



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

VISION ZERO SF

2024 PROGRAM UPDATE

SFMTA Citizens' Advisory Council | December 5, 2024

OVERVIEW

Vision Zero 2.0

Quick-Build Program

Speed Safety Cameras


Other Program Updates



VISION ZERO 2.0


Shannon Hake





In 2014, the City and County of San Francisco adopted Vision Zero as a policy.

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



OUR CORE PRINCIPLES

Humans are
vulnerable
and human
bodies have
limitations.

Traffic deaths
are
PREVENTABLE.

Traffic safety
interventions
will reduce the
likelihood that
a crash results
in death.

SAFE SYSTEMS APPROACH

Post-Crash Care

Safe People

Safe Speeds

Safe Vehicles

Safe Streets

RESULTS ON OUR STREETS

- **13,000 Vision Zero treatments**, including signals, signs, traffic calming, and road diets
- **Quick-Build Projects:** 80 miles of improvements on 39 streets
- **Intersection Improvements:** countdown signals, increased crossing times and LPIs, and high-visibility crosswalks
- **Reduced Speed Limits:** 49 miles on 79 corridors

Quick-Builds Safety Statistics

Quick-Builds result in faster improvements for people walking and biking than do full capital projects, which are often expensive and take much longer to implement. On streets with Quick-Builds:

Most drivers are driving slower:

The 85th percentile speed (the speed at or below which 85 percent of drivers travel on a road segment), decreased

3% to 20%

in project areas. Even small decreases in speed reduce the severity of injuries.

And ridership is up on streets with Quick-Build solutions: bicycling volumes are up

75%

during commute times.

Crashes down

18%

between 2018 and 2022.

Crashes involving bikes are down

33%

and pedestrian crashes are down

32%

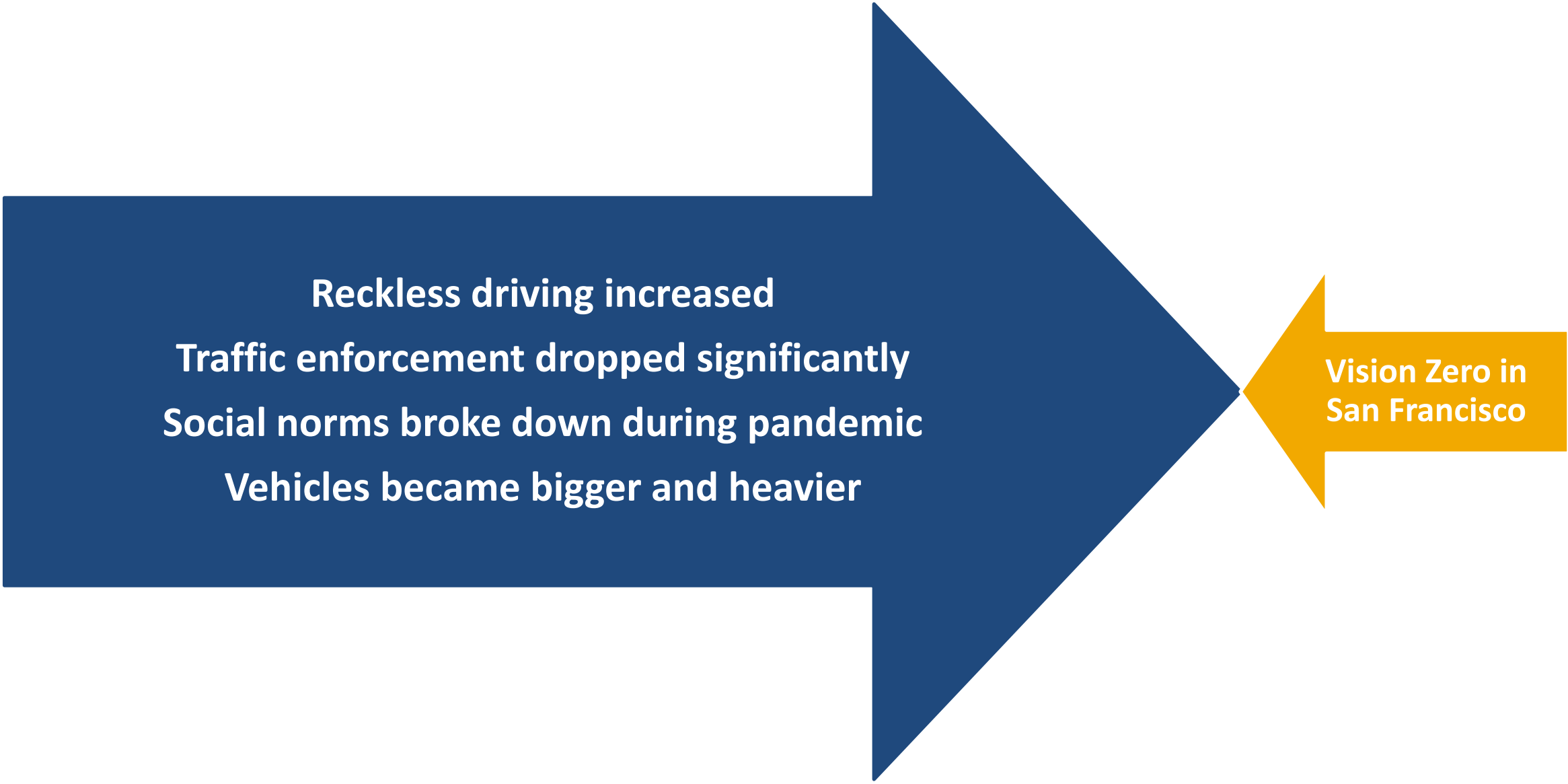
Pedestrian-vehicle close calls are down

38%

Bike-vehicle close calls in intersections are down

62%

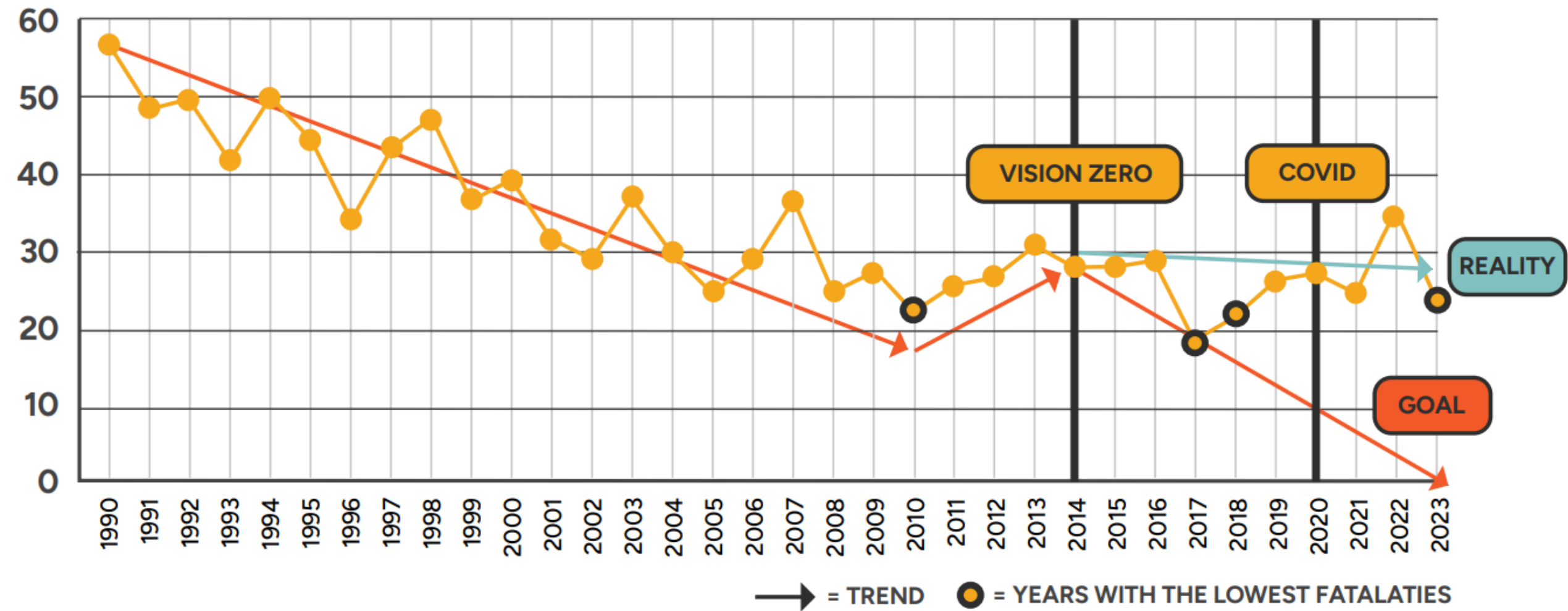
WHAT WE DID NOT SEE COMING



Reckless driving increased
Traffic enforcement dropped significantly
Social norms broke down during pandemic
Vehicles became bigger and heavier

**Vision Zero in
San Francisco**

SAN FRANCISCO FATALITY TRENDS



SCOPE & TIMELINE



Confirm Existing Work

Apr – May 2024

- MTAB budget adoption
- Confirm existing work post-2024



Engagement

Jun – Aug 2024

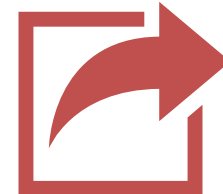
- Peer city interviews
- Survey – 700 responses
- More than 50 meetings to gather input



Consolidate Input

Sep – Oct 2024

- Analyze and share input received
- Share progress
- Hold focus group



Finalize Next Phase

Nov – Dec 2024

- Share draft deliverables
- Outline priorities for 2025 and beyond



Approve Policy

Jan – Mar 2025

- Brief newly elected leaders
- Secure interagency cooperation
- Adopt policy

POLICY PILLARS

To improve street safety, the City commits to:

1. Design streets and enforce safe driving behavior to achieve **safe driving speeds** that support a comfortable, livable, safe environment for people of all ages and abilities to walk and enjoy the public realm.
2. Provide adequate **protection for the most vulnerable roadway users**, addressing areas of conflict between modes of transportation.
3. Ensure that **walking, biking, scooting, and riding transit** are safe, comfortable, convenient, and affordable ways of getting around the city for people in accordance with San Francisco's climate action policy.

QUICK-BUILD PROGRAM

RECENTLY COMPLETED



Frída Kahlo Way

- New two-way protected bikeway providing access to City College in time for new school year
- Bikeway features concrete islands and transit boarding islands for 43 Masonic



Photo: Walk SF

Guerrero Street

- Substantially complete with new painted safety zones, advanced limit lines, and turn calming treatments
- Walk San Francisco celebrated Field Operations in field

CORRIDOR PROJECTS – WELL UNDERWAY

#	PROJECT	PLANNING/DESIGN PHASE	CONSTRUCTION PHASE	CURRENT STATUS
1	Valencia St.	Mar 2022 – Apr 2023	Apr 2023 – Aug 2023	PILOT INSTALLED
2	Bayshore Blvd.	Oct 2021 – Mar 2023	Aug 2023 – Sep 2023	INSTALLED
3	Hyde St.	Sep 2022 – Oct 2023	Nov – Dec 2023	INSTALLED
4	Lake Merced Blvd.	Jul 2021 – Jan 2023	Sep 2023 – Fall 2024	Under Construction
5	Lincoln Way	Sep 2022 – May 2023	Jan – May 2024	INSTALLED
6	Sloat Blvd.	Sep 2022 – Jul 2023	Fall 2024	Preparing for construction
7	Guerrero St.	Jul 2023 – Sep 2023	Aug 2024	INSTALLED
8	17th St.	May 2022 – Mar 2024	Apr – Jun 2024	INSTALLED
9	3rd St.	Aug 2023 – Mar 2024	Mar 2024	INSTALLED
10	Frida Kahlo Way	Jan 2023 – May 2024	May - Aug 2024	INSTALLED

CORRIDOR PROJECTS – DESIGN/OUTREACH IN THE WORKS

#	PROJECT	PLANNING/DESIGN PHASE	CONSTRUCTION PHASE	CURRENT STATUS
11	Oak St.	Aug 2023 – Fall 2024	Late 2024	Planning/design in progress
12	Sutter St.	Aug 2023 – Winter 2024	Early 2025	Planning/design in progress
13	Beach St.	Oct 2023 – Fall 2024	Early 2025	Planning/design in progress
14	Alemaný Blvd.	Jan 2024 – Fall 2024	Fall 2024	Planning/design in progress
15	Cesar Chavez St.	Jan 2024 – Fall 2024	Early 2025	Planning/design in progress
16	Larkin St.	April 2024 – Fall 2024	Following repaving	Planning/design in progress
17	Clarendon Ave.	Sep 2023 – Spring 2024	Following repaving	Planning/design in progress

PROJECTS TO DATE



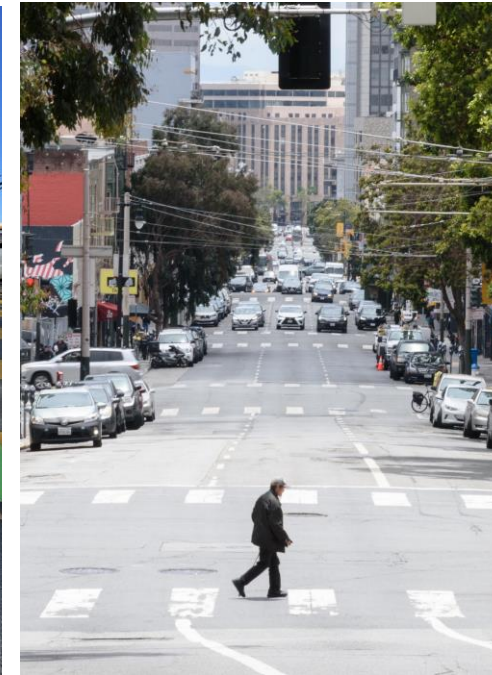
39

Corridor projects completed



2

Construction phase projects

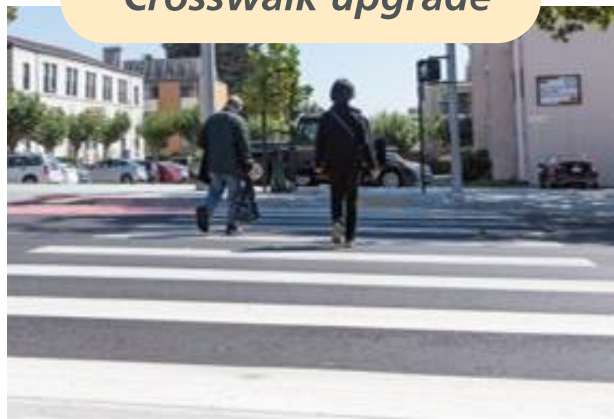


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Design phase projects

QUICK-BUILD TOOLKIT ON THE REMAINING HIGH INJURY NETWORK INTERSECTIONS

Crosswalk upgrade



Advanced limit line



Daylighting



Longer walk time



Pedestrian head start



Signal lens upgrade



Painted safety zone

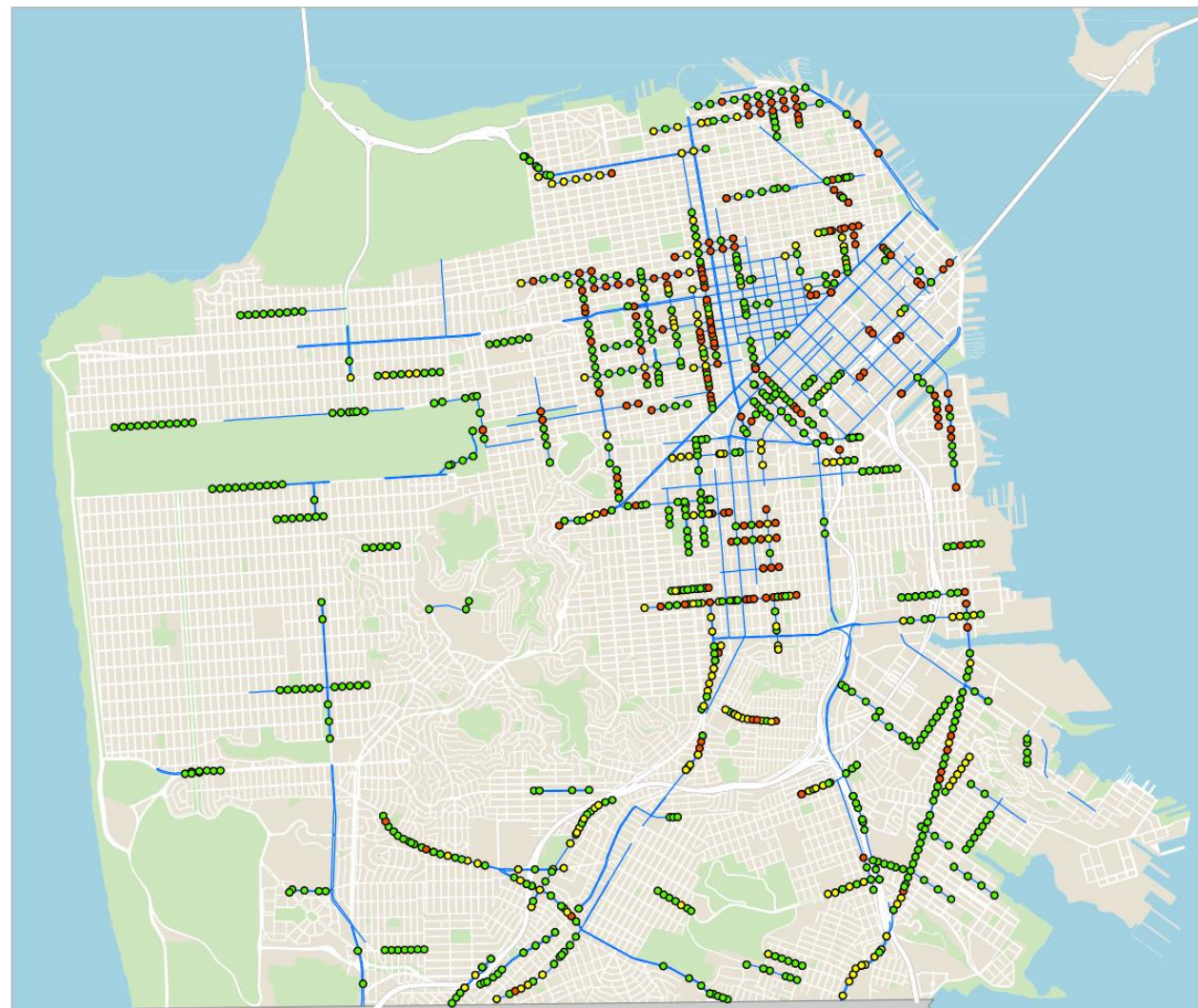
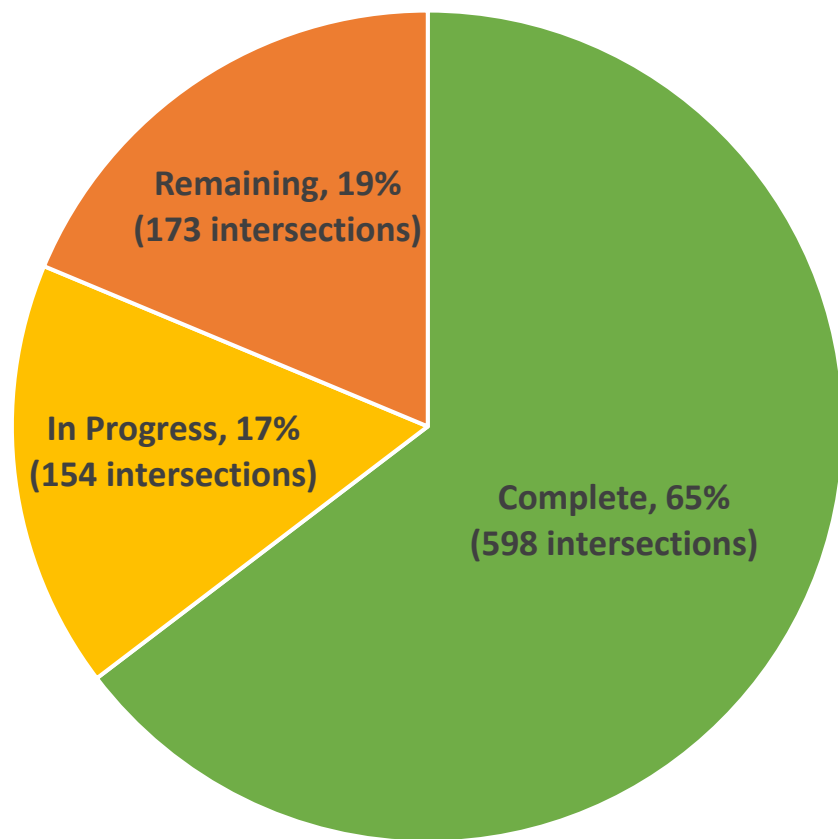


Turn calming



QUICK-BUILD TOOLKIT PROJECT

Progress through 8/21/2024



UPCOMING QUICK-BUILD EFFORTS



Daylighting



Lower Speed Limits



Bikeway Hardening



Corridor Projects

~\$3.5M

~\$5M

SPEED SAFETY CAMERAS



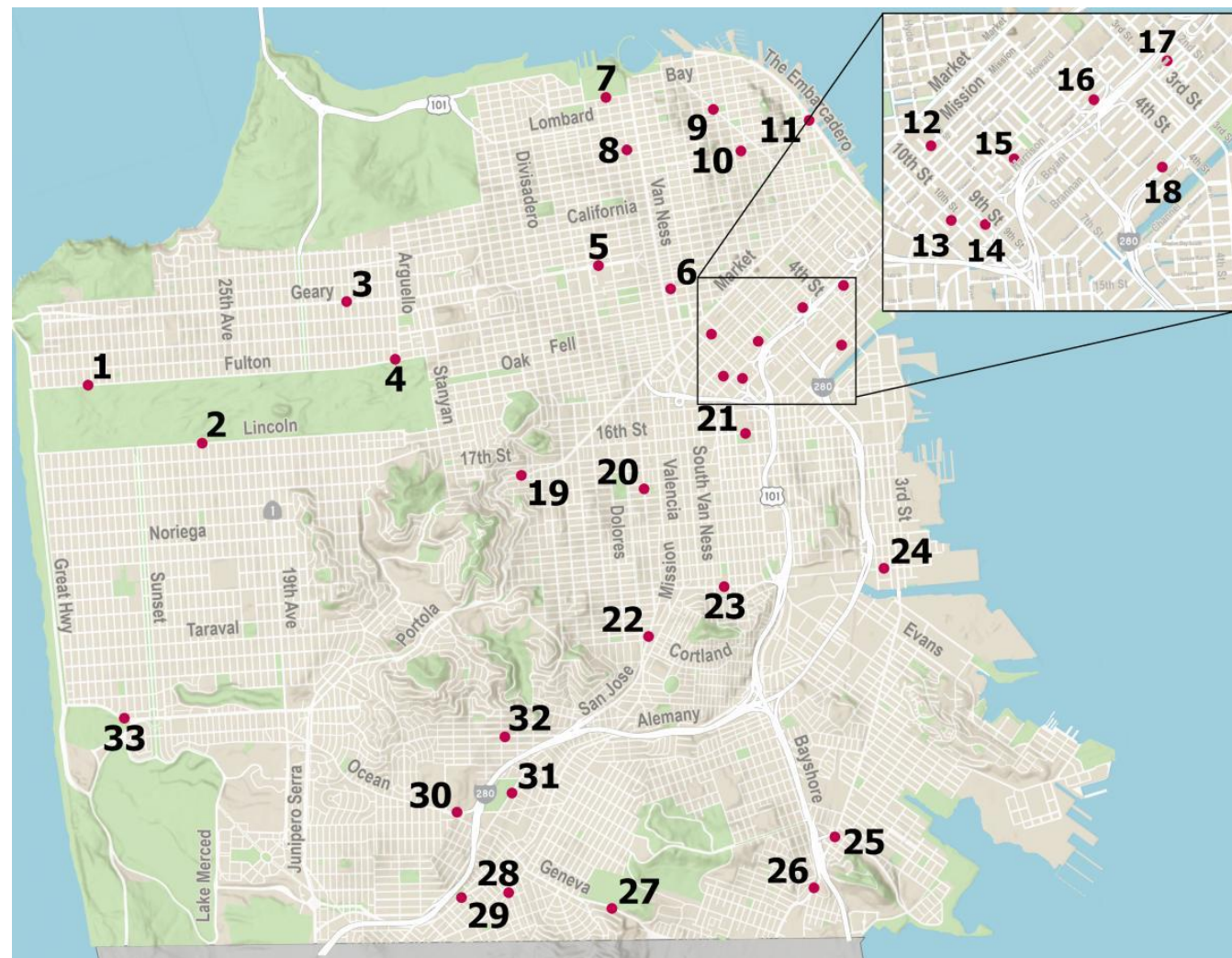
SPEED SAFETY CAMERAS

AB 645 authorizes local departments of transportation of six cities to establish a speed safety program— **not police departments**

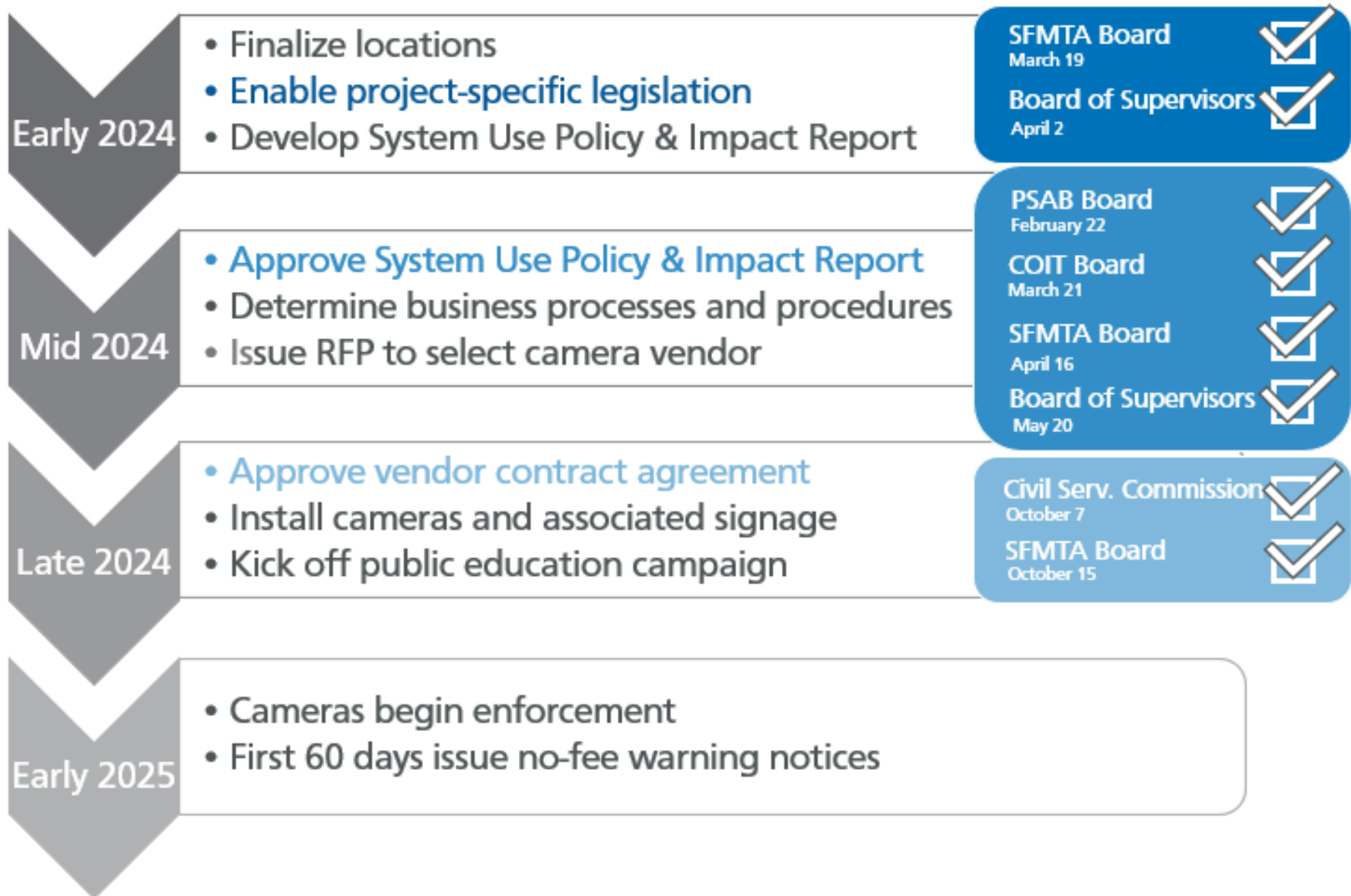
Establishes a **5-year pilot** through January 2032

Driver must be **traveling at least 11 MPH over the speed limit** to receive a citation

Cameras are limited based on the city's population: **San Francisco gets 33**

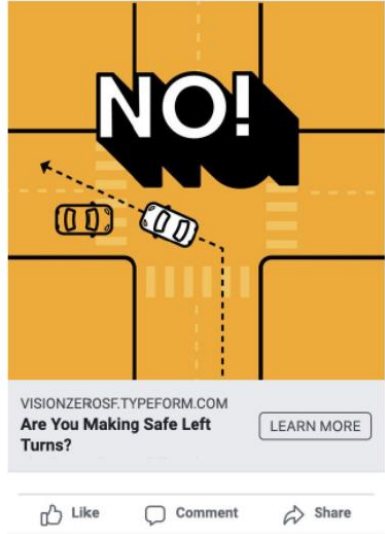


ROADMAP TO SPEED CAMERA IMPLEMENTATION



WE ARE HERE

SAN FRANCISCO CAMPAIGN WITH REGIONAL REACH



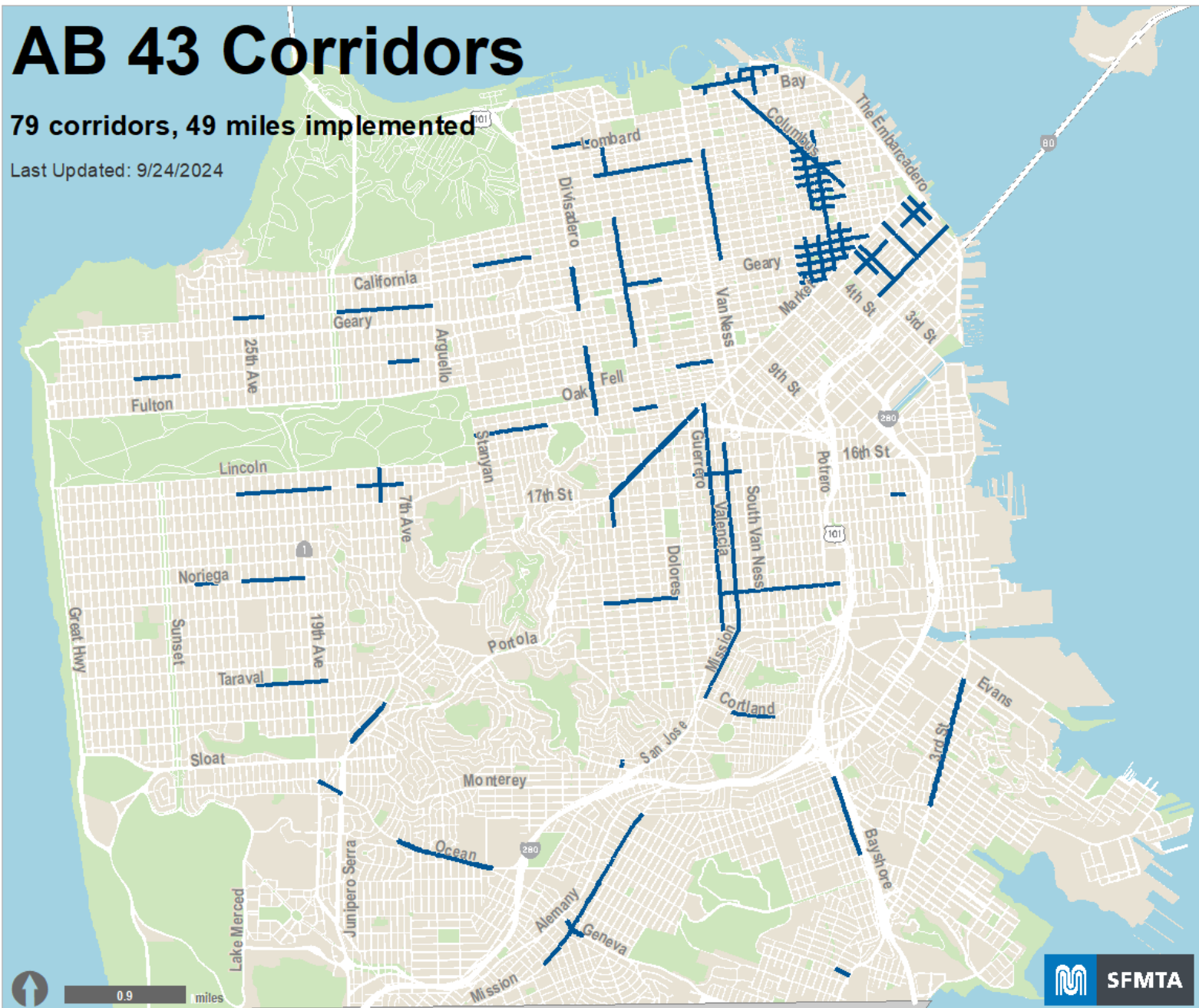
OTHER PROGRAM UPDATES



AB 43 Corridors

79 corridors, 49 miles implemented

Last Updated: 9/24/2024

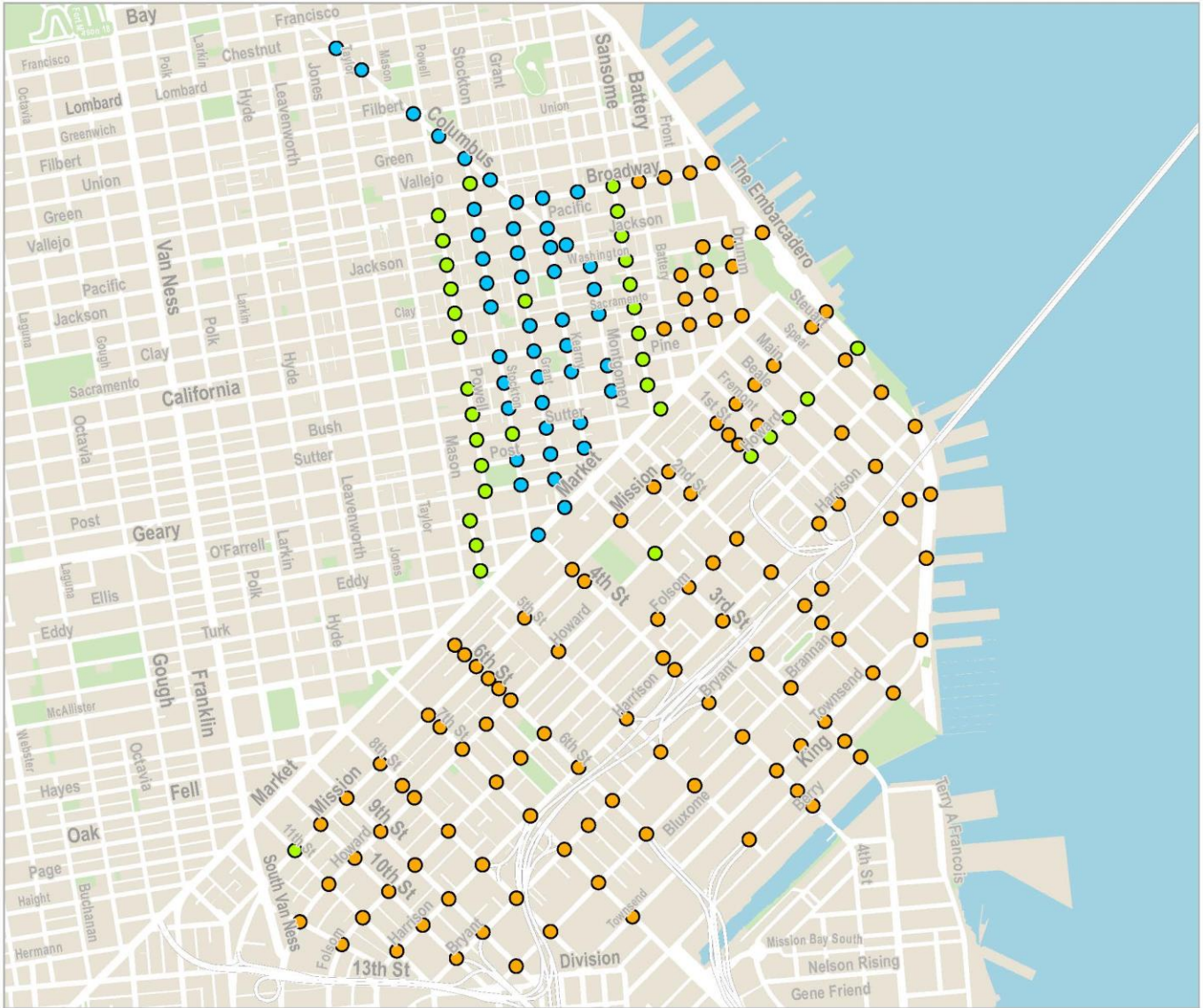


SINCE 2022...

79
Corridors
Completed

49
Street
Miles

600+
Signs
Installed



No Turn On Red Expansion

Updated through October 22, 2024

NTOR Expansion Progress

- Remaining
- Scheduled
- Completed

*Map shows project locations only.
Existing intersections with complete
NTOR for all approaches not indicated.*



Scale 1:16,000
Date Saved: 10/24/2024
For reference contact: Corbin.Skerrit@sfmta.com

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."





Thank you

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