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

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# VISION ZERO ACTION STRATEGY UPDATE

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November 2, 2021

# AGENDA

1. Process to date
2. Responding to feedback
3. Proposed Board actions

# **PROCESS TO DATE**

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# ACTION STRATEGY TIMELINE

Spring 2021

Community  
Outreach



Summer 2021

Share Draft with  
Stakeholders



Fall 2021

Present and Release  
Updated Strategy

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



三藩市零願景策略  
最新報告

強調我們的承諾 - 在三藩市消除死亡車禍

Vision Zero SF | 2021年2月16日



## ACTION STRATEGY TIMELINE



- Presentations at Vision Zero Task Force
- Discussions with Vision Zero Coalition and Vision Zero Senior and Disability Work Group
- Presentations to MTA Board and SFCTA Board

## ACTION STRATEGY TIMELINE



- Presenting final changes to Strategy in response to community and Board feedback
- Proposing SFMTA Board Actions to advance Vision Zero
- Strategy Release by Mayor's Office this Fall

# **UPDATES TO THE STRATEGY**

Responding to direction from the Board  
and feedback from the community

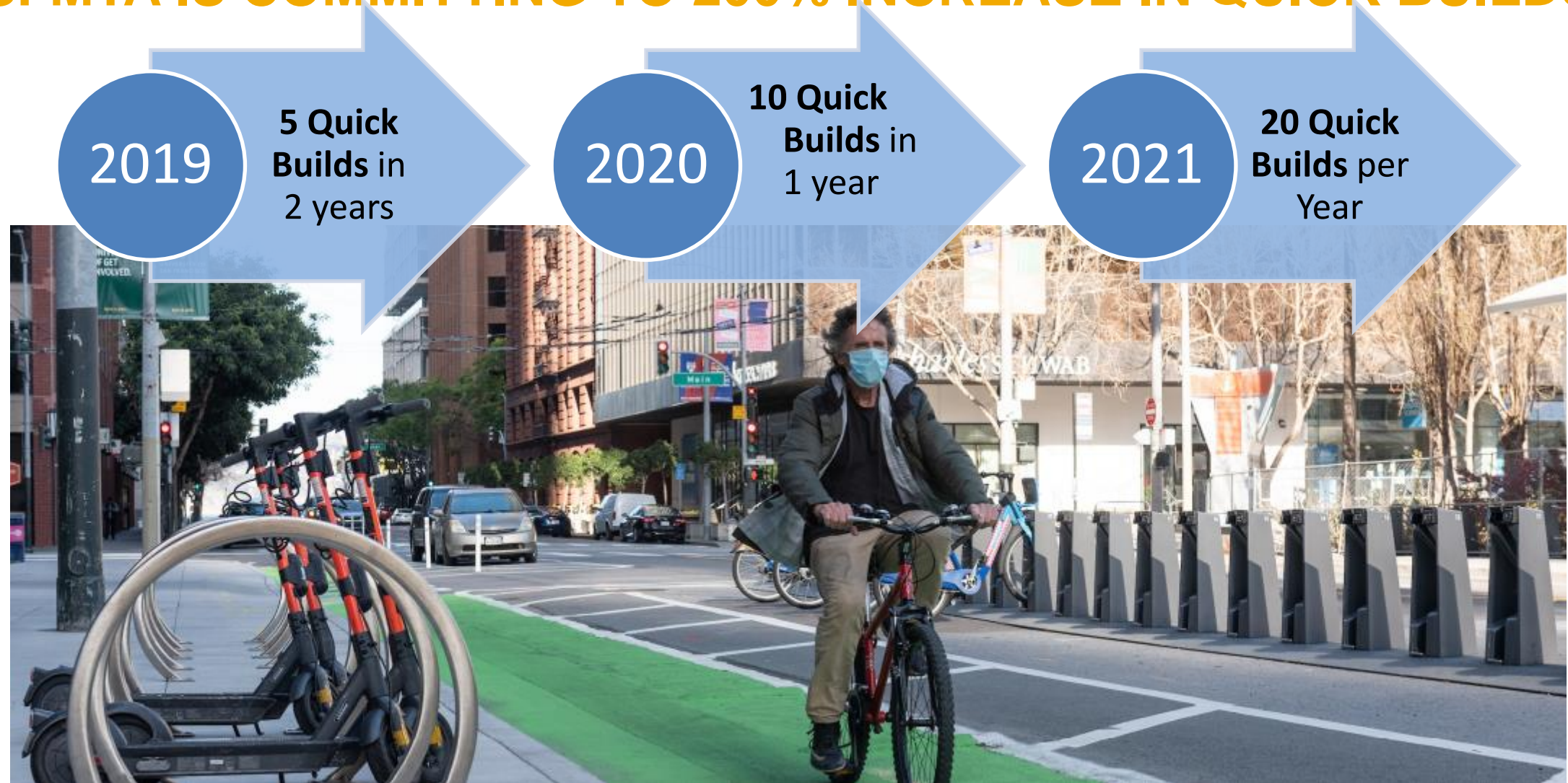
## KEY AREAS OF FEEDBACK ON DRAFT STRATEGY:

1. **Quick Builds**
2. **Mode Shift and Slow Street**
3. **Speed Management**
4. **Safer Crossings**
5. **Measuring Progress**



# WHAT IS THE COMMITMENT TO PROJECTS ON THE HIN?

## SFMTA IS COMMITTING TO 200% INCREASE IN QUICK BUILDS



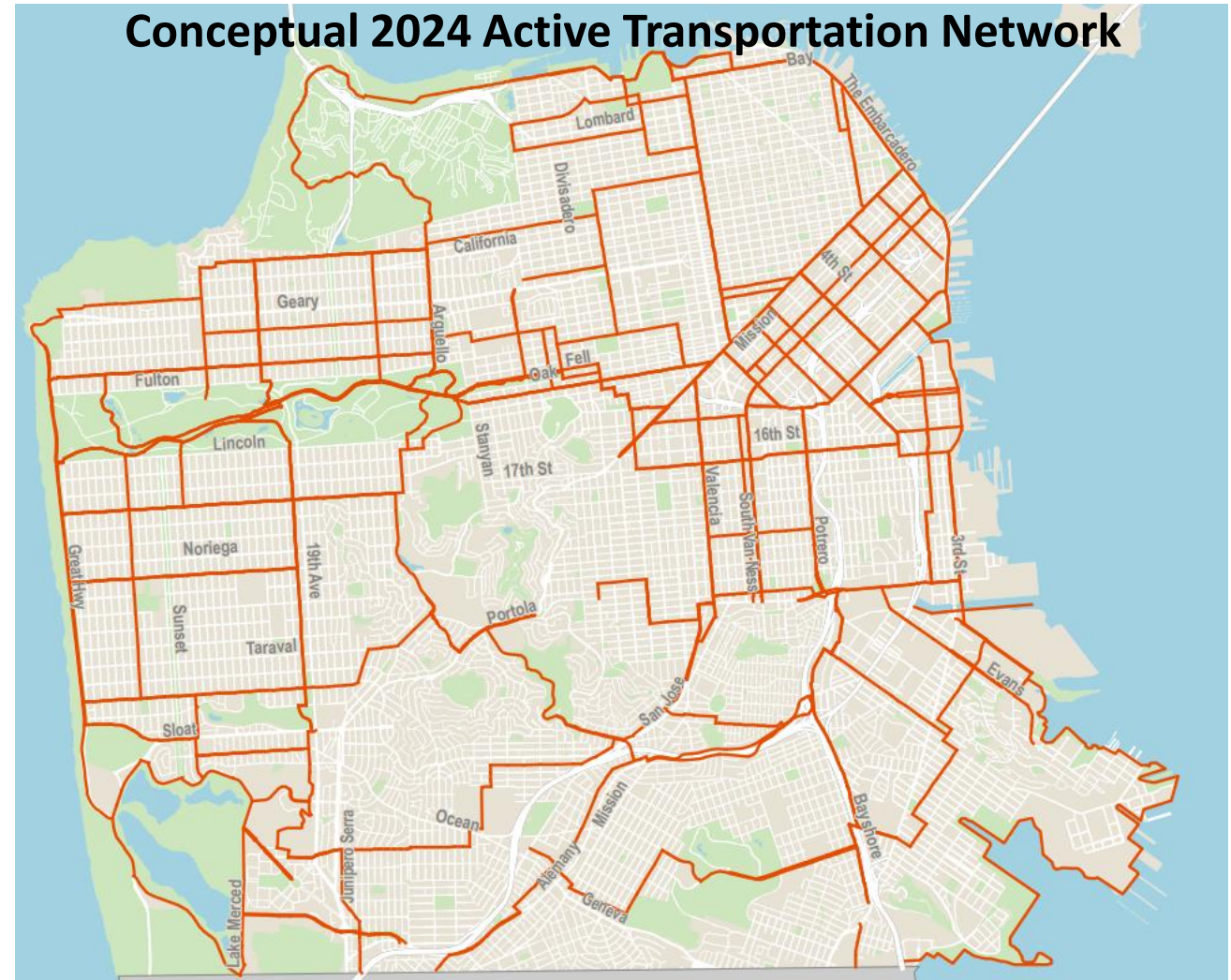




# HOW DOES THE STRATEGY SUPPORT MODE SHIFT ?

## SF WILL COMPLETE AN ACTIVE TRANSPORTATION NETWORK BY 2024

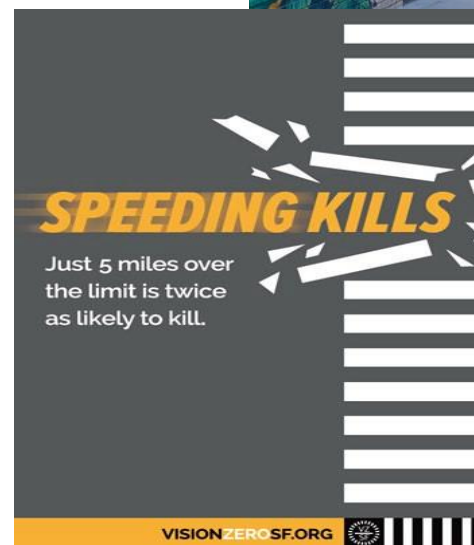
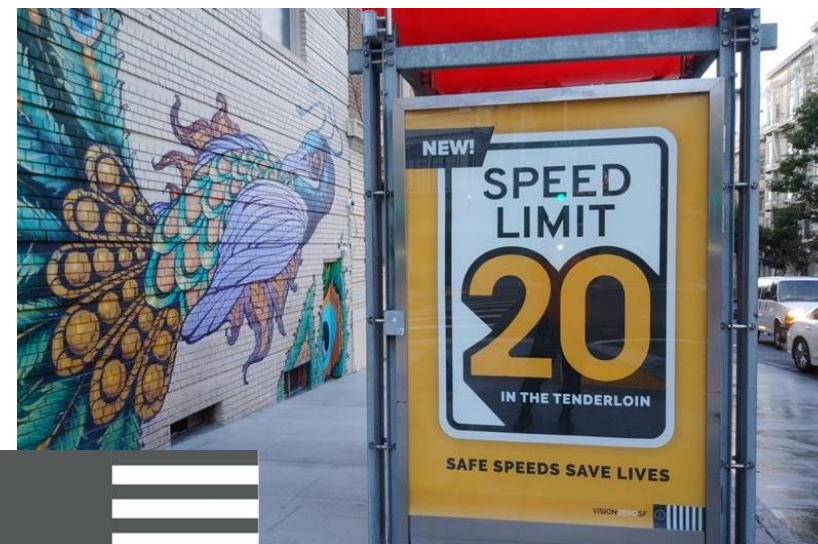
- Active transportation network to support biking and walking
- Includes low-car streets and car-free streets, Slow Streets and protected bike lanes
- SF Bike Plan will develop larger and more specific vision



# WHAT WILL BE IN THE SPEED MANAGEMENT PLAN?

## SF PROPOSES A COMPREHENSIVE SPEED MANAGEMENT PLAN, INCLUDING:

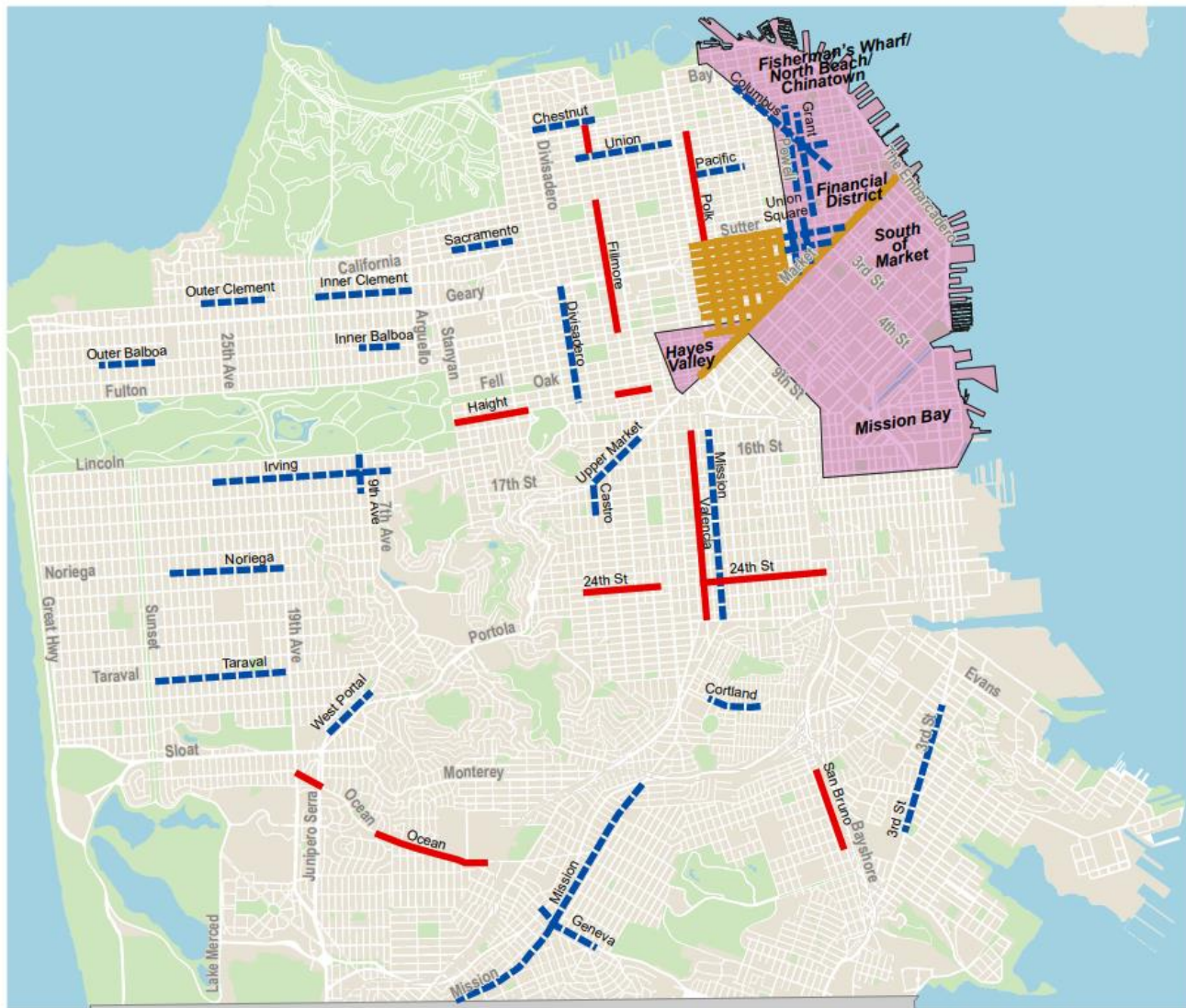
- Speed Limit Reductions & Signage
- Speed Education and Outreach Campaign
- Outreach on Alternatives to Traditional Traffic Enforcement
- High Visibility Speed Enforcement Campaign
- Traffic Calming





# WHERE WILL SPEED LIMITS BE REDUCED?

## SF PROPOSES INITIAL SPEED LIMIT REDUCTIONS (AB43)



Initial locations eligible as business activity districts beginning 2022

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

**—** 20 MPH Corridors - Batch One

**- - -** 20 MPH Corridors - Future Consideration

**■** Area for Future Study

**■** Existing 20 MPH Corridors

# WHAT IS THE COMMITMENT ON SAFER CROSSINGS?

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

All HIN intersections will have core improvements as appropriate:

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



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

# WHAT METRICS CAN BE ADDED?

## UPDATED METRICS & REPORTING TO MEASURE PROGRESS

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



### Key Findings



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



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



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

### TURK STREET SAFETY PROJECT



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



#### PROJECT FINDINGS - AT A GLANCE



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



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



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



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

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

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# **PROPOSED SFMTA BOARD ACTIONS**

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# *PROPOSED SFMTA BOARD ACTIONS*

## **ADVANCING QUICK BUILDS**

1. Direct staff to develop and implement project proposals using the Quick Build toolkit on all remaining corridors on the City's High Injury Network by 2024
2. Direct staff to exhaust the Quick Build toolkit under existing City Traffic Engineer authority and recommending tow-away zones and/or establishing new bike lanes as appropriate for expedited SFMTA Board approval
3. Direct staff to conduct outreach and community engagement to inform Quick Build projects, but to move forward with robust safety improvements expeditiously, including parking and travel lane removal where appropriate

# *PROPOSED SFMTA BOARD ACTIONS*

## **REDUCING SPEED LIMITS**

1. Direct staff to advanced speed limit reductions as authorized by CA Assembly Bill 43, including direction to bring a future item to the SFMTA Board for approval on specific corridors
2. Direct staff to develop a comprehensive speed management plan with complementary educational campaigns and traffic calming

# *PROPOSED SFMTA BOARD ACTIONS*

## **ENDORISING VISION ZERO ACTION STRATEGY**

1. Endorse the City's 2021 Vision Zero Action Strategy



Thank you

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