Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco by 2024.
VISION ZERO SF 101

Create “safe system” using data-driven approach –

A transportation system—streets and programs/policies—that anticipates human error such that mistakes do not result in death

Core Principles

1. Prevention
2. Saving Lives
3. Equity
4. Safe Streets, Safe People, Safe Vehicles
5. Reduce Speed
February 2014: San Francisco adopts VZ policy, committing to eliminate traffic fatalities by 2024
Safer Market Street, $1.1M

19th Ave Corridor Signal Timing (Sloat-Junipero Serra), $46k

Tenderloin Daylighting (red curbs), $150k

Geneva/Cayuga Signal, $450k

Lombard Street Safety Project, $12M
70% of severe and fatal traffic injuries occur on just 12% of San Francisco streets.

- Implement at least 13 miles of treatments prioritized by the high-injury network and vulnerable populations
- Implement treatments programmatically citywide
While projects are informed by the high injury corridor (HIC), a wide range of capital projects beyond the HIC also support the policy goal of VZ.

In terms of work specifically focused on the HIC,
- SFMTA’s FY17-21 Capital Improvement Program (CIP) plans to invest ~$190M.
- The FY 17+18 Capital Budget plans to invest ~$70M.

Address the entire High-Injury Network:

- 2014: treated approximately 10 miles
- 2015: treated approximately 20 miles
- 2016: 13+ miles

HIN analysis is iterative

Complete gap analysis so Capital Improvement Plan supports reaching annual targets
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QUESTIONS

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