



# Funding the Vision Zero Strategy

SFMTA

Delivering and sustaining investments in Vision Zero



Every year in San Francisco, about 30 people lose their lives and over 500 more are severely injured while traveling on city streets. These deaths and injuries are unacceptable and preventable, and San Francisco is committed to stopping further loss of life. The Vision Zero Action Strategy outlines a bold and ambitious plan to get to zero traffic fatalities.

## Vision Zero Action Strategy Programs

This action strategy identifies the significant shifts needed to advance Vision Zero and outlines the actions and programs needed to end traffic deaths in San Francisco, including: a speed management strategy; Slow Streets; Quick Build Projects; rebuilding streets and signals; school safety; education; and evaluation. The information on the following pages outlines the components and benefits of each program, and a summary of funded and unfunded needs to deliver and sustain investments in Vision Zero over the next five years.

### LIFECYCLE ASSET MANAGEMENT

The Vision Zero Strategy calls for improvements to the entire High Injury Network by 2024. This build-out includes capital investments for upgrading existing street infrastructure and adding new improvements. Planning for the long-term operating costs of maintaining the build-out infrastructure is vital to Vision Zero strategy success.

Signs, street markings, signals, posts and bollards sustain damage from several sources, including the elements and vandalism, limiting their effectiveness in keeping pedestrians and bikers safe. This lifesaving infrastructure wears quickly and requires regular inspection and replacement. To meet our Vision Zero goals, SFMTA staff must plan operating costs and staffing levels proportional to street infrastructure.

### FOR CONSIDERATION:

The Vision Zero Action Strategy released by the Mayor's Office in November 2020 outlines a bold and ambitious plan to get to zero traffic fatalities. This document summarizes funded and unfunded needs to sustain and deliver investments in Vision Zero over the next 5 years.

Staff are seeking the Board's input on their 5-year funding priorities given the unfunded needs to advance Vision Zero commitments.

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**PROGRAM**

**DESCRIPTION**

**BENEFITS**

**REBUILDING STREETS AND SIGNALS**



**Total Capital Cost: \$195.6 million over 5 years**  
**50% Funded with \$98.6M in unmet need**

- Increase in capital construction projects to support longer-term permanent safety improvements on our streets, such as sidewalk widening, raised crosswalks, and bulb-outs
- New and upgraded signals will likely include new pedestrian signals, accessible pedestrian signals, mast arms, higher-visibility 12" traffic signals, and updated curb ramps
- Pedestrian countdown signals, left turn signals or other phasing improvements
- Expansion of the Red Light Camera program

Capital projects bring permanent safety improvements through comprehensive streetscape upgrades, such bulb-outs, raised crosswalks, concrete buffers at protected bikeways, sidewalk widening and intersection upgrades.

Signal improvements are proven to decrease crashes and improve safety; upgrading and improving our signals will support a safer transportation system.

Signal upgrades support people with disabilities through tools such as accessible pedestrian signals and leading pedestrian intervals.

**QUICK BUILDS**



**Total Capital Cost: \$51.9 million**  
 (\$10.38M per year)  
**70% Funded with \$15.85M in unmet need**

- Approximately 20 Quick Build projects per year, using expedited delivery of pedestrian and bicycle safety improvements, such as roadway and curb paint, traffic signs, traffic delineators, traffic signal changes, transit boarding islands, and parking and loading changes
- Corridor and spot improvements at various locations on the High Injury Network

Quick Build projects are an effective approach to delivering safety improvements more quickly and at lower costs throughout the city; uses reversible and adjustable traffic controls.

**SCHOOL SAFETY**



**Total Operating & Capital Cost: \$37.8 million**  
 (\$7.56M per year)  
**57% Funded with \$16.1M in unmet need**

- Targeted engineering improvements near schools, such as traffic calming tools
- Outreach to engage with school communities on increasing active transportation safety, including through audits and the Safe Routes to School Program (SRTS). Current grant funding expires in **Nov 2022**
- Crossing guard program to support students arriving and departing safely from schools

Supporting children and families with safe streets to travel to and from school supports our city's mode shift goals to make it safer for everyone to travel.

**SLOW STREETS**



**Total Capital Cost: \$25 million** (\$5M per year)  
**25% Funded with \$18.5M in unmet need**

- Public outreach and engineering for new traffic safety investments to reduce through vehicle traffic on Slow Streets corridors
- Upgrading existing Slow Streets with more durable and effective materials in the roadway

Supporting mode shift through tools like Slow Streets will help make it safer for everyone traveling; supports the build out of a comfortable and safe citywide bicycle network.



**PROGRAM**

**DESCRIPTION**

**BENEFITS**

**SPEED MANAGEMENT STRATEGY**




**Total Operating & Capital Cost: \$17 million** (\$2-4M per year)  
**56% Funded with \$7.7M in unmet need**

- Engineering improvements such as traffic calming tools, speed radar signs, reduced speed limits and speed limit signs on key corridors
- Educational programs and social norming signage, including outreach campaigns, community engagement around alternatives to traditional traffic enforcement, community ambassador pilot programs, and coordination with SFPD on High Visibility Traffic Safety Campaigns

Uses tools such as education, outreach and engineering to increase safe speeds compliance among drivers.

Mixed evidence on effectiveness of traditional enforcement on crash reduction and changing driver behavior.

**EDUCATION**

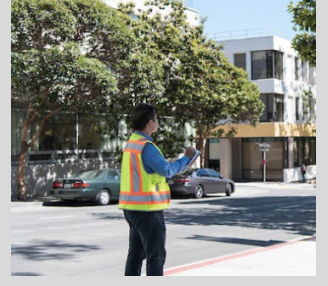


**Total Operating Cost: \$3 million** (\$1.5M per year)  
**0% Funded after FY2022; \$3M in unmet need**

- Large scale education campaigns and projects focusing on major crash factors such as speeding – using a combination of physical and digital outreach to reach the public
- Sustained and expanded motorcycle safety program
- Expansion of a community organization grants program to engage local community groups in increasing Vision Zero awareness and participation among hard-to-reach vulnerable populations

Robust education campaigns increase public awareness and support for Vision Zero, can prolong safer driving behaviors when paired with other Vision Zero strategies such as engineering and enforcement, and can shift long-term attitudes around traffic safety culture.

**EVALUATION**



**Total Capital Cost: \$2 million** (\$400k per year)  
**0% Funded with \$2M in unmet need**

- Pre-and-post data collection and analysis of bicycle, pedestrian, and traffic calming projects, including Quick-Builds and COVID-related Slow Streets
- Tracking of progress and performance measures for key traffic calming, bicycle, and pedestrian safety projects
- Annual Safe Streets Evaluation Reports

Evaluation is a core element of testing the effectiveness and impact of street safety projects and programs.

