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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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# SAN FRANCISCO'S PEDESTRIAN PROGRAM


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ITE Central Coast & Central California Joint Meeting  
May 1, 2024

# **VISION ZERO**


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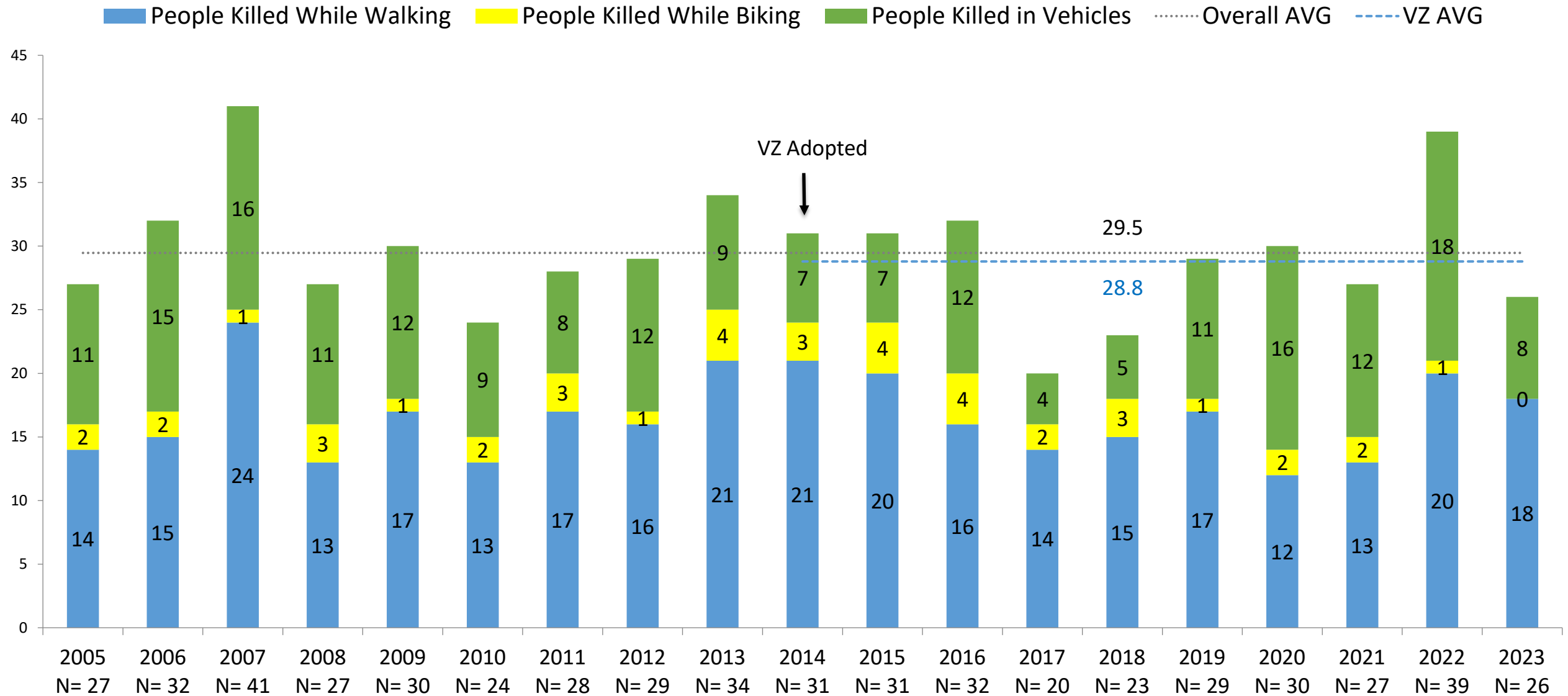


In 2014, the City and County of San Francisco adopted Vision Zero as a policy.

**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.



# 26 TRAFFIC-RELATED DEATHS IN 2023



## Vision Zero SF Reflects an Evolving Approach and Lessons Learned

San Francisco was the second city in the United States to adopt Vision Zero and is a leader nationally in our commitment to prioritize street safety and eliminate traffic deaths. Since adopting Vision Zero in 2014, San Francisco has pushed the limits in what can be done to create safer streets. Through data, evaluation, and critical assessments, the City continues to evolve its approach to making streets safer for everyone.



**Mayor's Executive Directive on Pedestrian Safety**—Mayor Gavin Newsom directs City departments to implement solutions to reduce severe and fatal injuries



**Adopted Vision Zero** to eliminate all traffic fatalities



**Began commitment to Focus on the Five** to better enforce the five traffic violations that most often result in severe injury or death



**Designed a Motorcycle Safety Program** which evolved in later years to provide hands-on safety skills training in partnership with SFPD Traffic Company motorcycle officers



**Launched the Safe Speeds High Visibility Enforcement (HVE)** campaign to leverage public communications campaigns with targeted speed enforcement



**Began funding the Safe Streets for Seniors and People with Disabilities** grant program to fund community-based organizations to conduct outreach on traffic safety



**Released the first High Injury Network map** showing priority areas based on hospital and police crash data



**Sponsored AB 342 (Chiu)**, a speed camera bill to begin to pursue alternatives to traditional enforcement

| PROVIDER   | SERVICES   |
|--|--|
| SF Dept of Public Health<br>SF Dept of Public Health<br>SF Dept of Public Health<br>SF Dept of Public Health | Healthcare<br>Mental health<br>Substance use<br>Social services<br>Housing |
| SF Dept of Public Health<br>SF Dept of Public Health<br>SF Dept of Public Health<br>SF Dept of Public Health | Behavioral and Respite for<br>Elderly and Family Members                   |
| SF Dept of Public Health<br>SF Dept of Public Health<br>SF Dept of Public Health<br>SF Dept of Public Health | Assistance navigating the<br>Criminal Justice System                       |

**Launched a Crisis Response Team** to streamline support offered to victims' families



**Adopted slower walking speeds policy**, committing to increase walking times at crosswalks at all signalized intersections citywide



**Launched a Rapid Response Team** to quickly and effectively make engineering changes after fatal crashes



**Introduced Seniors and People with Disabilities Traffic Calming Program** to focus safety improvements



**Launched Quick-Build Program** to deliver efficient and expedited corridor safety improvements



**Began Post-Fatality Outreach**, installing memorial posters and holding one-on-one conversations with members of the public at crash sites



**Developed Transformative Policy Agenda**—released Action Strategy connecting the response to traffic deaths to the city's goals around equity, climate change and housing affordability



**Implemented Car-Free Market Street Quick-Build**, becoming the city's first street to remove private vehicles to improve safety for people walking, biking, taking transit and taxis on one of our city's busiest streets



**Introduced the Safer Intersections project** to encourage safer left turns, which includes the Safety—it's Your Turn campaign, community grants, and the Left Turn Traffic Calming pilot



**Began the Slow Streets program** to limit through traffic on certain residential streets to allow them to be used as shared spaces for people walking and biking



**Implemented the City's first neighborhood wide 20 mph zone**—reducing speed limits in the Tenderloin, where every street is on the High Injury Network

**Sponsored AB 43 (Friedman)**, new legislation signed into law that provides flexibility to reduce speed limits

**Sponsored AB 550 (Chiu)** Speed Safety Cameras, seeking out alternatives to traditional enforcement



**Introduced the city's first neighborhood-wide Turn on Red Restriction** in the Tenderloin—a neighborhood with the highest concentration of turn-related crashes

2010

2014

2016

2017

2018

2019

2020

2021



<https://www.sfmta.com/reports/vision-zero-sf-action-strategy-2021-2024>

## GUIDING PRINCIPLES



**Saving  
Lives**



**Equity**



**Slowing  
Speeds**



**Safe  
Streets**



**Culture  
Change**

# **WHAT'S IN OUR PEDESTRIAN TOOLKIT?**

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# PEDESTRIAN IMPROVEMENTS TOOLKIT



Continental Crosswalks



Advanced Limit Lines



Raised Crosswalks



Pedestrian Refuges



Flashing Beacons



Pedestrian Signal Improvements



Daylighting



Painted Safety Zones



Bulb-outs



Left Turn Safety



Accessible Pedestrian Signals



Pedestrian Scramble





# IMPROVING VISIBILITY & REDUCING CONFLICTS

# DAYLIGHTING & CONTINENTAL CROSSWALKS

**14% reduction in collisions** at 80 intersections with daylighting in the Tenderloin

90% of HIN with daylighting

95% of HIN with continental crosswalks



## SIGNAL RETIMING – LPI, PCS, APS

**88%** of signals on HIN have **slower walking speeds** (walk speed 3 feet per second)

**80%** of signals on HIN have **Leading Pedestrian Intervals (LPI)**

**95%** of signals on HIN have **Pedestrian Countdown Signals (PCS)**

**42%** of signals on HIN have **Accessible Pedestrian Signals (APS)**



## CROSSWALK HEAD STARTS:

Let people start to cross and be seen before cars enter the intersection.

## NO TURN ON RED

**20% of bike/ped crashes**

54 intersections in the  
Tenderloin (Fall 2021)

**70% reduction** in vehicles  
blocking a crosswalk on red  
signal and **less close calls**



# TURN SAFETY TREATMENTS



Cars making left turns in the treated intersections went

**17% SLOWER**

Additionally, we saw a **71%** decrease in the chance of a vehicle turning left at a speed over 15 mph.

Have  
you  
seen  
them?



Enhanced Centerlines

Speed  
Bumps

Slow-Turn  
Wedges

# PAINTED SAFETY ZONES

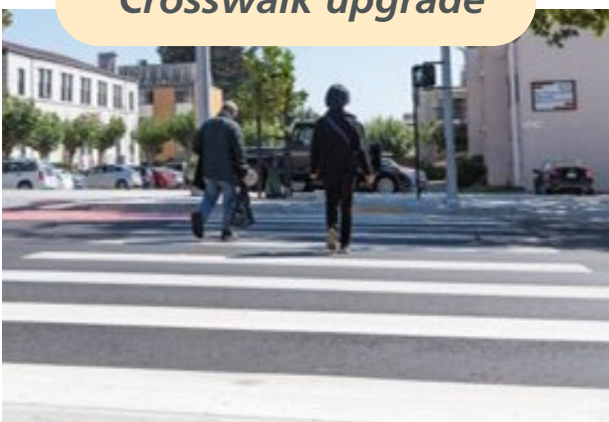


**25% increase in  
drivers fully yielding  
to pedestrians**

**Turning speeds  
decreased by 55%**

# QUICK-BUILD TOOLKIT ON THE REMAINING HIGH INJURY NETWORK

*Crosswalk upgrade*



*Pedestrian head start*



*Daylighting*



*Longer walk time*



*Advanced limit line*



*Signal lens upgrade*



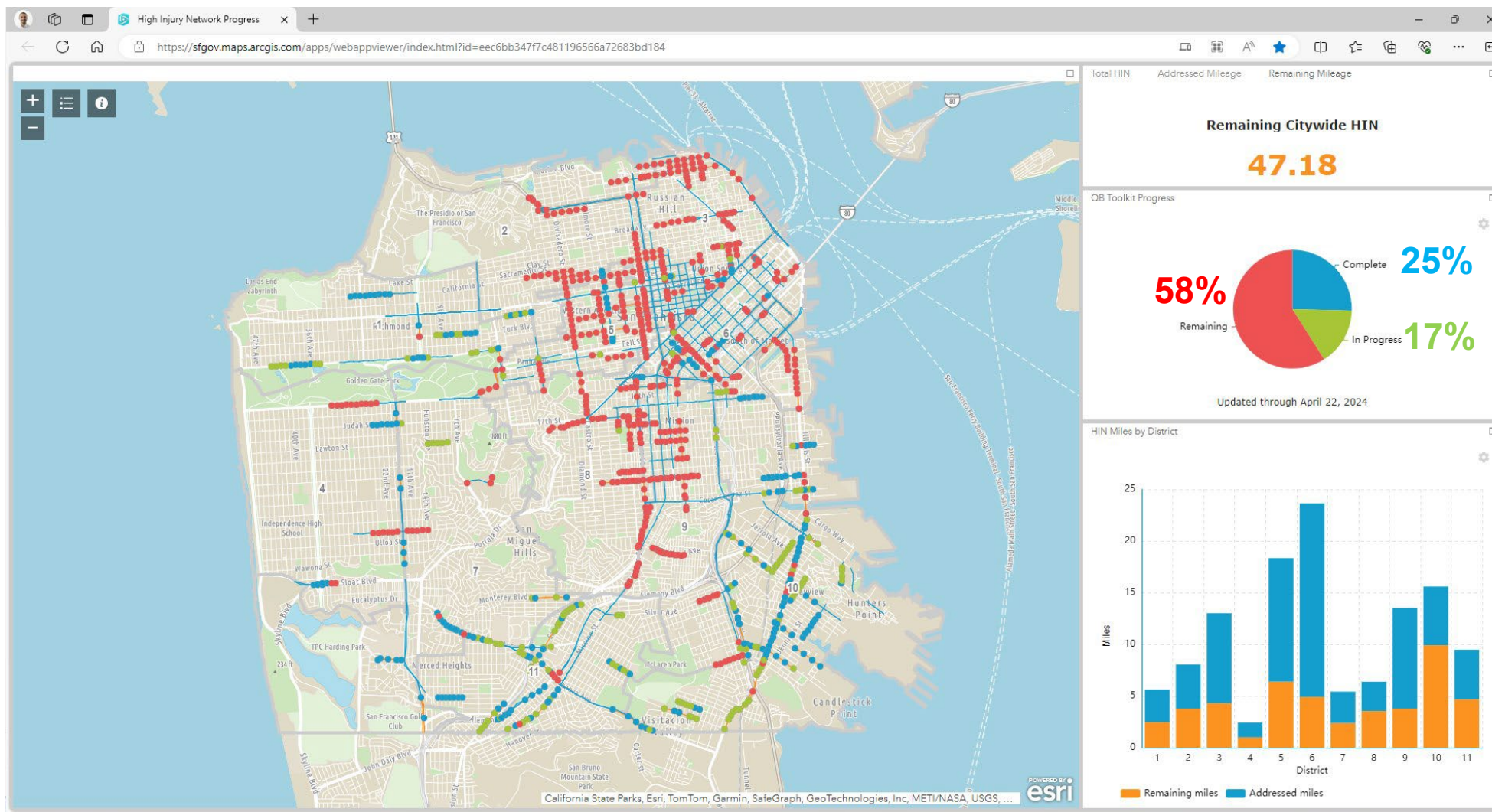
*Painted safety zone*



*Turn calming*



# QUICK-BUILD TOOLKIT PROGRESS





| ACTION  | LEAD AGENCY | TIME FRAME    |
|---|-------------|---------------|
| <b>IMPROVING VISIBILITY &amp; REDUCING CONFLICTS FOR VULNERABLE ROAD USERS</b>  |             |               |
| Ensure all intersections on the HIN have high visibility crosswalks by 2024 and daylighting by 2023.  | SFMTA       | 2023/<br>2024 |
| Modify all eligible signals on the HIN for slower walking speeds and leading pedestrian intervals.  | SFMTA       | 2024          |
| Upgrade 40% of signals on the HIN with Accessible Pedestrian Signals (APS) and 95% of signals on the HIN with Pedestrian Countdown Signals (PCS). | SFMTA       | 2024          |
| Evaluate Tenderloin No Turn on Red (NTOR) policy and develop expansion plan based on results.   | SFMTA       | 2022          |
| Develop expansion for installation of left-turn traffic calming at 35 new high priority locations on the HIN.                                     | SFMTA       | 2024          |
| Expand red light camera program with eight new locations.   | SFMTA       | 2022          |



# NO TURN ON RED POLICY

**PROGRAM HIGHLIGHT**

# TENDERLOIN AREAWIDE NO TURN ON RED PILOT



Motorist  
Compliance

Motorists are demonstrating a high compliance with NTOR restrictions. On average, **92%** of vehicles are complying with the turn restriction.



Crosswalk  
Encroachment

Vehicles blocking or encroaching onto crosswalks on a red signal was reduced by more than **70%** after the restriction was implemented.



Close Calls at  
Intersections

While pedestrian-vehicle interactions increased (expected given NTOR restriction), **close calls for vehicle-pedestrians decreased** from 5 close calls before NTOR signs were posted to 1 close call after restrictions were in place at observed intersections.



Yielding Behavior

There was no significant change in the percentage of turning vehicles that yield at the crosswalk to pedestrians on a green light.

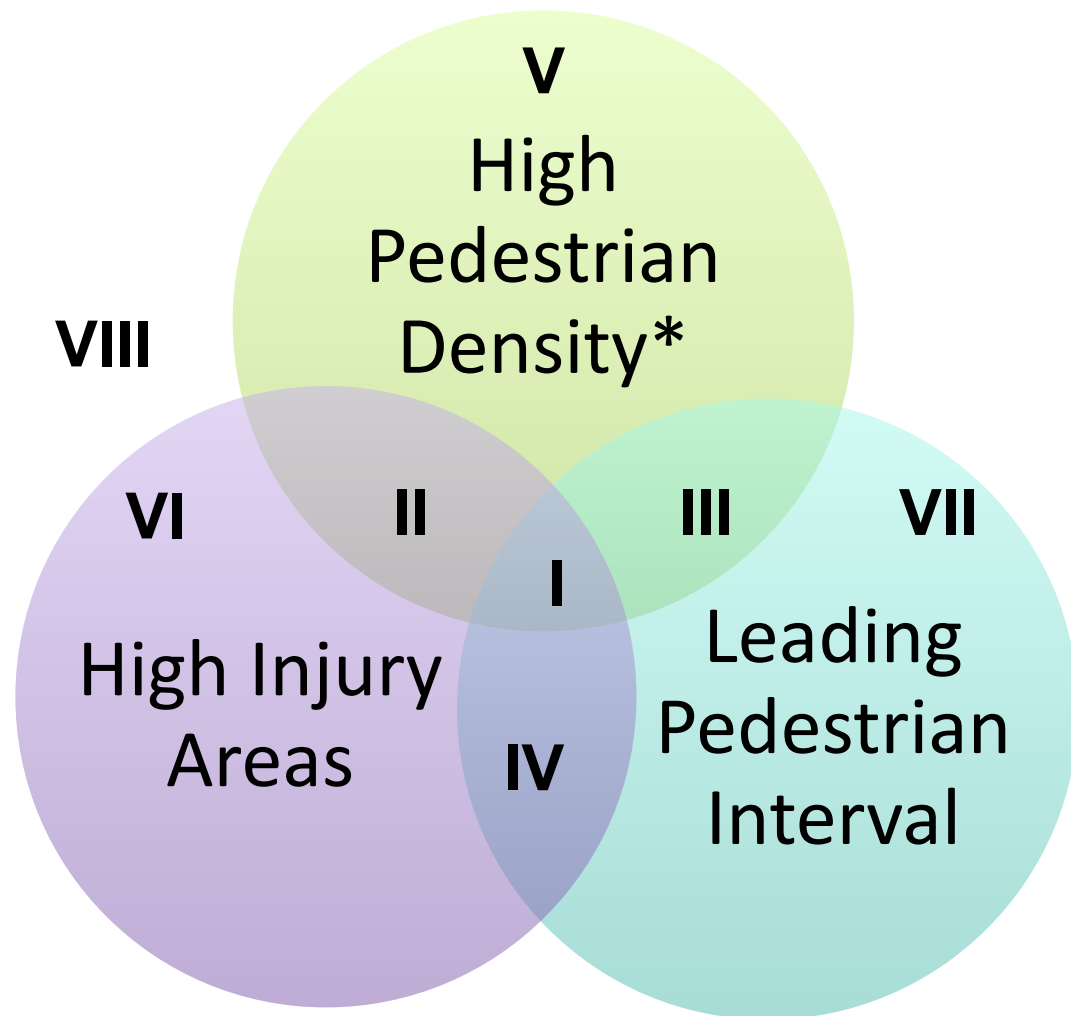
## SAN FRANCISCO'S THREE FACTOR APPROACH

**Factor 1: Pedestrian Activity.** Turn on red should be expanded at areas of high pedestrian activity to a) improve pedestrian comfort, such as keeping crosswalks clear, and b) reduce risks of vehicle-pedestrian conflicts, which are more likely where pedestrians are concentrated.

**Factor 2: High Injury Network.** From a safety perspective, the turn on red crashes that do occur mostly involve pedestrians and they tend to concentrate in areas of high pedestrian activity in the High Injury Network.

**Factor 3: Leading Pedestrian Intervals.** No Turn on Red regulations can reduce conflicts associated with red to green transitions at Leading Pedestrian Intervals, as recommended by professional guidance.

## NO TURN ON RED PRIORITIZATION



Current Proactive Expansion  
Section I Signalized Approaches

Future Expansion Study Areas  
Sections II and III

Review Site Case by Case  
Sections IV, V, VI, VII, and VIII

- \* Indicators of high pedestrian activity include:
- Land uses that generate significant pedestrian traffic
  - Downtown, business or commercial districts

# No Turn On Red Expansion

San Francisco

February 2024

## LEGEND

- MTA Signals on the HIN & on Ped Land Uses
- MTA Signals on the HIN & NOT on Ped Land Uses
- MTA Signals NOT on the HIN & on Ped Land Uses
- MTA Signals NOT on the HIN & NOT on Ped Land Uses
- 2022 High-Injury Network
- Pedestrian Land Uses (commercial, mixed use, transit)

Existing MTA signals: 1,284

MTA signals on the HIN & on Ped Areas: 553 (43%)

MTA signals on the HIN & NOT on Ped Areas: 255 (20%)

MTA signals NOT on the HIN & on Ped Areas: 238 (18.5%)

MTA signals NOT on the HIN & NOT on Ped Areas: 238 (18.5%)



0.9

miles

Scale: 1:48,000

Date Saved: 2/8/2024

For reference contact: [VisionZeroSF@sfmta.com](mailto:VisionZeroSF@sfmta.com)

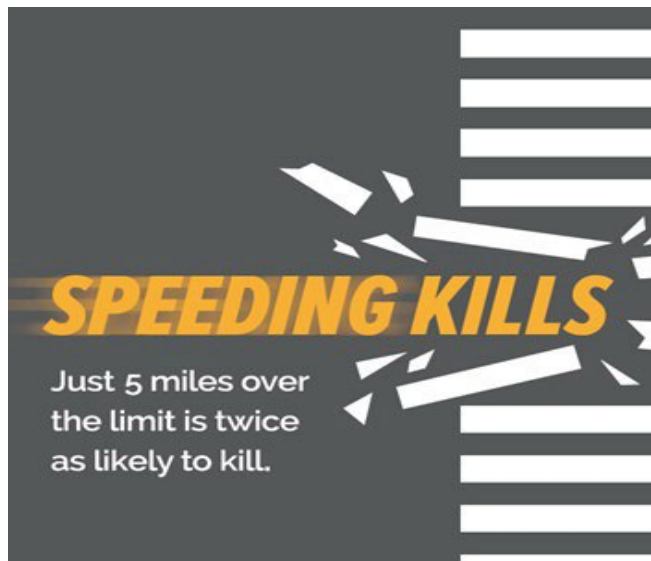
By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") 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."





# SLOWING SPEEDS

# SPEED MANAGEMENT PLAN



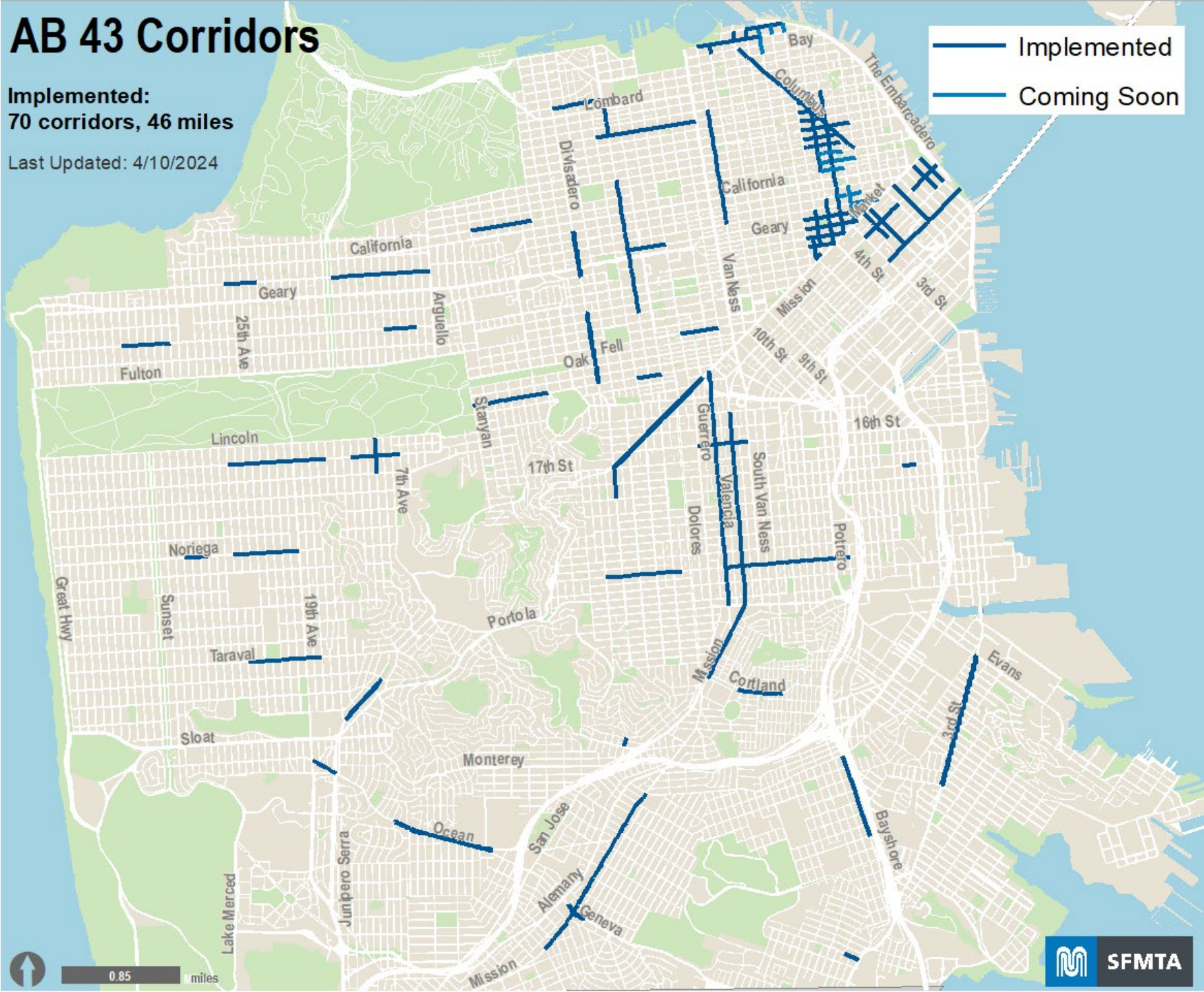


# AB 43 Corridors

**Implemented:**  
70 corridors, 46 miles

Last Updated: 4/10/2024

— Implemented  
— Coming Soon



0.85 miles



| ACTION   | LEAD AGENCY                    | TIME FRAME |
|--|--------------------------------|------------|
| <b>SLOWING VEHICLE SPEEDS</b>  |                                |            |
| Apply the Quick-Build toolkit on the entire HIN by 2024* (see map on pages 30-31 for more details).  | SFMTA / SF Public Works        | 2024       |
| Develop a comprehensive speed management plan with the goal of slowing vehicle speeds on the HIN using tools such as speed limit reductions (as authorized by AB 43), traffic signal re-timing, installing traffic calming devices, and re-purposing travel lanes (road diets). The Plan will include complementary tools like education and outreach and high visibility enforcement to slow speeds (see pages 34-35 for more details). | SFMTA                          | 2022       |
| Complete 100 traffic calming devices annually, including locations focused on areas that have been prioritized for seniors, people with disabilities, and schools.   | SFMTA                          | Annual     |
| Expand active transportation network for biking and walking, including low-car and car-free streets, Slow Streets, and protected bike lanes, with community support (see map on pages 38-39 for more details).   | SFMTA /SF Recreation and Parks | 2024       |



# AUTOMATED SPEED ENFORCEMENT

**PROGRAM HIGHLIGHT**

— 2022 High Injury Network

● School/Senior/Health Sites

Less Dense

Concentration of Speed-Related Collisions

Most Dense

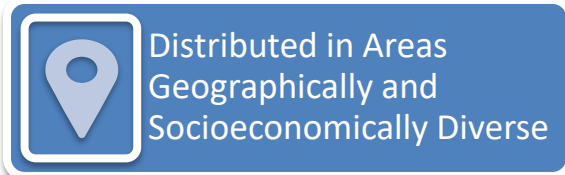
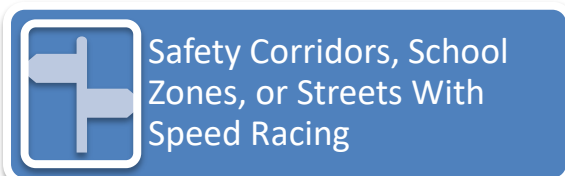
— Shortlist ASE Segments

📍 Proposed ASE Segments

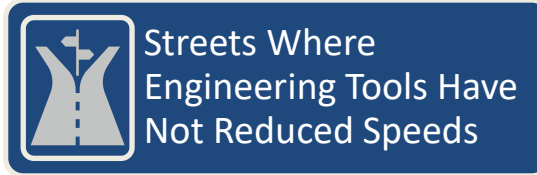
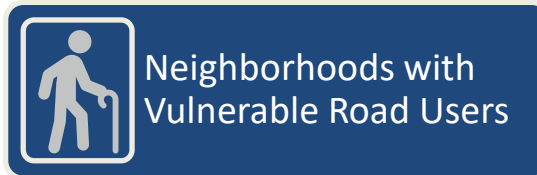
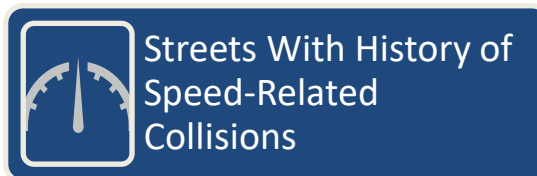


# CAMERA LOCATION REQUIREMENTS

## Specified in AB 645

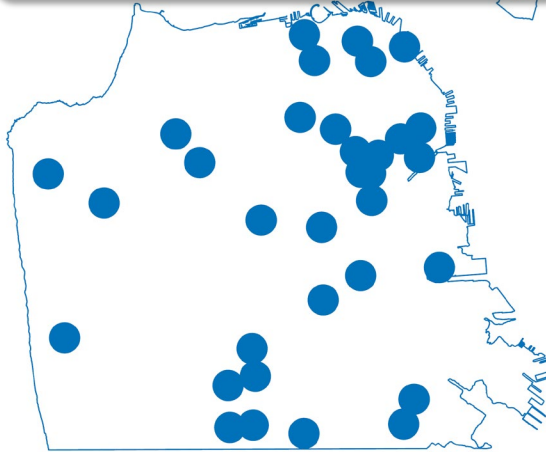


## Established by SFMTA



# CAMERA LOCATION METRICS

Distributed in Areas  
Geographically and  
Socioeconomically Diverse




|                             | No Car | Minority | Poverty | Unemployment | Higher Ed |
|-----------------------------|--------|----------|---------|--------------|-----------|
| <b>SF</b>                   | 31%    | 51%      | 11%     | 5%           | 65%       |
| <b>33 Sites<br/>average</b> | 29%    | 57%      | 12%     | 6%           | 62%       |
| <b>33 Sites<br/>range</b>   | 7%-68% | 23%-91%  | 4%-40%  | 2%-11%       | 22%-89%   |


In Neighborhoods with  
Vulnerable Road Users

Within ¼ Mile

 **48**  
schools

 **41**  
senior services

 **22**  
healthcare sites

 **24**  
uncontrolled crosswalks

# **10 YEARS OF VISION ZERO**



# Vision Zero Safe Streets Progress

Cumulative numbers to date (2014-2020 annually reporting, 2021- quarterly reporting). Hover over the numbers to learn more.

34

Quick-Build Projects  
Installed



107

Miles of Improvements  
on the High Injury  
Network (annually)



68

Twenty Miles per  
Hour Corridors



1,133

Traffic Calming  
Devices



52

Miles of Protected  
Bikeways



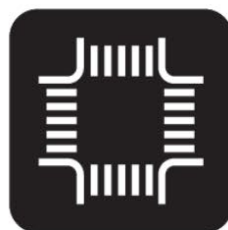
19

Legislated  
Slow Streets



2,345

High-Visibility  
Crosswalks



2,551

Daylighting Installed



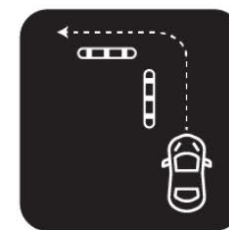
407

Intersections with  
No Turn On Red  
Signs



184

Intersections with  
Turn Calming



1,480

Walk Speed 3.0  
on the High Injury  
Network



943

Leading Pedestrian  
Intervals on the High  
Injury Network



315

Accessible Pedestrian  
Signals on the High  
Injury Network



237

Pedestrian Countdown  
Signals on the High  
Injury Network



19

Red Light Cameras  
Installed





## WHAT'S NEXT?

- Work with Vision Zero community partners on ideas for the next phase of street safety efforts
- San Francisco will continue the work:
  - Install **speed safety cameras** at 33 locations
  - **Quick-Build** pedestrian and bicyclist safety improvement projects on 50 remaining miles of the High Injury Network
  - **No Turn On Red** in parts of the city with high concentration of pedestrian activity
  - Continue implementing **daylighting**, including enforcing AB 413
  - Comprehensive safety treatments in **Western Addition and Tenderloin** (Safe Streets and Roads for All)





# Questions?

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