<td>Updated through fieldwork</td>
<td>NA</td>
<td>03/2023</td>
</tr>
<tr>
<td>Continental Crosswalks</td>
<td>Continental crosswalks present at intersections (Y/N/Partial)</td>
<td>Street View/aerial</td>
<td>NA</td>
<td>03/2023</td>
</tr>
<tr>
<td>Advance Limit Lines</td>
<td>Presence of advanced limit lines at signalized intersections (Y/N/Partial)</td>
<td>Street View/aerial</td>
<td>NA</td>
<td>03/2023</td>
</tr>
<tr>
<td>Daylighting</td>
<td>Daylighting at intersections (Y/N/Partial)</td>
<td>Updated through fieldwork</td>
<td>NA</td>
<td>03/2023</td>
</tr>
<tr>
<td>Transit-only Lane</td>
<td>Presence of TOL (Y/N/Partial)</td>
<td>Post-processed</td>
<td>MTA.transitonlylanes</td>
<td>03/2021</td>
</tr>
</tbody>
</table>

Notes:
1. The column name refers to Column C of the database’s metadata tab which is the element analyzed throughout the row.
2. The description column refers to the description of the row being analyzed in Column D of the database's metadata tab.

3. The data source column refers to the Column F of the metadata tab. For the data source column, sources mentioned include “NA,” “Street View/aerial,” “Post-processed,” and “Updated through fieldwork.” “NA” means that there is no specific source file for this data and/or it was created for the purpose of the element’s analysis. “Street View/aerial” means that data was reviewed manually through aerial Google Street View. “Post-processed” means data provided by SFMTA was post-processed by Fehr & Peers. Lastly, “Updated through fieldwork” means the data was collected and/or verified through in-person field observations.

4. Anything listed under Feature Class column (Column E in the metadata tab) means the original source was directly from SFMTA and Fehr & Peers used an automation process to summarize it at the segment level or intersection level.

5. The last modified column refers to Column H of the metadata tab. This column either has a year provided or “NA.” NA means no date was identified for the SFMTA-provided data.

6. Only PCS and continental crosswalks were updated at the intersection level.

Fehr & Peers compiled the SFMTA datasets, and using both manual and automated processes, completed the remaining data collection. Data was collected at either the segment or intersection level. All quick-build elements were collected at the segment level, but continental crosswalks and pedestrian countdown signals (PCS) were collected at the intersection level via fieldwork. The rest of the elements were updated at the segment level through a post-processing effort of SFMTA’s existing GIS files or through fieldwork and/or Google Street View. This review provided a high-level screening of needs across the 50 miles of unaddressed HIN. The full database is available in Excel and GIS formats. Data collection methods for improvements are described in Table 2.
Table 2: Collection Method for Improvements

<table>
<thead>
<tr>
<th>Element</th>
<th>Collection Method</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Quick-Build Core Toolkit</strong></td>
<td></td>
</tr>
<tr>
<td>Continental crosswalks (high-visibility crosswalks)</td>
<td>Street View/aerial at the intersection level</td>
</tr>
<tr>
<td>Advanced limit lines</td>
<td>At signalized intersections through a Street View/aerial at the segment level</td>
</tr>
<tr>
<td>Daylighting</td>
<td>Updated through fieldwork at the segment level</td>
</tr>
<tr>
<td>Walk speed</td>
<td>Post-processed MTA data at the segment level</td>
</tr>
<tr>
<td>Leading Pedestrian Interval (LPI)</td>
<td>Updated through fieldwork at the segment level</td>
</tr>
<tr>
<td><strong>Other Improvements</strong></td>
<td></td>
</tr>
<tr>
<td>Accessible Pedestrian Signals (APS)</td>
<td>Updated through fieldwork at the segment level</td>
</tr>
<tr>
<td>Pedestrian Countdown Signals (PCS)</td>
<td>Updated through fieldwork at the intersection level</td>
</tr>
<tr>
<td>12&quot; signal heads</td>
<td>At signalized intersections updated through fieldwork at the segment level</td>
</tr>
</tbody>
</table>


To determine corridor improvements, data was collected at the segment level through fieldwork or additional analysis. Elements analyzed include:

- Segment length by miles
- Segment location in an Equity Priority Community (EPC)
- Maximum number of lanes
- Street width and block length
- Center median or hardened center median
- Maximum speed limit
- Number of intersections per segment
- Number of signalized, stop-controlled, all-way stop-controlled, side street stop-controlled, or uncontrolled intersections per segment
- 12" signal head
- Advanced limit line
- Stop bar
- Continent crosswalks
- Daylighting
- LPI, APS, and PCS
- Walk speed 3.0 (three feet per second)
- Overhead catenary systems (OCS)
- Number and proximity of schools, libraries, and parks
- Color curbs and/or parking regulations
• Adjacent land use type (commercial or residential)
• Bicycle facilities (paths, routes, lanes, separated bikeways, none, etc.)
• High frequency and standard transit routes
• Bus bulbs, zones, stops, curbs, bars, or islands
• Bus stop locations (e.g., far-side, near-side, mid-block, etc.)
• Transit-only lanes or queue jumps
• Killed or Severely Injured (KSI) collisions by mode
• Yield teeth at midblock or unmarked crosswalks
• Bulb outs
• Turn restrictions
• Protected left turns
• Pedestrian scrambles
• ADA curb ramps
• Slow Streets or car-free streets
• Left- or right-turn guide bumps
• No turn on red restrictions
• Active flex zones
• High-pedestrian activity
5. Recommendations

All recommendations are summarized in the database and in the Attachment A corridor summary cut sheets. The corridor cut sheets present the corridor location and summarize roadway characteristics, existing conditions by mode, adjacent land uses, 2017-2022 fatal and severe injury collision crash history, quick-build recommendations, and future corridor considerations. Each icon is color-coded. The lightest color indicating the countermeasure is not present or not recommended. Medium saturation indicating it is present or recommended on part of the corridor. The darkest saturation indicating it is present on the whole corridor or recommended for the whole corridor. Existing conditions are shown in blue, and recommendations are shown in orange. An example cut sheet is provided in Figure 2.
Quick-build recommendations are provided at the segment level for the HIN segments reviewed. The quick-build recommendations are summarized in Table 3 and presented by corridor in Attachment A. Most locations along the HIN network already have quick-build improvements implemented, with advanced limit lines and walk speed of 3.0 feet per second the most common. However, of the 192 segments analyzed, approximately half of the segments require evaluation for daylighting and approximately two thirds of segments require evaluation for continental crosswalks.
Table 3: Summary of Recommended Improvements

<table>
<thead>
<tr>
<th>Improvement by HIN Segments (n=192)</th>
<th>Recommended Segments - Partial¹</th>
<th>Percent Remaining</th>
<th>Recommended Segments - None²</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quick-Build Core Toolkit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Install Daylighting</td>
<td>92</td>
<td>48%</td>
<td>9</td>
<td>5%</td>
</tr>
<tr>
<td>Install Continental Crosswalk</td>
<td>115</td>
<td>60%</td>
<td>10</td>
<td>5%</td>
</tr>
<tr>
<td>Change Walk Speed to 3.0 feet/second³</td>
<td>27</td>
<td>18%</td>
<td>15</td>
<td>10%</td>
</tr>
<tr>
<td>Install Leading Pedestrian Interval (LPI)</td>
<td>74</td>
<td>50%</td>
<td>45</td>
<td>30%</td>
</tr>
<tr>
<td>Install Advanced Limit Line</td>
<td>57</td>
<td>38%</td>
<td>38</td>
<td>26%</td>
</tr>
<tr>
<td>Other Improvements</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upgrade to 12'' Signal Heads</td>
<td>93</td>
<td>62%</td>
<td>14</td>
<td>9%</td>
</tr>
<tr>
<td>Upgrade to Accessible Pedestrian Signals (APS)</td>
<td>48</td>
<td>32%</td>
<td>68</td>
<td>46%</td>
</tr>
<tr>
<td>Upgrade to Pedestrian Countdown Signal (PCS)</td>
<td>8</td>
<td>5%</td>
<td>8</td>
<td>5%</td>
</tr>
</tbody>
</table>

Source: Fehr & Peers (2023); SFMTA (2023).

Notes:
4. Locations where at least one treatment is present on the segment.
5. Locations where no treatments are present on the segment.
6. Data was not updated with fieldwork.

5.1.1 Cost Estimates

SFMTA developed cost estimate ranges for implementation of each quick-build element by intersection and/or approach. Table 4 shows the cost assumptions used to develop the cost estimates and presents the total network cost for the unaddressed 50 miles of HIN by improvement type. The total cost to implement the core toolkit quick-build improvements is estimated to be $4,038,000-$5,760,000. The total cost of all improvements is $14,222,000-$330,929,000. Detailed cost estimates can be found in the database.
Table 4: Cost Estimates of Improvements

<table>
<thead>
<tr>
<th>Cost Range (Labor and Materials)</th>
<th>Note</th>
<th>Unit Cost (Low)</th>
<th>Unit Cost (High)</th>
<th>Total Cost (Low)</th>
<th>Total Cost (High)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Quick-Build Core Toolkit Improvements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daylighting (intersection)</td>
<td>Estimates range from STOP sign daylighting (low) to signalized daylighting and removing parking meters (high)</td>
<td>$1,072.40</td>
<td>$2,604.80</td>
<td>$365,688</td>
<td>$888,237</td>
</tr>
<tr>
<td>Advance Limit Line or Stop Bar</td>
<td>Estimates assume different street widths and need for signal timing changes</td>
<td>$1,694.08</td>
<td>$2,836.80</td>
<td>$924,968</td>
<td>$1,548,893</td>
</tr>
<tr>
<td>Continental Crosswalk</td>
<td>Estimates assume different street widths/intersection complexity</td>
<td>$4,000.00</td>
<td>$6,000.00</td>
<td>$1,152,000</td>
<td>$1,728,000</td>
</tr>
<tr>
<td>Walk Speed of 3.0 ft/sec¹</td>
<td></td>
<td>$5,000.00</td>
<td>$5,000.00</td>
<td>$260,000</td>
<td>$260,000</td>
</tr>
<tr>
<td>LPI¹</td>
<td></td>
<td>$5,000.00</td>
<td>$5,000.00</td>
<td>$1,250,000</td>
<td>$1,250,000</td>
</tr>
<tr>
<td>Walk Speed of 3.0 ft/sec + LPI Simultaneous Upgrade¹</td>
<td>No additional cost when adding WS3.0 and LPI concurrently</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
<td>$85,000</td>
<td>$85,000</td>
</tr>
<tr>
<td><strong>Subtotal Cost of Quick-Build Core Toolkit Improvements</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$4,037,656</strong></td>
<td><strong>$5,760,130</strong></td>
</tr>
</tbody>
</table>

| **Other Improvements** |      |                 |                 |                 |                 |
| Automated Pedestrian Signa (APS)² | Low est. per signal; High est. per intersection if signal hardware is deficient | $25,000.00  | $1,000,000.00  | $7,100,000       | $284,000,000 |
| Pedestrian Countdown Signal (PCS)² | Low est. per signal; High est. per intersection if signal hardware is deficient | $25,000.00  | $1,000,000.00  | $725,000        | $29,000,000 |
| APS + PCS Simultaneous Upgrade² | Low est. per signal; High est. per intersection if signal hardware is deficient; No additional cost when adding APS/PCS concurrently | $25,000.00  | $1,000,000.00  | $150,000        | $6,000,000 |
| 8” to 12” Signal Lens Upgrade | Estimates assume different number of signal heads that need upgrade | $10,040.35  | $28,040.35     | $2,208,877      | $6,168,877    |
| **Subtotal Cost of Other Improvements** | | | | **$10,183,877** | **$325,168,877** |
| **Total Cost of Improvements** | | | | **$14,221,533** | **$330,929,007** |

Source: SFMTA (2023).

Notes:
1. Intersections where both walk speed 3.0 ft/sec and LPI can be upgraded simultaneously are only included in the bundled cost estimate.
2. Intersections where both APS and PCS can be upgraded simultaneously are only included in the bundled cost estimate.
### 5.2 Potential Corridor Recommendations

Corridor improvements are recommended at the segment level. Potentially, these recommendations can be bundled or combined with other mutually exclusive projects. Each corridor may be more or less complex depending on the number of potential improvements for consideration. Corridor improvement recommendations are described in Table 5 while project complexity corresponding with the potential low-medium-high cost estimates are described in Table 6.

**Table 5: Corridor Improvement Descriptions**

<table>
<thead>
<tr>
<th>Corridor Improvement Recommendation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhanced pedestrian safety treatments</td>
<td>Enhanced pedestrian safety treatment toolkit includes features such as yield teeth, painted safety zones, bulb outs, turn restrictions, protected left turns, stop signs, pedestrian scrambles, signal retiming, social distancing lanes, or car-free streets.</td>
</tr>
<tr>
<td>Road diet</td>
<td>Reducing roadway width or the number of roadway lanes.</td>
</tr>
<tr>
<td>Curb management</td>
<td>Includes color curb changes, loading zones, metered parking and parking prohibition</td>
</tr>
<tr>
<td>Improved walking width</td>
<td>Closing off a parking lane for pedestrian usage.</td>
</tr>
<tr>
<td>Lower speed limit</td>
<td>Lowering speed limits</td>
</tr>
<tr>
<td>Slow street/ Neighborway</td>
<td>Restricting thru-traffic of private vehicles (Slow Street) Low stress bikeway (Neighborway)</td>
</tr>
<tr>
<td>Transit-Only lane or stop upgrades</td>
<td>Transit toolkit improvements include features such as transit-only lanes, transit queue jumps, stop relocations, stop consolidations, or loading islands.</td>
</tr>
<tr>
<td>Bike safety improvements</td>
<td>Bike safety toolkit includes features such as a bike box, two-stage turn box, jughandle, protected intersections, no turn on red restrictions, bike signals, protected bikeways, bike lanes, Neighborways, or active flex zones.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Decision Factors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Segments with high pedestrian activity: within 1,000 ft of schools, parks of libraries</td>
</tr>
<tr>
<td>Segments with: •3 or more lanes &amp; no median &amp; no transit, OR •non-hardened median &amp; no transit.</td>
</tr>
<tr>
<td>Segments with: •commercial corridors, OR •protected bike lanes.</td>
</tr>
<tr>
<td>Segments with: •high pedestrian activity (within 1,000 ft of schools, parks of libraries) &amp; inadequate sidewalk width¹</td>
</tr>
<tr>
<td>Segments on commercial corridors where AB43 criteria is met &amp; speed &gt; 20 mph</td>
</tr>
<tr>
<td>Segments with: •no transit, AND •two-lane streets on residential corridors, OR •existing bike routes and on residential corridors.</td>
</tr>
<tr>
<td>Segments with frequent transit service.</td>
</tr>
<tr>
<td>Segments with: •existing bike lanes/ bike routes on a four-lane roadway, OR •two travel lanes &amp; parking lanes &amp; street width &gt; 40', OR •bike KSI collisions &gt;0</td>
</tr>
</tbody>
</table>

Source: Fehr & Peers (2023); SFMTA (2023). Notes:

1. Inadequate sidewalk width is based on the Better Streets Plan (SFMTA, 2010)
Table 6: Corridor Recommendations

<table>
<thead>
<tr>
<th>Corridor Recommendations</th>
<th>Full Corridor</th>
<th>Percent of All Corridors</th>
<th>Partial Corridor</th>
<th>Percent of All Corridors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Only Lane Quick-Build or Transit Stop Upgrade Toolkit</td>
<td>49</td>
<td>26%</td>
<td>15</td>
<td>8%</td>
</tr>
<tr>
<td>Bicycle Safety Quick-Build &amp; Bicycle Toolkit</td>
<td>99</td>
<td>52%</td>
<td>13</td>
<td>7%</td>
</tr>
<tr>
<td>Slow Street/Neighborway</td>
<td>9</td>
<td>5%</td>
<td>11</td>
<td>6%</td>
</tr>
<tr>
<td>Road Diet</td>
<td>56</td>
<td>29%</td>
<td>3</td>
<td>2%</td>
</tr>
<tr>
<td>Improved Walking Width</td>
<td>35</td>
<td>18%</td>
<td>37</td>
<td>19%</td>
</tr>
<tr>
<td>Pedestrian Toolkit</td>
<td>111</td>
<td>58%</td>
<td>10</td>
<td>5%</td>
</tr>
<tr>
<td>Lower Speed Limit</td>
<td>7</td>
<td>4%</td>
<td>9</td>
<td>5%</td>
</tr>
<tr>
<td>Curb Management</td>
<td>60</td>
<td>31%</td>
<td>10</td>
<td>5%</td>
</tr>
</tbody>
</table>

Source: Fehr & Peers (2023); SFMTA (2023).
Notes:
1. These corridor recommendations are considered when estimating the corridor complexity index.

5.2.1 Cost Estimates

These very high-level cost ranges have a low-medium-high scale with additional contingency varying on project complexity, as shown in Table 7. Corridor costs are based on a complexity index of 1-4. The complexity index is assigned based on the following potential corridor improvements that are recommended for the corridor:

- Transit Only Lane Quick-Build or Transit Stop Upgrade
- Bicycle Safety Quick-Build & Bicycle Toolkit
- Slow Streets/Neighborway
- Road Diet

Corridors with only one of the above recommended improvements receive a score of 1, while corridors where all the above improvements are recommended received a score of four. The higher the complexity of the corridor, the higher the total cost per mile of implementing corridor improvements. Corridors with “low” cost estimates score 1 in the complexity index and can include improvements such as road diets, neighborways, or protected bike lanes. Corridors with “medium” cost estimates score 2 in the complexity index and can include improvements such as road diets and protected bike lanes, or separated bike lanes and Slow Streets. Corridors with “high” cost estimates could score 3 or more in the complexity index and include three or more corridor recommendations to be considered simultaneously.

Cost estimates by mile are presented in the database. The cost for the corridor projects is estimated to be $46,613,000.
### Table 7: Corridor Cost Estimates

<table>
<thead>
<tr>
<th>Relative Cost</th>
<th>Complexity Index</th>
<th>Planning Cost Per Mile</th>
<th>Construction Cost Per Mile</th>
<th>EPC Planning Mark-Up (+15%)</th>
<th>Contingency</th>
<th>Total Cost Per Mile (EPC)</th>
<th>Total Cost Per Mile (non-EPC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Range (&lt;$500K)</td>
<td>1</td>
<td>$110,000</td>
<td>$290,000</td>
<td>$16,500</td>
<td>10%</td>
<td>$416,500</td>
<td>$400,000</td>
</tr>
<tr>
<td>Medium Range ($500K - $1M)</td>
<td>2</td>
<td>$330,000</td>
<td>$330,000</td>
<td>$49,500</td>
<td>15%</td>
<td>$709,500</td>
<td>$709,500</td>
</tr>
<tr>
<td>High Range (&gt; $1M)</td>
<td>3+</td>
<td>$385,500</td>
<td>$1,264,500</td>
<td>$57,825</td>
<td>20%</td>
<td>$1,707,825</td>
<td>$1,707,825</td>
</tr>
</tbody>
</table>

Source: SFMTA (2023).
Figure 3: Citywide High-Injury Corridor Complexity Scoring

The complexity score is estimated based on the number of recommended corridor projects for each segment, from transit-only lanes, bicycle safety improvements, slow streets and road diet. A complexity score of 1 means one type of corridor project is recommended, while a complexity score of 4 means all four corridor project types are recommended. A complexity score of zero considers other corridor recommendations such as speed reductions or pedestrian safety improvements.

Attachment A: Cut Sheets
10TH ST
Stevenson St to Brannan St

Map Extents

Roadway Characteristics

Existing Conditions

Rate and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation
11TH ST
Minna St to Burns Pl

Map Extents

Roadway Characteristics

Existing Conditions

Quick-Build Toolkit Recommendation

Future Corridor Considerations

SFMTA Vision Zero
Quick-Build Pre-Planning

SFCTA Equity Priority
Communities

High Injury Network
Improved HIN

Commercial Corridor
Stop-Controlled
Intersection

Signalized Intersection
MUNI Stops

1,000 Feet

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

12

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped. Interval
Pedestrian Countdown

Walk Speed (3 ft/sec)
12" Signal Head

Fatal and Severe Injury Collisions*

2017 - 2022

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

2 Bus Zones
0 Flag Stops
High Frequency Transit

9R, 9 Route

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/ Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
14TH ST
Landers St to Natoma St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*
2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Quick-Build Toolkit Recommendation

Future Corridor Considerations

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation
QUICK-BUILD TOOLKIT RECOMMENDATION

**15TH ST**
Utah St to Rhode Island St

**Map Extents**
- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Roadway Characteristics**
- Two Way
- 2 lanes
- Posted Speed Limit 25
- OCS

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation
- NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

**Existing Conditions**
- NA for Full Corridor Implementation
- NA for Partial Corridor Implementation
- NA for No Corridor Implementation
- NA for Treatments apply to signals.

**Fatal and Severe Injury Collisions**
- 0 Fatal Collisions
- 2 Severe Collisions
- 0 Fatal and Severe Collisions
- 0 Fatal Collisions
- 1 Severe Collision

**2017 - 2022**
- Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Future Corridor Considerations**
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation
- NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
16TH ST
De Haro St to Missouri St

Map Extents

Roadway Characteristics

2 Lanes

Existing Conditions

Legend
- Full Corridor
- Partial Corridor
- No Corridor

SFMTA Vision Zero
Quick-Build Pre-Planning

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Loading Ped. Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

Fatal and Severe Injury Collisions*

0
3
0
0
0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

School, Park, or Library
Commercial Corridor
Equity Priority Community

SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

1,000 Feet

16th St
High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

0
3
0
0
0

2017 - 2022

1 Bus Zones
1 Flag Stops
High Frequency Transit
Route

22, 55
17TH ST
Hartford St to Albion St

Map Extents

Roadway Characteristics

Existing Conditions

Quick-Build Toolkit Recommendation

Future Corridor Considerations

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pod Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Map Extents**

- High Injury Network
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Roadway Characteristics**

- Two Way
- 2 Lanes
- Posted Speed Limit
- 25
- OCS

**Existing Conditions**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**Fatal and Severe Injury Collisions**

2017 - 2022

- SFMTA Vision Zero
- Quick-Build Pre-Planning

- Map Extents

- Equity Priority Community

- Commercial Corridor

- School, Park, or Library

- 0 Bus Zones
- 1 Flag Stops
- High Frequency Transit
- TBUS Route

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
18TH ST
Dolores St to San Carlos St

**Quick-Build Toolkit Recommendation**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pod Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**Existing Conditions**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

**Fatal and Severe Injury Collisions***

- 1
- 1
- 1
- 0
- 2

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Future Corridor Considerations**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit

- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements
19TH AVE
Ulloa St to Wawona St

Quick-Build Pre-Planning
SFMTA Vision Zero

Map Extents

Roadway Characteristics

Legend

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Quick-Build Toolkit Recommendation

Future Corridor Considerations

Legend
19TH AVE
Ortega St to Pacheco St

SFMTA Vision Zero
Quick-Build Pre-Planning

Map Extents

- High Injury Network
- Improved HiN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

Roadway Characteristics

- 2 Way
- 6 Lanes
- Posted Speed Limit 30
- OCS

Existing Conditions

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

- 0 Bus Zones
- 0 Flag Stops
- 0 High Frequency Transit Routes

Fatal and Severe Injury Collisions*

2017 - 2022

0
1
0
0
0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Quick-Build Toolkit Recommendation

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Future Corridor Considerations

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit

- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation
19TH AVE
Irving St to Judah St

Map Extents

Roadway Characteristics
- TWO WAY LANE
- 6 LANES
- POSTED SPEED LIMIT 30

Existing Conditions
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

Quick-Build Toolkit Recommendation
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Fatal and Severe Injury Collisions*
2017 - 2022

Future Corridor Considerations
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
19TH ST
Mission St to Treat Ave

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Existing Conditions

- Fatal and Severe Injury Collisions*
  2017 - 2022
  * Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

Map Extents

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

Roadway Characteristics

- 2 LANE
- Posted Speed Limit 25

- 1/2塊

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- Bus Zones
- Flag Stops
- High Frequency Transit

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

Legend

- School, Park, or Library
- Commercial Corridor
- Equity Priority Community
**1ST ST**
Stevenson St to Lansing St

**QUICK-BUILD TOOLKIT RECOMMENDATION**
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Counting
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**MAP EXTENTS**
- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**ROADWAY CHARACTERISTICS**
- 3 Lanes
- Post Speed Limit 25

**EXISTING CONDITIONS**
- Fatal and Severe Injury Collisions*

**FUTURE CORRIDOR CONSIDERATIONS**
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

---

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
20TH ST
San Carlos St to Treat Ave

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

SFMTA Vision Zero
Quick-Build Pre-Planning

SFCTA Equity Priority
Communities

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped. Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements
22ND ST
Shotwell St to Treat Ave

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

Quick-Build Pre-Planning

SFMTA Vision Zero

2017 - 2022

* Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

SFCTA Equity Priority Communities

Commercial Corridor

Equity Priority Community

2 Lanes

25

TWO WAY

POSTED SPEED LIMIT

12" Signal Head

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/ Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Pedestrian Countdown
Loading Ped Interval
Pedestrian CountDown
Slow Streets LOCAL TRAFFIC ONLY

0 Bus Zones
0 Flag Stops
High Frequency Transit

0

0

0

0

0

0

0

0

0

0

0
**22ND ST**  
*Minnesota St to 22nd St Split*

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- **High Visibility Crosswalks**
- **Streets**
- **Advanced Limit Lines**
- **Loading Pod Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**FUTURE CORRIDOR CONSIDERATIONS**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

**Roadway Characteristics**

- **2 Lanes**
- **TWO WAY**
- **POSTED SPEED LIMIT 25**

**Existing Conditions**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Ped Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**Fatal and Severe Injury Collisions**

- **1** 2017 - 2022
- **0**
- **0**
- **0**
- **0**

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*
### 23RD ST
Nellie St to Guerrero St

#### Map Extents

#### Roadway Characteristics
- **2 Lanes**
- **One Way/Two Way**
- **Posted Speed Limit 25**
- **OCS**

#### Existing Conditions

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**High Injury Network**
- **Improved HIN**
- **SFCTA Equity Priority Communities**
- **Commercial Corridor**
- **Stop-Controlled Intersection**
- **Signalized Intersection**
- **MUNI Stops**

**0 Bus Zones**
- **0 Flag Stops**
- **High Frequency Transit**

**0** Bike Path
- **0** Bike Lane
- **0** Bike Route
- **0** Separated Bike Lane
- **0** Neighborway

#### Fatal and Severe Injury Collisions*
2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

#### QUICK-BUILD TOOLKIT RECOMMENDATION
- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Loading Ped. Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

#### FUTURE CORRIDOR CONSIDERATIONS
- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**
24TH ST  
Noe St to Poplar St

SFMTA Vision Zero  
Quick-Build Pre-Planning

Quick-Build Toolkit Recommendation

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Map Extents

Roadway Characteristics

- Two Way 2 Lanes
- Posted Speed Limit 20
- OCS

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Fatal and Severe Injury Collisions*

- 2017 - 2022
- * Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Quick-Build Pre-Planning

Future Corridor Considerations

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

School, Park, or Library

Commercial Corridor

Equity Priority Community
25TH ST
Connecticut St to 3rd St

Map Extents

Roadway Characteristics

Existing Conditions

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

**2017 - 2022**

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
3RD ST
Lane St to Bayshore Blvd/Meade Ave

Map Extents

Roadway Characteristics

Existing Conditions

Quick-Build Toolkit Recommendation

Future Corridor Considerations

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

---

**3rd St**

Lane St to Bayshore Blvd/Meade Ave

**Map Extents**

**Roadway Characteristics**

- **4 Lanes**
- **One Way/Two Way**
- **OCS**

**Existing Conditions**

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**Quick-Build Toolkit Recommendation**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pod Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**Future Corridor Considerations**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

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**SFMTA Vision Zero Quick-Build Pre-Planning**

**High Injury Network**

**Improved HIN**

**SFCTA Equity Priority Communities**

**Commercial Corridor**

**Stop-Controlled Intersection**

**Signalized Intersection**

**MUNI Stops**

1,000 Feet

**San Bruno Bayshore**

**High Injury Network**

**Improved HIN**

**SFCTA Equity Priority Communities**

**Commercial Corridor**

**Stop-Controlled Intersection**

**Signalized Intersection**

**MUNI Stops**

1,000 Feet

**2017 - 2022**

Fatal and Severe Injury Collisions*

2017 - 2022

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
3RD ST
Underwood Ave to Fairfax Ave

Map Extents

Roadway Characteristics

4 Lanes

POSTED SPEED LIMIT
20 OCS

48

Existing Conditions

SDMTA Vision Zero
Quick-Build Pre-Planning

3rd ST

Underwood Ave to Fairfax Ave

The image contains a map and various icons and symbols indicating road characteristics such as high injury network, improved active network, and equity priority communities. The map also highlights different road features such as signalized intersections, MUNI stops, and bus zones.

The Roadway Characteristics section includes symbols for four lanes, posted speed limit, and OCS (on-street parking).

The Existing Conditions section includes icons for bus zones, flag stops, high frequency transit routes, and a list of bus routes.

The Fatal and Severe Injury Collisions section lists the number of collisions for the period 2017-2022.

The Quick-Build Toolkit Recommendation section includes icons for high visibility crosswalks, day lighting, advanced limit lines, loading pod interval, and pedestrian countdown.

The Future Corridor Considerations section includes icons for enhanced pedestrian safety treatments, road diet, curb management, improved walking width, lower speed limit, slow street/neighborway, transit-only lane or stop upgrade, bicycle toolkit & safety improvements.

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
3RD ST
Davidson Ave to 26th St

Map Extents

Roadway Characteristics

Existing Conditions

Quick-Build Toolkit Recommendation

Future Corridor Considerations

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

SFMTA Vision Zero
Quick-Build Pre-Planning

3RD ST Davidson Ave to 26th St

High Injury Network
Improved HiN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

Roadway Characteristics

4 Lanes

Posted Speed Limit
30

4 Lanes

Existing Conditions

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

Legend

School, Park, or Library
Commercial Corridor
Equity Priority Community

Quick-Build Toolkit Recommendation

1. High Visibility Crosswalks
2. Daylighting
3. Painted Safety Zones
4. Advanced Limit Lines
5. Loading Pad Interval
6. Pedestrian Countdown
7. Walk Speed (3 ft/sec)
8. 12" Signal Head

Future Corridor Considerations

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

2017 - 2022
* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Evans
Cesar Chavez
3rdSt

High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

KT, TBUS, 15

0 Bus Zones
2 Flag Stops
High Frequency Transit
Route
3RD ST
Mariposa St to Channel St

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Loading Pod Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**EXISTING CONDITIONS**

**Roadway Characteristics**

- **4 Lanes**
- **Two Way**
- **30 MPH**

**Map Extents**

- **High Injury Network**
- **Improved HIN**
- **SFCTA Equity Priority Communities**
- **Commercial Corridor**
- **Stop-Controlled Intersection**
- **Signalized Intersection**

**Fault and Severe Injury Collisions**

- **2017 - 2022**

**Future Corridor Considerations**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/ Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

**Legend**

- **Full Corridor Implementation**
- **Partial Corridor Implementation**
- **No Corridor Implementation**
4TH ST
Mission Bay Blvd N to King St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

Quick-Build Tool Kit Recommendation

Future Corridor Considerations

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

---

**SFMTA Vision Zero**

Quick-Build Pre-Planning

---

**ROADWAY CHARACTERISTICS**

- **2 Lanes**
- **POSTED SPEED LIMIT 25**
- **TWO WAY**

**EXISTING CONDITIONS**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Ped. Interval**
- **Pedestrian Countdown**

**FATAL AND SEVERE INJURY COLLISIONS**

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Ped. Interval**
- **Pedestrian Countdown**

**FUTURE CORRIDOR CONSIDERATIONS**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**

- **Slow Street/ Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

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**School, Park, or Library**

**Commercial Corridor**

**Equity Priority Community**

**Map Extents**

---

**KT, N, TBUS, S, 15, NBUS**
**4TH ST**
Shipley St to Clara St

**Map Extents**

**Roadway Characteristics**

- 1 LANE
- Posted Speed Limit: 25
- **OCS**

**Existing Conditions**

- **High Visibility Crosswalks**
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

**Fatal and Severe Injury Collisions**

- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

**4TH ST**

- 8, 8BX, 45, 15, 30, 8AX

**2017 - 2022**

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**SFMTA Vision Zero**

Quick-Build Pre-Planning

**SFCTA Equity Priority Communities**

**Communities**

**Stop-Controlled Intersection**

**Signalized Intersection**

**MUNI Stops**

**1,000 Feet**

**High Injury Network**

**Improved HIN**
8TH ST
Bryant St to Harrison St

**Map Extents**

- High Injury Network
- Improved HiN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Roadway Characteristics**

- 3 Lanes
- 25 MPH Speed Limit
- One Way

**Existing Conditions**

- Traffic Lights
- Bike Path
- Bike Lane
- Bike Route
- Separate Bike Lane
- Neighborway

**Fatal and Severe Injury Collisions**

- 0
- 0
- 1
- 0
- 2

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Quick-Build Toolkit Recommendation**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**Future Corridor Considerations**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements
9TH ST
Market St to Division St/San Bruno Ave

Map Extents

School, Park, or Library
Commercial Corridor
Equity Priority Community

Roadway Characteristics

4 Lanes
One Way
Posted Speed Limit 25

Existing Conditions

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped. Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12” Signal Head

Bike Path
Bike Lane
Bike Route
Separated Bike Lane
Neighborway

0 Bus Zones
0 Flag Stops
High Frequency Transit

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

SFMTA Vision Zero
Quick-Build Pre-Planning

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped. Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/ Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

Legend
Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation
ALEMANY BLVD
Mt Vernon St to Sickles Ave

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pod
- Intersection
- Pedestrian
- Countdown
- Walk Speed (3 ft/sec)
- 12” Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**EXISTING CONDITIONS**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Pad
- Interval
- Pedestrian
- Countdown
- Walk Speed (3 ft/sec)
- 12” Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**Map Extents**

- School, Park, or Library
- Commercial Corridor
- Equity Priority Community

**Roadway Characteristics**

- Two Way
- 4 Lanes
- Posted Speed Limit 35 OCS

**Existing Conditions**

- Fatal and Severe Injury Collisions*

  - 0
  - 0
  - 2
  - 0
  - 0

  2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**SFMTA Vision Zero Quick-Build Pre-Planning**
ALEMANY BLVD
Seneca Ave to Oneida Ave

Map Extents

Roadway Characteristics

Existing Conditions

Quick-Build Pre-Planning

SFMTA Vision Zero

 leftovers

 deteriorated

Text:

Roadway Characteristics

- 4 Lanes
- Two Way
- Posted Speed Limit 35

Existing Conditions

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

Fatal and Severe Injury Collisions*

2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Equity Priority Community

Commercial Corridor

Quick-Build Toolkit Recommendation

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Future Corridor Considerations

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend
ANZA ST
Masonic Ave to Spruce St

Roadway Characteristics

- 2 Lanes
- Paved Bike Path
- No Flag Stops
- High Frequency Transit
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops
- 1,000 Feet

Existing Conditions

- Fatal and Severe Injury Collisions*
  - 2017 - 2022
  - Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12” Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

Map Extents

SFMTA Vision Zero Quick-Build Pre-Planning
ARMSTRONG AVE
Lane St to Jennings St

Map Extents

Roadway Characteristics

2 Lanes

Existing Conditions

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped. Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/ Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

SFMTA Vision Zero
Quick-Build Pre-Planning

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
**BALBOA ST**  
2nd Ave to 10th Ave

**QUICK-BUILD TOOLKIT RECOMMENDATION**
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12” Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Map Extents**
- High Injury Network
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Roadway Characteristics**
- 3 Lanes
- Posted Speed Limit 25

**Existing Conditions**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**Fatal and Severe Injury Collisions**
- 1
- 1
- 1
- 0
- 1
- 2017 - 2022

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*

**SFMTA Vision Zero Quick-Build Pre-Planning**

**Equity Priority Community**
- School, Park, or Library
- Commercial Corridor
BAY ST
Octavia St to Leavenworth St

Map Extents

Roadway Characteristics

4 LANES

25

EXISTING CONDITIONS

Legend

Full Corridor
Implementation

Partial Corridor
Implementation

No Corridor
Implementation

SFMTA Vision Zero
Quick-Build Pre-Planning

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

** SFCTA Equity Priority Communities

Commercial Corridor

Equity Priority Community

School, Park, or Library

QUICK-BUILD TOOLKIT RECOMMENDATION

12" Signal Head

1000 Feet

Bay
Columbus
Van Ness
Lombard
MacArthur
Pope
Fort Mason
Franklin

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements

Legend

Full Corridor
Implementation

Partial Corridor
Implementation

No Corridor
Implementation

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
BAY ST
Jones St to Kearny St

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Advanced Limit Lines
- Loading Pod Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

EXISTING CONDITIONS

- Fatal and Severe Injury Collisions*
  2017 - 2022
  * Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

- 8,8BX
- Route
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

Legend

- High Visibility Crosswalks
- Daylighting
- Advanced Limit Lines
- Loading Pod Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 2 Flag Stops
- High Frequency Transit

Map Extents

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

1,000 Feet

School, Park, or Library

Commercial Corridor

Equity Priority Community

4 Lanes

SFMTA Vision Zero
Quick-Build Pre-Planning
BAY SHORE BLVD
Thornton Ave to Salinas Ave

Map Extents

Roadway Characteristics

4 Lanes

TWO WAY

Existing Conditions

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Quick-Build Toolkit Recommendation

Future Corridor Considerations

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

2017 - 2022

High Visibility Crosswalks

Daylighting

Painted Safety Zones

Advanced Limit Lines

Leading Ped Interval

Pedestrian Countdown

Walk Speed (3 ft/sec)

12” Signal Head

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements

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SFMATA Vision Zero
Quick-Build Pre-Planning

---

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

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 Fatal and Severe Injury Collisions*
BEACH ST  
Polk St to Grant Ave

Map Extents

Roadway Characteristics

2 Lanes

Existing Conditions

Fatal and Severe Injury Collisions*
2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

SFMTA Vision Zero  
Quick-Build Pre-Planning

QUICK-BUILD TOOLKIT RECOMMENDATION

12

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Loading Ped Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12” Signal Head

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/ Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

1 Bus Zones
3 Flag Stops
High Frequency Transit
Route

12" Signal Head

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Loading Ped Interval
Pedestrian Countdown
Slow Streets Local Traffic Only
Bus Zone
12" Signal Head

Equity Priority Community

Commercial Corridor

School, Park, or Library

Van Ness
North Point
MacArthur Bay
Columbus

Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

1,000 Feet

Map Extents
BROADWAY
Larkin St to Mason St

**Map Extents**
- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Roadway Characteristics**
- Two Way
- 2 Lanes
- Posted Speed Limit 25
- OCS

**Existing Conditions**
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12” Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

**Fatal and Severe Injury Collisions**
- 2017 - 2022
- *Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*

**Quick-Build Toolkit Recommendation**
- 14
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12” Signal Head

**Future Corridor Considerations**
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**SFMTA Vision Zero**
- Quick-Build Pre-Planning

**SFCTA Equity Priority Communities**
- Commercial Corridor
- Equity Priority Community

**4,000 Feet**
**Quick-Build Toolkit Recommendation**

- **High Visibility Crosswalks**: 6
- **Daylighting**: NA
- **Painted Safety Zones**: NA
- **Advanced Limit Lines**: NA
- **Loading Ped Interval**: NA
- **Pedestrian Countdown**: NA
- **Walk Speed (3 ft/sec)**: NA
- **12" Signal Head**: NA

**Future Corridor Considerations**

- **Enhanced Pedestrian Safety Treatments**: Complete
- **Road Diet**: Partial
- **Curb Management**: Complete
- **Improved Walking Width**: Partial
- **Lower Speed Limit**: Complete
- **Slow Street/Neighborway**: Complete
- **Transit-Only Lane or Stop Upgrade**: Complete
- **Bicycle Toolkit & Safety Improvements**: Complete

**Existing Conditions**

- **High Visibility Crosswalks**: NA
- **Daylighting**: NA
- **Painted Safety Zones**: NA
- **Advanced Limit Lines**: NA
- **Loading Ped Interval**: NA
- **Pedestrian Countdown**: NA
- **Bus Zones**: 0
- **Flag Stops**: 0
- **High Frequency Transit Route**: 8AX, 8, 8BX
- **Walk Speed (3 ft/sec)**: NA
- **12" Signal Head**: NA

- **Fatal and Severe Injury Collisions* (2017-2022)**: 0, 0, 1, 0, 0

**SFMTA Vision Zero Quick-Build Pre-Planning**

- **Legend**:
  - Full Corridor Implementation
  - Partial Corridor Implementation
  - No Corridor Implementation

- **NA indicates not applicable. Treatments apply to signals. No signals along this corridor.**
BRYANT ST
Ritch St to Zoe St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*
2017 - 2022

Legend

SFMTA Vision Zero
Quick-Build Pre-Planning

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
BUSH ST  
Scott St to Franklin St

Map Extents

Roadway Characteristics

3 Lanes

High Injury Network  
Improved HiN  
SFCTA Equity Priority Communities  
Commercial Corridor  
Stop-Controlled Intersection  
Signalized Intersection  
MUNI Stops

posted speed limit 25

12" signal head

Legend

Full Corridor Implementation  
Partial Corridor Implementation  
No Corridor Implementation

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Quick-Build Pre-Planning

SFMTA Vision Zero

Commercial Corridor

Equity Priority Community

Quick-Build Toolkit Recommendation

9

High Visibility Crosswalks  
Daylighting  
Painted Safety Zones  
Advanced Limit Lines  
Leading Ped Interval  
Pedestrian Countdown  
Walk Speed (3 ft/sec)  
12" Signal Head

Future Corridor Considerations

Enhanced Pedestrian Safety Treatments  
Road Diet  
Curb Management  
Improved Walking Width  
Lower Speed Limit  
Slow Street/Neighborway  
Transit-Only Lane or Stop Upgrade  
Bicycle Toolkit & Safety Improvements

Map Extents

School, Park, or Library
BUSH ST
Taylor St to Mason St

**Map Extents**

**Roadway Characteristics**

- High Injury Network
- 3 Lanes
- Posted Speed Limit 25
- One Way
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

**Existing Conditions**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**Fatal and Severe Injury Collisions**

- 0
- 0
- 1
- 0
- 0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Quick-Build Toolkit Recommendation**

- High Visibility Crosswalks
- Daylighting
- Advanced Limit Lines
- Loading Ped. Interval
- Signalized Intersection
- MUNI Stops
- Walk Speed (3 ft/sec)
- 12" Signal Head

**Future Corridor Considerations**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements
**CALIFORNIA ST**
19th Ave to 27th Ave

**Map Extents**

**Roadway Characteristics**
- 2 Lanes
- 40 mph Speed Limit
- Bus Lane

**Existing Conditions**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**Quick-Build Toolkit Recommendation**
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Lanes
- Loading Pad Interval
- Pedestrian Countdown
- 12" Signal Head
- Bus Zones
- 1 Flag Stop

**Future Corridor Considerations**
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

2017 - 2022

**Fatal and Severe Injury Collisions**
- 0
- 0
- 1
- 1

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*

**SFMTA Vision Zero Quick-Build Pre-Planning**
CALIFORNIA ST
Scott St to Walnut St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation
**CALIFORNIA ST**
Octavia St to Larkin St

**Map Extents**

**Roadway Characteristics**
- 4 Lanes
- Two Way
- Posted Speed Limit 25

**Existing Conditions**
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

**Cable Car**
- Route
- 0 Bus Zones
- 4 Flag Stops
- High Frequency Transit

**Fatal and Severe Injury Collisions**
- 1
- 3
- 0
- 0
- 1

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Quick-Build Toolkit Recommendation**
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**Future Corridor Considerations**
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation
CALIFORNIA ST
Stockton St to Leidesdorff St

**Map Extents**

**Roadway Characteristics**

- 3 Lanes
- Two Way
- Posted Speed Limit 25
- OCS

**Existing Conditions**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

**Cable Car**

- Route
- 0 Bus Zones
- 8 Flag Stops
- High Frequency Transit

**Fatal and Severe Injury Collisions***

- 1
- 3
- 0
- 0
- 0

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Quick-Build Toolkit Recommendation**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**Future Corridor Considerations**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements
CARROLL AVE
Ingalls St to Arelious Walker Dr

Map Extents

Roadway Characteristics

Existing Conditions

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

SFMTA Vision Zero
Quick-Build Pre-Planning

High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

School, Park, or Library
Commercial Corridor
Equity Priority Community

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped. Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/ Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

Treatments apply to signals.

No signals along this corridor.

2017 - 2022

1

NA

NA

NA

NA

NA

NA

NA

NA

NA

NA

NA

NA

NA

NA
 CESAR CHAVEZ ST
Connecticut St to Michigan St

Map Extents

Roadway Characteristics

4 Lanes

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

Quick-Build Toolkit Recommendation

Future Corridor Considerations

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

Quick-Build Toolkit Recommendation

17

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Loading Ped Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

Future Corridor Considerations

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/ Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
CHURCH ST
Dorland St to Hancock St

Map Extents

Roadway Characteristics

Existing Conditions

Quick-Build Toolkit Recommendation

Future Corridor Considerations

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**EXISTING CONDITIONS**

- Fatal and Severe Injury Collisions*
  - 2017 - 2022
  - *Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**SFMTA Vision Zero Quick-Build Pre-Planning**

**Equity Priority Community**

**Commercial Corridor**

**School, Park, or Library**

**COMMUNITY BUS ZONE**

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

**Valencia
16th St
Dolores
Guerrero
¯
High Injury Network
Improved HIN
SFCTA Equity Priority
Communities
Commercial Corridor
Stop-Controlled
Intersection
Signalized Intersection
MUNI Stops
1,000 Feet

**Map Extents**

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops
CLARENDON AVE
Laguna Honda Blvd to Ashwood Ln

Map Extents

Roadway Characteristics

4 Lanes

Existing Conditions

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

SFMTA Vision Zero
Quick-Build Pre-Planning

Quick-Build Toolkit Recommendation

1. High Visibility Crosswalks
2. Daylighting
3. Painted Safety Zones
4. Advanced Line Lines
5. Loading Pad Interval
6. Pedestrian Countdown
7. Walk Speed (3 ft/sec)
8. 12" Signal Head

Future Corridor Considerations

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops
1,000 Feet

High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

Laguna Honda
High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

0 Bus Zones
3 Flag Stops
High Frequency Transit
Route

0 0 0 0 0 2

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

2017 - 2022

 Fatal and Severe Injury Collisions*
**CORTLAND AVE**
Prospect Ave to Gates St

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- **6** High Visibility Crosswalks
- **NA** Daylighting
- **NA** Painted Safety Zones
- **NA** Advanced Limit Lines
- **NA** Loading Pad Interval
- **NA** Pedestrian Countdown
- **NA** Walk Speed (3 ft/sec)
- **NA** 12” Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**EXISTING CONDITIONS**

- **NA** High Visibility Crosswalks
- **NA** Daylighting
- **NA** Painted Safety Zones
- **NA** Advanced Limit Lines
- **NA** Leading Pad Interval
- **NA** Pedestrian Countdown
- **NA** Work Speed (3 ft/sec)
- **NA** 12” Signal Head

- **BUS ZONE** 8 Bus Zones
- **2 Flag Stops** 2 Flag Stops
- **HIGH FREQUENCY** High Frequency Transit

**Map Extents**

- Bernards Heights
- Cortland
- Mission
- San Jose
- Alemany

**High Injury Network**

- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Fatal and Severe Injury Collisions**

- 2017 - 2022
- Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

- 0
- 2
- 0
- 0
- 1

**SFMTA Vision Zero Quick-Build Pre-Planning**
**QUICK-BUILD TOOLKIT RECOMMENDATION**

**FUTURE CORRIDOR CONSIDERATIONS**

**Map Extents**
- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Roadway Characteristics**
- 2 Lanes
- Posted Speed Limit 25
- Slow Streets Local Traffic Only

**Existing Conditions**
- NA
- NA
- NA
- NA
- NA

**Fatal and Severe Injury Collisions**
- 0
- 2
- 1
- 0
- 0

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation
- NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

**School, Park, or Library**
- Yes

**Commercial Corridor**
- Yes

**Equity Priority Community**
- Yes

**Walk Speed**
- 3 ft/sec

**12" Signal Head**
- NA
DIVISADERO ST
Ofarrell St to Hayes St

Map Extents

Roadway Characteristics
- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

Legend
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

Existing Conditions
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

Fatality and Severe Injury Collisions*
1
3
1
0
0
2017 - 2022
* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements
DIVISADERO ST
Pine St to Garden St

Roadway Characteristics
- 4 Lanes
- 20 mph Speed Limit
- 12" Signal Head

Existing Conditions
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

Quick-Build Toolkit Recommendation
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Future Corridor Considerations
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

Fatal and Severe Injury Collisions*
- 0
- 1
- 0
- 0
- 0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Map Extents
- Commercial Corridor
- School, Park, or Library
- Equity Priority Community
DIVISION ST
Henry Adams St to De Haro St

**Roadway Characteristics**

- **2 LANES**
- **25** (TWO WAY)
- **OCS**
- **NA**
- **NA**

**Existing Conditions**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Pedestrian Countdown**
- **NA**
- **NA**
- **NA**
- **NA**
- **NA**

**Fatal and Severe Injury Collisions**

- **0**
- **0**
- **0**
- **0**
- **0**
- **0**

- 2017 - 2022
- *Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*

**Quick-Build Pre-Planning**

- SFMTA Vision Zero
- **School, Park, or Library**
- **Commercial Corridor**
- **Equity Priority Community**

**Quick-Build Toolkit Recommendation**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **NA**
- **NA**
- **NA**
- **NA**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**Future Corridor Considerations**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation
- NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
DOLORES ST
17th St to Liberty St

Quick-Build Toolkit Recommendation

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Future Corridor Considerations

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Existing Conditions

- Fatal and Severe Injury Collisions*
  - 2
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- Bus ZONE
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

- 1,000 Feet

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

Map Extents

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

School, Park, or Library

- Commercial Corridor

- Equity Priority Community

Legend

- South Van Ness
- 16th St
- Mission
- Valencia
- Dolores
- Guerrero

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

- 1,000 Feet

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

- 2017 - 2022

- * Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
**DUBOCE AVE**
Guerrero St to Elgin Pk

**SFMTA Vision Zero Quick-Build Pre-Planning**

**Map Extents**

**Roadway Characteristics**

- **4 Lanes**
- **TWO WAY**
- **POSTED SPEED LIMIT 25**
- **OCS**

**Existing Conditions**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Ped Interval**
- **Pedestrian Countdown**
- **Bike Path**
- **Bike Lane**
- **Bike Route**
- **Separated Bike Lane**
- **Neighborhood**

**Fatal and Severe Injury Collisions***

- **0**
- **0**
- **1**
- **0**
- **0**

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**FUTURE CORRIDOR CONSIDERATIONS**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

**School, Park, or Library**

**Commercial Corridor**

**Equity Priority Community**
**EDDY ST**
Webster St to Franklin St

**Map Extents**

**Roadway Characteristics**

- **2 Lanes**
- **2 Way**
- **25 mph Speed Limit**
- **Planned Bus Stop-Controlled Intersection**
- **Planned Signalized Intersection**

**Existing Conditions**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advance Limit Lines**
- **Leading Ped. Interval**
- **Pedestrian Countdown**
- **Bike Path**
- **Bike Lane**
- **Bike Route**
- **Separated Bike Lane**
- **Neighborway**

**Fatal and Severe Injury Collisions**

- **2017 - 2022**
- **0 Fatalities**
- **2 Severe Injuries**
- **3 High Injury**
- **0 Fatalities**
- **0 Severe Injuries**

**Quick-Build Toolkit Recommendation**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advance Limit Lines**
- **Loading Ped. Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**Future Corridor Considerations**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bike Toolkit & Safety Improvements**

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**SFMTA Vision Zero Quick-Build Pre-Planning**

**Legend**

- **Full Corridor Implementation**
- **Partial Corridor Implementation**
- **No Corridor Implementation**
EVANS AVE
Newhall St to Mendell St

Map Extents

Roadway Characteristics

- 4 Lanes
- Two Way
- Posted Speed Limit 35

Existing Conditions

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

Fatal and Severe Injury Collisions*

2017 - 2022
* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Equity Priority Community

Commercial Corridor

Legend
QUICK-BUILD TOOLKIT RECOMMENDATION

- **3** High Visibility Crosswalks
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Loading Pod Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **20 Speed Limit**
- **2 Lane**
- **Signal Head**

FUTURE CORRIDOR CONSIDERATIONS

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

**EXISTING CONDITIONS**

- **Full Corridor Implementation**
- **Partial Corridor Implementation**
- **No Corridor Implementation**

**HIGH INJURY NETWORK**

**IMPROVED HIN**

**SFCTA Equity Priority Communities**

**Commercial Corridor**

**Stop-Controlled Intersection**

**Signalized Intersection**

**MUNI Stops**

**1,000 Feet**

**School, Park, or Library**

**Commercial Corridor**

**Equity Priority Community**

**GUARDIAN**

**TOTAL**

**2017 - 2022**

Fatal and Severe Injury Collisions*

- **0**
- **3**
- **0**
- **0**
- **1**

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
FOLSOM ST
24th St to Precita Ave

Map Extents

Roadway Characteristics

Existing Conditions

 Fatal and Severe Injury Collisions*

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Loading Ped. Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

2 Bus Zones
4 Flag Stops
High Frequency Transit
12, 67 Route

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/ Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

2 Lanes

OCS

Potrero
Cesar Chavez
Mission
South Van Ness

High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
FOLSOM ST
18th St to 22nd St

Map Extents

Roadway Characteristics

4 LANEs

TWO WAY

Existing Conditions

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/ Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements
FOLSOM ST
Erie St to 15th St

Map Extents

High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

Roadway Characteristics

2 Lanes
2 Way
12" Signal Head
12, 27 Route

Existing Conditions

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

Legend

1 Bus Zones
0 Flag Stops
High Frequency Transit

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Loading Ped. Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/ Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

Legend

0
0
0
0
1

SFMTA Vision Zero
Quick-Build Pre-Planning

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
FOLSOM ST
Rodgers St to Langton St

**Quick-Build Toolkit Recommendation**

- **6** High Visibility Crosswalks
- **NA** Daylighting
- **NA** Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- **NA** Pedestrian Countdown
- **NA** Walk Speed (3 ft/sec)
- **12" Signal Head**

**Future Corridor Considerations**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**Fatal and Severe Injury Collisions***

- 0
- 0
- 0
- 0
- 0
- 0

- 12, 27

**2017 - 2022**

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Map Extents**

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- Full Corridor
- Partial Corridor
- No Corridor

**Existing Conditions**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 0 Bus Zones
- 0 Flag Stops
- **12, 27** Route

- Slow Streets
- Local Traffic Only

- 0
- 0
- 0
- 0
- 0
- 0

- SFCTA Equity Priority Communities
- Commercial Corridor
- School, Park, or Library

- 0
- 0
- 0
- 0
- 0
- 0

- 1,000 Feet
- 0
- 0
- 0
- 0
- 0

- 12, 27

- **SFMTA Vision Zero Quick-Build Pre-Planning**
**FRANKLIN ST**
Myrtle St to Fulton St

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- **15**
  - High Visibility Crosswalks
  - Daylighting
  - Painted Safety Zones
  - Advanced Limit Lines
  - Loading Pad Interval
  - Pedestrian Countdown
  - Walk Speed (3 ft/sec)
  - 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**Existing Conditions**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**Map Extents**

- School, Park, or Library
- Commercial Corridor
- Equity Priority Community

**Roadway Characteristics**

- 3 Lanes
- One Way
- Posted Speed Limit 25

**Roadway**

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Fatal and Severe Injury Collisions**

- 2017 - 2022

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
FRANKLIN ST
Pacific Ave to Post St

Map Extents

Roadway Characteristics

Existing Conditions

Quick-Build Toolkit Recommendation

Future Corridor Considerations

SFMTA Vision Zero
Quick-Build Pre-Planning

FRANKLIN ST
Pacific Ave to Post St

Map Extents

Roadway Characteristics

Existing Conditions

Quick-Build Toolkit Recommendation

 Future Corridor Considerations

Additional Notes:

- **High Injury Network**
- **Improved HIN**
- **SFCTA Equity Priority Communities**

Legend:

- **Full Corridor Implementation**
- **Partial Corridor Implementation**
- **No Corridor Implementation**

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Fatal and Severe Injury Collisions**

2017 - 2022

- 0
- 2
- 5
- 0
- 1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
**FULTON ST**
34th Ave to 44th Ave

**Quick-Build Pre-Planning**

**Roadway Characteristics**

- **4 Lanes**
- **TWO WAY**
- **POSTED SPEED LIMIT 30**
- **OCS**

**Existing Conditions**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Ped. Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**Fatal and Severe Injury Collisions**

- **0**
- **3**
- **1**
- **0**

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*

**Quick-Build Toolkit Recommendation**

- **6**
- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Loading Ped. Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**Future Corridor Considerations**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

**Legend**

- **Full Corridor Implementation**
- **Partial Corridor Implementation**
- **No Corridor Implementation**

**Map Extents**

- **High Injury Network**
- **Improved HIN**
- **SFCTA Equity Priority Communities**
- **Commercial Corridor**
- **Stop-Controlled Intersection**
- **Signalized Intersection**
- **MUNI Stops**

- **Fulton**
- **34th Ave**
- **44th Ave**

- **School, Park, or Library**

- **Commercial Corridor**

- **Equity Priority Community**
**FULTON ST**
2nd Ave to 3rd Ave

**Quick-Build Tool Kit Recommendation**
- High Visibility Crosswalks
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)

**Future Corridor Considerations**
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Existing Conditions**
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

**Roadway Characteristics**
- 4 Lanes
- 30 Posts Speed Limit
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit
- 5R, 5 Route

**Map Extents**
- High Injury Network
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Existing Conditions**
- Fatal and Severe Injury Collisions*
  - 2017 - 2022
  - *Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Note:**
- SFMTA Vision Zero Quick-Build Pre-Planning
- NA indicates not applicable.

**Legend:**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**SFMTA Equity Priority Community**
- School, Park, or Library
- Commercial Corridor
**FULTON ST**
Willard St to Stanyan St

### Quick-Build Toolkit Recommendation
- **3**
  - High Visibility Crosswalks
  - Daylighting
  - Painted Safety Zones
  - Advanced Limit Lines
  - Loading Pad Interval
  - Pedestrian Countdown
  - Walk Speed (3 ft/sec)
  - 12" Signal Head

### Future Corridor Considerations
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

### Fatal and Severe Injury Collisions*
0
0
1
0
0

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

### Roadway Characteristics
- 3 Lanes
- Posted Speed Limit 25
- OCS

### Existing Conditions
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 2 Bus Zones
- 6 Flag Stops
- High Frequency Transit Route 33, 5R, 5

### SFMTA Vision Zero
Quick-Build Pre-Planning

### Map Extents
- School, Park, or Library
- Commercial Corridor
- Equity Priority Community

### Legend
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

*1,000 Feet*
**FULTON ST**
Laguna St to Broderick St

**Map Extents**

**Roadway Characteristics**
- Two-way lanes
- 2 lanes
- Posted speed limit 25 mph
- OCS

**Existing Conditions**
- High visibility crosswalks
- Daylighting
- Painted safety zones
- Advanced limit lines
- Leading pad interval
- Pedestrian countdown
- Walk speed (3 ft/sec)
- 12" signal head
- Bike path
- Bike lane
- Bike route
- Separated bike lane
- Neighborway
- 0 bus zones
- 0 flag stops
- High frequency transit

**Fatal and Severe Injury Collisions**
- 2
- 3
- 0
- 0
- 0

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*

**QUICK-BUILD TOOLKIT RECOMMENDATION**
- High visibility crosswalks
- Daylighting
- Painted safety zones
- Advanced limit lines
- Loading pad interval
- Pedestrian countdown
- Walk speed (3 ft/sec)
- 12" signal head

**FUTURE CORRIDOR CONSIDERATIONS**
- Enhanced pedestrian safety treatments
- Road diet
- Curb management
- Improved walking width
- Lower speed limit
- Slow street/neighborway
- Transit-only lane or stop upgrade
- Bicycle toolkit & safety improvements

**Legend**
- Full corridor implementation
- Partial corridor implementation
- No corridor implementation

**SFMTA Vision Zero**
Quick-Build Pre-Planning

**SFCTA Equity Priority Communities**
- Commercial corridor
- Walk speed
- Bike path
- Bike lane
- Bike route
- Separated bike lane
- Neighborway
- 0 bus zones
- 0 flag stops
- High frequency transit

**High Injury Network**
- Improved HIN
- SFCTA equity priority communities
- Commercial corridor
- Stop-controlled intersection
- Signalized intersection
- Muni stops

**1,000 Feet**

**Map Extents**

**Equity Priority Community**
- School, Park, or Library
- Commercial Corridor

**2017 - 2022**
GEARY BLVD (FRONTAGE ROAD)
Boswell St to Fillmore St

Map Extents

Roadway Characteristics

Existing Conditions

Legend

Quick-Build Toolkit Recommendation

Future Corridor Considerations

SFMTA Vision Zero
Quick-Build Pre-Planning

Roadway Characteristics

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped Interval
- Pedestrian Countdown
- 12" Signal Head
- Bus Zones
- Flag Stops
- High Frequency Transit Route
- 38, 38R

Fatal and Severe Injury Collisions*

- 2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Quick-Build Toolkit Recommendation

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)

Future Corridor Considerations

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Equity Priority Community
**Roadway Characteristics**

- 2 Lanes
- Posted Speed Limit: 20
- OCS
- One Way

**Existing Conditions**

- Fatal and Severe Injury Collisions:
  - Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Quick-Build Toolkit Recommendation**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped Interval
- Pedestrian Countdown

**Traffic Flow**

- 38, 38R Route

**Future Corridor Considerations**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit

- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**SFMTA Vision Zero Quick-Build Pre-Planning**

**Map Extents**

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**School, Park, or Library**

- Commercial Corridor
- Equity Priority Community

**Map**

- Geary St
- Stockton St to Kearny St

**Timeline**

- 2017 - 2022

---

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*
GENEVA AVE
Brookdale Ave to Prague St (almost)

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation
GILMAN AVE
Hawes St to 3rd St

SFMTA Vision Zero
Quick-Build Pre-Planning

Map Extents

Roadway Characteristics

Existing Conditions

Quick-Build Toolkit Recommendation

Future Corridor Considerations

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

0 Bus Zones
5 Flag Stops
High Frequency Transit
29 Route

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped. Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12” Signal Head

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
GOUGH ST
Lily St to Haight St

Map Extents

Roadway Characteristics

1 WAY
4 LANES

POSTED SPEED LIMIT
25

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

Existing Conditions

School, Park, or Library
Commercial Corridor
Equity Priority Community

Quick-Build Toolkit Recommendation

Future Corridor Considerations

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pod Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

SFMTA Vision Zero
Quick-Build Pre-Planning
GOUGH ST
Ellis St to Hickory St

**Map Extents**

**Roadway Characteristics**
- 3 Lanes
- High Injury Network
- Improved HiN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Existing Conditions**

**Fatal and Severe Injury Collisions**
- 1
- 2
- 2
- 0
- 1

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**QUICK-BUILD TOOLKIT RECOMMENDATION**
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pod Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation
GREENWICH ST
Broderick St to Fillmore St

Map Extents

Roadway Characteristics

Two Way
2 Lanes

Legend

Pedestrian Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped. Interval
Pedestrian Countdown

Existing Conditions

NA NA NA NA NA NA

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

Treatments apply to signals.
No signals along this corridor.

SFMTA Vision Zero
Quick-Build Pre-Planning

Quick-Build Toolkit Recommendation

NA NA NA NA

Future Corridor Considerations

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

NA indicates not applicable.
Treatments apply to signals.
No signals along this corridor.

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

High Injury Network
Improved HIT
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

1,000 Feet
**GROVE ST**
Octavia St to Franklin St

**Map Extents**

**Roadway Characteristics**
- **4 Lanes**
- **25 Posted Speed Limit**
- **OCS**

**Existing Conditions**
- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Ped. Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12” Signal Head**

**Fatal and Severe Injury Collisions**
- **1**
- **0**
- **0**
- **0**
- **0**

**Quick-Build Toolkit Recommendation**
- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Landing Ped. Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12” Signal Head**

**Future Corridor Considerations**
- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

---

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*
GUERRERO ST
24th St to Duncan St

Roadway Characteristics

4 Lanes

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Existing Conditions

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

Quick-Build Toolkit Recommendation

High Visibility Crosswalks
Daylighting
Advanced Limit Lines
Loading Pad Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

Future Corridor Considerations

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

Map Extents

School, Park, or Library

Commercial Corridor

Equity Priority Community
GUERRERO ST
Camp St to 20th St

Quick-Build Toolkit Recommendation

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pod Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Existing Conditions

- Fatal and Severe Injury Collisions*:
  0 1 3 1 1

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Future Corridor Considerations

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation
**GUERRERO ST**  
Duboce Ave to 15th St

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Walk Speed (3 ft/sec)**  
**12" Signal Head**

**Roadway Characteristics**

- Map Extents
- 4 Lanes
- Posted Speed Limit 25

**Existing Conditions**

- **Fatal and Severe Injury Collisions**
  - 2017 - 2022
  - *Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*

- **Legend**
  - Full Corridor Implementation
  - Partial Corridor Implementation
  - No Corridor Implementation

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit

- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements
HARRISON ST
7th St to 8th St

Map Extents

Roadway Characteristics

4 Lanes

Existing Conditions

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

Gateway

School, Park, or Library
Equity Priority Community
Commercial Corridor

Quick-Build Toolkit Recommendation

FUTURE CORRIDOR CONSIDERATIONS

RECOMMENDATION

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Loading Ped Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
HARRISON ST
Sherman St to Harriet St

QUICK-BUILD TOOLKIT RECOMMENDATION

- **High Visibility Crosswalks**
- **Daylighting**
- **Advanced Limit Lines**
- **Loading Pad Interval**
- **Pedestrian Countdown**

**Map Extents**

**Roadway Characteristics**

- **ONE WAY**
- **5 Lanes**
- **POSTED SPEED LIMIT 25**
- **OCS**

**Existing Conditions**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Loading Pad Interval**
- **Pedestrian Countdown**

**Fatal and Severe Injury Collisions**

- **0**
- **1**
- **0**
- **0**
- **1**

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Future Corridor Considerations**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**

- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

Legend:

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
HARRISON ST
Hawthorne St to Vassar Pl

Map Extents

Roadway Characteristics

5 Lanes

TWO WAY

Existing Conditions

High Visibility Crosswalks
Daylighting
Advanced Limit Lines
Pedestrian Countdown
12" Signal Head

2017 - 2022

Fatal and Severe Injury Collisions*

Quick-Build Pre-Planning

SFMTA Vision Zero

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

Legend

SFCTA Equity Priority
Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops
Slow Streets
Local Traffic Only

Walk Speed
(3 ft/sec)

12" Signal Head

#3

0

0

0

0

0

0

0

0

0

0

0

0

0

0

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/
Neighborway
Transit-Only Lane
or Stop Upgrade
Bicycle Toolkit & Safety Improvements

mall, Park, or Library
Equity Priority Community

Commercial Corridor

Quick-Build Toolkit Recommendation

High Visibility Crosswalks
Daylighting
Advanced Limit Lines
Pedestrian Countdown
12" Signal Head

0 Bus Zones
0 Flag Stops
High Frequency Transit
12 Route

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
HARRISON ST
Beale St to Spear St

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Map Extents**

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Roadway Characteristics**

- **TWO WAY Lanes**
- **5 Lanes**
- **POSTED SPEED LIMIT 25**
- **OCS**

**Existing Conditions**

- **High Visibility Crosswalks**
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- **Bike Path**
- **Bike Lane**
- **Bike Route**
- **Separated Bike Lane**
- Neighborway

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**SFCTA Vision Zero Quick-Build Pre-Planning**

**Fatal and Severe Injury Collisions**

- 0
- 0
- 1
- 0
- 2

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Roadway Characteristics**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Loading Ped Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**
HOLLOWAY AVE
Font Blvd to Varela Ave

**SFMTA Vision Zero Quick-Build Pre-Planning**

**Map Extents**

**Roadway Characteristics**

- **TWO WAY 2 LANES**
- **POSTED SPEED LIMIT 25**
- **1,000 Feet**

**Existing Conditions**

- **NA**
- **NA**
- **NA**
- **NA**
- **NA**

**Fatal and Severe Injury Collisions**

- **2017 - 2022**

* Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Loading Pad Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**FUTURE CORRIDOR CONSIDERATIONS**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
**HOWARD ST**
US-101 to Washburn St

**QUICK-BUILD TOOLKIT RECOMMENDATION**
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pod Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**EXISTING CONDITIONS**
- Fatal and Severe Injury Collisions*
  - 1
  - 0
  - 1
  - 0
  - 0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Map Extents**
- High Injury Network
- Improved HiN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Roadway Characteristics**
- **2 Lanes**
- **Post Speed Limit 25**
- OCS

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation
INGALLS ST
Yosemite Ave to Revere Ave

Quick-Build Pre-Planning

**Map Extents**

**Roadway Characteristics**

- **2 Lanes**
- **TWO WAY**
- **POSTED SPEED LIMIT 25**
- **1,000 Feet**

**Existing Conditions**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pod Interval
- Pedestrian Countdown
- Slow Streets
- Local Traffic Only
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 6 Flag Stops
- High Frequency Transit
- 54 Route

**Fatal and Severe Injury Collisions***

- **0**
- **1**
- **3**

**Quick-Build Toolkit Recommendation**

- **6**
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pod Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**Future Corridor Considerations**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Upgrade
- Bicycle Toolkit & Safety Improvements

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

SFMTA Vision Zero

1,000 Feet

**Equity Priority Community**

**Commercial Corridor**

**School, Park, or Library**
**JUDAH ST**
24th Ave to 18th Ave

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**EXISTING CONDITIONS**

- Fatal and Severe Injury Collisions:
  - 2017 - 2022
  - *Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

- Roadway Characteristics:
  - Two Way 2 Lanes
  - Posted Speed Limit 25 OCS

- Map Extents

- School, Park, or Library
- Equity Priority Community
- Commercial Corridor
**JUNIPERO SERRA BLVD**
Font Blvd to Alemany Blvd

**Map Extents**
- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Roadway Characteristics**
- **TWO WAY**
- **6 LANES**

**Existing Conditions**

<table>
<thead>
<tr>
<th>Full Corridor Implementation</th>
<th>Partial Corridor Implementation</th>
<th>No Corridor Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High Visibility Crosswalks</strong></td>
<td><strong>Daylighting</strong></td>
<td><strong>Painted Safety Zones</strong></td>
</tr>
<tr>
<td><strong>Advanced Limit Lines</strong></td>
<td><strong>Leading Ped Interval</strong></td>
<td><strong>Pedestrian Countdown</strong></td>
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<tr>
<td><strong>Bus ZONE</strong></td>
<td><strong>High Frequency Transit</strong></td>
<td><strong>Route</strong></td>
</tr>
<tr>
<td><strong>0 Bus Zones</strong></td>
<td><strong>3 Flag Stops</strong></td>
<td><strong>28, 58, 54, 57</strong></td>
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<tr>
<td><strong>0 Bicycle Paths</strong></td>
<td><strong>Bike Lane</strong></td>
<td><strong>Bike Route</strong></td>
</tr>
<tr>
<td><strong>0 Bike Path</strong></td>
<td><strong>Separated Bike Lane</strong></td>
<td><strong>Neighborway</strong></td>
</tr>
<tr>
<td><strong>0 Slow Streets</strong></td>
<td><strong>Local Traffic Only</strong></td>
<td><strong>NA</strong></td>
</tr>
<tr>
<td><strong>0 Increased Speed Limit</strong></td>
<td><strong>NA</strong></td>
<td><strong>NA</strong></td>
</tr>
</tbody>
</table>

**Quick-Build Tool Kit Recommendation**
- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Loading Ped Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12” Signal Head**

**Future Corridor Considerations**
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

- **Legend**
  - Full Corridor Implementation
  - Partial Corridor Implementation
  - No Corridor Implementation
  - NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

**Fatal and Severe Injury Collisions**
- 0
- 0
- 2
- 0
- 2

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**SFMTA Vision Zero Quick-Build Pre-Planning**

**2017 - 2022**

**2017 - 2022**
KEARNY ST
Vermehr Pl to Geary St

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Interval
- Loading Ped Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Roadway Characteristics**

- 4 Lanes
- One Way
- Posted Speed Limit 25

**Existing Conditions**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- Bus Zone
- 1 Bus Zones
- 0 Flag Stops
- High Frequency Transit Route
- 30, 8AX, 8, 8BX, 45

**Fatal and Severe Injury Collisions***

- 1
- 0
- 0
- 0
- 0

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Map Extents**

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

For more information, please refer to the full report: [SFMTA Vision Zero Quick-Build Pre-Planning](#)
KEARNY ST
California St to Hardie Pl

Map Extents

Roadway Characteristics

Existing Conditions

Quick-Build Toolkit Recommendation

Future Corridor Considerations

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**EXISTING CONDITIONS**

- 1 Bus Zones
- 1 Flag Stops
- High Frequency Transit
- Route

**Fatal and Severe Injury Collisions***

- 2017 - 2022
- *Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**KEARNY ST**

- California St to Hardie Pl

- SFMTA Vision Zero
- Quick-Build Pre-Planning

- SFCTA Equity Priority Communities
- Commercial Corridor
- School, Park, or Library
- Equity Priority Community

- Map Extents
- Roadway Characteristics
- Existing Conditions

- Legend
  - Full Corridor Implementation
  - Partial Corridor Implementation
  - No Corridor Implementation
KEZAR DR
Martin Luther King Jr Dr to John F Kennedy Dr

**Map Extents**

**Roadway Characteristics**

- **TWO WAY**
- **4 LANES**
- **POSTED SPEED LIMIT**
- **30 OCS**

**Existing Conditions**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

**Fatal and Severe Injury Collisions***

- 1
- 0
- 1
- 0
- 1

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

---

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**SFMTA Vision Zero Quick-Build Pre-Planning**
**KING ST**
4th St to 5th St

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Map Extents**

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Roadway Characteristics**

- 5 Lanes
- Posted Speed Limit: 30 mph

**Existing Conditions**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Work Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**SFMTA Vision Zero Quick-Build Pre-Planning**

**SFCTA Equity Priority Communities**

**Commercial Corridor**

**Map Extents**

- School, Park, or Library

**Map Extents**

- 1,000 Feet

**Existing Conditions**

- Fatal and Severe Injury Collisions*

  - 3rd St
  - 4th St
  - King

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

1,000 Feet

**Map Extents**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**SFMTA Vision Zero Quick-Build Pre-Planning**

**Existing Conditions**

- Fatal and Severe Injury Collisions*

  - 0 Bus Zones
  - 2 Flag Stops
  - High Frequency Transit

- N, S Route

- 2017 - 2022

- Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
LAGUNA ST  
Bush St to Birch St

Map Extents

Roadway Characteristics

Existing Conditions

GET BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

SFMTA Vision Zero Quick-Build Pre-Planning

High Visibility Crosswalks  
Daylighting  
Painted Safety Zones  
Advanced Limit Lines  
Loading Ped Interval  
Pedestrian Countdown

0 Bus Zones  
0 Flag Stops  
High Frequency Transit

Enhanced Pedestrian Safety Treatments  
Road Diet  
Curb Management  
Improved Walking Width  
Lower Speed Limit

Slow Street/Neighborway  
Transit-Only Lane or Stop Upgrade  
Bicycle Toolkit & Safety Improvements

1 4 0 0 1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

2017 - 2022

SFCTA Equity Priority
Communities
Commercial Corridor
Stop-Controlled
Intersection
Signalized Intersection
MUNI Stops
1,000 Feet
**LANE ST**
Shafter Ave to McKinnon Ave

**Roadway Characteristics**
- 2 Lanes

**Existing Conditions**
- Fatal and Severe Injury Collisions*
  - High Visibility Crosswalks
  - Daylighting
  - Painted Safety Zones
  - Advanced Limit Lines
  - Loading Ped. Interval
  - Pedestrian Countdown

**Quick-Build Toolkit Recommendation**
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**Future Corridor Considerations**
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

**Map Extents**
- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**SFMTA Vision Zero**
Quick-Build Pre-Planning

**2017 - 2022**
LARKIN ST
Olive St to Market St

Map Extents

Roadway Characteristics

3 Lanes

3 Way

2 Way

1 Way

Posted Speed Limit

25

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

Existing Conditions

MUNI Stops

1,000 Feet

High Injury Network

Improved HIN

SFCTA Equity Priority Communities

Commercial Corridor

Stop-Controlled Intersection

Signalized Intersection

MUNI Stops

 Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Equity Priority Community

Quick-Build Toolkit Recommendation

Commercial Corridor

School, Park, or Library

Future Corridor Considerations

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/ Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements

Legend

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

Walk Speed

(3 ft/sec)

12" Signal Head

Mission
Geary
Van Ness
Franklin
6th St
Market
Fell
Market

High Injury Network

Improved HIN

SFCTA Equity Priority Communities

Commercial Corridor

Stop-Controlled Intersection

Signalized Intersection

MUNI Stops

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/ Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements

Legend

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

Walk Speed

(3 ft/sec)

12" Signal Head

Mission
Geary
Van Ness
Franklin
6th St
Market
Fell
Market
LARKIN ST
Hemlock St to Cedar St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
LARKIN ST
California St to Fern St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*
2017 - 2022

Legend

Quick-Build Toolkit Recommendation

Future Corridor Considerations

Legend

SFMTA Vision Zero
Quick-Build Pre-Planning

SFCTA Equity Priority
Communities
Commercial Corridor
Stop-Controlled
Intersection
Signalized Intersection
MUNI Stops
1,000 Feet

School, Park, or Library
Commercial Corridor
Equity Priority Community

Quick-Build Toolkit Recommendation

Future Corridor Considerations

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
**LAWTON ST**
Auto Dr to Funston Ave

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- **6** High Visibility Crosswalks
- **NA** Daylighting
- **NA** Painted Safety Zones
- **NA** Advanced Limit Lines
- **NA** Loading Ped Interval
- **NA** Pedestrian Countdown
- **NA** Walk Speed (3 ft/sec)
- **NA** 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**EXISTING CONDITIONS**

- High Visibility Crosswalks: NA
- Daylighting: NA
- Painted Safety Zones: NA
- Advanced Limit Lines: NA
- Loading Ped Interval: NA
- Pedestrian Countdown: NA
- Walk Speed (3 ft/sec): NA
- 12" Signal Head: NA

**Fatal and Severe Injury Collisions**

- **0** (2017-2022)
- **2**
- **0**
- **0**
- **0**

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Map Extents**

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

Legend:
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
**Lincoln Way**
23rd Ave to 32nd Ave

**Map Extents**

**Roadway Characteristics**

- **4 Lanes**
- **TWO WAY**
- **POSTED SPEED LIMIT 30**
- OCS
- **Middle West**
- **Martin Luther King Jr**
- **Lincoln**
- **25th Ave Transverser Overlook**

**Existing Conditions**

- **High Visibility Crosswalks**
- Daylighting
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Ped Interval**
- **Pedestrian Countdown**
- **Bus Zone**
- **9 Bus Zones**
- **0 Flag Stops**
- **High Frequency Transit**
- **29 Route**

**Fatal and Severe Injury Collisions**

- 0 (2017 - 2022)

**Quick-Build Toolkit Recommendation**

- **15**
- **High Visibility Crosswalks**
- **Daylighting**
- **Advanced Limit Lines**
- **12" Signal Head**

**Future Corridor Considerations**

- **Enhanced Pedestrian Safety Treatments**
- Road Diet
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street Neighborway**
- Transit-Only Lane or Stop Upgrade
- **Bicycle Toolkit & Safety Improvements**

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
LOMBARD ST
Baker St to Broderick St

Map Extents

Roadway Characteristics

2 LAKES

Existing Conditions

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

Quick-Build Toolkit Recommendation

Fatal and Severe Injury Collisions*

2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
MANSELL ST
Hamilton St to San Bruno Ave

Map Extents

Roadway Characteristics

TWO WAY
LANES

Existing Conditions

Treatments apply to signals.
No signals along this corridor.

Fatal and Severe Injury Collisions*
2017 - 2022
* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Quick-Build Toolkit Recommendation

Future Corridor Considerations

Legend
Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
MARKET ST
Collingwood St to Danvers St

Map Extents

Roadway Characteristics

Existing Conditions

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

SFMTA Vision Zero
Quick-Build Pre-Planning

4 Lanes

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped. Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

Slow Streets
Local Traffic Only

Bike Path
Bike Lane
Bike Route
Separated Bike Lane
Neighborway

KT, S, KBUS, M, 37, 35

0 Bus Zones
1 Flag Stops
High Frequency Transit
Route

1

0

2

0

0

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Fatal and Severe Injury Collisions

6

17th St

Castro

High Injury Network

Improved HIN

SFCTA Equity Priority

Communities

Commercial Corridor

Stop-Controlled

Intersection

Signalized Intersection

MUNI Stops

1,000

Feet

Map Extents
MASON ST
Pine St to Derby St

Map Extents

Roadway Characteristics

2 Lanes

Existing Conditions

0 Bus Zones 0 Flag Stops High Frequency Transit

Fatal and Severe Injury Collisions*
2017 - 2022
0 1 0 0 1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks Daylighting Painted Safety Zones Advanced Limit Lines Loading Ped. Interval Pedestrian Countdown

Walk Speed (3 ft/sec) 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments Road Diet Curb Management Improved Walking Width Lower Speed Limit

Slow Street/ Neighborway Transit-Only Lane or Stop Upgrade Bicycle Toolkit & Safety Improvements

Legend

Full Corridor Implementation Partial Corridor Implementation No Corridor Implementation

MUNI Stops

1,000 Feet

California
Geary
3rd St
Market

High Injury Network Improved HIN SFCTA Equity Priority Communities Commercial Corridor Stop-Controlled Intersection Signalized Intersection MUNI Stops

Legend

Full Corridor Implementation Partial Corridor Implementation No Corridor Implementation

0 Bus Zones 0 Flag Stops High Frequency Transit

High Visibility Crosswalks Daylighting Painted Safety Zones Advanced Limit Lines Loading Ped. Interval Pedestrian Countdown

Walk Speed (3 ft/sec) 12" Signal Head

School, Park, or Library

Commercial Corridor

Equity Priority Community
MASON ST
North Point St to Lombard St

Map Extents

Roadway Characteristics
- 2 Lanes
- Two Way
- Posted Speed Limit 25
- OCS

Existing Conditions
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

School, Park, or Library
Commercial Corridor
Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION
- High Visibility Crosswalks
- Daylighting
- Advanced Limit Lines
- Loading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legends
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

Fatal and Severe Injury Collisions*
- 0
- 1
- 1
- 0
- 0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
MASONIC AVE
Fell St to Frederick St

Map Extents

Roadway Characteristics

Existing Conditions

Quick-Build Pre-Planning

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation
SFMTA Vision Zero
Quick-Build Pre-Planning

**MCALLISTER ST**
Gough St to Franklin St

### Map Extents

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

### Roadway Characteristics

- Two Way
- 2 Lanes
- Posted Speed Limit 15
- OCS

### Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

### Fatal and Severe Injury Collisions*

- 0
- 0
- 0
- 0
- 0
- 0

2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

### Quick-Build Toolkit Recommendation

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

### Future Corridor Considerations

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation
MCALLISTER ST
Larkin St to Beren Pl

Quick-Build Toolkit Recommendation

Roadway Characteristics

- 3 lanes
- Two Way
- Posted Speed Limit 20
- OCS
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Existing Conditions

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

Fatal and Severe Injury Collisions*

- 0
- 0
- 1
- 0
- 0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Map Extents

Equity Priority Community

School, Park, or Library

Commercial Corridor

Future Corridor Considerations

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

2017 - 2022

SFMTA Vision Zero Quick-Build Pre-Planning

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
MCALLISTER ST
7th St to Jones St

Roadway Characteristics

- Two Way
- 2 Lanes
- Posted Speed Limit 20
- OCS

Existing Conditions

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

 Fatal and Severe Injury Collisions*

2017 - 2022

- 0
- 0
- 0
- 0
- 0
- 0
- 0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation
**MIDDLE POINT RD**
Acacia Ave to Innes Ave

**Roadway Characteristics**
- **TWO WAY 2 LANES**
- **Post Speed Limit 25**
- **OCS**

**Existing Conditions**
- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Ped Interval**
- **Pedestrian Countdown**

**Fatal and Severe Injury Collisions**
- 0 (2017 - 2022)

**Future Corridor Considerations**
- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

**Legend**
- **Full Corridor Implementation**
- **Partial Corridor Implementation**
- **No Corridor Implementation**

**Quick-Build Toolkit Recommendation**
- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Loading Ped Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**Map Extents**
- **High Injury Network**
- **Improved HIN**
- **SFCTA Equity Priority Communities**
- **Commercial Corridor**
- **Stop-Controlled Intersection**
- **Signalized Intersection**
- **MUNI Stops**

**Equity Priority Community**
- **Commercial Corridor**

**Legend**
- **Full Corridor Implementation**
- **Partial Corridor Implementation**
- **No Corridor Implementation**

**SFMTA Vision Zero Quick-Build Pre-Planning**

NA indicates not applicable.
Treatments apply to signals. No signals along this corridor.
MISSION ST
Sickles Ave to Rolph St

Map Extents

Roadway Characteristics

Existing Conditions

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Loading Pad
Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12” Signal Head

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

11 Bus Zones
0 Flag Stops
High Frequency Transit
Route

14R, 14

1,000 Feet

Mission
Alemany
Geneva
San Jose
Daly City

High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

 Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
MISSION ST
Murray St to Highland Ave

Map Extents

Roadway Characteristics

4 Lanes

Existing Conditions

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

Quick-Build Toolkit Recommendation

12" Signal Head

Future Corridor Considerations

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements

Quick-Build Toolkit Recommendation

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
MISSION ST
Ecker St to 1st St

Map Extents

Roadway Characteristics

Existing Conditions

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped. Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12” Signal Head

0 Bus Zones
0 Flag Stops
High Frequency Transit
Route

714, 14R, 14

Fatal and Severe Injury Collisions*

0
0
0
0
0
0
0
0
0
0
0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

SFMTA Vision Zero
Quick-Build Pre-Planning

SFCTA Equity Priority
Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

Map Extents

Commercial Corridor

Equity Priority Community

3rd St
Market
Mission
High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops
MONTEREY BLVD
Edna St to Baden St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
**Roadway Characteristics**

- **3 Lanes**
- **High Injury Network**
- **1,000 Feet**
- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Loading Pad Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**Existing Conditions**

- **Full Corridor Implementation**
- **Partial Corridor Implementation**
- **No Corridor Implementation**
- **0 Bus Zones**
- **0 Flag Stops**
- **High Frequency Transit**

**FUTURE CORRIDOR CONSIDERATIONS**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**

- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

**Legend**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Pad Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**SFCTA Equity Priority Communities**

- **Commercial Corridor**
- **Stop-Controlled Intersection**
- **Signalized Intersection**
- **MUNI Stops**

**Map Extents**

- **1,000 Feet**
- **Mission, Geary, Market, California**
- **High Injury Network**
- **Improved HIN**
- **SFCTA Equity Priority Communities**
- **Commercial Corridor**
- **Stop-Controlled Intersection**
- **Signalized Intersection**
- **MUNI Stops**

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Loading Pad Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**Fatal and Severe Injury Collisions***

- **2017 - 2022**
- **1**
- **2**
- **1**
- **0**
- **0**

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
NORTH POINT ST
Jones St to Powell St

QUICK-BUILD TOOLKIT RECOMMENDATION

Roadway Characteristics

- High Injury Network
- Improved HiN

Existing Conditions

- Fatal and Severe Injury Collisions*
  - 2017 - 2022
  - Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
OAK ST
Pierce St to Steiner St

Map Extents

Roadway Characteristics

3 Lanes

3

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Quick-Build Toolkit Recommendation

1. High Visibility Crosswalks
2. Daylighting
3. Advanced Limit Lines
4. Loading Pod Interval
5. Pedestrian Countdown
6. Walk Speed (3 ft/sec)
7. 12" Signal Head

Future Corridor Considerations

1. Enhanced Pedestrian Safety Treatments
2. Road Diet
3. Curb Management
4. Improved Walking Width
5. Lower Speed Limit

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

Bay Area

SFMTA Vision Zero
Quick-Build Pre-Planning

Equity Priority Community

Commercial Corridor

School, Park, or Library

SFCTA Equity Priority Communities

Commercial Corridor

Stop-Controlled Intersection

Signalized Intersection

MUNI Stops

1,000 Feet

Market
Divisadero
Fell
Fell
Oak
Oak

High Injury Network

Improved HIN

12" Signal Head
OAKDALE AVE
Patterson St to Selby St

**Quick-Build Toolkit Recommendation**

- **6** High Visibility Crosswalks
- **NA** Daylighting
- **NA** Painted Safety Zones
- **NA** Advanced Limit Lines
- **NA** Loading Pad Interval
- **NA** Pedestrian Countdown
- **NA** Walk Speed (3 ft/sec)
- **NA** 12” Signal Head

**Future Corridor Considerations**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Existing Conditions**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

**Fatal and Severe Injury Collisions**

- 2017 - 2022
- *Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*
**Ocean Ave**
Howth St to Delano Ave

**Quick-Build Toolkit Recommendation**
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pod Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**Roadway Characteristics**
- 2 Lanes
- Two Way
- Posted Speed Limit 25
- OCS

**Existing Conditions**
- Fatal and Severe Injury Collisions*
  - 0
- SFMTA Vision Zero Quick-Build Pre-Planning

**Future Corridor Considerations**
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Map Extents**
- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**School, Park, or Library**
- ✔

**Commercial Corridor**
- ✔

**Equity Priority Community**
- ✔

**J, KBUS, 29, 49, KT**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

---

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit

School, Park, or Library
Commercial Corridor
Equity Priority Community
OFARRELL ST
Elwood St to Security Pacific Pl

**Map Extents**

**Roadway Characteristics**

- **2 LANES**
- **ONE WAY**
- **POSTED SPEED LIMIT 25 OCS**

**Existing Conditions**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Pad Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**Fatal and Severe Injury Collisions**

- **2017 - 2022**
- **0**

**Legend**

- **Full Corridor Implementation**
- **Partial Corridor Implementation**
- **No Corridor Implementation**

**Quick-Build Toolkit Recommendation**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Pad Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**Future Corridor Considerations**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*
PAGE ST
Fillmore St to Laguna St

Map Extents

Roadway Characteristics

2 Lanes

Existing Conditions

NA NA NA NA NA NA

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

NA NA NA

High Visibility Crosswalks
Daylighting
Painted Safety Zones

Advanced Limit Lines
Loading Ped. Interval
Pedestrian Countdown

Walk Speed
12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

0 1 0 0 0

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

School, Park, or Library

Equity Priority Community

Commercial Corridor

High Injury Network
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

1,000 Feet

12" Signal Head
PALOU AVE  
Keith St to Jennings St

**Map Extents**

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Roadway Characteristics**

- **2 Lanes**
- **TWO WAY**
- **POSTED SPEED LIMIT 25**
- **OCS**

**Existing Conditions**

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**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

** Fatal and Severe Injury Collisions**

- 0
- 0
- 1
- 0
- 0

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
PALOU AVE
Selby St to Phelps St

Map Extents

High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

1,000 Feet

Roadway Characteristics

TWO WAY
2 LINES

POSTED SPEED LIMIT
25
OCS

Existing Conditions

NA NA NA NA NA

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12” Signal Head

Bike Path
Bike Lane
Bike Route
Separated Bike Lane
Neighborway

0 Bus Zones
8 Flag Stops
High Frequency Transit
Route

24, 44, 23

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation
NA indicates not applicable.

Treatments apply to signals.
No signals along this corridor.

Quick-Build Pre-Planning

SFMTA Vision Zero

Fatal and Severe Injury Collisions*

2017 - 2022

0 1 0 0 3

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

1,000 Feet

Equity Priority Community

School, Park, or Library

Commercial Corridor

Quick-Build Toolkit Recommendation

3

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Loading Ped Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12” Signal Head

Future Corridor Considerations

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation
NA indicates not applicable.

Treatments apply to signals.
No signals along this corridor.
**PARK PRESIDIO BLVD**
Anza St to Balboa St

**Map Extents**

**Roadway Characteristics**

- **TWO WAY LANE**
- **6 Lanes**

**Existing Conditions**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Ped. Interval**
- **Pedestrian Countdown**

**Fatal and Severe Injury Collisions**

- **0**
- **0**
- **0**
- **0**
- **0**

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*

**commercial Corridor**

**Quick-Build Toolkit Recommendation**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Ped. Interval**
- **Pedestrian Countdown**

**Future Corridor Considerations**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/ Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

**Legend**

- **Full Corridor Implementation**
- **Partial Corridor Implementation**
- **No Corridor Implementation**
PAUL AVE
San Bruno Ave to 3rd St

Quick-Build Toolkit Recommendation

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

Future Corridor Considerations
**PERSIA AVE**
Vienna St to Sunnydale Ave

**QUICK-BUILD TOOLKIT RECOMMENDATION**

- **High Visibility Crosswalks**: 3
- **Daylighting**: NA
- **Painted Safety Zones**: NA
- **Advanced Limit Lines**: NA
- **Loading Pad Interval**: NA
- **Pedestrian Countdown**: NA
- **Walk Speed (3 ft/sec)**: NA
- **12" Signal Head**: NA

**FUTURE CORRIDOR CONSIDERATIONS**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

**EXISTING CONDITIONS**

- **Fatal and Severe Injury Collisions**: 0, 2, 1, 0, 1 (2017 - 2022)

**Legend**

- **Full Corridor Implementation**
- **Partial Corridor Implementation**
- **No Corridor Implementation**

- **NA** indicates not applicable.
- Treatments apply to signals.
- No signals along this corridor.
PHELPS ST
Palou Ave to Hudson Ave

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Quick-Build Pre-Planning

SFMTA Vision Zero

Quick-Build Toolkit Recommendation

Future Corridor Considerations

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
PINE ST
Broderick St to Steiner St

Map Extents

Roadway Characteristics

Legend

SFMTA Vision Zero
Quick-Build Pre-Planning

Existing Conditions

 Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Loading Ped Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements
POST ST
Gough St to Hyde St

Roadway Characteristics

- ONE WAY
- 2 LANES
- POSTED SPEED LIMIT 25
- 0 BUS ZONES
- 0 Flag Stops
- High Frequency Transit

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Slow Streets
- Local Traffic Only
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

Fatal and Severe Injury Collisions*

- 0
- 0
- 3
- 0
- 0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

Map Extents

- High Injury Network
- Improved HiN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

School, Park, or Library

- Equity Priority Community

Commercial Corridor
POTRERO AVE
19th St to 20th St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Quick-Build Toolkit Recommendation

Future Corridor Considerations

Legend

High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

Bike Path
Bike Lane
Bike Route
Separated Bike Lane
Neighborway

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation
**RANDOLPH ST**
Vernon St to Orizaba Ave

**Map Extents**

**Roadway Characteristics**
- **2 Lanes**
- **2 Way**
- **June 2017**
- **1,000 Feet**

**Existing Conditions**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Loading Pad Interval**
- **Pedestrian Countdowns**

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**Fatal and Severe Injury Collisions**
- **0**
- **0**
- **1**
- **0**
- **0**

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*

**Quick-Build Toolkit Recommendation**
- **6**
- **Bus Zones**
- **4 Flag Stops**
- **High Frequency Transit Route**
- **High Injury Network**

**Future Corridor Considerations**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**

- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
**Roadway Characteristics**

- **Lanes:** 5
- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Loading Pod Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**Existing Conditions**

- **5 Lanes**
- **2 Bus Zones**
- **0 Flag Stops**
- **High Frequency Transit Route**
- **28**

**Fatal and Severe Injury Collisions**

- **0**
- **0**
- **3**
- **0**
- **0**

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Future Corridor Considerations**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**

- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**
SAN BRUNO AVE
Paul Ave to Ordway St

Map Extents

Roadway Characteristics

- Two Way Lanes (4)
- Posted Speed Limit 25
- OCS
- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Pedestrian Countdown
- Separated Bike Lane
- Neighborway
- Bike Path
- Bike Lane
- Bike Route

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation
- Slow Streets Local Traffic Only
- 12” Signal Head

SFMTA Vision Zero
Quick-Build Pre-Planning

Quick-Build Toolkit Recommendation

- 3
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12” Signal Head

Future Corridor Considerations

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Fatal and Severe Injury Collisions*

- 0
- 0
- 0
- 0
- 0
- 1

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
**SAN JOSE AVE**
Goethe St to Broad St

### Map Extents

- **High Injury Network**
- **Improved HIN**
- **SFCTA Equity Priority Communities**
- **Commercial Corridor**
- **Stop-Controlled Intersection**
- **Signalized Intersection**
- **MUNI Stops**

### Roadway Characteristics

- **4 Lanes**
- **TWO WAY**
- **35 mph Speed Limit**
- **OCS**

### Existing Conditions

- **1 Bus Zone**
- **0 Flag Stops**
- **714 High Frequency Route**

### Fatal and Severe Injury Collisions*

- **0**
- **3**
- **2**
- **0**
- **1**

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

### QUICK-BUILD TOOLKIT RECOMMENDATION

- **5**
  - High Visibility Crosswalks
  - Daylighting
  - Painted Safety Zones
  - Advanced Limit Lines
  - Loading Pod Interval
  - Pedestrian Countdown
  - Walk Speed (3 ft/sec)
  - 12" Signal Head

### FUTURE CORRIDOR CONSIDERATIONS

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**
- **Slow Street/Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

---

**Legend**

- **Full Corridor Implementation**
- **Partial Corridor Implementation**
- **No Corridor Implementation**

**SFMTA Vision Zero Quick-Build Pre-Planning**

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**2017 - 2022**

**Mission**

San Jose

Alemany

San Jose

Daly City

- **High Injury Network**
- **Improved HIN**
- **SFCTA Equity Priority Communities**
- **Commercial Corridor**
- **Stop-Controlled Intersection**
- **Signalized Intersection**
- **MUNI Stops**
SAN JOSE AVE
Shawnee Ave to Theresa St

**Map Extents**

- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops

**Roadway Characteristics**

- 4 Lanes
- One Way
- Two Way
- Posted Speed Limit 25
- OCS

**Existing Conditions**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**Quick-Build Tool Kit Recommendation**

- 24
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**Fatal and Severe Injury Collisions**

- 2017 - 2022
- 0
- 5
- 1
- 0
- 2

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Quick-Build Pre-Planning**

- SFMTA Vision Zero
- SFCTA Equity Priority Communities
- Commercial Corridor

**Future Corridor Considerations**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements
**SAN JOSE AVE**  
27th St to Brook St

**Quick-Build Pre-Planning**

**Roadway Characteristics**
- 4 lanes
- Two-way
- Posted speed limit 30

**Existing Conditions**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Pads
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**Fatal and Severe Injury Collisions**
- 1
- 1
- 3
- 0
- 0

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Quick-Build Toolkit Recommendation**
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Pads
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**Future Corridor Considerations**
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Map Extents**
- School, Park, or Library
- Commercial Corridor
- Equity Priority Community

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation
SILVER AVE  
Lisbon St to Madrid St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
SILVER AVE
Holyoke St to Ledyard St

Map Extents

Roadway Characteristics

2 Lanes

Existing Conditions

Legend

Legend

Treatments apply to signals.
No signals along this corridor.

Swift Extents

Bayshore
Alemany
High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection

MUNI Stops
1,000 Feet

School, Park, or Library
Commercial Corridor
Equity Priority Community

Quick-Build Toolkit Recommendation

3
High Visibility Crosswalks
Daylighting
Painted Safety Zones
NA
Advanced Limit Lines
NA
Loading Pad Interval
NA
Pedestrian Countdown
NA
Walk Speed (3 ft/sec)
NA
12” Signal Head

Future Corridor Considerations

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

NA indicates not applicable.

Roadway Characteristics

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Pad Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12” Signal Head

Bus Zones
Flag Stops
High Frequency Transit
44 Route

No Corridor Implementation
Partial Corridor Implementation
Full Corridor Implementation

Legend
SLOAT BLVD
On-ramp to Sunset Blvd to Lakeshore Plaza driveway

Map Extents

Roadway Characteristics

5 LANE

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

Existing Conditions

2017 - 2022

Fatal and Severe Injury Collisions*

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

SFMTA Vision Zero
Quick-Build Pre-Planning

SFCTA Equity Priority Communities

Commercial Corridor

Equity Priority Community

High Visibility Crosswalks

Daylighting

Painted Safety Zones

Advanced Limit Lines

Loading Ped Interval

Pedestrian Countdown

Walk Speed (3 ft/sec)

12" Signal Head

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements
SOUTH VAN NESS AVE
12th St to 13th St/Freeway ramp

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

NA indicates not applicable.

Treatments apply to signals.

No signals along this corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

Emphasized Community

Equity Priority Community

Commercial Corridor

School, Park, or Library

SFMTA Vision Zero
Quick-Build Pre-Planning
STANYAN ST
Oak St to Page St

Map Extents

Roadway Characteristics

4 Lanes

25

POSTED SPEED LIMIT

1,000 Feet

Existing Conditions

Bus Zones

Flag Stops

33

Route

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Quick-Build Pre-Planning

SFMTA Vision Zero

Commercial Corridor

Equity Priority Community

Quick-Build Toolkit Recommendation

Future Corridor Considerations

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/ Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements

High Visibility Crosswalks

Daylighting

Painted Safety Zones

Advanced Limit Lines

Loading Pad Interval

Pedestrian Countdown

Walk Speed

12" Signal Head

High Injury Network

Improved HIN

SFCTA Equity Priority Communities

Commercial Corridor

Stop-Controlled Intersection

Signalized Intersection

MUNI Stops

SFMTA Vision Zero

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation
STANYAN ST
Fulton St to Hayes St

Map Extents

Roadway Characteristics

3 LANES

Existing Conditions

33 Route

Fatal and Severe Injury Collisions*
2017 - 2022

0
0
2
0
0

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Loading Ped. Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/ Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
STOCKTON ST
The Embarcadero to Chestnut St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*
2017 - 2022

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

**Legend**
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

1. High Visibility Crosswalks
2. Daylighting
3. Painted Safety Zones
4. Advanced Limit Lines
5. Loading Pad Interval
6. Pedestrian Countdown
7. Walk Speed (3 ft/sec)
8. 12" Signal Head
9. High Frequency Transit
10. Bus Zones
11. Flag Stops
12. High Frequency Transit
13. Bike Path
14. Bike Lane
15. Bike Route
16. Separated Bike Lane
17. Neighborway

**Map Extents**

**Roadway Characteristics**

**Existing Conditions**

**Fatal and Severe Injury Collisions**

**QUICK-BUILD TOOLKIT RECOMMENDATION**

**FUTURE CORRIDOR CONSIDERATIONS**

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
**SUNNYDALE AVE**
Santos St to Schwerin St

**Quick-Build Toolkit Recommendation**

- **3** High Visibility Crosswalks
- **NA** Daylighting
- **NA** Painted Safety Zones
- **NA** Advanced Limit Lines
- **NA** Loading Ped Interval
- **NA** Pedestrian Countdown
- **NA** Walk Speed (3 ft/sec)
- **NA** 12” Signal Head

**Future Corridor Considerations**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**Existing Conditions**

- **0** Fatal and Severe Injury Collisions*

---

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

---

**Roadway Characteristics**

- **2** Lanes
- **TWO WAY**
- **POSTED SPEED LIMIT 25**
- **OCS**

**Legend**

- **Full Corridor Implementation**
- **Partial Corridor Implementation**
- **No Corridor Implementation**

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
THE EMBARCADERO
Chestnut St to Green St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation
**Turk St**
Scott St to Franklin St

### Map Extents
- High Injury Network
- Improved HIN
- SFCTA Equity Priority Communities
- Commercial Corridor
- Stop-Controlled Intersection
- Signalized Intersection
- MUNI Stops
- 1,000 Feet

### Roadway Characteristics
- **4 Lanes**
- **One Way**
- **25 MPH Speed Limit**
- **12” Signal Head**

### Existing Conditions
- **Fatal and Severe Injury Collisions**
  - 0
  - 1
  - 1
  - 0
  - 0

  *Number of collisions shown reflects those that were reported for the high injury segments of the corridor.*

### Fatal and Severe Injury Collisions*
- 2017 - 2022

### Quick-Build Toolkit Recommendation
- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Pad Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12” Signal Head

### Future Corridor Considerations
- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

### SFMTA Vision Zero
Quick-Build Pre-Planning
VERMONT ST
Alameda St to 15th St

Map Extents

Roadway Characteristics

2 Lanes

Existing Conditions

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

Quick-Build ToolKit Recommendation

NA NA NA

NA

12’’ Signal Head

Future Corridor Considerations

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

 Fatal and Severe Injury Collisions*

2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

School, Park, or Library

Commercial Corridor

Equity Priority Community
VISITACION AVE
Hahn St to Schwerin St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

0 0 0 0 1

Quick-Build Tool Kit Recommendation

Future Corridor Considerations

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.
WEBSTER ST
Bush St to Hayes St

Map Extents

Roadway Characteristics

4 Lanes

Existing Conditions

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

 Fatal and Severe Injury Collisions*

2 2 2 0 0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Loading Ped Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

SFMTA Vision Zero
Quick-Build Pre-Planning

2017 - 2022

School, Park, or Library
Commercial Corridor
Equity Priority Community
WEBSTER ST
Pine St to Bush St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Quick-Build Toolkit Recommendation

Future Corridor Considerations

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

School, Park, or Library
Commercial Corridor
Equity Priority Community

We recommend installing 3 High Visibility Crosswalks, 2 Daylighting, 2 Painted Safety Zones, Advanced Limit Lines, Loading Ped. Interval, Pedestrian Countdown, Walk Speed (3 ft/sec), and 12" Signal Head.

We recommend Enhanced Pedestrian Safety Treatments, Road Diet, Curb Management, Improved Walking Width, Lower Speed Limit, Slow Street/Neighborway, Transit-Only Lane or Stop Upgrade, Bicycle Toolkit & Safety Improvements.

San Francisco Municipal Transportation Agency
Vision Zero
Quick-Build Pre-Planning

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

12" Signal Head

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

0 Bus Zones
0 Flag Stops
High Frequency Transit
GENEVA AVE
Brookdale Ave to Carrizal St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

SFCTA Equity Priority Communities

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Loading Pad Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements
3RD ST
Hester Ave/Bayshore Blvd to Sunnydale Ave

Map Extents

Roadway Characteristics

4 Lanes

Existing Conditions

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped. Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

Bus Zones
Flag Stops
High Frequency Transit
Route

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Quick-Build Toolkit Recommendation

23

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped. Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

Future Corridor Considerations

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation
ELLIS ST
Cyril Magnin St to Market St

Map Extents

Roadway Characteristics

Existing Conditions

Quick-Build Toolkit Recommendation

Future Corridor Considerations

Legend

1,000 Feet

0 Bus Zones
0 Flag Stops
High Frequency Transit

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped. Interval
Pedestrian Countdown

EQUITY PRIORITY COMMUNITY

COMMERCIAL CORRIDOR

SCHOOL, PARK, OR LIBRARY

4 Lanes

TWO WAY

POSTED SPEED LIMIT
25

BUS ZONE

High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

Slow Streets Local Traffic Only

0
4
1
1
1

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit

Slow Street/Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

Map Extents

Mission
Geary

Mission

4th St

Market

High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped. Interval
Pedestrian Countdown

Walk Speed (3 ft/sec)
12" Signal Head

Bus Zones
Flag Stops
**QUICK-BUILD TOOLKIT RECOMMENDATION**

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Loading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

**FUTURE CORRIDOR CONSIDERATIONS**

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

**EXISTING CONDITIONS**

- Fatal and Severe Injury Collisions*
  - 0
  - 3
  - 0
  - 0
  - 0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
FREMONT ST
Folsom St to Harrison St

Map Extents

Roadway Characteristics

Existing Conditions

Fatal and Severe Injury Collisions*
2017 - 2022

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

SFMTA Vision Zero
Quick-Build Pre-Planning

Legend

Full Corridor Implementation
Partial Corridor Implementation
No Corridor Implementation

Quick-Build Toolkit Recommendation

Future Corridor Considerations

SFCTA Equity Priority Communities
Commercial Corridor
Equity Priority Community

School, Park, or Library
Commercial Corridor

1,000 Feet

Mission 3rd St

High Injury Network
Improved HIN
SFCTA Equity Priority Communities
Commercial Corridor
Stop-Controlled Intersection
Signalized Intersection
MUNI Stops

High Visibility Crosswalks
Daylighting
Painted Safety Zones
Advanced Limit Lines
Leading Ped Interval
Pedestrian Countdown
Walk Speed (3 ft/sec)
12" Signal Head

Bus Zones
Flag Stops
High Frequency Transit

Enhanced Pedestrian Safety Treatments
Road Diet
Curb Management
Improved Walking Width
Lower Speed Limit
Slow Street/ Neighborway
Transit-Only Lane or Stop Upgrade
Bicycle Toolkit & Safety Improvements

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.
**LOMBARD ST**
Franklin St to Polk St

**Map Extents**

**Roadway Characteristics**

- **4 Lanes**
- **TWO WAY**
- **POSTED SPEED LIMIT 30**

**Existing Conditions**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Ped. Interval**
- **Pedestrian Countdown**

- **Bike Path**
- **Bike Lane**
- **Bike Route**
- **Separated Bike Lane**
- **Neighborway**

- **0 Bus Zones**
- **0 Flag Stops**
- **28 High Frequency Transit Route**

**Fatal and Severe Injury Collisions**

- **0**
- **1**
- **1**
- **0**
- **0**

*Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

**Quick-Build Toolkit Recommendation**

- **High Visibility Crosswalks**
- **Daylighting**
- **Painted Safety Zones**
- **Advanced Limit Lines**
- **Leading Ped. Interval**
- **Pedestrian Countdown**
- **Walk Speed (3 ft/sec)**
- **12" Signal Head**

**Future Corridor Considerations**

- **Enhanced Pedestrian Safety Treatments**
- **Road Diet**
- **Curb Management**
- **Improved Walking Width**
- **Lower Speed Limit**

- **Slow Street/ Neighborway**
- **Transit-Only Lane or Stop Upgrade**
- **Bicycle Toolkit & Safety Improvements**

**Legend**

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation
SACRAMENTO ST
Franklin St to Larkin St

Map Extents

Roadway Characteristics

1 LANE

Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements