Vision Zero Quick-Build Pre-Planning Study

Prepared for:
SFMTA

06/28/2023

SF22-1231.11

FEHR PEERS

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Executive Summary

San Francisco adopted Vision Zero in 2014, a citywide and interdepartmental commitment to prioritize street safety and eliminate traffic deaths in San Francisco. Data-driven analysis is at the core of San Francisco's Vision Zero program, allowing the City to cost-effectively prioritize limited resources. This report describes the analysis of approximately 200 High-Injury Network (HIN) segments, or approximately 50 miles of the HIN. The memorandum recommends quick-build and corridor-wide improvements for intersections and corridors on the HIN. The memo describes the analysis process and methodology, provides recommendations, and compares the analysis to the City's Vision Zero Action Strategy. **Figure ES 1** shows the locations of the HIN, while **Table ES 1** and **Table ES 2** show high-level statistics of the collisions and remaining improvements on the remaining 50 miles of the HIN.

Figure ES 1: Citywide High-Injury Network

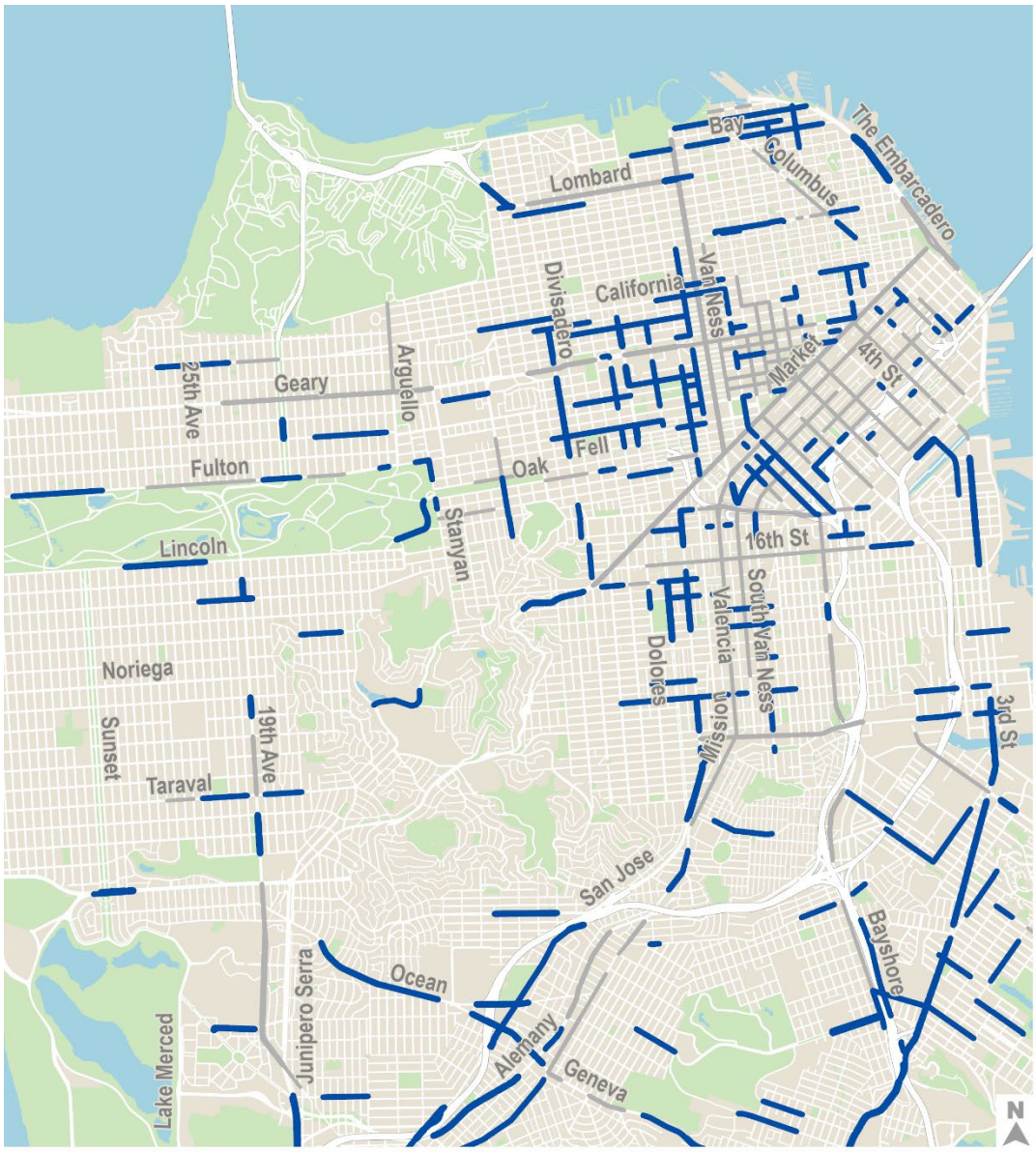


Figure ES1

Improved HIN
Remaining HIN as of August 2022

Citywide High-Injury Network

Source: SFMTA, 2023.

Table ES 1: Summary of Collisions On Remaining High-Injury Network

Collision Severity	All Collisions	Vehicle-Only	Pedestrian Collisions	Bicycle Collisions	Other
Fatal	39	8	26	4	1
Severe Injury	385	136	202	42	5
Other	3,788	2,195	1,129	435	29
Total	4,212	2,339	1,357	481	35

Source: TransBase (January 1st, 2017-June 30th, 2022).

Table ES 2: Summary of Recommended Improvements

Improvement by HIN Segments (n=192)	Recommended Segments - Partial[1]	Percent Remaining	Recommended Segments - None[2]	Percent Remaining
Quick-Build Core Toolkit				
Install Daylighting	92	48%	9	5%
Install Continental Crosswalk	115	60%	10	5%
Change Walk Speed to 3.0 feet/second[3]	27	18%	15	10%
Install Leading Pedestrian Interval (LPI)	74	50%	45	30%
Install Advanced Limit Line	57	38%	38	26%
Other Improvements				
Upgrade to 12'' Signal Heads	93	62%	14	9%
Upgrade to Accessible Pedestrian Signals (APS)	48	32%	68	46%
Upgrade to Pedestrian Countdown Signal (PCS)	8	5%	8	5%

Source: Fehr & Peers (2023); SFMTA (2023).
Notes:

1. Locations where a least one treatment is present on the segment.
2. Locations where no treatments are present on the segment.
3. Data was not updated with fieldwork.

1. Introduction

This memorandum documents the Vision Zero Quick-Build Pre-Planning Study (Study) prepared for the San Francisco Municipal Transportation Agency (SFMTA). The memo describes the existing conditions inventory and collision trends by corridor, the process for identifying quick-build and corridor improvements, and recommendations and cost estimates by feature and by corridor. In addition, it identifies recommended investments for every street of the High-Injury Network (HIN).

This Study's analysis and recommendations for quick build and corridor improvements focus on slowing vehicle speeds, improving roadway user visibility at intersections and reducing conflicts for vulnerable road users, ensuring compliance with traffic laws, ensuring City accountability, and encouraging data stewardship.

Attachment A provides cut sheets of recommended improvements analyzed per segment. Each cut sheet is a profile of a HIN segment, containing existing corridor characteristics and, briefly, recommended improvements. The recommendations reflected in the corridor cut sheets are not comprehensive. They reflect a range of potential quick-build treatments drawn from SFMTA's toolbox. Additional treatments to enhance safety for all road users may be identified by SFMTA through implementation activities and/or future corridor studies. For example, treatments that enhance safety for people biking and walking while crossing mid-block and/or at intersections could include changes not reflected in SFMTA's toolbox (e.g., elements of a protected intersection, bicycle signals and/or bicycle phasing, protected phasing to separate vulnerable road users' crossings from vehicles, new or enhanced uncontrolled crossings, or changes in traffic control at an intersection).

2. Background

Since 2014, Vision Zero SF has published an Action Strategy that lays out the strategic actions for City departments and agencies to reach the City's Vision Zero goal of prioritizing street safety and eliminating traffic deaths in San Francisco. Data-driven analysis is at the core of San Francisco's Vision Zero program, allowing the City to cost-effectively prioritize limited resources. The latest Action Strategy was published in 2021 and provides the basis for the HIN analysis completed in this Study.

Through the 2021 Action Strategy, San Francisco significantly increased its commitment to quick-build projects. The study recommends strategic improvements in line with the Vision Zero Action Strategy commitments. These include quick-build improvements such as:

- Ensuring all HIN intersections have high-visibility crosswalks by 2024 and daylighting by 2023
- Modifying all eligible signals on the HIN for slower walking speeds and leading pedestrian intervals by 2024
- Upgrading 40% of signals on the HIN with accessible pedestrian signals (APS) and 95% of signals on the HIN with pedestrian countdown signals (PCS) by 2024

Since 2014, approximately 85 miles of corridor-level improvements have been completed or are in planning or construction. The remaining 50 miles on the updated 2022 HIN still need safety improvements. The analysis completed through this study provides quick-build and corridor-level improvement recommendations for the remaining 50 miles of the HIN, seen in **Figure 1**. These remaining 50 miles were divided into approximately 200 quarter-mile segments for analysis. On each segment, study consultant, Fehr & Peers examined existing street characteristics and crash trends to establish existing conditions and then developed high-level recommendations using the SFMTA-developed quick-build improvements, potential corridor improvements for future consideration, and cost estimates for each recommendation type.

Figure 1: Citywide HIN Map, Highlighting the 50 Miles of Remaining HIN

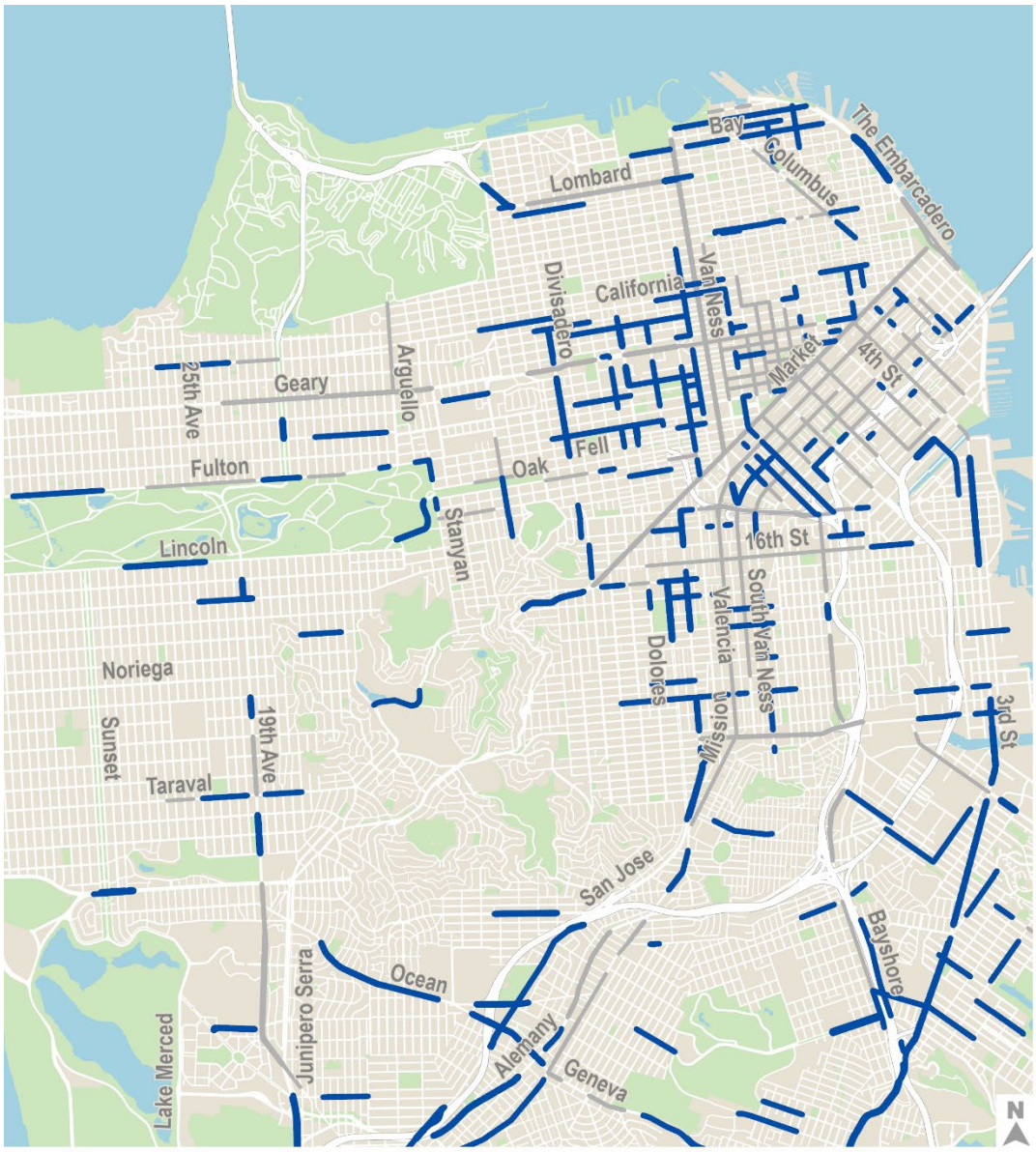


Figure 1

Improved HIN
Remaining HIN as of August 2022

Citywide High-Injury Network

Source: SFMTA, 2023.

3. Study Process and Overview

The SFMTA provided data ranging from existing signal timing cards to bicycle network and transit data in GIS which formed the basis of the existing conditions database. The existing conditions database contains information on street infrastructure related to walking, biking, driving, and transit conditions as well as collisions, proximate key land uses, and transit service along each HIN corridor. Fehr & Peers supplemented this data with fieldwork completed both via Google Street View/aerials and visual observations while walking or sometimes driving the corridors.

The SFMTA also provided guidance on the quick-build improvements, a fixed set of routine safety countermeasures that SFMTA can readily implement at intersections, and screening criteria for future corridor safety projects that require additional resources and process to identify preferred improvements. Based on the existing conditions database, field reviews, manual aerial reviews, and input from the SFMTA, Fehr & Peers identified locations that did not have existing characteristics identified in the quick-build improvements and potential corridor projects. Intersections and corridors without the identified characteristics were then recommended to include safety treatments at the intersection or corridor-level for the studied HIN segments.

Quick-build core toolkit improvements include projects that can primarily be installed via SFMTA Shops with potentially few design, outreach, or legislative constraints. The core toolkit includes improvements include:

- High-visibility crosswalks,
- Daylighting,
- Advance limit lines,
- Leading pedestrian interval (LPI), or
- Upgrading pedestrian signals to slower walking speeds

Other improvements include signal upgrades such as:

- 8'' to 12'' signal head upgrades,
- Accessible Pedestrian Signals (APS), or
- Pedestrian Countdown Signals (PCS)

The quick-build core toolkit and other improvements are recommended in the analysis at the segment level to support rapid implementation.

Future corridor considerations are also made at the segment level. Corridor recommendations include projects such as:

- Enhanced pedestrian safety treatments,

- Road diets,
- Curb management strategies,
- Sidewalk extensions,
- Lowering speed limits,
- Implementing Slow Streets or Neighborways,
- Implementing transit-only lane or transit stop upgrades, or
- Protected bike lane upgrades and bicycle toolkit implementation.

Corridor recommendations include projects that require additional resources, such as a planning process, design, outreach, and legislative constraints. In the future, the SFMTA can engage in a planning and design process to develop potential alternatives, analyze trade-offs, and select a preferred alternative to advance for implementation.

4. Existing Conditions Inventory Development

The following section describes the methodology approach to record the existing conditions inventory of the portion of HIN segments reviewed in this Study.

4.1 HIN GIS Network Preparation

The HIN GIS data was provided to Fehr & Peers as lines at the block level. For the purpose of this Study, HIN blocks were aggregated into contiguous HIN segments. Segments over a half mile long underwent additional analysis in which center medians, number of lanes, travel direction, and whether the segment was separated by a freeway were reviewed. If those four variables were the same throughout the entire segment, they were kept as one HIN segment. If any of these four variables differed throughout the segment, they were then divided into individual segments. For segments less than a half mile long, even if the median, lane, direction, and freeway separation characteristics changed, the segment was maintained as a single unit, assuming that corridor projects would not be implemented at least at a half a mile scale.

4.2 Assembling Data Inputs

All existing conditions inventory information and the core toolkit, quick-build improvments and corridor recommendations are summarized in a single database (the database) and was transmitted electronically along with this study in both GIS and Excel formats. The database includes the existing conditions data, quick-build improvements, corridor recommendations, and high-level cost estimates. In addition, the Excel version includes summary statistics and metadata information. A complete summary table of metadata documenting the initial data source (SFMTA or Fehr & Peers collected), the year created or last modified, and GIS variable names was provided. The following table is a sample of the complete metadata provided.

Table 1: Sample of the Metadata Summary Table

Column Name[1]	Description[2]	Data Source[3]	Feature Class (If Applicable)[4]	Last Modified[5]
Number of Lanes	Maximum number of lanes in the segment	Post-processed	MTA.CTA_trafficlanes	09/2016
12" Signal Head	Presence of signal heads at signalized intersections (Y/N/Partial/NA)	Updated through fieldwork[6]	*_8_12_heads* shapefile transmitted via email on 12/12/2022	12/2022
Leading Pedestrian Intervals (LPI)	Presence of LPI (Y/N/Partial)	Updated through fieldwork	*lpi_locations* shapefile transmitted via email on 12/08/2022	12/2022
Walk Speed 3.0	Presence of walk speed 3.0 at signalized intersections (Y/N/Partial/NA)	Post-processed	*ws3.0_2022-11-28* transmitted via email on 12/08/2022	12/2022
Accessible Pedestrian Signals (APS)	Presence of APS at signalized intersections (Y/N/Partial/NA)	Updated through fieldwork[6]	NA	03/2023
Pedestrian Countdown Signals (PCS)	Presence of PCS at signalized intersections (Y/N/Partial/NA)	Updated through fieldwork[6]	NA	03/2023
Continental Crosswalks	Continental crosswalks present at intersections (Y/N/Partial)	Street View/aerial[6]	NA	03/2023
Advance Limit Lines	Presence of advanced limit lines at signalized intersections (Y/N/Partial)	Street View/aerial[6]	NA	03/2023
Daylighting	Daylighting at intersections (Y/N/Partial)	Updated through fieldwork[6]	NA	03/2023
Transit-only Lane	Presence of TOL (Y/N/Partial)	Post-processed	MTA.transitonlylanes	03/2021

Source: SFMTA, Fehr & Peers (2023).
Notes:

1. The column name refers to Column C of the database's metadata tab which is the element analyzed throughout the row.

2. The description column refers to the description of the row being analyzed in Column D of the database's metadata tab.
3. The data source column refers to the Column F of the metadata tab. For the data source column, sources mentioned include "NA," "Street View/aerial," "Post-processed," and "Updated through fieldwork." "NA" means that there is no specific source file for this data and/or it was created for the purpose of the element's analysis. "Street View/aerial" means that data was reviewed manually through aerial Google Street View. "Post-processed" means data provided by SFMTA was post-processed by Fehr & Peers. Lastly, "Updated through fieldwork" means the data was collected and/or verified through in-person field observations.
4. Anything listed under Feature Class column (Column E in the metadata tab) means the original source was directly from SFMTA and Fehr & Peers used an automation process to summarize it at the segment level or intersection level.
5. The last modified column refers to Column H of the metadata tab. This column either has a year provided or "NA". NA means no date was identified for the SFMTA-provided data.
6. Only PCS and continental crosswalks were updated at the intersection level

Fehr & Peers compiled the SFMTA datasets, and using both manual and automated processes, completed the remaining data collection. Data was collected at either the segment or intersection level. All quick-build elements were collected at the segment level, but continental crosswalks and pedestrian countdown signals (PCS) were collected at the intersection level via fieldwork. The rest of the elements were updated at the segment level through a post-processing effort of SFMTA's existing GIS files or through fieldwork and/or Google Street View. This review provided a high-level screening of needs across the 50 miles of unaddressed HIN. The full database is available in Excel and GIS formats. Data collection methods for improvements are described in **Table 2**.

Table 2: Collection Method for Improvements

Element	Collection Method
Quick-Build Core Toolkit	
Continental crosswalks (high-visibility crosswalks)	Street View/aerial at the intersection level
Advanced limit lines	At signalized intersections through a Street View/aerial at the segment level
Daylighting	Updated through fieldwork at the segment level
Walk speed	Post-processed MTA data at the segment level
Leading Pedestrian Interval (LPI)	Updated through fieldwork at the segment level
Other Improvements	
Accessible Pedestrian Signals (APS)	Updated through fieldwork at the segment level
Pedestrian Countdown Signals (PCS)	Updated through fieldwork at the intersection level
12" signal heads	At signalized intersections updated through fieldwork at the segment level

Source: Fehr & Peers (2023).

To determine corridor improvements, data was collected at the segment level through fieldwork or additional analysis. Elements analyzed include:

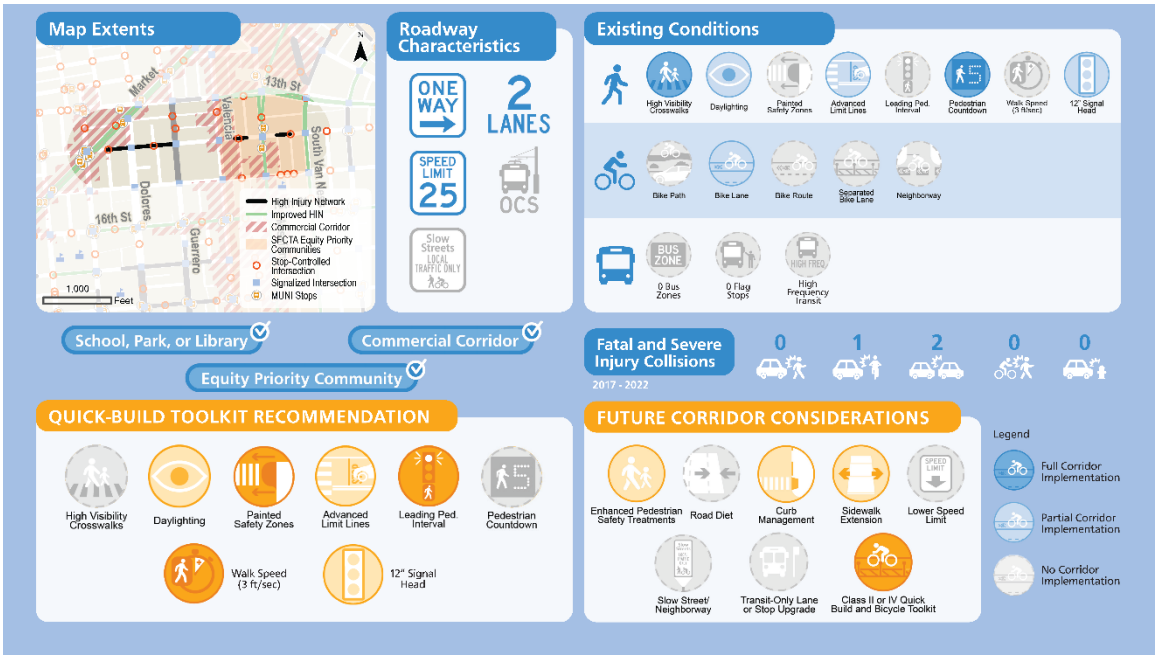
- Segment length by miles
- Segment location in an Equity Priority Community (EPC)
- Maximum number of lanes
- Street width and block length
- Center median or hardened center median
- Maximum speed limit
- Number of intersections per segment
- Number of signalized, stop-controlled, all-way stop-controlled, side street stop-controlled, or uncontrolled intersections per segment
- 12" signal head
- Advanced limit line
- Stop bar
- Continent crosswalks
- Daylighting
- LPI, APS, and PCS
- Walk speed 3.0 (three feet per second)
- Overhead catenary systems (OCS)
- Number and proximity of schools, libraries, and parks
- Color curbs and/or parking regulations

- Adjacent land use type (commercial or residential)
- Bicycle facilities (paths, routes, lanes, separated bikeways, none, etc.)
- High frequency and standard transit routes
- Bus bulbs, zones, stops, curbs, bars, or islands
- Bus stop locations (e.g., far-side, near-side, mid-block, etc.)
- Transit-only lanes or queue jumps
- Killed or Severely Injured (KSI) collisions by mode
- Yield teeth at midblock or unmarked crosswalks
- Bulb outs
- Turn restrictions
- Protected left turns
- Pedestrian scrambles
- ADA curb ramps
- Slow Streets or car-free streets
- Left- or right-turn guide bumps
- No turn on red restrictions
- Active flex zones
- High-pedestrian activity

5. Recommendations

All recommendations are summarized in the database and in the **Attachment A** corridor summary cut sheets. The corridor cut sheets present the corridor location and summarize roadway characteristics, existing conditions by mode, adjacent land uses, 2017-2022 fatal and severe injury collision crash history, quick-build recommendations, and future corridor considerations. Each icon is color-coded. The lightest color indicating the countermeasure is not present or not recommended. Medium saturation indicating it is present or recommended on part of the corridor. The darkest saturation indicating it is present on the whole corridor or recommended for the whole corridor. Existing conditions are shown in blue, and recommendations are shown in orange. An example cut sheet is provided in **Figure 2.**

Figure 2: Example Corridor Cut Sheet



5.1 Quick-Build Recommendations

Quick-build recommendations are provided at the segment level for the HIN segments reviewed. The quick-build recommendations are summarized in **Table 3** and presented by corridor in **Attachment A**. Most locations along the HIN network already have quick-build improvements implemented, with advanced limit lines and walk speed of 3.0 feet per second the most common. However, of the 192 segments analyzed, approximately half of the segments require evaluation for daylighting and approximately two thirds of segments require evaluation for continental crosswalks.

Table 3: Summary of Recommended Improvements

Improvement by HIN Segments (n=192)	Recommended Segments - Partial[1]	Percent Remaining	Recommended Segments - None[2]	Percent Remaining
Quick-Build Core Toolkit				
Install Daylighting	92	48%	9	5%
Install Continental Crosswalk	115	60%	10	5%
Change Walk Speed to 3.0 feet/second[3]	27	18%	15	10%
Install Leading Pedestrian Interval (LPI)	74	50%	45	30%
Install Advanced Limit Line	57	38%	38	26%
Other Improvements				
Upgrade to 12'' Signal Heads	93	62%	14	9%
Upgrade to Accessible Pedestrian Signals (APS)	48	32%	68	46%
Upgrade to Pedestrian Countdown Signal (PCS)	8	5%	8	5%

Source: Fehr & Peers (2023); SFMTA (2023).
Notes:

4. Locations where a least one treatment is present on the segment.
5. Locations where no treatments are present on the segment.
6. Data was not updated with fieldwork.

5.1.1 Cost Estimates

SFMTA developed cost estimate ranges for implementation of each quick-build element by intersection and/or approach. **Table 4** shows the cost assumptions used to develop the cost estimates and presents the total network cost for the unaddressed 50 miles of HIN by improvement type. The total cost to implement the core toolkit quick-build improvements is estimated to be $4,038,000-$5,760,000. The total cost of all improvements is $14,222,000-$330,929,000. Detailed cost estimates can be found in the database.

Table 4: Cost Estimates of Improvements

Cost Range (Labor and Materials)	Note	Unit Cost (Low)	Unit Cost (High)	Total Cost (Low)	Total Cost (High)
Quick-Build Core Toolkit Improvements					
Daylighting (intersection)	Estimates range from STOP sign daylighting (low) to signalized daylighting and removing parking meters (high)	$1,072.40	$2,604.80	$365,688	$888,237
Advance Limit Line or Stop Bar	Estimates assume different street widths and need for signal timing changes	$1,694.08	$2,836.80	$924,968	$1,548,893
Continental Crosswalk	Estimates assume different street widths/intersection complexity	$4,000.00	$6,000.00	$1,152,000	$1,728,000
Walk Speed of 3.0 ft/sec[1]		$5,000.00	$5,000.00	$260,000	$260,000
LPI[1]		$5,000.00	$5,000.00	$1,250,000	$1,250,000
Walk Speed of 3.0 ft/sec + LPI Simultaneous Upgrade[1]	No additional cost when adding WS3.0 and LPI concurrently	$5,000.00	$5,000.00	$85,000	$85,000
Subtotal Cost of Quick-Build Core Toolkit Improvements				**$4,037,656**	**$5,760,130**
Other Improvements					
Automated Pedestrian Signa (APS) I[2]	Low est. per signal; High est. per intersection if signal hardware is deficient	$25,000.00	$1,000,000.00	$7,100,000	$284,000,000
Pedestrian Countdown Signal (PCS)[2]	Low est. per signal; High est. per intersection if signal hardware is deficient	$25,000.00	$1,000,000.00	$725,000	$29,000,000
APS + PCS Simultaneous Upgrade[2]	Low est. per signal; High est. per intersection if signal hardware is deficient; No additional cost when adding APS/PCS concurrently	$25,000.00	$1,000,000.00	$150,000	$6,000,000
8" to 12" Signal Lens Upgrade	Estimates assume different number of signal heads that need upgrade	$10,040.35	$28,040.35	$2,208,877	$6,168,877
Subtotal Cost of Other Improvements				**$10,183,877**	**$325,168,877**
Total Cost of Improvements				**$14,221,533**	**$330,929,007**

Source: SFMTA (2023).

Notes:

1. Intersections where both walk speed 3.0 ft/sec and LPI can be upgraded simultaneously are only included in the bundled cost estimate.
2. Intersections where both APS and PCS can be upgraded simultaneously are only included in the bundled cost estimate.

5.2 Potential Corridor Recommendations

Corridor improvements are recommended at the segment level. Potentially, these recommendations can be bundled or combined with other mutually exclusive projects. Each corridor may be more or less complex depending on the number of potential improvements for consideration. Corridor improvement recommendations are described in **Table 5** while project complexity corresponding with the potential low-medium-high cost estimates are described in **Table 6**.

Table 5: Corridor Improvement Descriptions

Corridor Improvement Recommendation	Description	Decision Factors
Enhanced pedestrian safety treatments	Enhanced pedestrian safety treatment toolkit includes features such as yield teeth, painted safety zones, bulb outs, turn restrictions, protected left turns, stop signs, pedestrian scrambles, signal retiming, social distancing lanes, or car-free streets.	Segments with high pedestrian activity: within 1,000 ft of schools, parks of libraries
Road diet	Reducing roadway width or the number of roadway lanes.	Segments with: •3 or more lanes & no median & no transit, OR •non-hardened median & no transit.
Curb management	Includes color curb changes, loading zones, metered parking and parking prohibition	Segments with: •commercial corridors, OR •protected bike lanes.
Improved walking width	Closing off a parking lane for pedestrian usage.	Segments with: •high pedestrian activity (within 1,000 ft of schools, parks of libraries) & inadequate sidewalk width[1]
Lower speed limit	Lowering speed limits	Segments on commercial corridors where AB43 criteria is met & speed > 20 mph
Slow street/ Neighborway	Restricting thru-traffic of private vehicles (Slow Street) Low stress bikeway (Neighborway)	Segments with: •no transit, AND •two-lane streets on residential corridors, OR •existing bike routes and on residential corridors.
Transit-Only lane or stop upgrades	Transit toolkit improvements include features such as transit-only lanes, transit queue jumps, stop relocations, stop consolidations, or loading islands.	Segments with frequent transit service.
Bike safety improvements	Bike safety toolkit includes features such as a bike box, two-stage turn box, jughandle, protected intersections, no turn on red restrictions, bike signals, protected bikeways, bike lanes, Neighborways, or active flex zones.	Segments with: •existing bike lanes/ bike routes on a four-lane roadway, OR •two travel lanes & parking lanes & street width > 40', OR •bike KSI collisions >0

Source: Fehr & Peers (2023); SFMTA (2023). Notes:

1. Inadequate sidewalk width is based on the Better Streets Plan (SFMTA, 2010)

Table 6: Corridor Recommendations

Corridor Recommendations	Full Corridor	Percent of All Corridors	Partial Corridor	Percent of All Corridors
Transit Only Lane Quick-Build or Transit Stop Upgrade Toolkit[1]	49	26%	15	8%
Bicycle Safety Quick-Build & Bicycle Toolkit[1]	99	52%	13	7%
Slow Street/Neighborway[1]	9	5%	11	6%
Road Diet[1]	56	29%	3	2%
Improved Walking Width	35	18%	37	19%
Pedestrian Toolkit	111	58%	10	5%
Lower Speed Limit	7	4%	9	5%
Curb Management	60	31%	10	5%

Source: Fehr & Peers (2023); SFMTA (2023).
Notes:
1. These corridor recommendations are considered when estimating the corridor complexity index.

5.2.1 Cost Estimates

These very high-level cost ranges have a low-medium-high scale with additional contingency varying on project complexity, as shown in **Table 7**. Corridor costs are based on a complexity index of 1-4. The complexity index is assigned based on the following potential corridor improvements that are recommended for the corridor:

- Transit Only Lane Quick-Build or Transit Stop Upgrade
- Bicycle Safety Quick-Build & Bicycle Toolkit
- Slow Streets/Neighborway
- Road Diet

Corridors with only one of the above recommended improvements receive a score of 1, while corridors where all the above improvements are recommended received a score of four. The higher the complexity of the corridor, the higher the total cost per mile of implementing corridor improvements. Corridors with "low" cost estimates score 1 in the complexity index and can include improvements such as road diets, neighborways, or protected bike lanes. Corridors with "medium" cost estimates score 2 in the complexity index and can include improvements such as road diets and protected bike lanes, or separated bike lanes and Slow Streets. Corridors with "high" cost estimates could score 3 or more in the complexity index and include three or more corridor recommendations to be considered simultaneously.

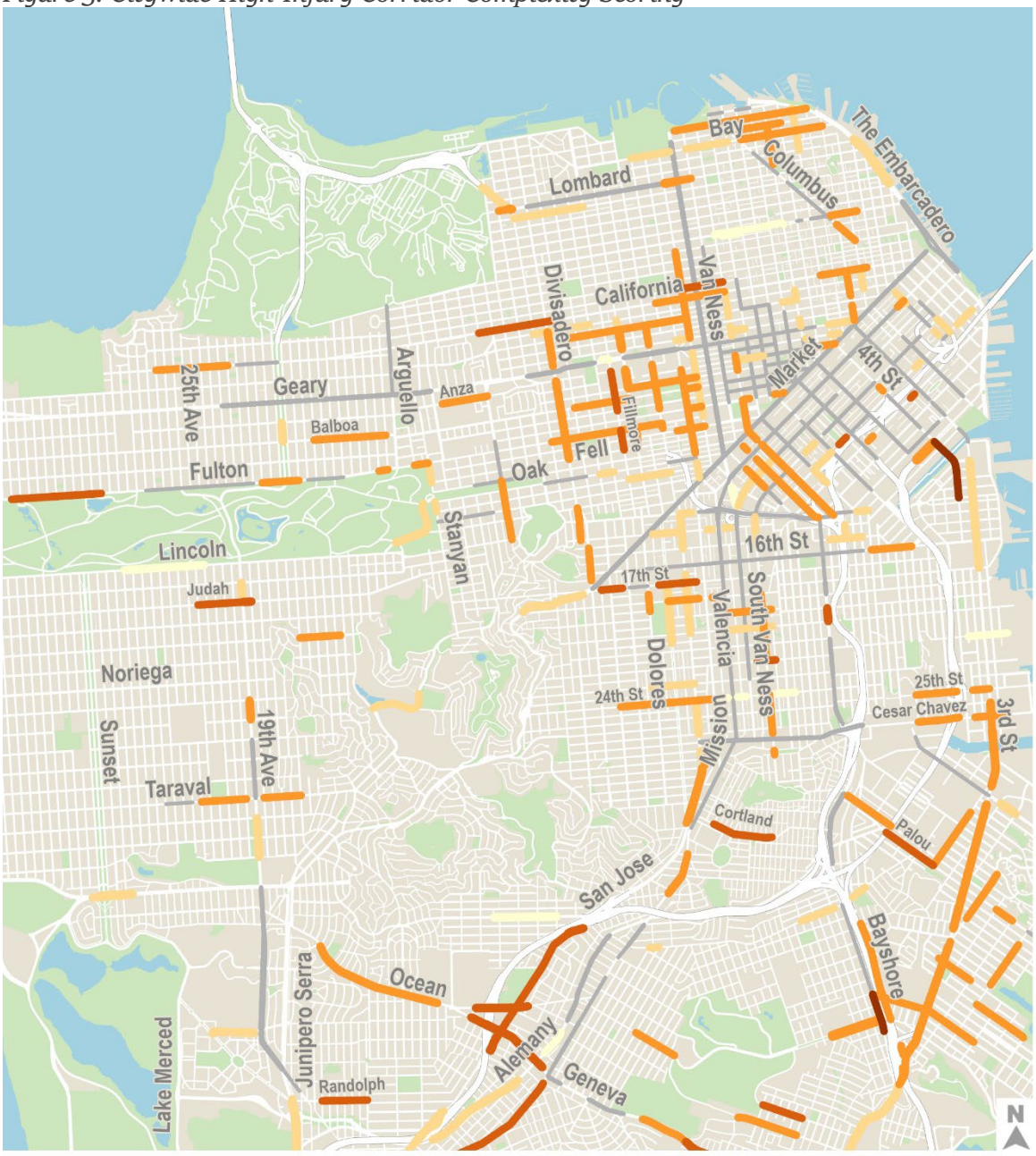
Cost estimates by mile are presented in the database. The cost for the corridor projects is estimated to be $46,613,000.

Table 7: Corridor Cost Estimates

Relative Cost	Complexity Index	Planning Cost Per Mile	Construction Cost Per Mile	EPC Planning Mark-Up (+15%)	Contingency	Total Cost Per Mile (EPC)	Total Cost Per Mile (non-EPC)
Low Range (<$500K)	1	$110,000	$290,000	$16,500	10%	$416,500	$400,000
Medium Range ($500K - $1M)	2	$330,000	$330,000	$49,500	15%	$709,500	$709,500
High Range (>$1M)	3+	$385,500	$1,264,500	$57,825	20%	$1,707,825	$1,707,825

Source: SFMTA (2023).

Figure 3: Citywide High-Injury Corridor Complexity Scoring



Improved HIN as of August 2022

Unimproved HIN as of August 2022

Complexity Score

0

1

2

3

4

The complexity scored is estimated based on the number of recommended corridor projects for each segment, from transit only lanes, bicycle safety improvements, slow streets and road diet. A complexity score of 1 means one type of corridor project is recommended, while a complexity score of 4 means all four corridor project types are recommended. A complexity score of zero considers other corridor recommendations such as speed reductions, or pedestrian safety improvements.

Figure 2

Citywide High-Injury Corridor Complexity Scoring

Source: SFMTA, 2023.

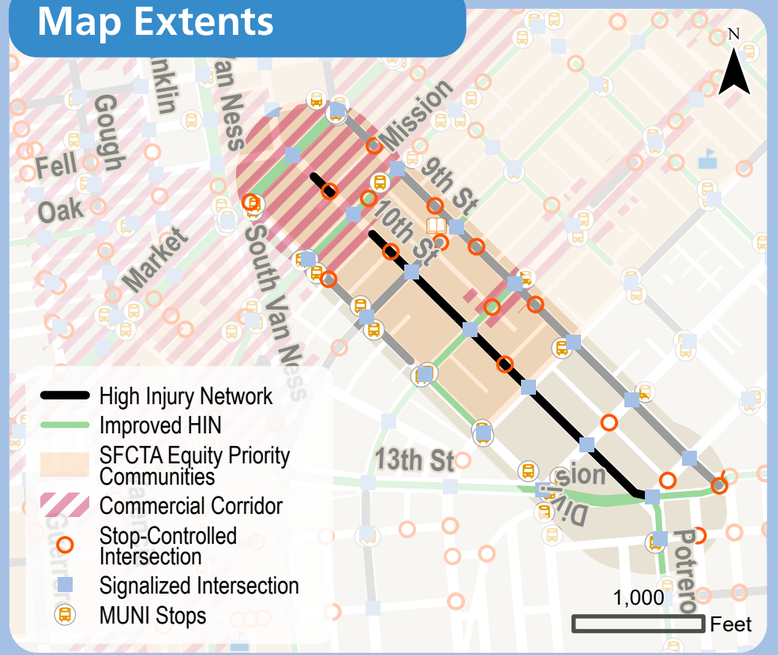
Attachment A: Cut Sheets

10TH ST
Stevenson St to Brannan St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

2	5	3	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 9 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

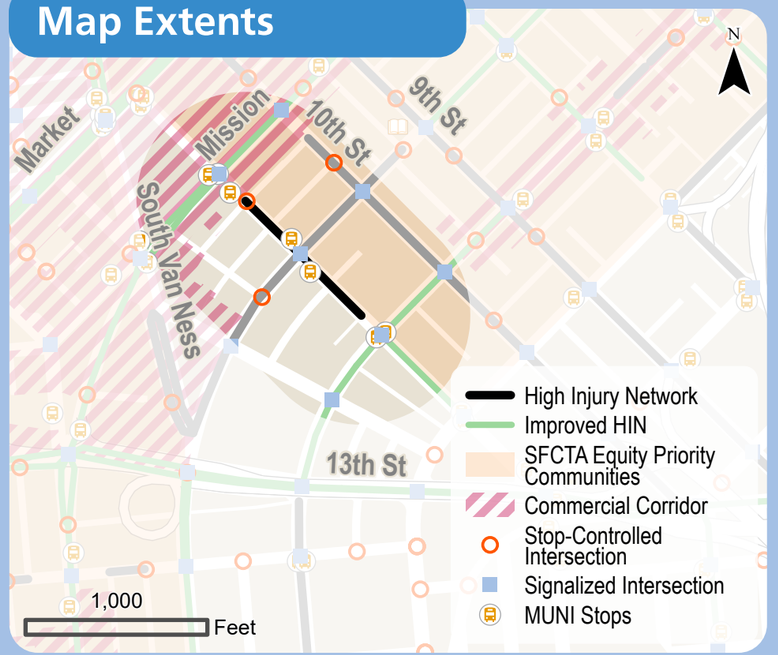
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

11TH ST
Minna St to Burns Pl

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 2 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 9R, 9 — Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0 0 0 0 0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 12 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

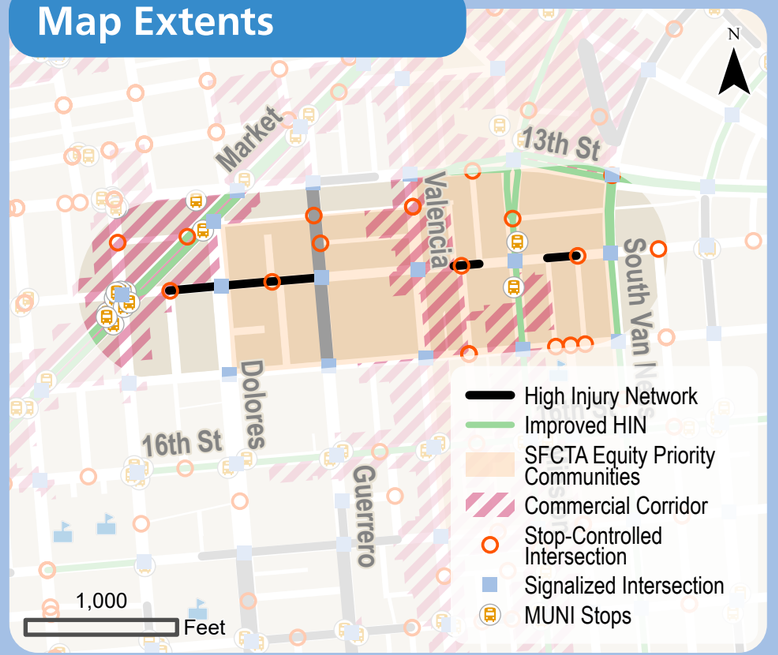
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

14TH ST
Landers St to Natoma St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community ✓

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	2	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks (21)
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

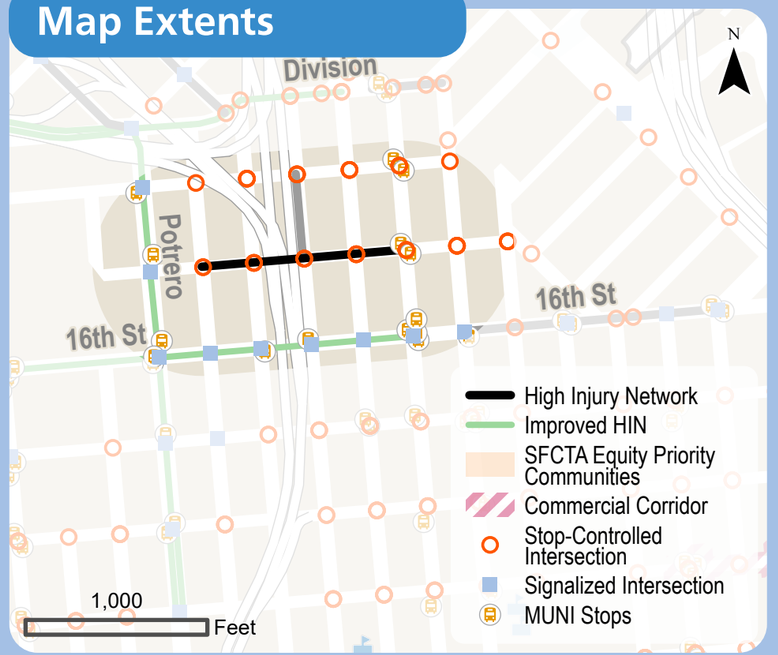
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

15TH ST
Utah St to Rhode Island St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	NA Advanced Limit Lines	NA Leading Ped. Interval	NA Pedestrian Countdown	NA Walk Speed (3 ft/sec)	NA 12" Signal Head	
Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway				
0 Bus Zones	0 Flag Stops	High Frequency Transit						

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	2	0	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

15 High Visibility Crosswalks	Daylighting	Painted Safety Zones	NA Advanced Limit Lines	NA Leading Ped. Interval	NA Pedestrian Countdown
NA Walk Speed (3 ft/sec)	NA 12" Signal Head				

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit
Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

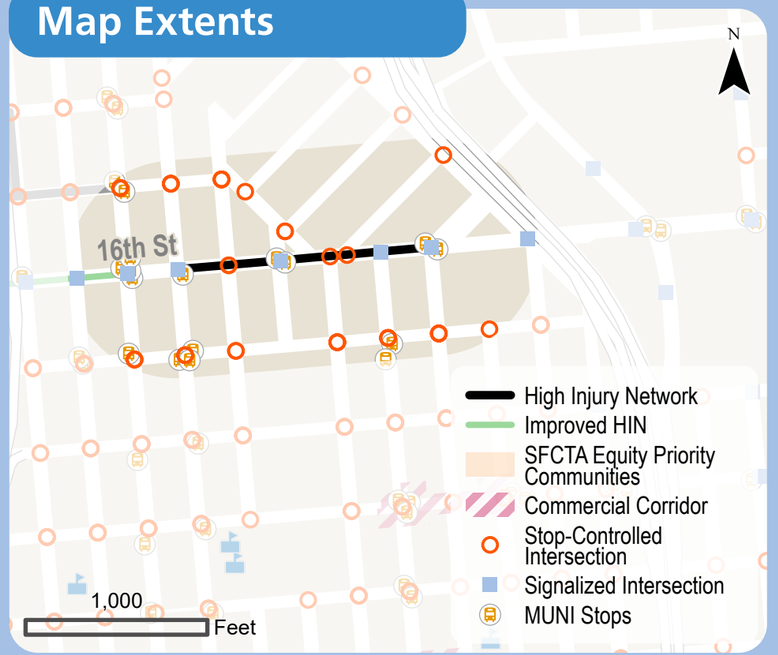
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

16TH ST
De Haro St to Missouri St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 1 Bus Zones (BUS ZONE)
- 1 Flag Stops
- High Frequency Transit (HIGH FREQ)
- Route: 22, 55

Fatal and Severe Injury Collisions*

2017 - 2022

0	3	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway (Slow Streets LOCAL TRAFFIC ONLY)
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

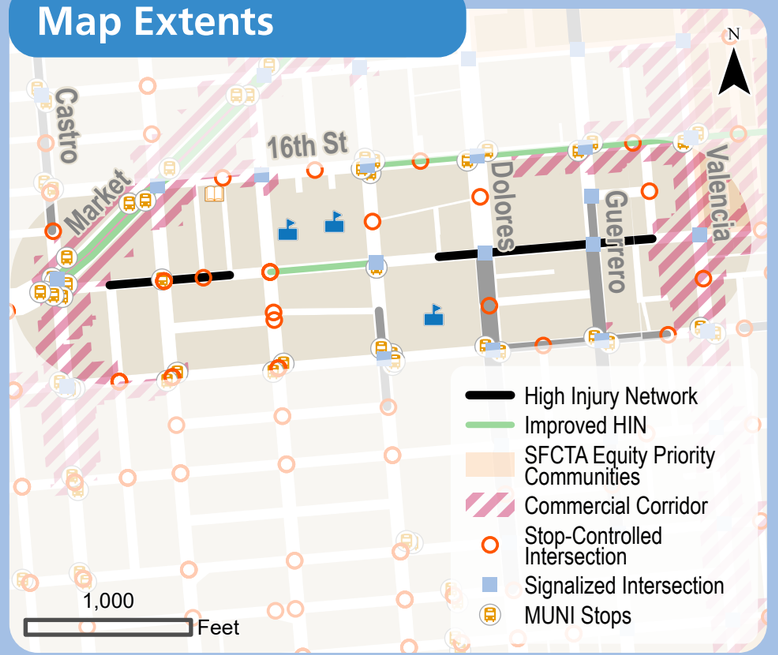
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

17TH ST
Hartford St to Albion St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 0 Bus Zones
- 1 Flag Stops
- HIGH FREQ — High Frequency Transit
- TBUS Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	1	1	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 9 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway (Slow Streets — LOCAL TRAFFIC ONLY)
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

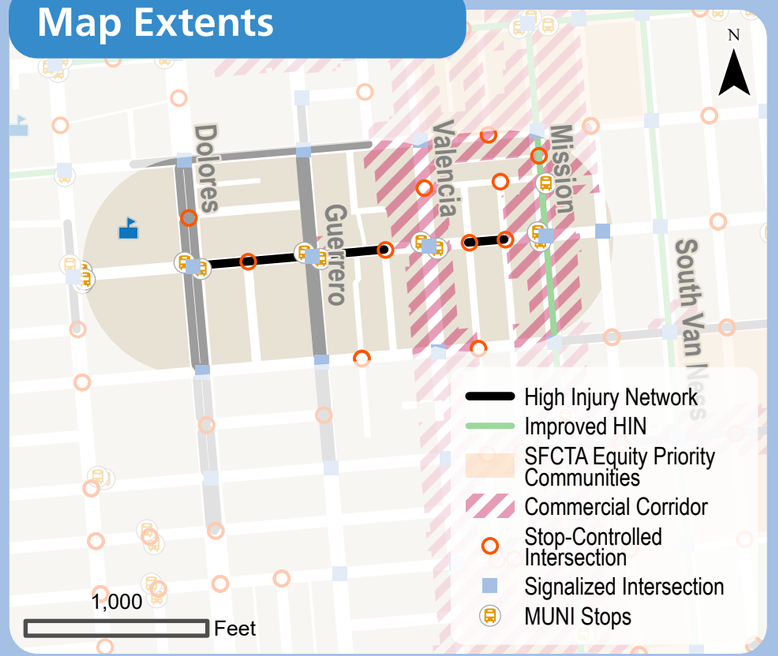
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

18TH ST
Dolores St to San Carlos St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 3 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 33 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

1	1	1	0	2

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 15 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

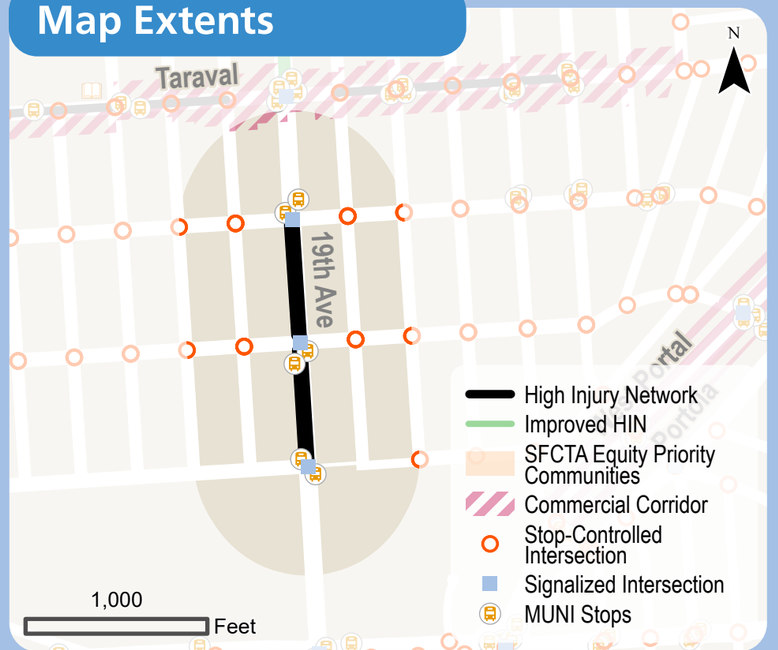
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

19TH AVE
Ulloa St to Wawona St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

6 LANES

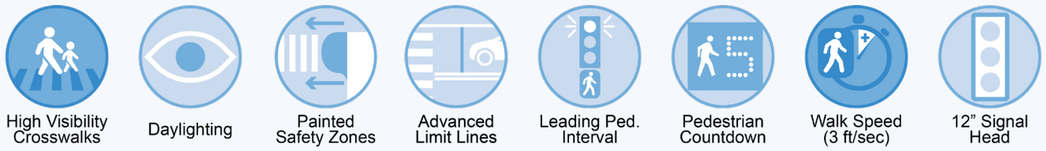
OCS

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions



28 Route

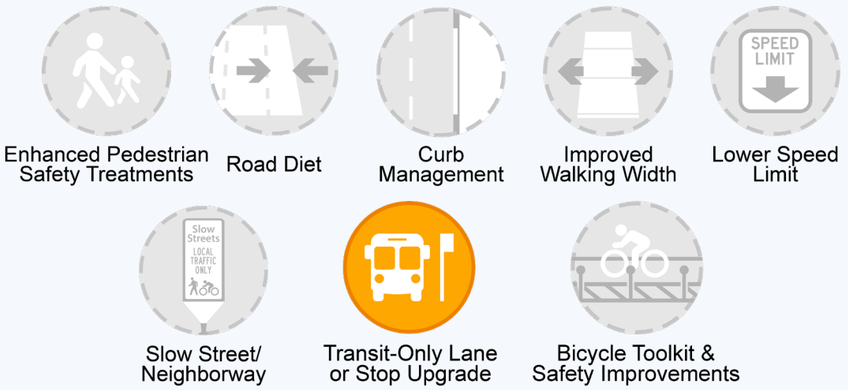
Fatal and Severe Injury Collisions*

2017 - 2022

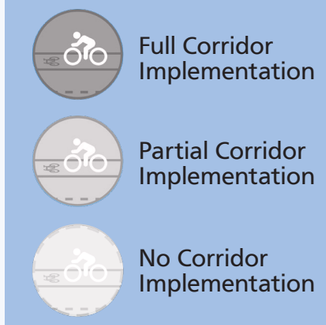
* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS



Legend

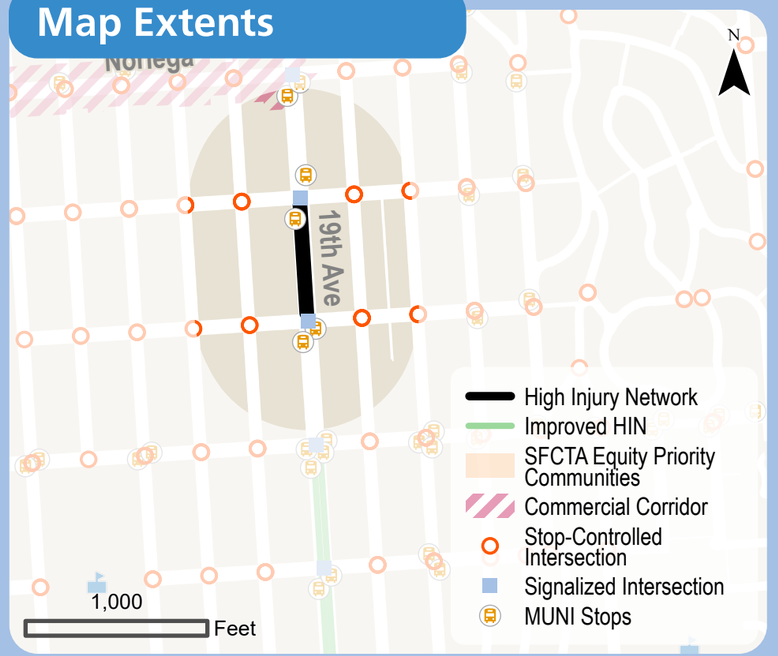


19TH AVE
Ortega St to Pacheco St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

6 LANES

OCS

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit
- 28 Route

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

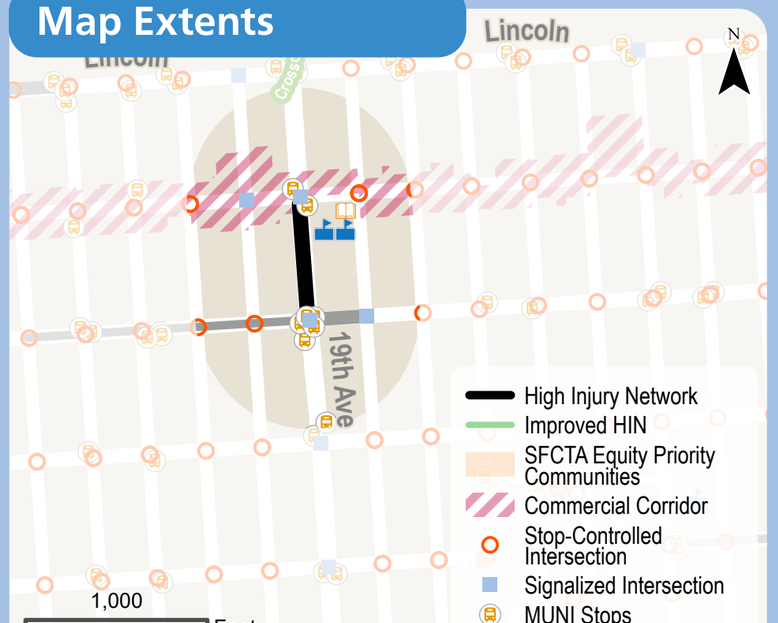
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

19TH AVE
Irving St to Judah St

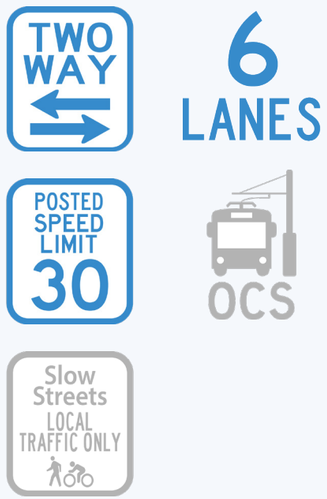
SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

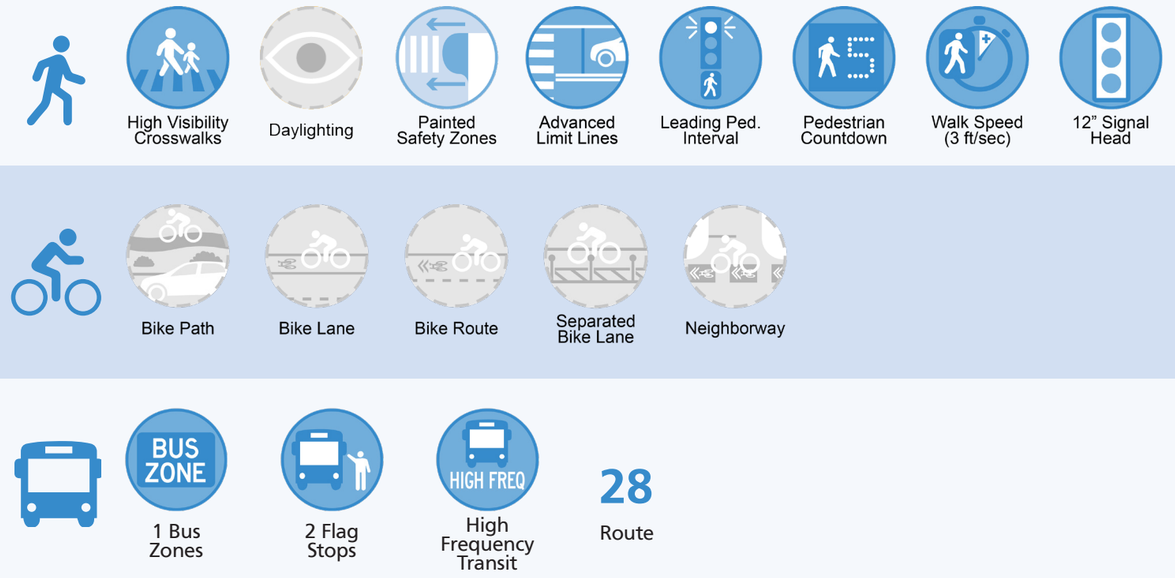
Map Extents



Roadway Characteristics



Existing Conditions

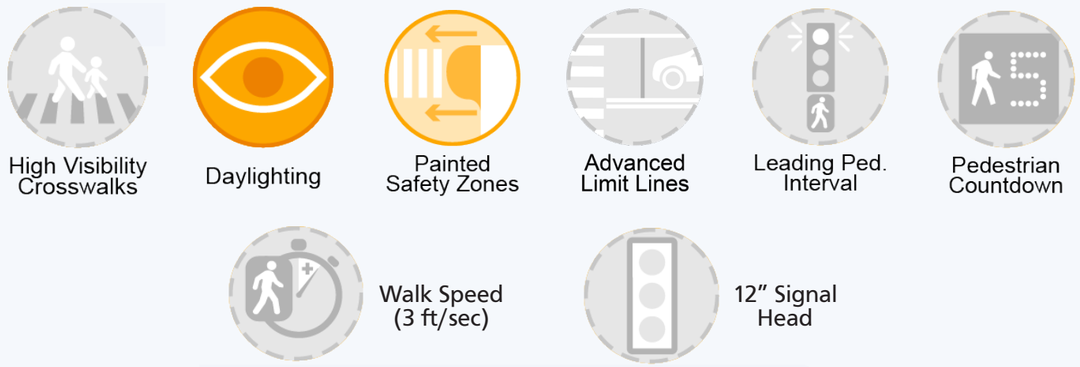


School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

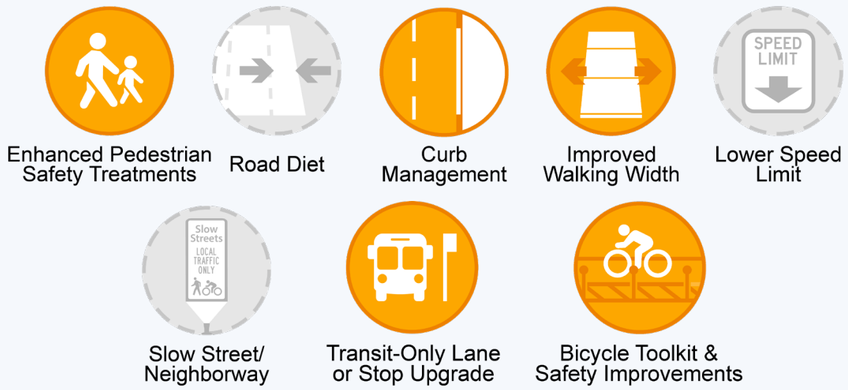


Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS



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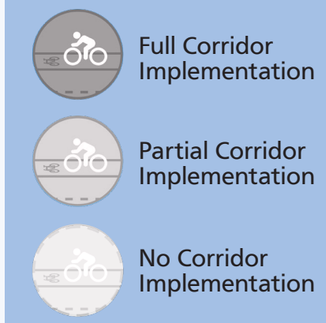
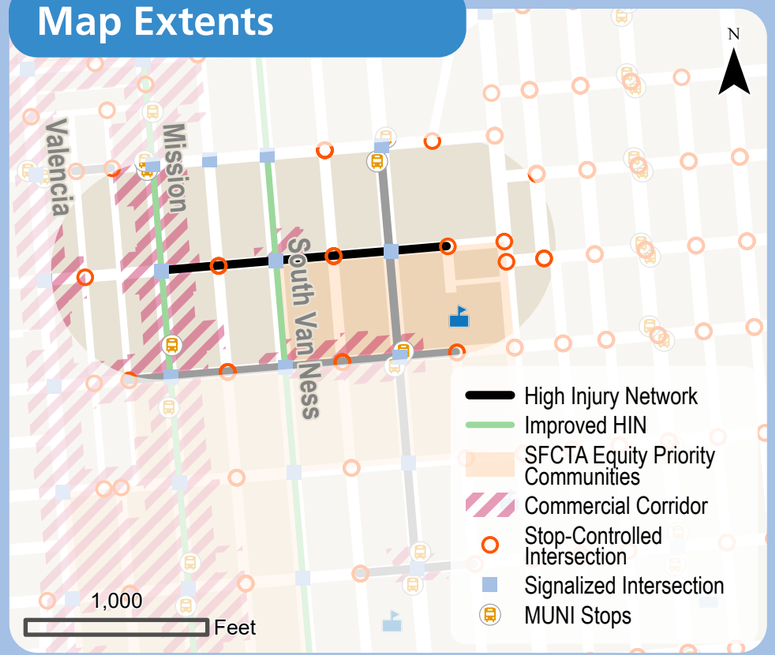


19TH ST
Mission St to Treat Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

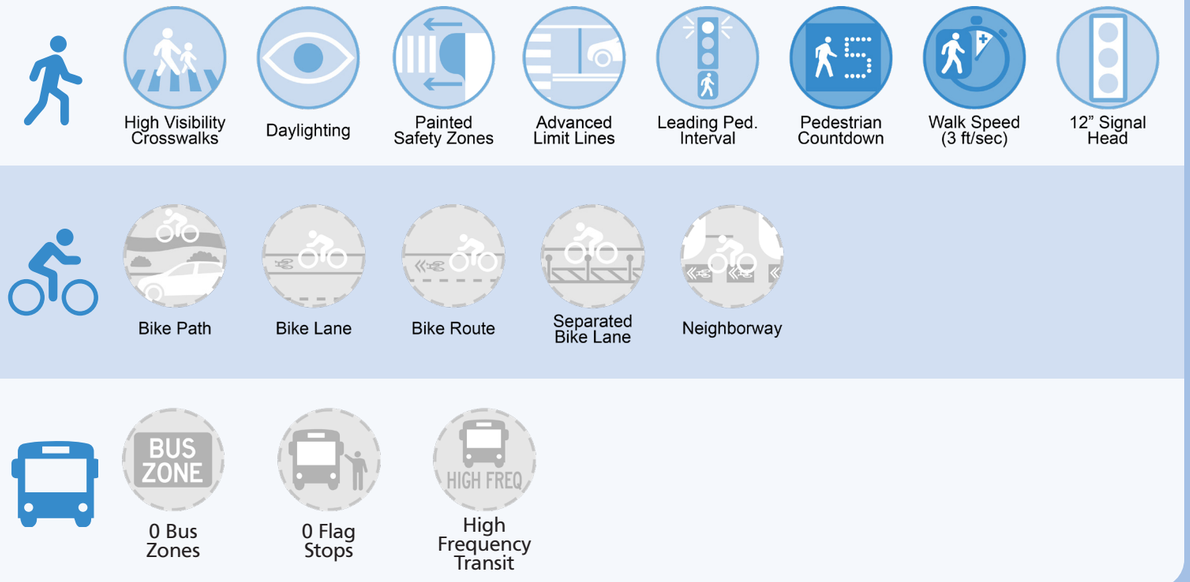
SFMTA

Map Extents



Roadway Characteristics

Existing Conditions



School, Park, or Library

Commercial Corridor

Equity Priority Community

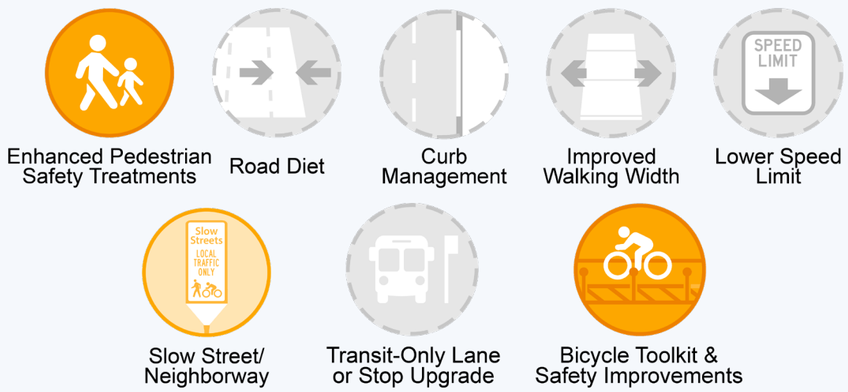
QUICK-BUILD TOOLKIT RECOMMENDATION

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS



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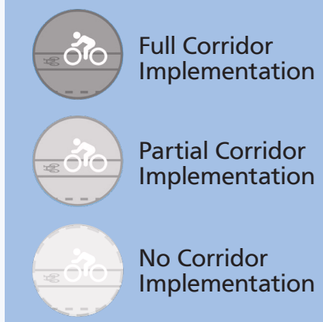
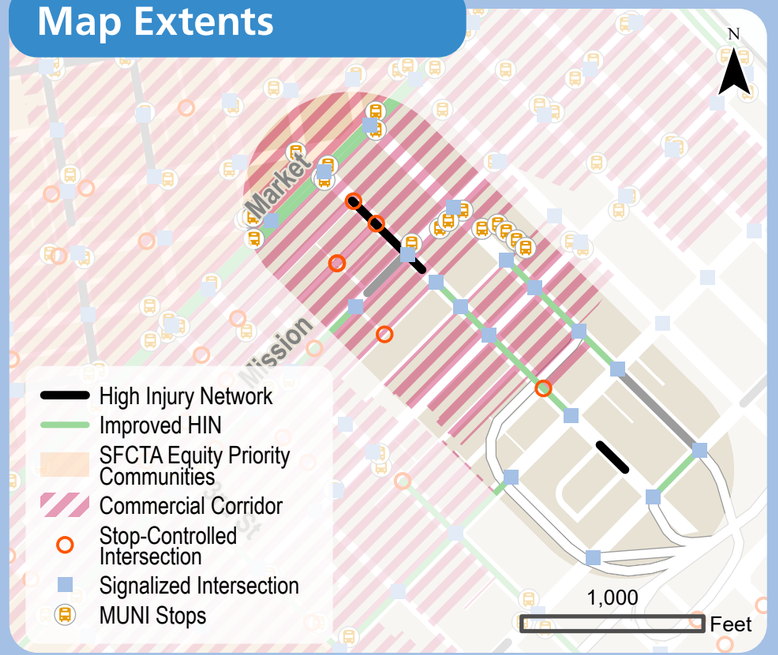


1ST ST
Stevenson St to Lansing St

SFMTA Vision Zero
Quick-Build Pre-Planning

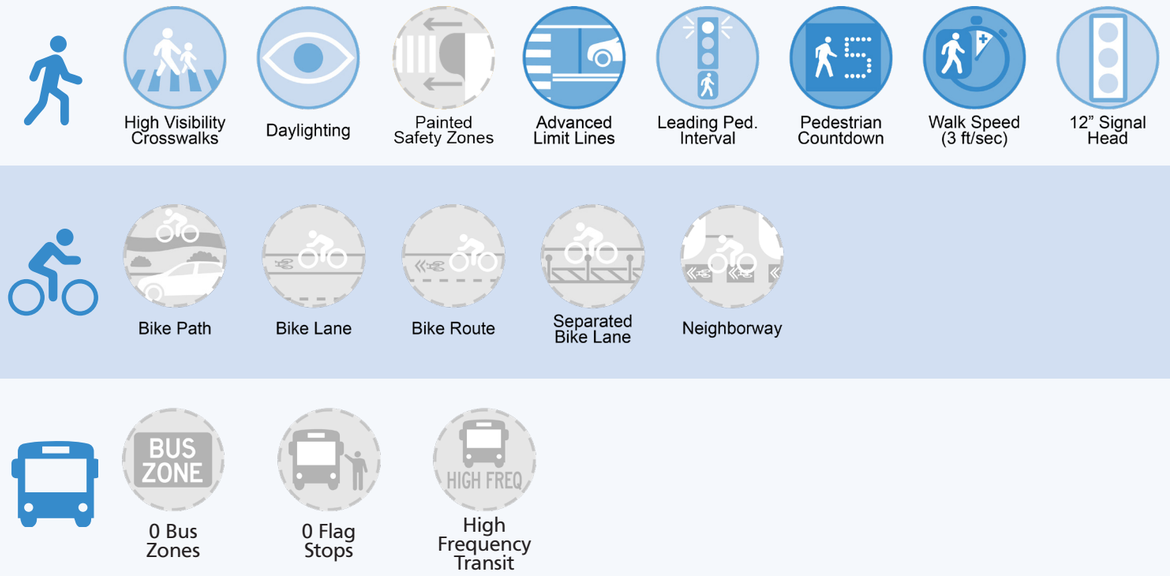
SFMTA

Map Extents



Roadway Characteristics

Existing Conditions

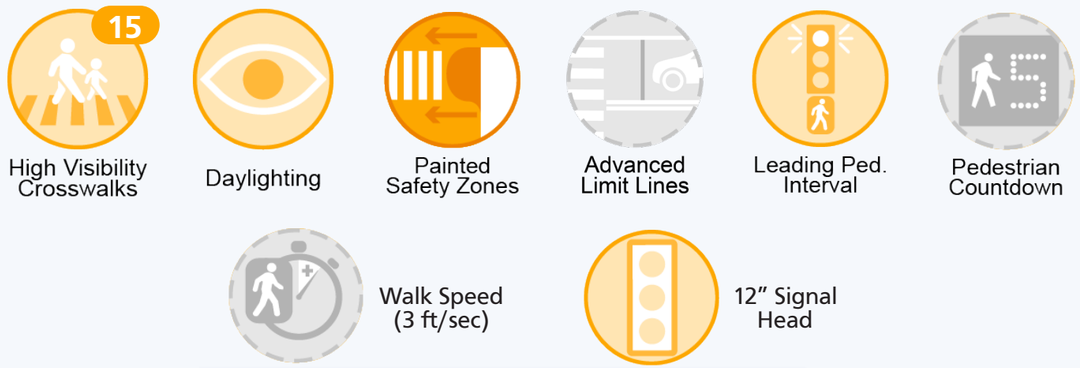


School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION



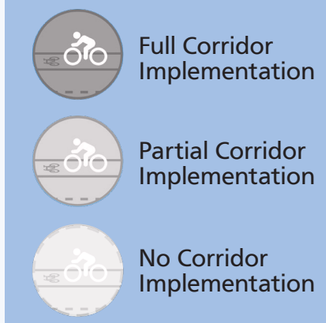
Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Legend

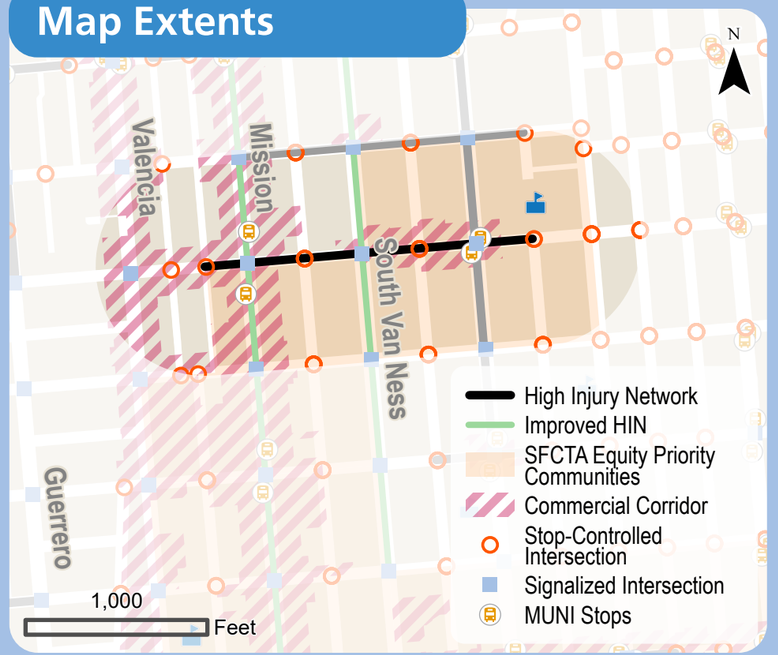


20TH ST
San Carlos St to Treat Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 6 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

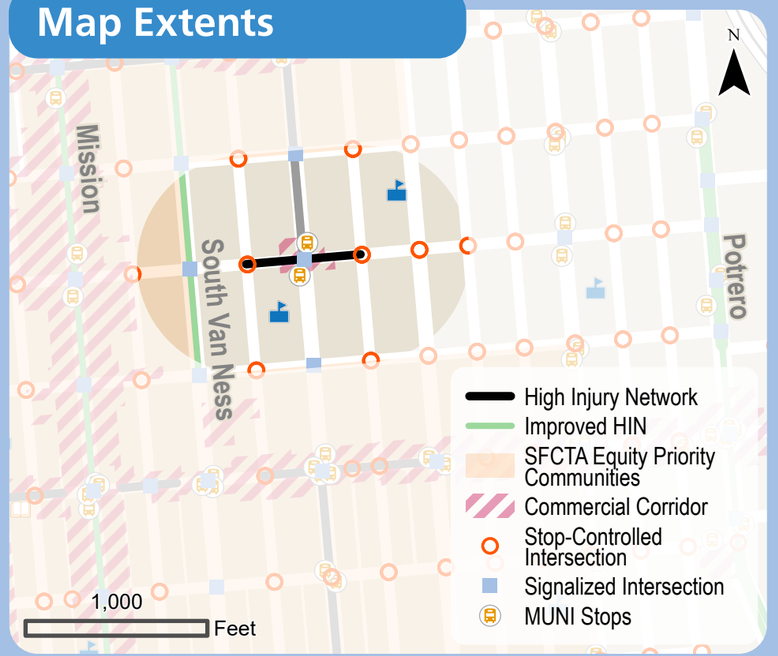
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

22ND ST
Shotwell St to Treat Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0 0 0 0 0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

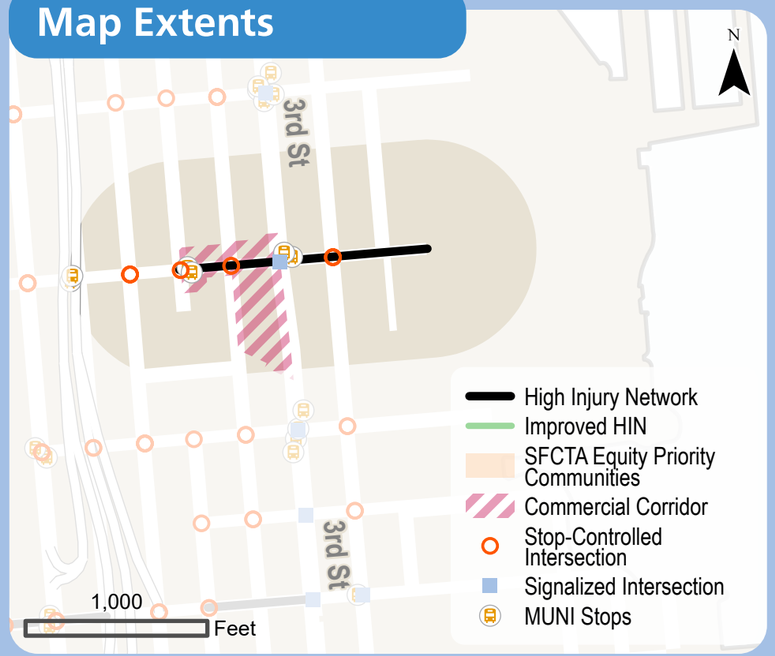
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

22ND ST
Minnesota St to 22nd St Split

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

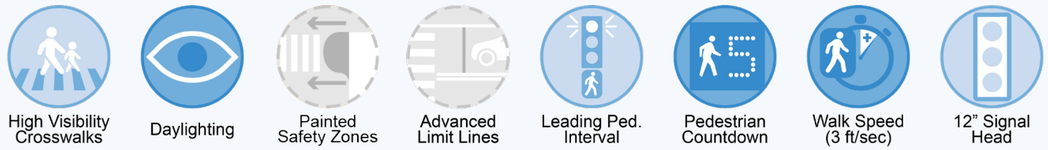
OCS

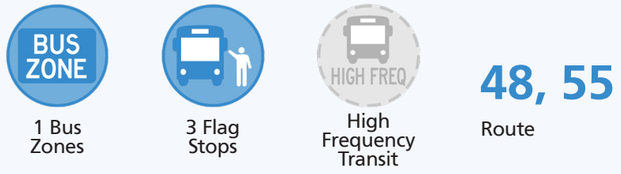
School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions





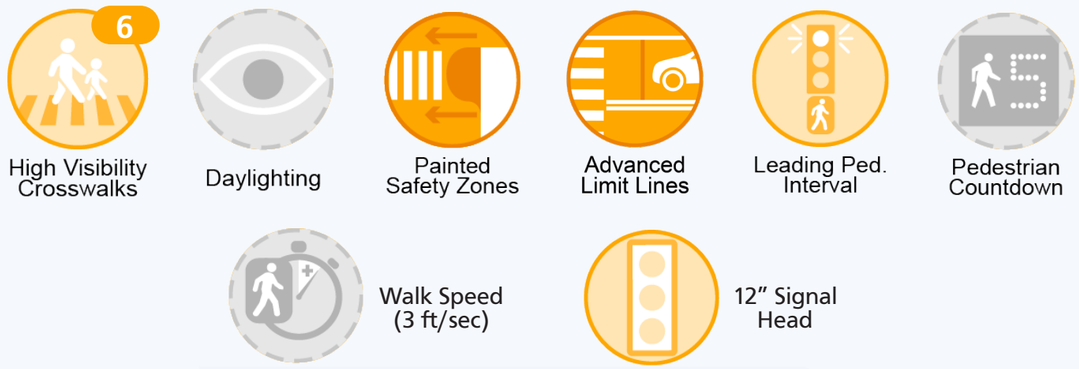
48, 55
Route

Fatal and Severe Injury Collisions*

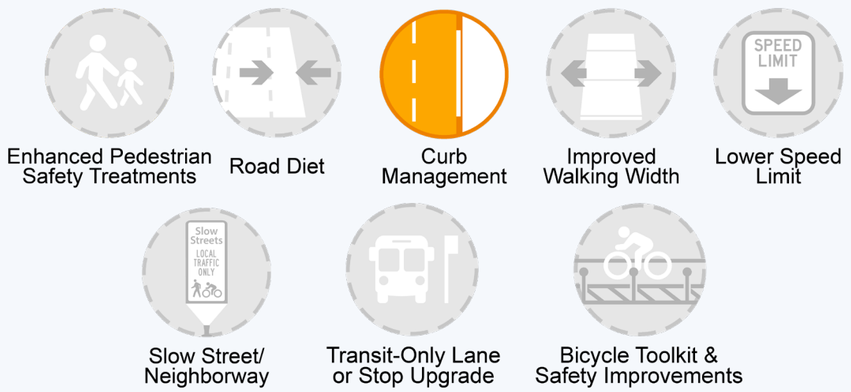
2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

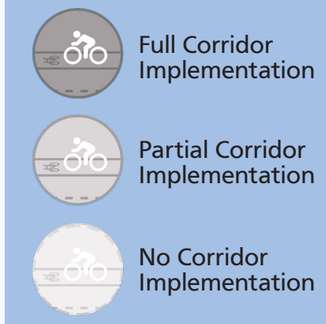
QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS



Legend

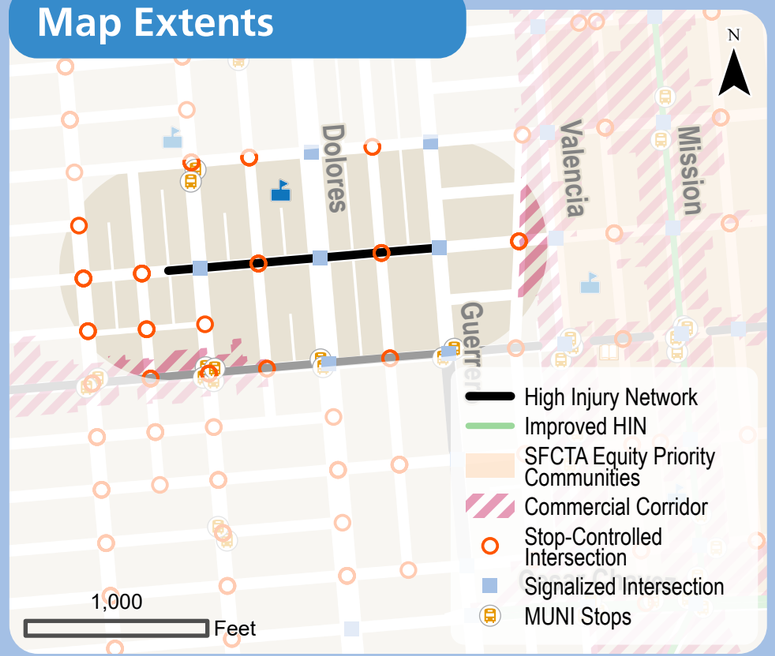


23RD ST
Nellie St to Guerrero St

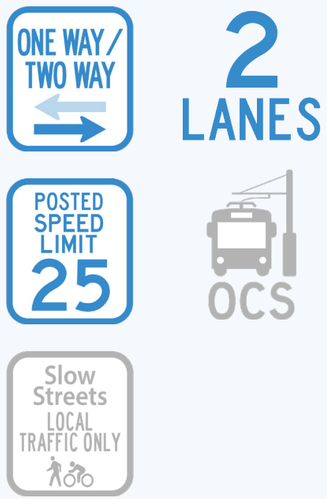
SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

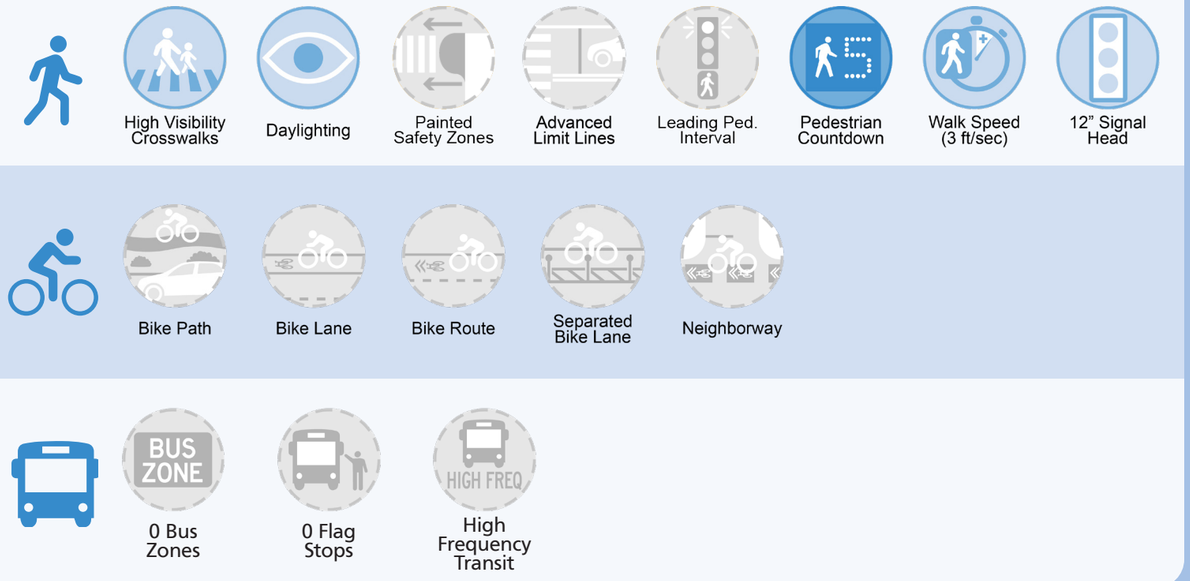
Map Extents



Roadway Characteristics



Existing Conditions



School, Park, or Library

Commercial Corridor

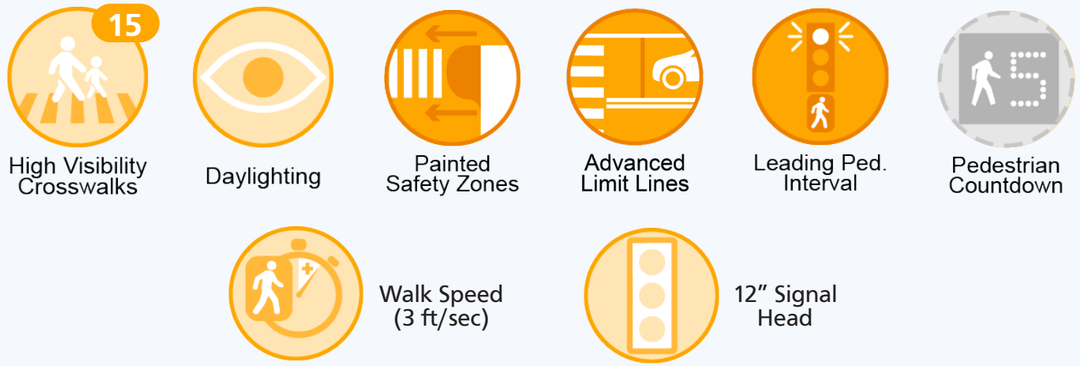
Equity Priority Community

Fatal and Severe Injury Collisions*

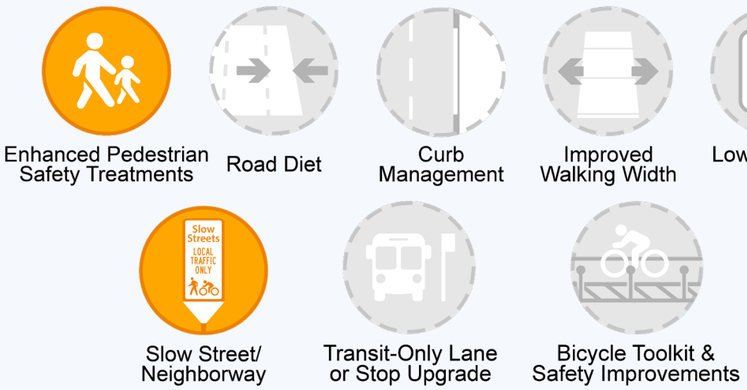
2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

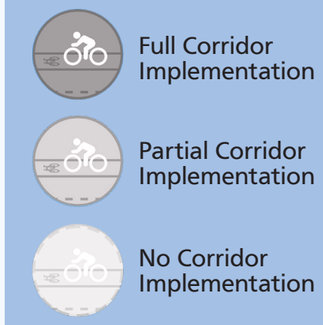
QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS



Legend

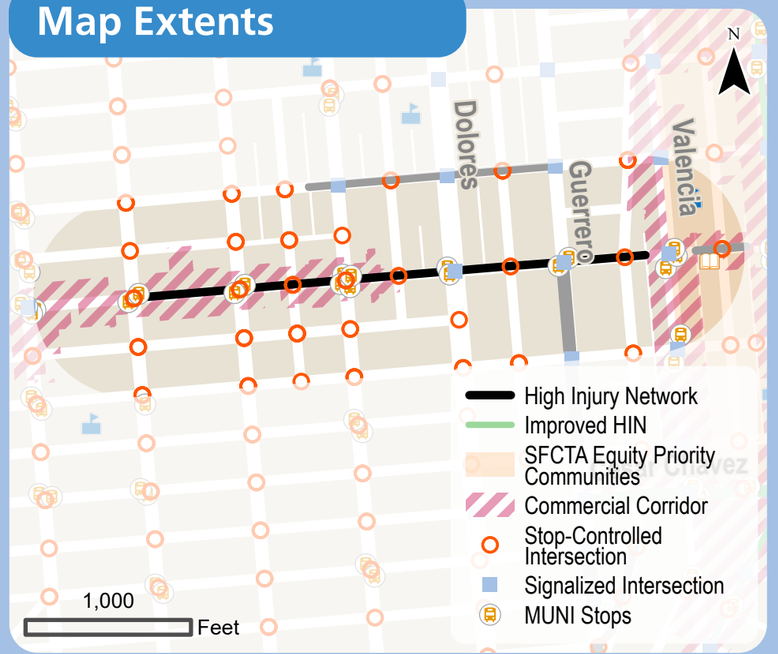


24TH ST
Noe St to Poplar St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 20

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 6 Bus Zones
- 2 Flag Stops
- HIGH FREQ — High Frequency Transit
- 48 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

- 23 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Fatal and Severe Injury Collisions*

2017 - 2022

1	3	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

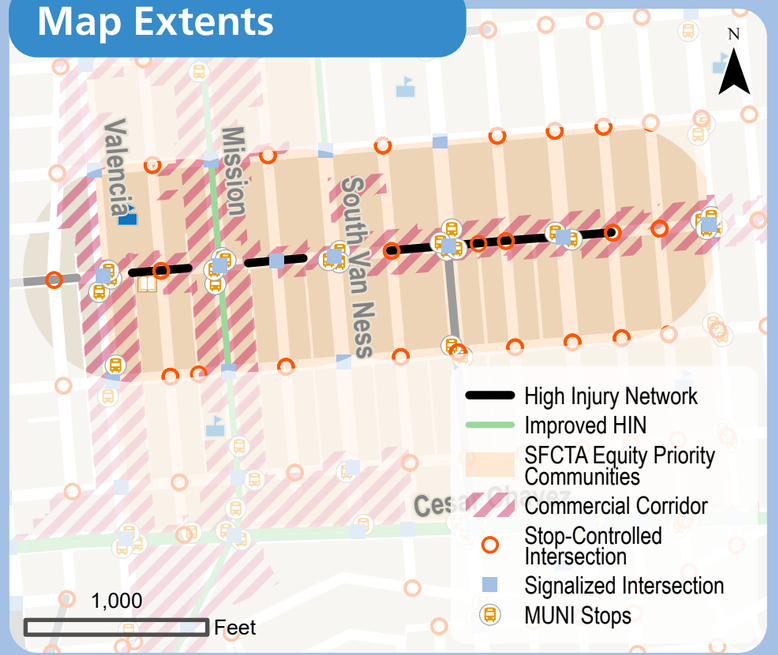
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

24TH ST
Orange Aly to Alabama St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents

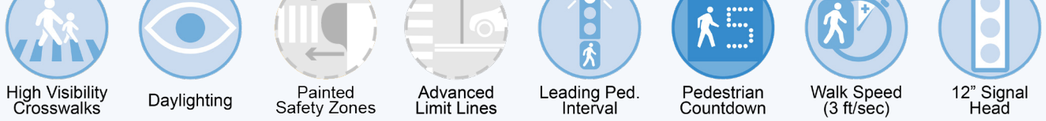


Roadway Characteristics

2 LANES

OCS

Existing Conditions



4 Bus Zones

0 Flag Stops

High Frequency Transit

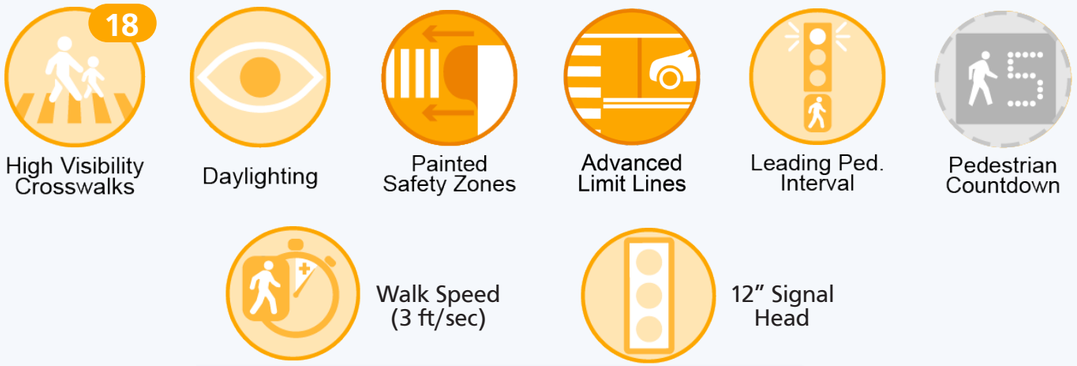
27, 48, 67
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

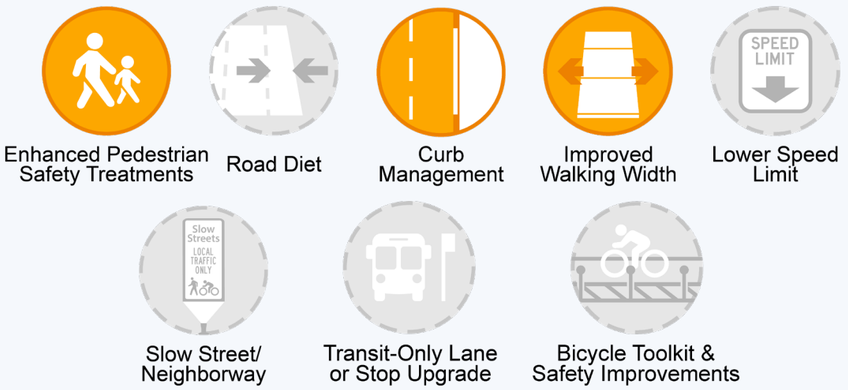


Fatal and Severe Injury Collisions*

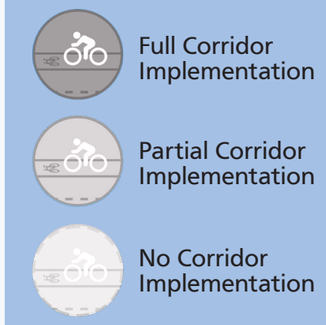
2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS



Legend

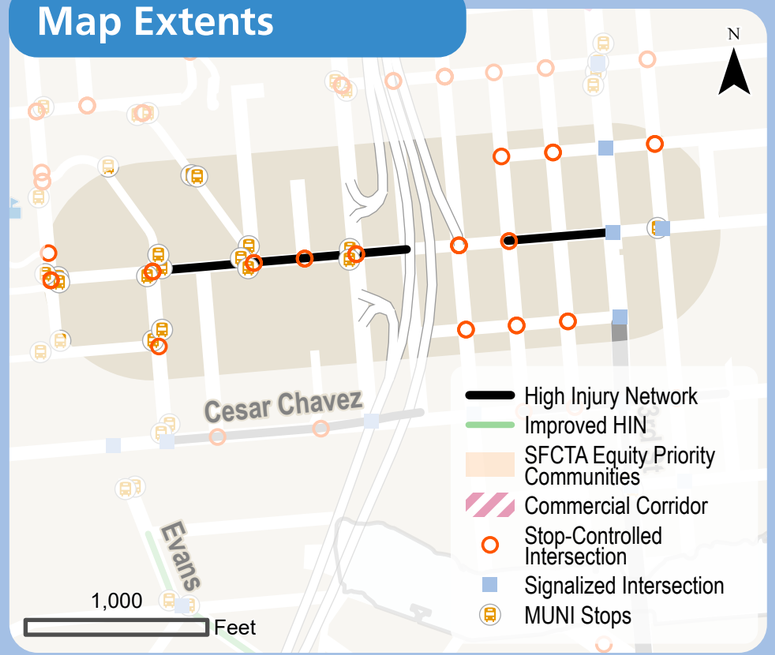


25TH ST
Connecticut St to 3rd St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 0 Bus Zones
- 6 Flag Stops
- HIGH FREQ — High Frequency Transit
- 48 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	2	0	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 17 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway (Slow Streets — LOCAL TRAFFIC ONLY)
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

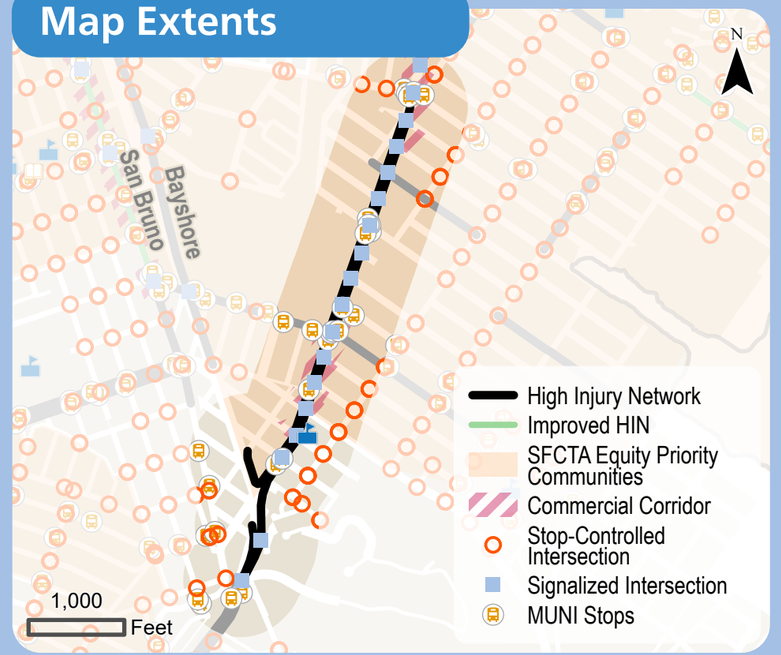
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

3RD ST
Lane St to Bayshore Blvd/Meade Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY / TWO WAY

4 LANES

POSTED SPEED LIMIT 35

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 8 Flag Stops
- High Frequency Transit

KT, TBUS, 29, 8BX
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	3	7	0	5

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 8 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

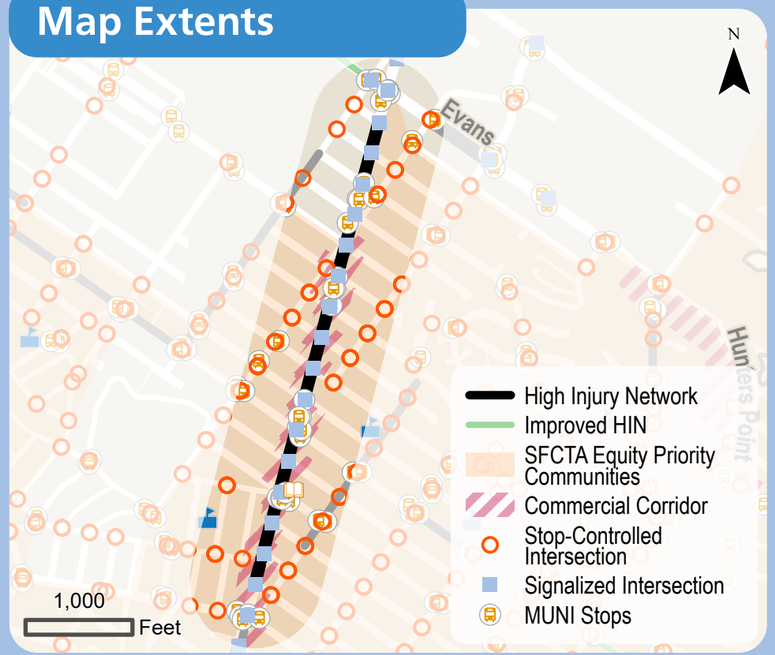
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

3RD ST
Underwood Ave to Fairfax Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

4 LANES

OCS

Existing Conditions

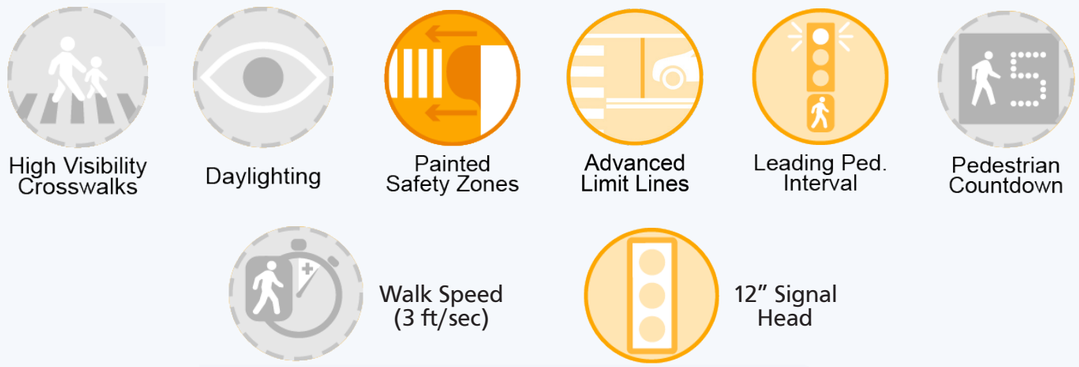
KT, TBUS, 44, 15, 54, 24
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION



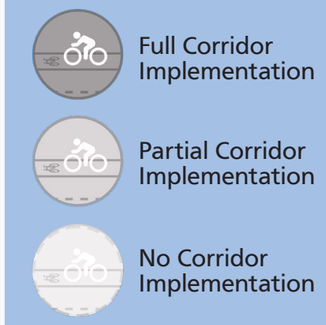
Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Legend

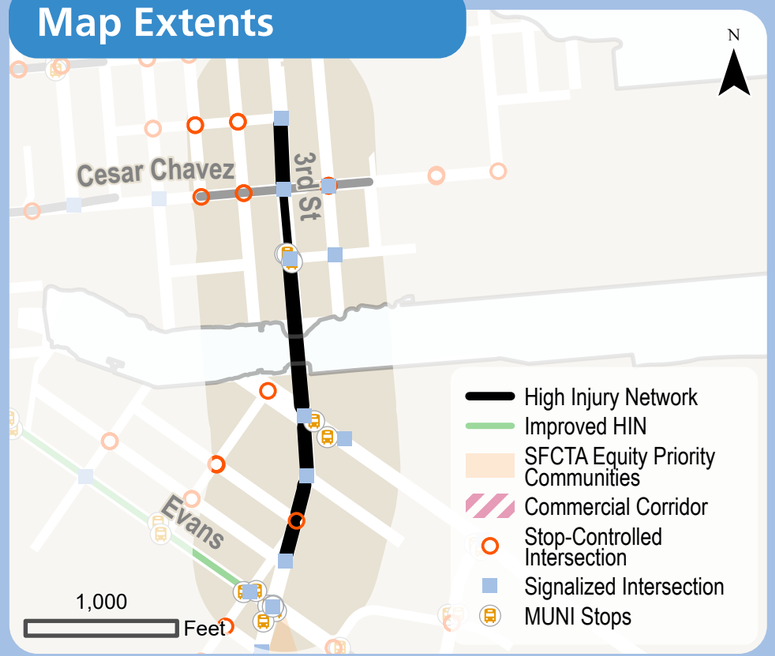


3RD ST
Davidson Ave to 26th St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 30

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 0 Bus Zones
- 2 Flag Stops
- High Frequency Transit

KT, TBUS, 15
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	1	0	2

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 9 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

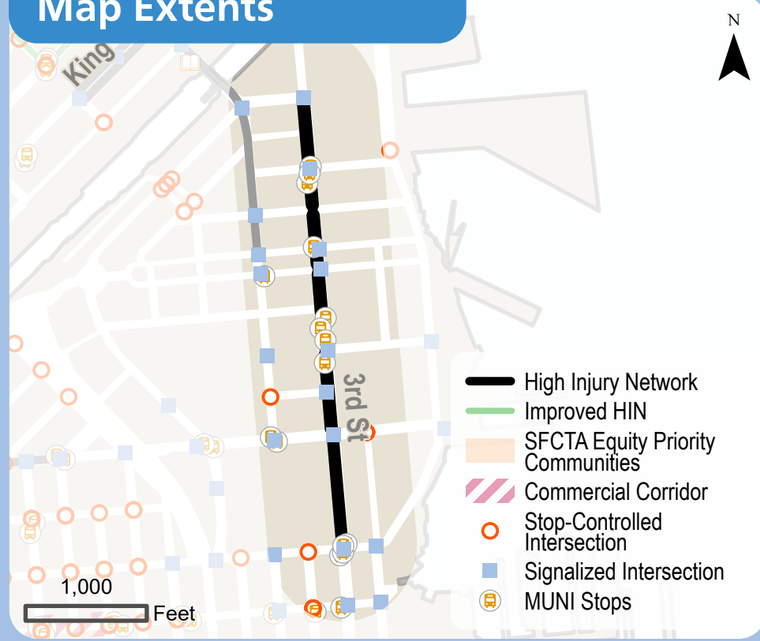
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

3RD ST
Mariposa St to Channel St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

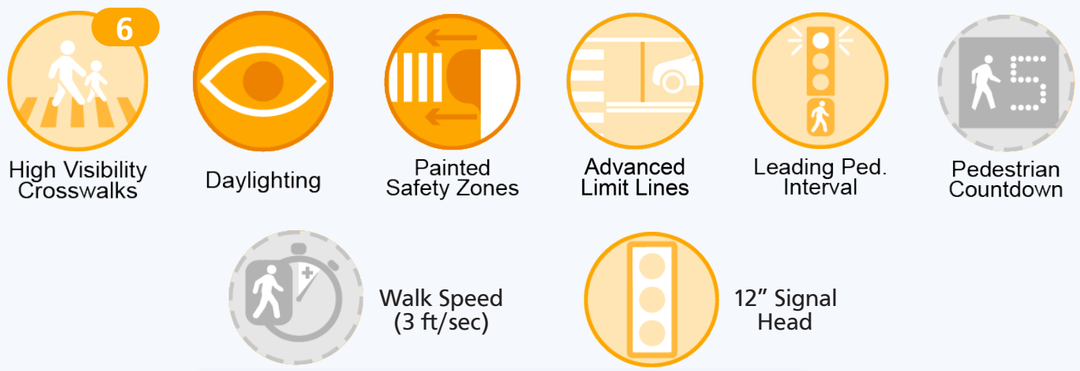
Existing Conditions

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION



Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Legend

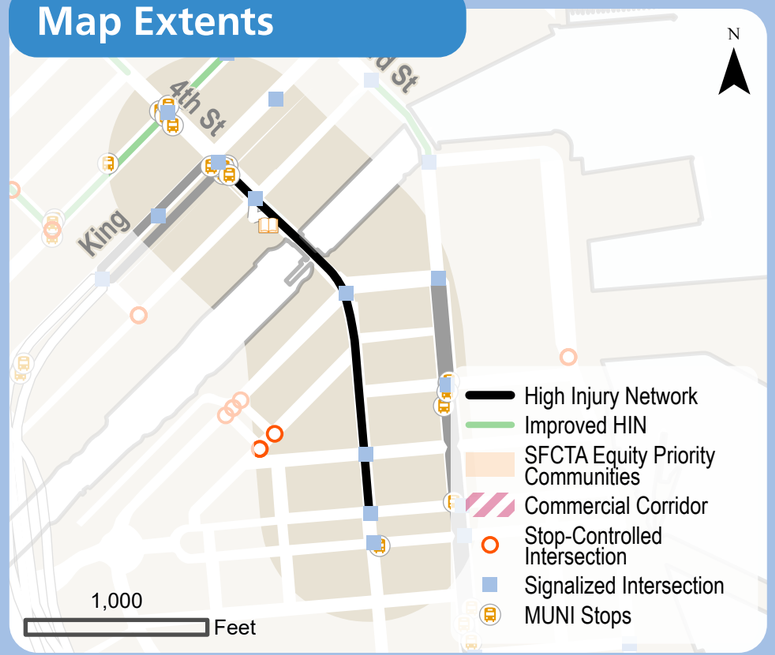
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

4TH ST
Mission Bay Blvd N to King St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

OCS

Existing Conditions

High Visibility Crosswalks

Daylighting

Painted Safety Zones

Advanced Limit Lines

Leading Ped. Interval

Pedestrian Countdown

Walk Speed (3 ft/sec)

12" Signal Head

Bike Path

Bike Lane

Bike Route

Separated Bike Lane

Neighborway

0 Bus Zones

2 Flag Stops

High Frequency Transit

KT, N, TBUS, S, 15, NBUS

Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks

Daylighting

Painted Safety Zones

Advanced Limit Lines

Leading Ped. Interval

Pedestrian Countdown

Walk Speed (3 ft/sec)

12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/ Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements

Legend

Full Corridor Implementation

Partial Corridor Implementation

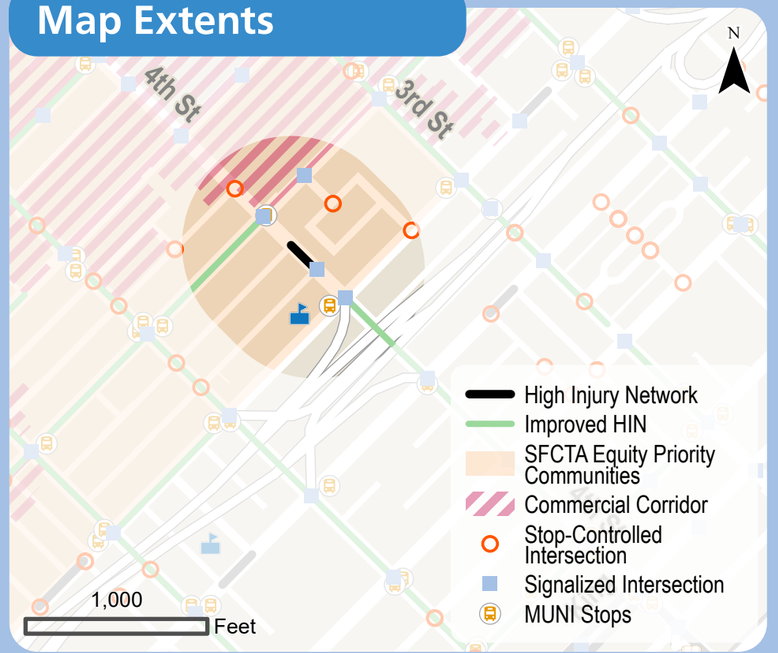
No Corridor Implementation

4TH ST
Shipley St to Clara St

SFMTA Vision Zero
Quick-Build Pre-Planning

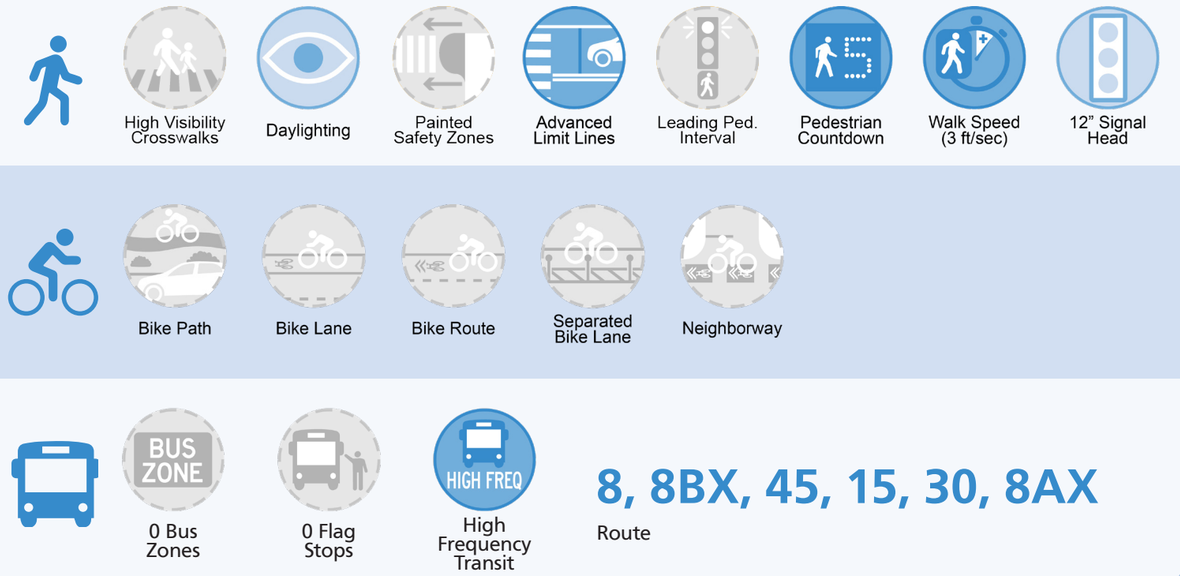
SFMTA

Map Extents



Roadway Characteristics

Existing Conditions

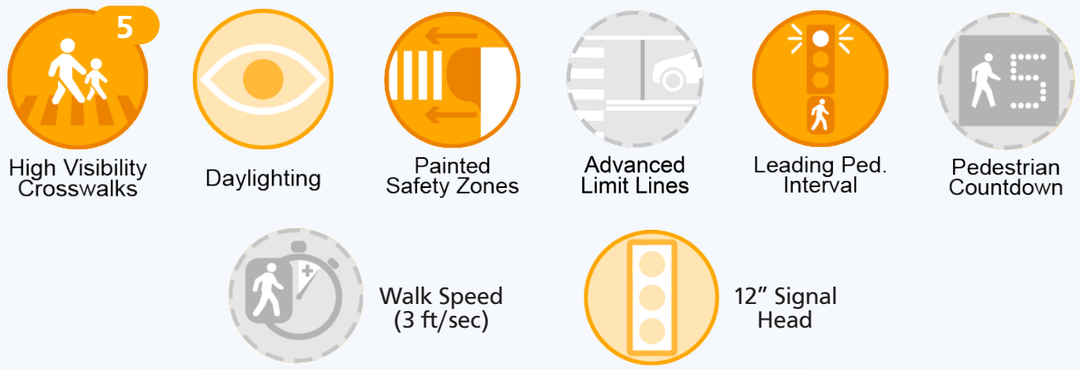


School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION



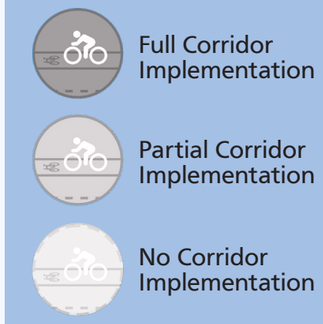
Fatal and Severe Injury Collisions*

2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Legend

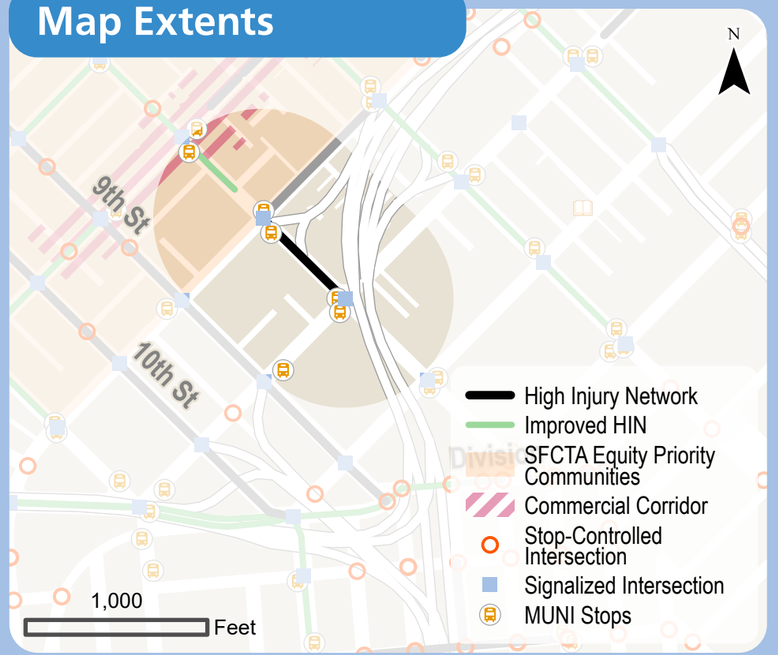


8TH ST
Bryant St to Harrison St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 1 Bus Zones
- 0 Flag Stops
- High Frequency Transit
- Route: 12, 19, 27

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	1	0	2

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

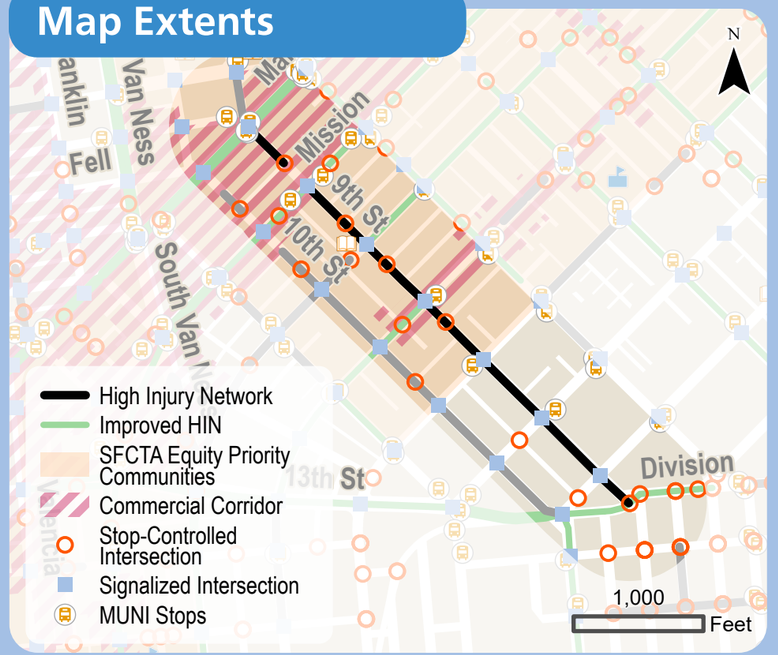
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

9TH ST
Market St to Division St/San Bruno Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

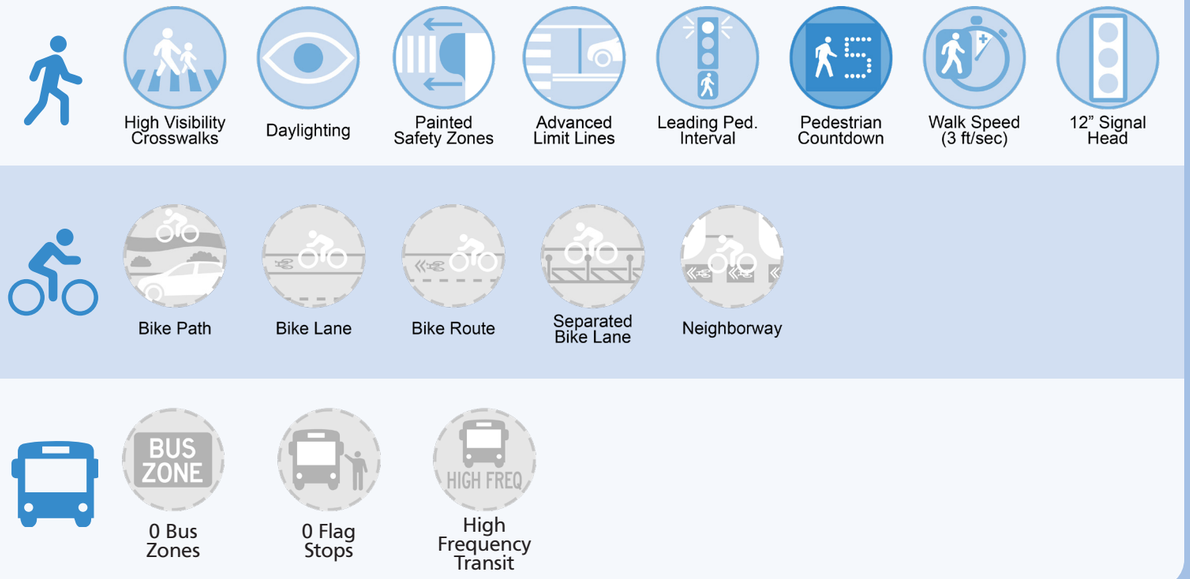
SFMTA

Map Extents



Roadway Characteristics

Existing Conditions



School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community ✓

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

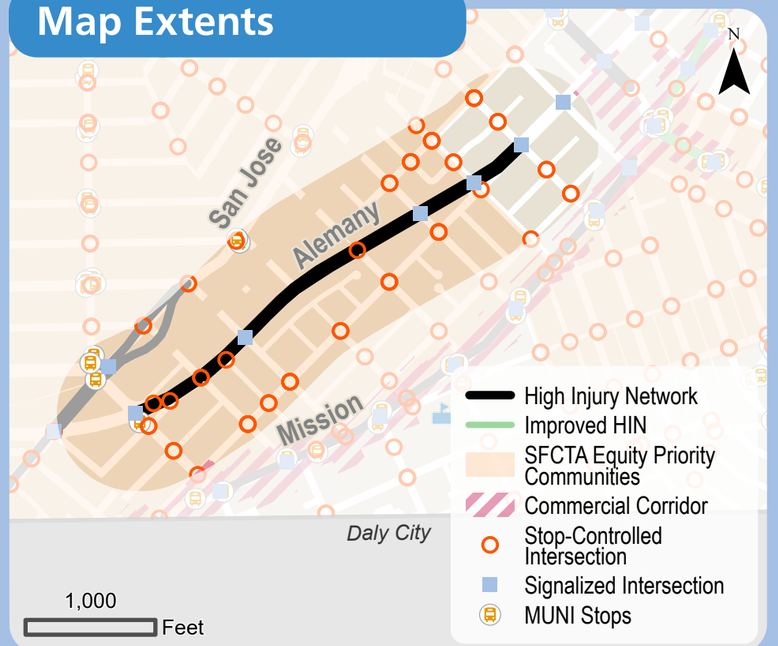
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

ALEMANY BLVD
Mt Vernon St to Sickles Ave

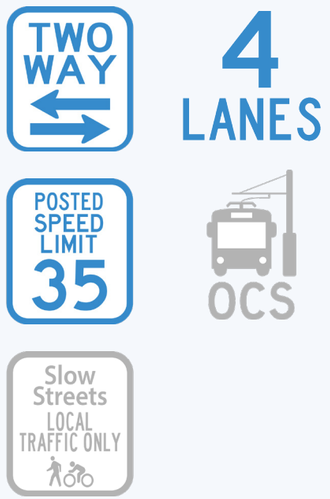
SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics



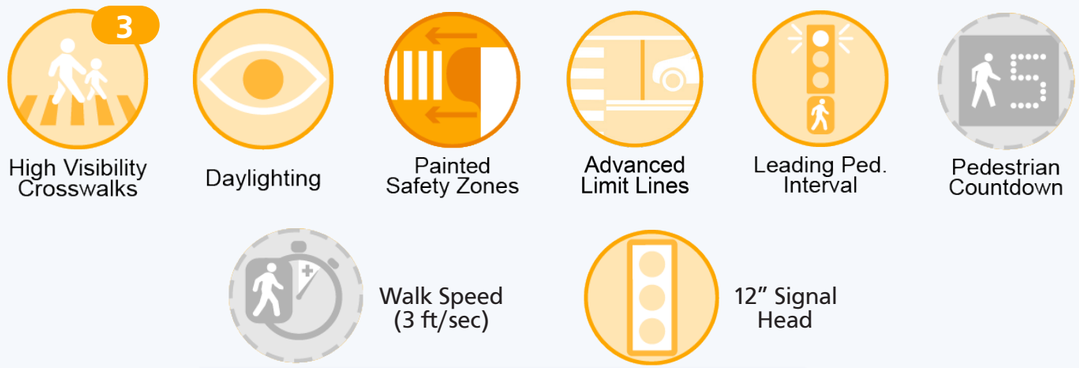
Existing Conditions

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

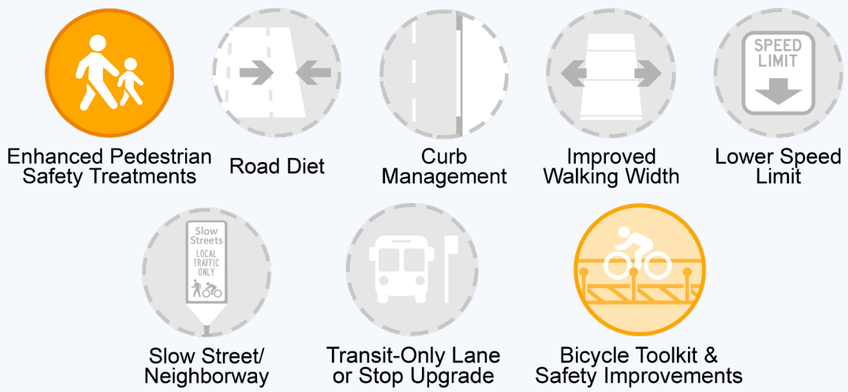


Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS



Legend

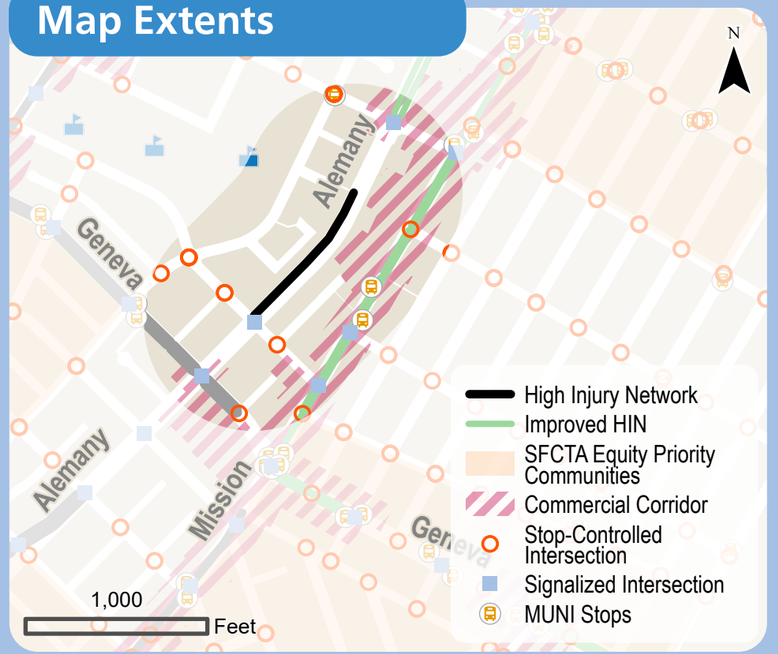
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

ALEMANY BLVD
Seneca Ave to Oneida Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 35

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0 0 0 0 0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

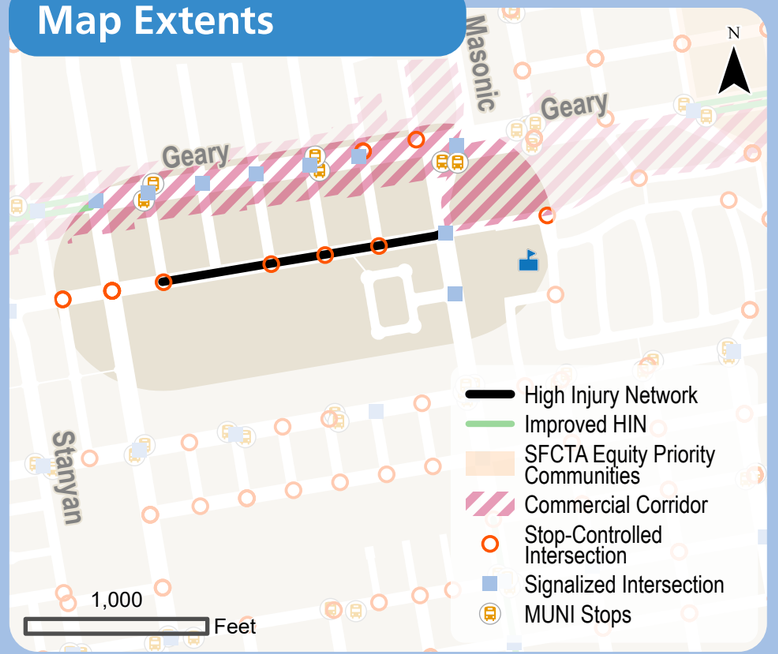
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

ANZA ST
Masonic Ave to Spruce St

SFMTA Vision Zero
Quick-Build Pre-Planning

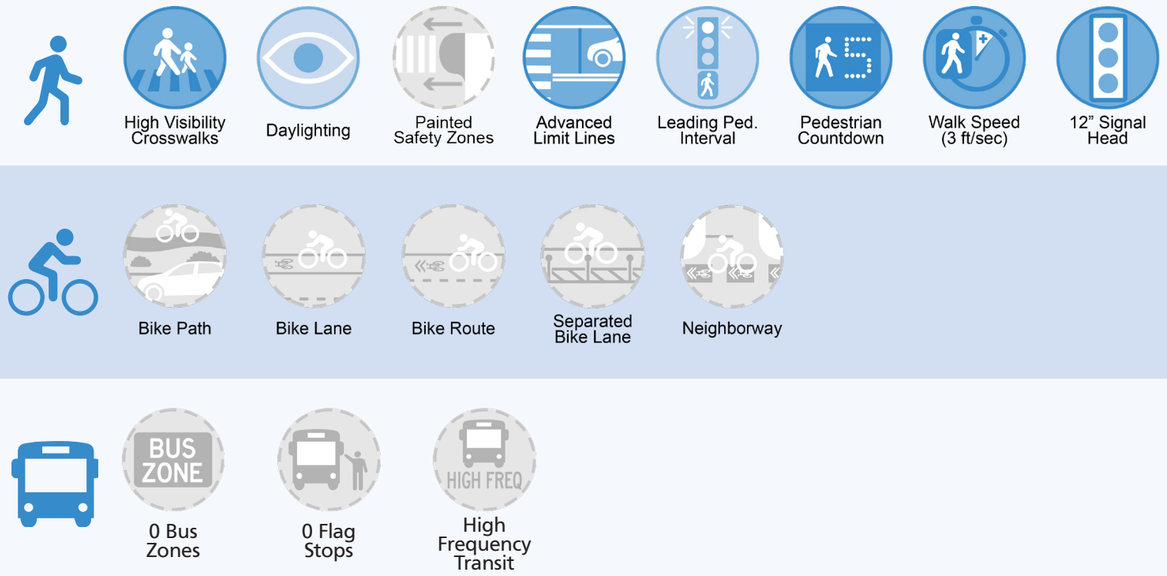
SFMTA

Map Extents



Roadway Characteristics

Existing Conditions



School, Park, or Library

Commercial Corridor

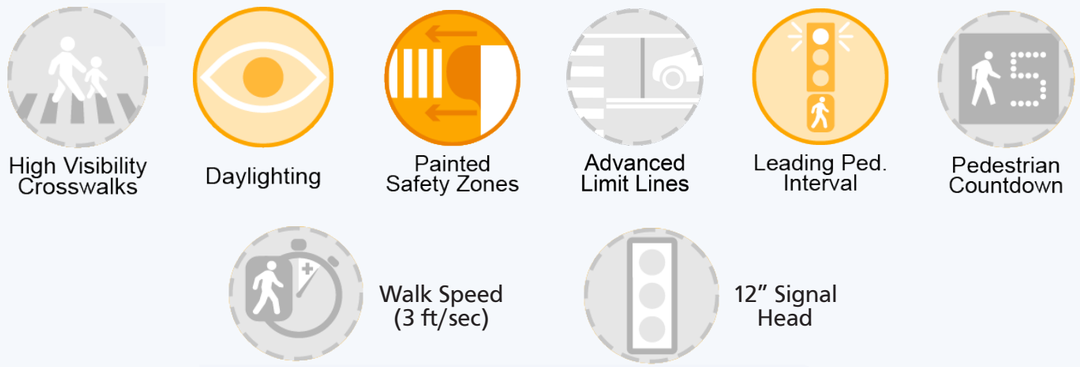
Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS

Legend

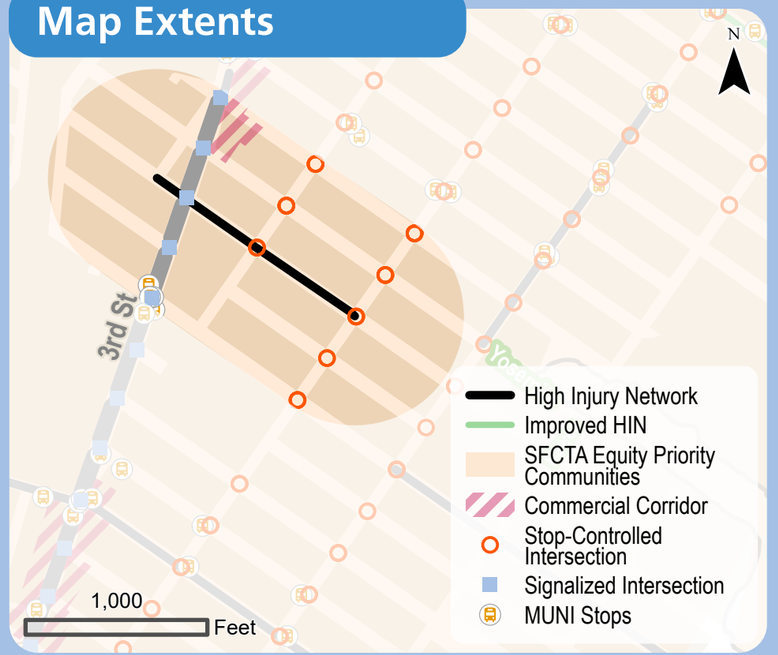
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

ARMSTRONG AVE
Lane St to Jennings St

SFMTA Vision Zero
Quick-Build Pre-Planning

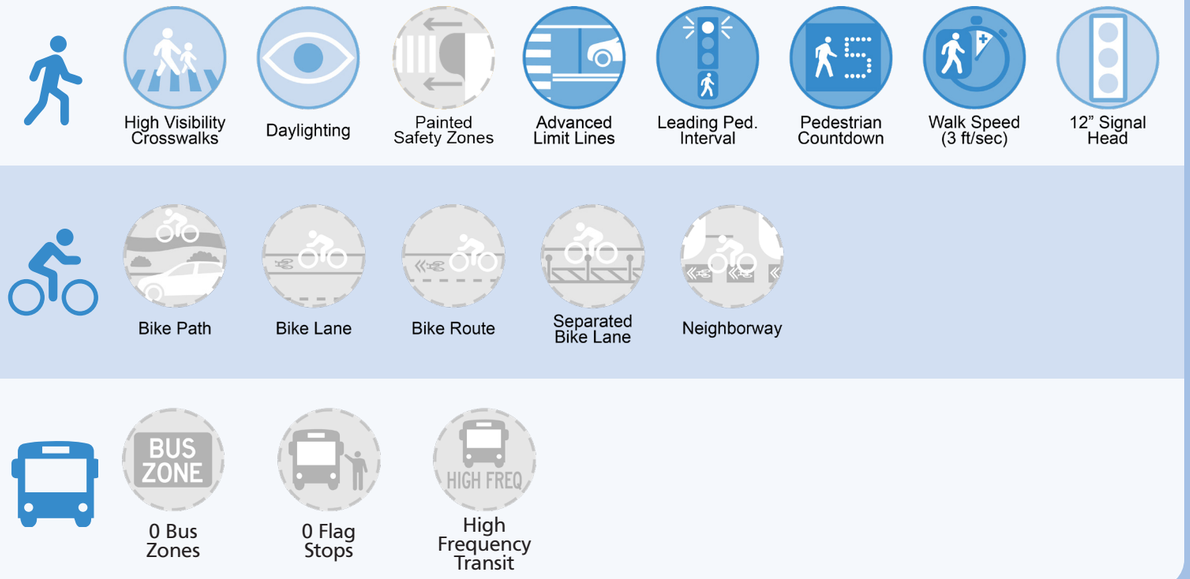
SFMTA

Map Extents



Roadway Characteristics

Existing Conditions



School, Park, or Library

Commercial Corridor

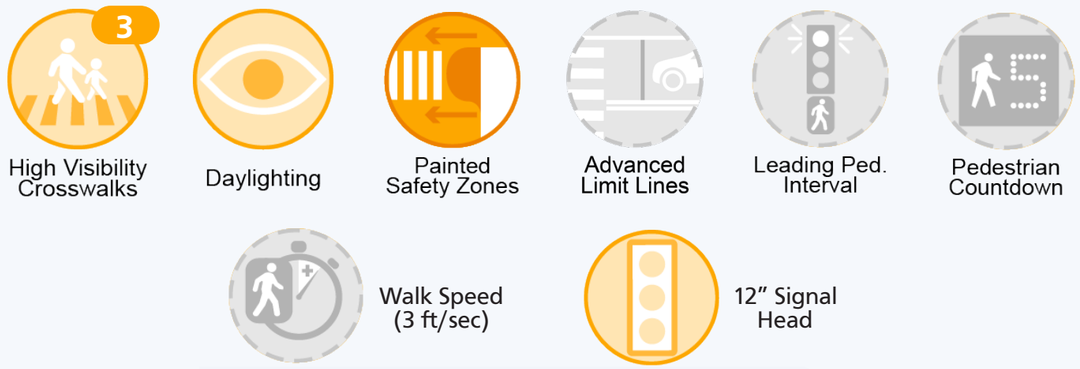
Equity Priority Community

Fatal and Severe Injury Collisions*

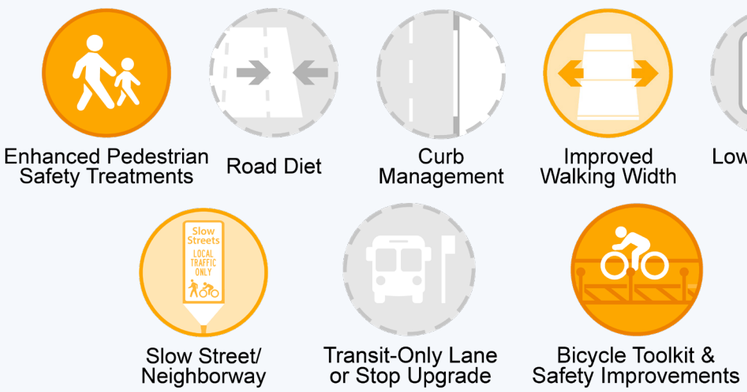
2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

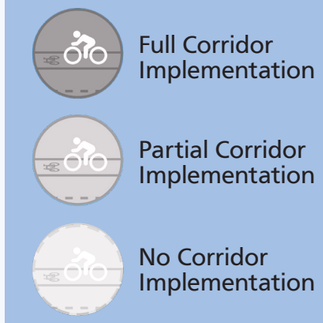
QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS



Legend

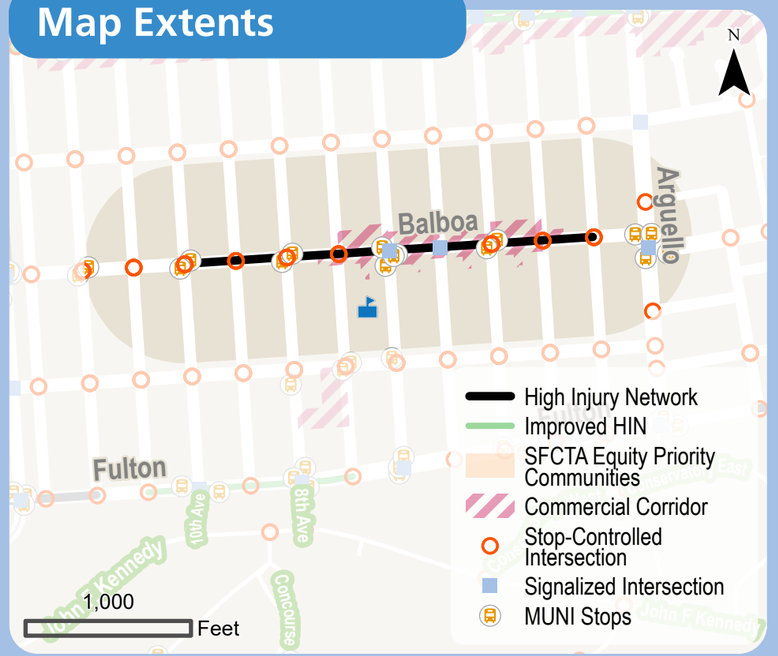


BALBOA ST
2nd Ave to 10th Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents

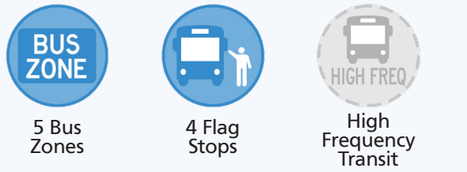


Roadway Characteristics

3 LANES

OCS

Existing Conditions



31 Route

School, Park, or Library

Commercial Corridor

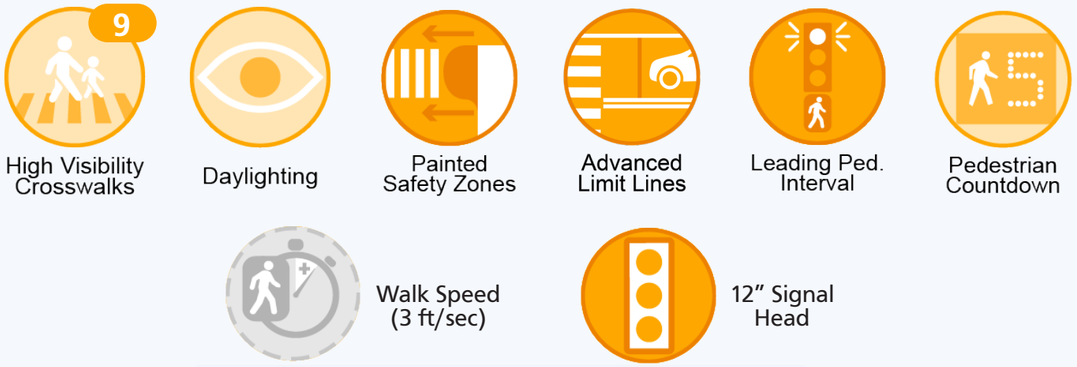
Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

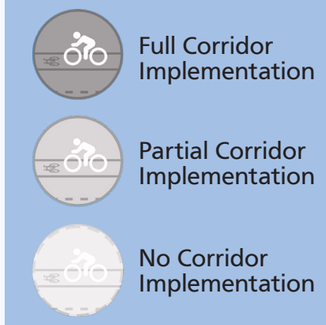
* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS

Legend

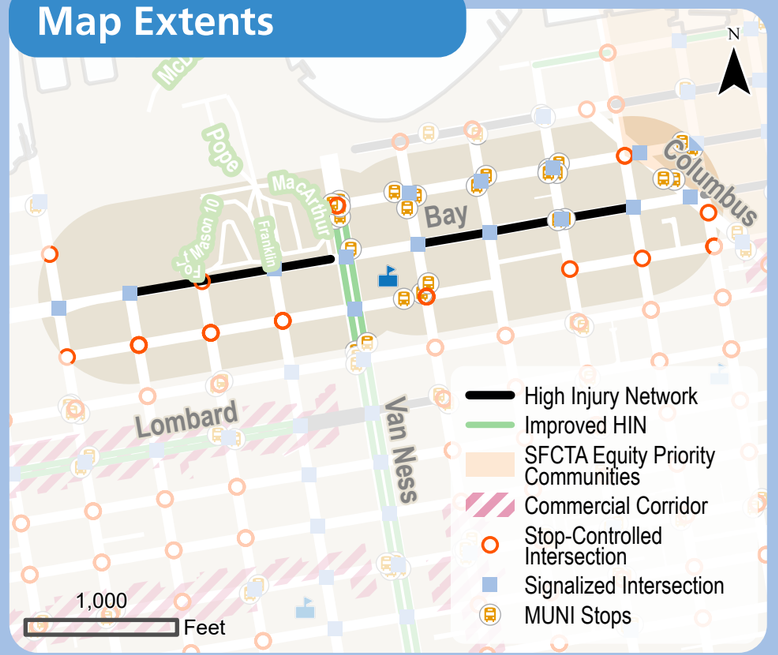


BAY ST
Octavia St to Leavenworth St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

4 LANES

OCS

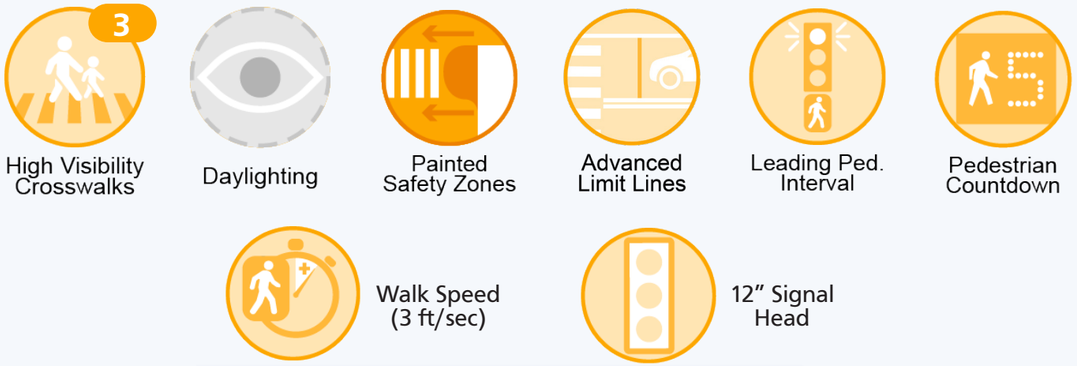
Existing Conditions

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION



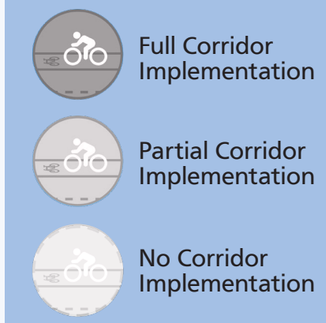
Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Legend

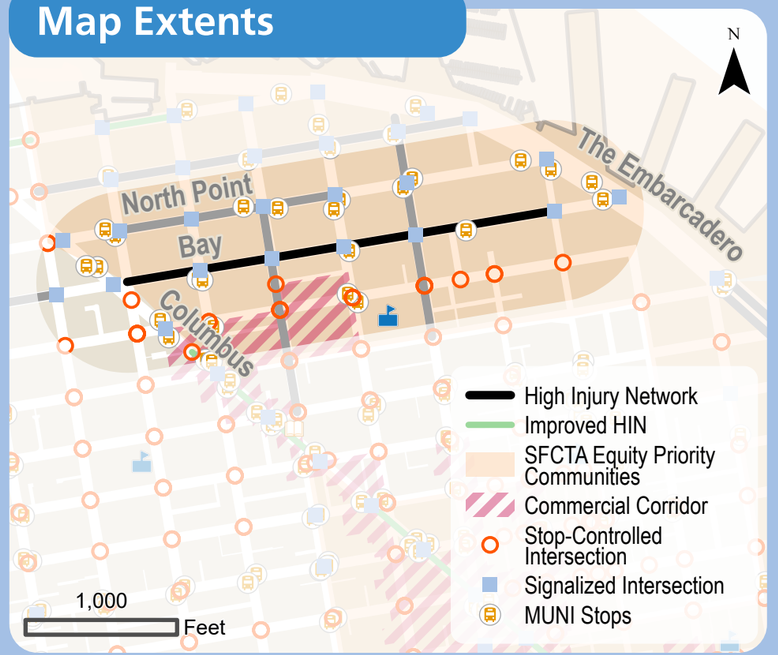


BAY ST
Jones St to Kearny St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 0 Bus Zones
- 2 Flag Stops
- High Frequency Transit
- 8, 8BX Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

2	0	4	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

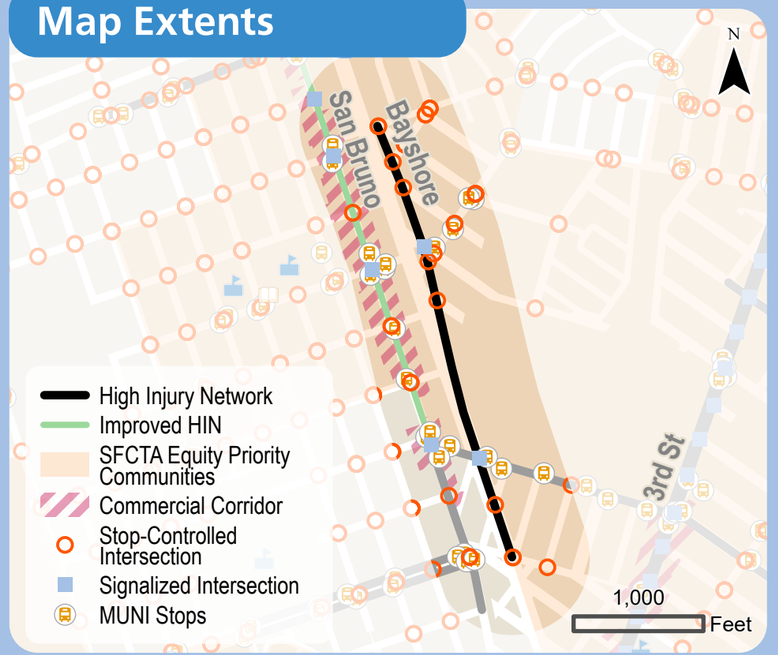
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

BAY SHORE BLVD
Thornton Ave to Salinas Ave

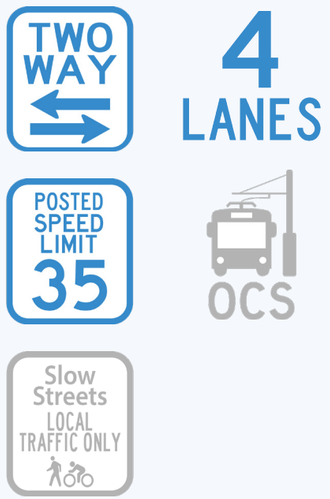
SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

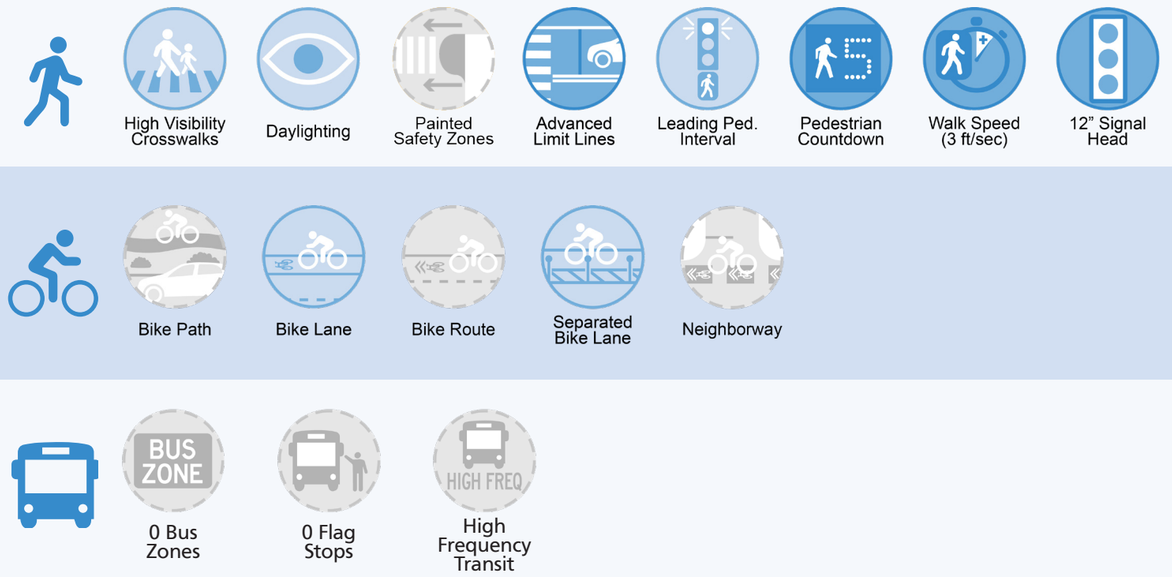
Map Extents



Roadway Characteristics



Existing Conditions

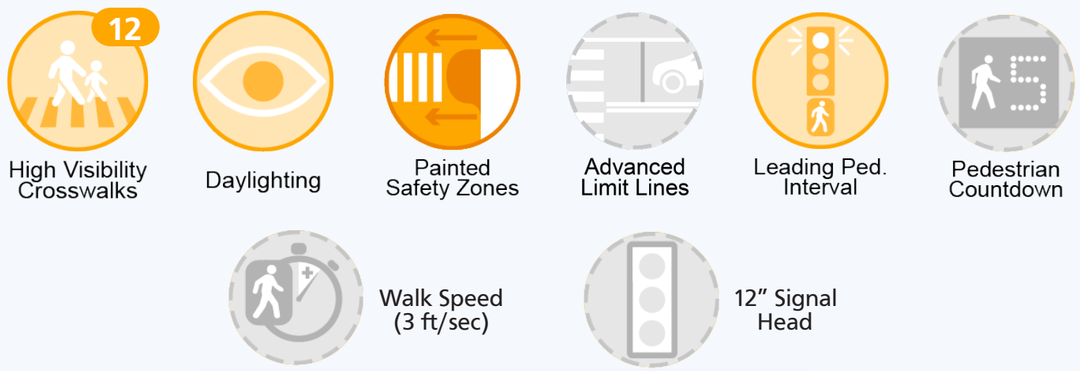


School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION



Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Legend

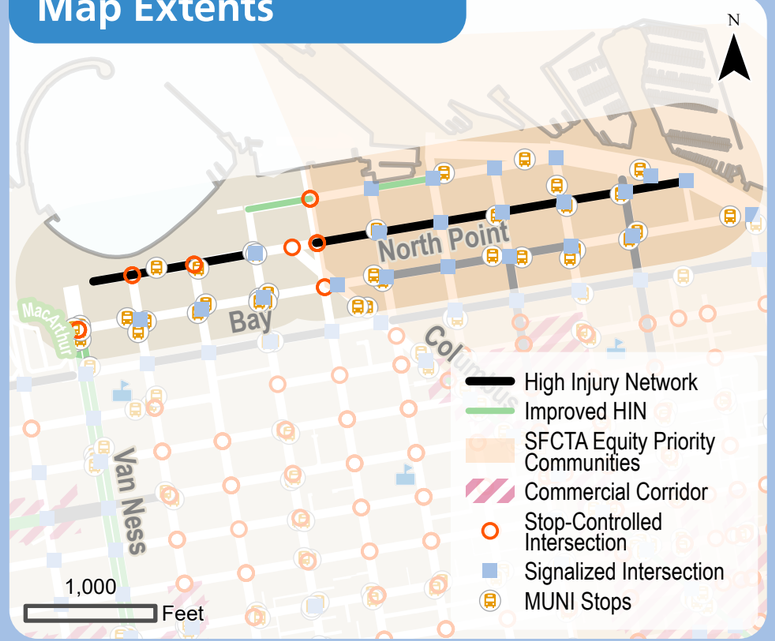
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

BEACH ST
Polk St to Grant Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

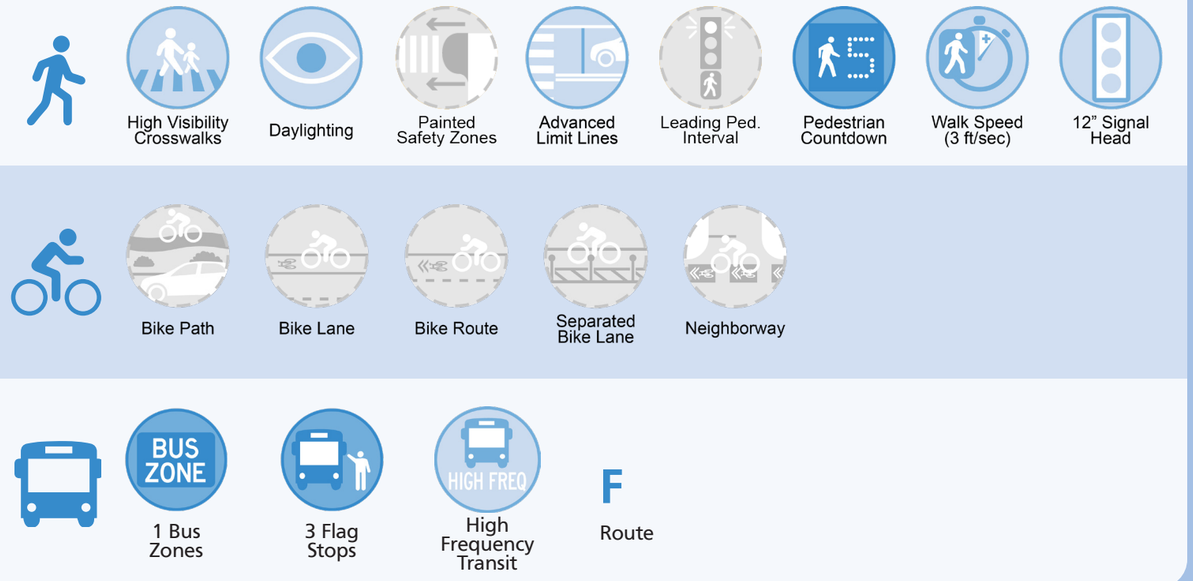
SFMTA

Map Extents



Roadway Characteristics

Existing Conditions



School, Park, or Library

Commercial Corridor

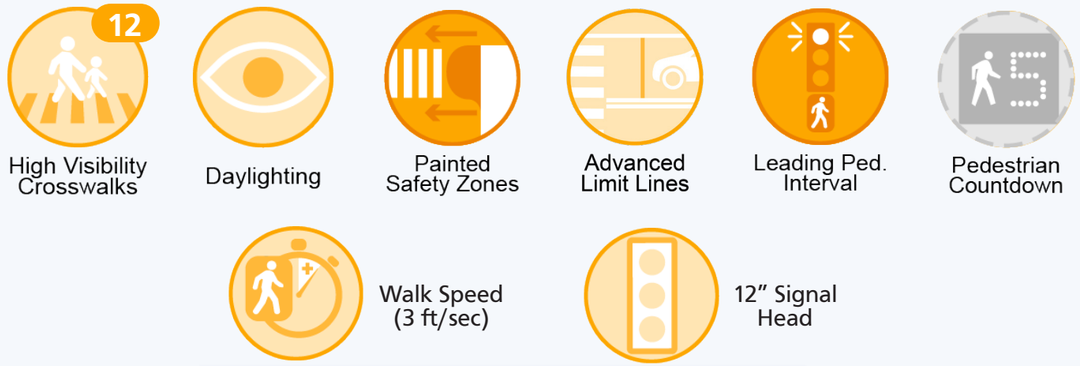
Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

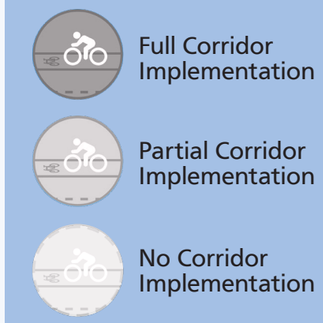
* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS

Legend

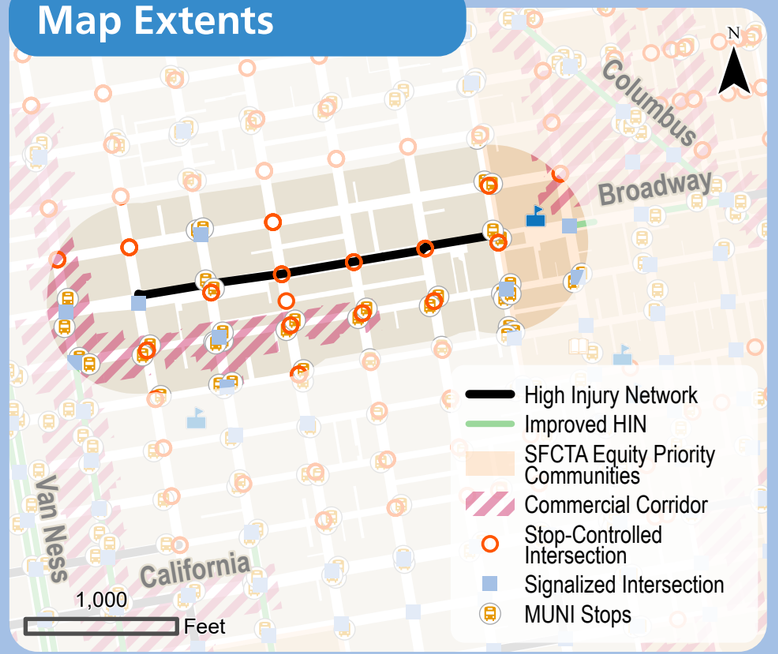


BROADWAY
Larkin St to Mason St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

OCS

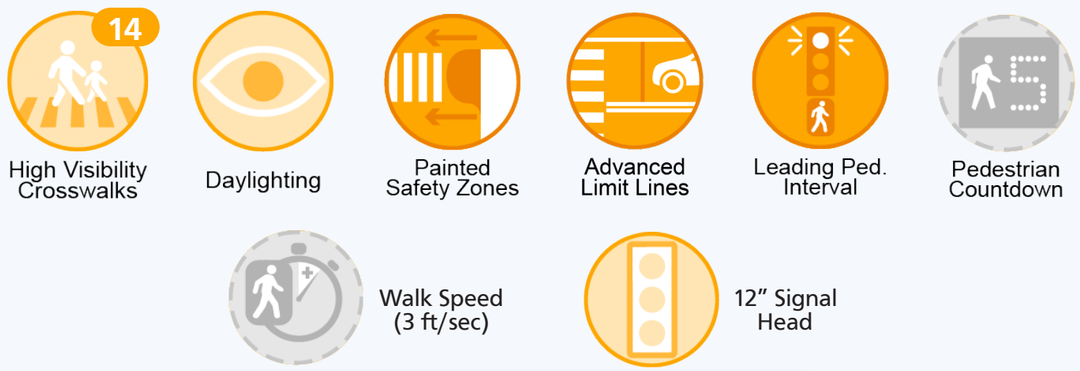
Existing Conditions

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION



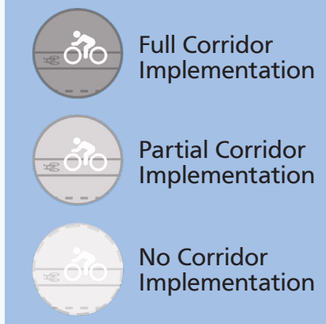
Fatal and Severe Injury Collisions*

2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Legend

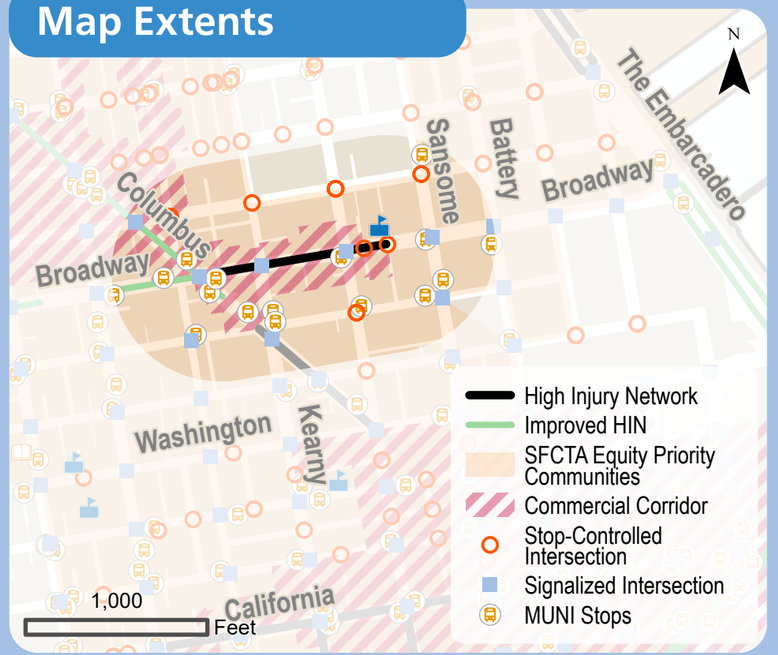


BROADWAY
Romolo Pl to Osgood Pl

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- BUS ZONE — 2 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit

12, 8AX
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	2	0	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 9 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit — SPEED LIMIT
- Slow Street/ Neighborway — Slow Streets LOCAL TRAFFIC ONLY
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

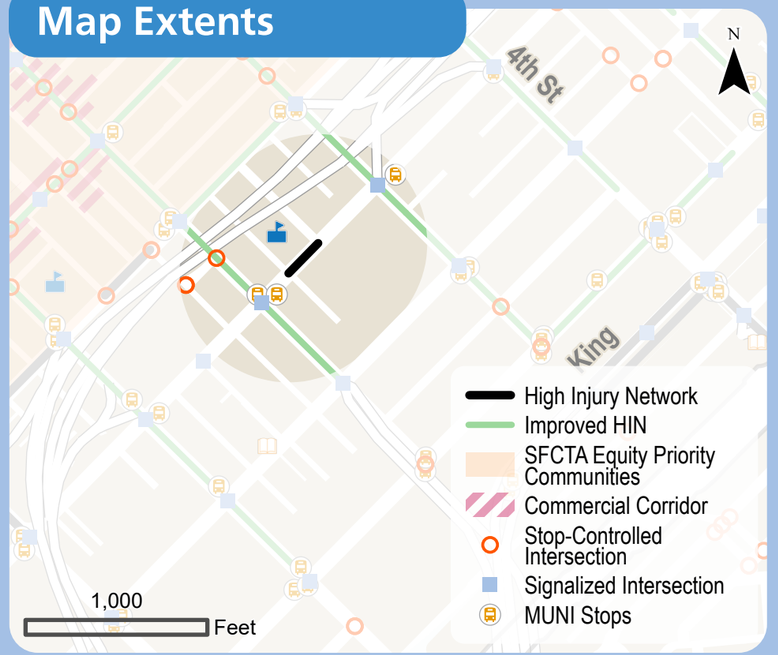
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

BRYANT ST
Morris St to Oak Grove St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	0 Flag Stops	High Frequency Transit

8AX, 8, 8BX
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
6			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
				SPEED LIMIT	Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

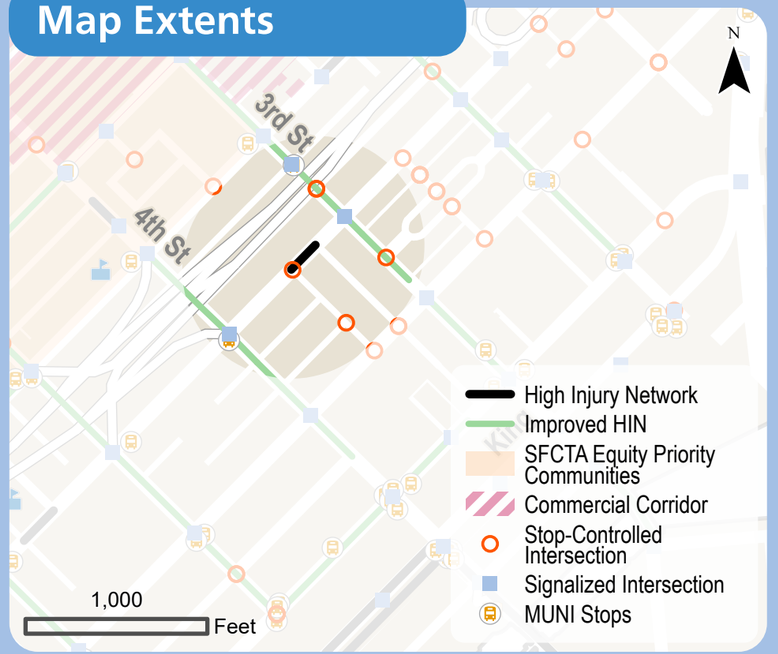
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

BRYANT ST
Ritch St to Zoe St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	0 Flag Stops	High Frequency Transit	Route
		HIGH FREQ	8AX, 8, 8BX

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
6			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
				SPEED LIMIT	Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

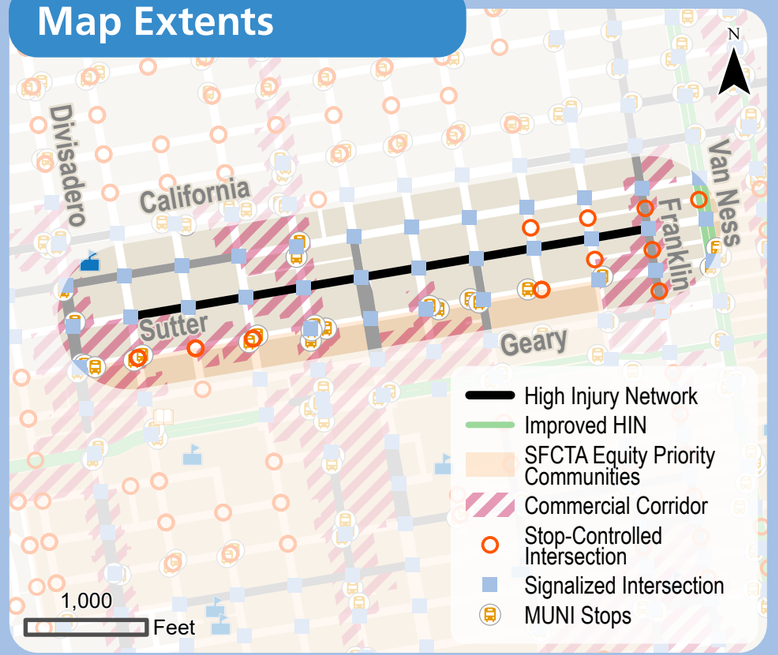
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

BUSH ST
Scott St to Franklin St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	5	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 9 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

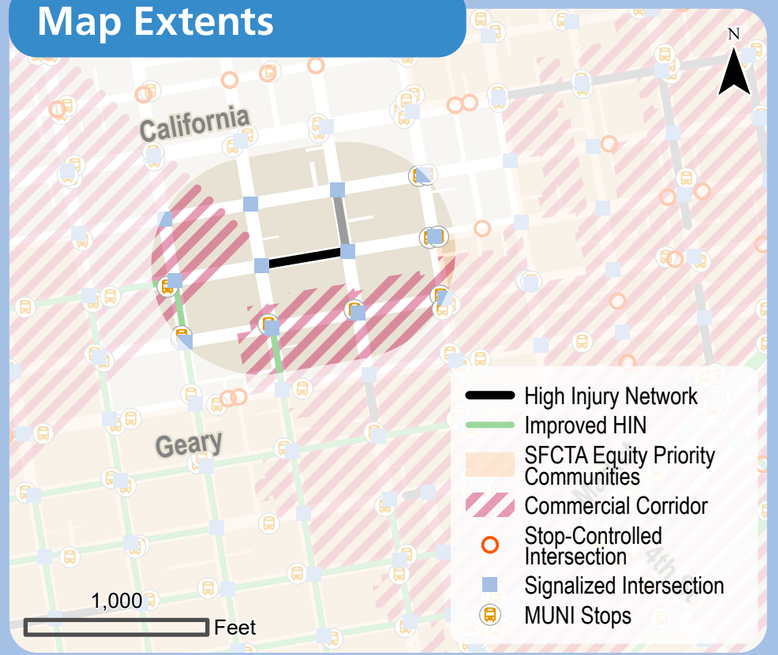
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

BUSH ST
Taylor St to Mason St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

3 LANES

OCS

School, Park, or Library

Commercial Corridor

Equity Priority Community

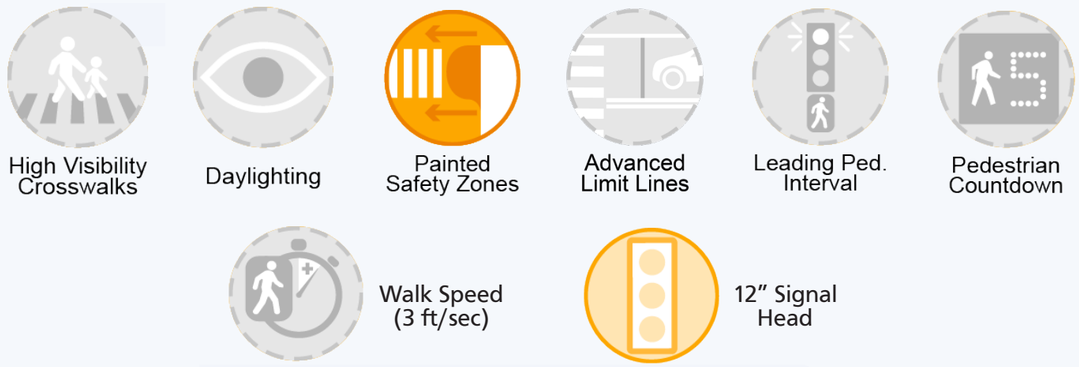
Existing Conditions

Fatal and Severe Injury Collisions*

2017 - 2022

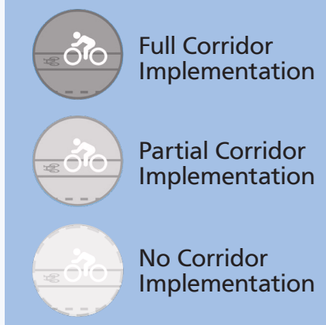
* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS

Legend

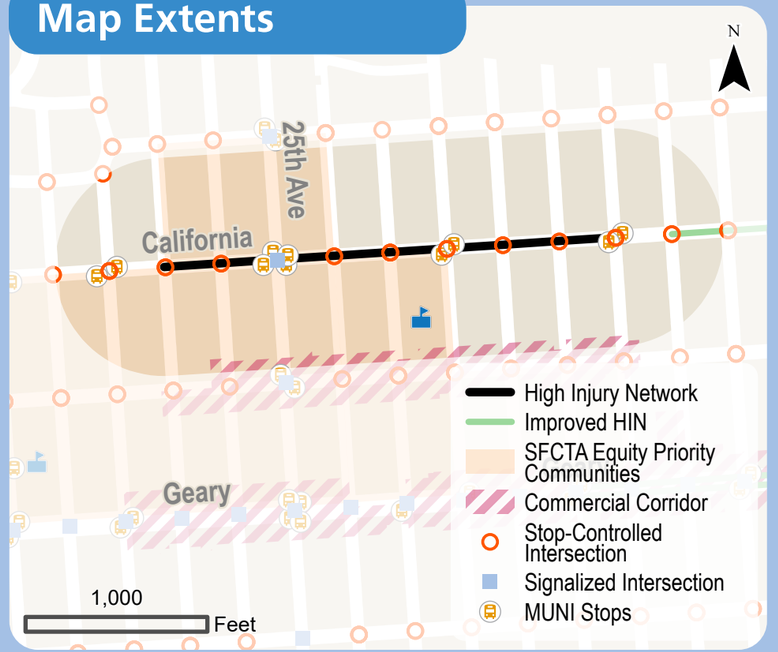


CALIFORNIA ST
19th Ave to 27th Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 5 Bus Zones
- 1 Flag Stops
- High Frequency Transit
- 1 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks (6)
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	1	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

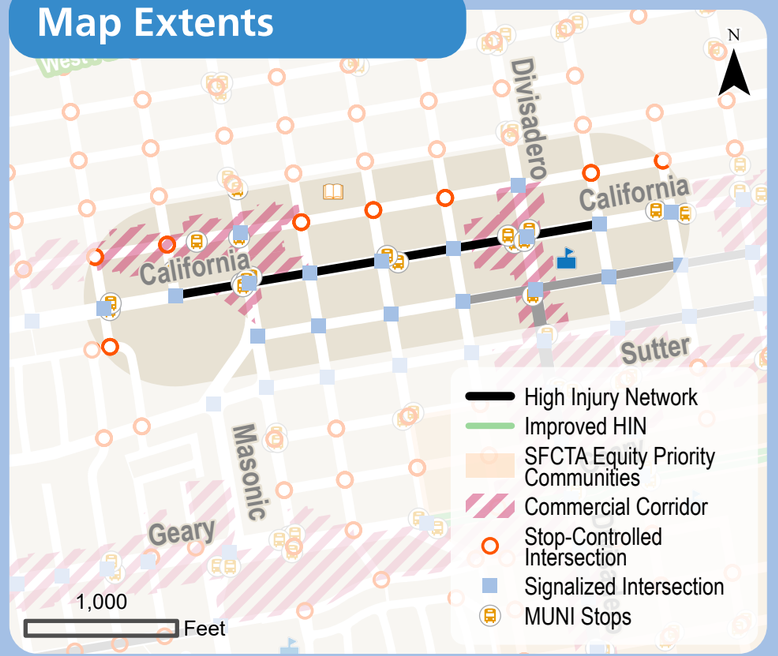
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

CALIFORNIA ST
Scott St to Walnut St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- BUS ZONE — 10 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 1 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	3	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 2 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

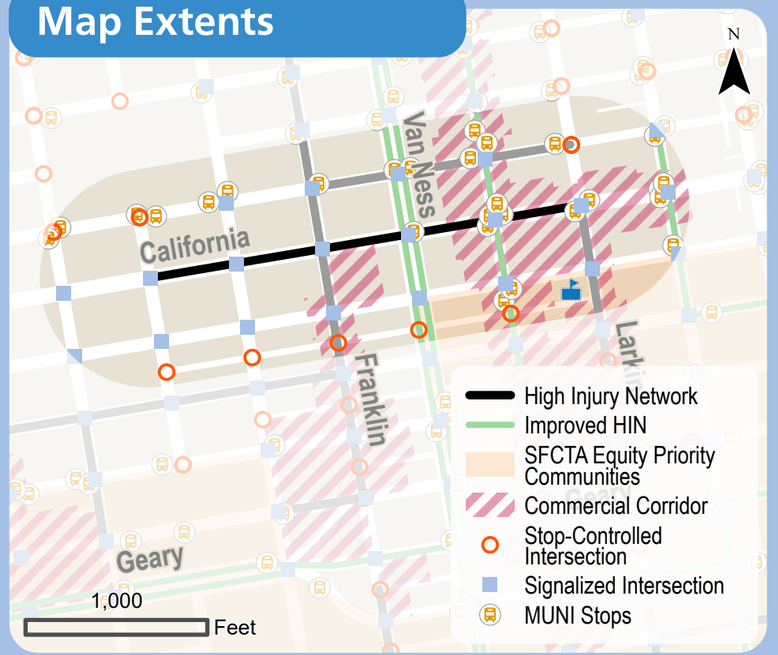
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

CALIFORNIA ST
Octavia St to Larkin St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 0 Bus Zones
- 4 Flag Stops
- HIGH FREQ — High Frequency Transit
- **Cable Car** Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

1	3	0	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit — SPEED LIMIT
- Slow Street/ Neighborway — Slow Streets, LOCAL TRAFFIC ONLY
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

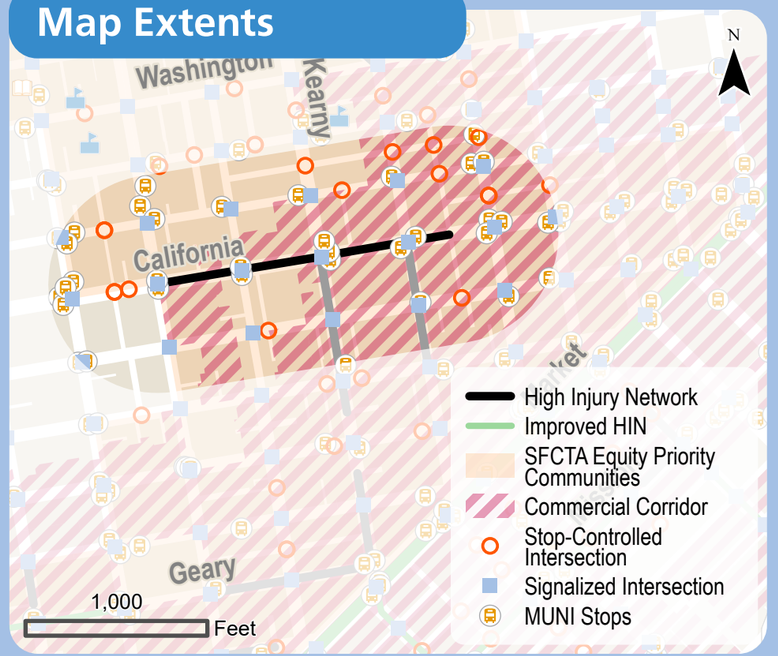
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

CALIFORNIA ST
Stockton St to Leidesdorff St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 8 Flag Stops
- High Frequency Transit

Cable Car
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

1	3	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 12 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

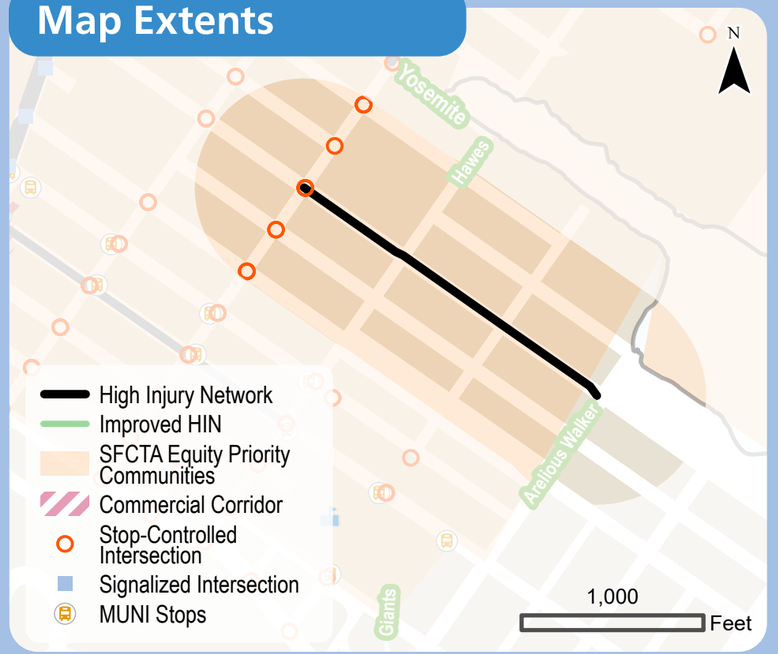
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

CARROLL AVE
Ingalls St to Arelious Walker Dr

SFMTA Vision Zero
Quick-Build Pre-Planning

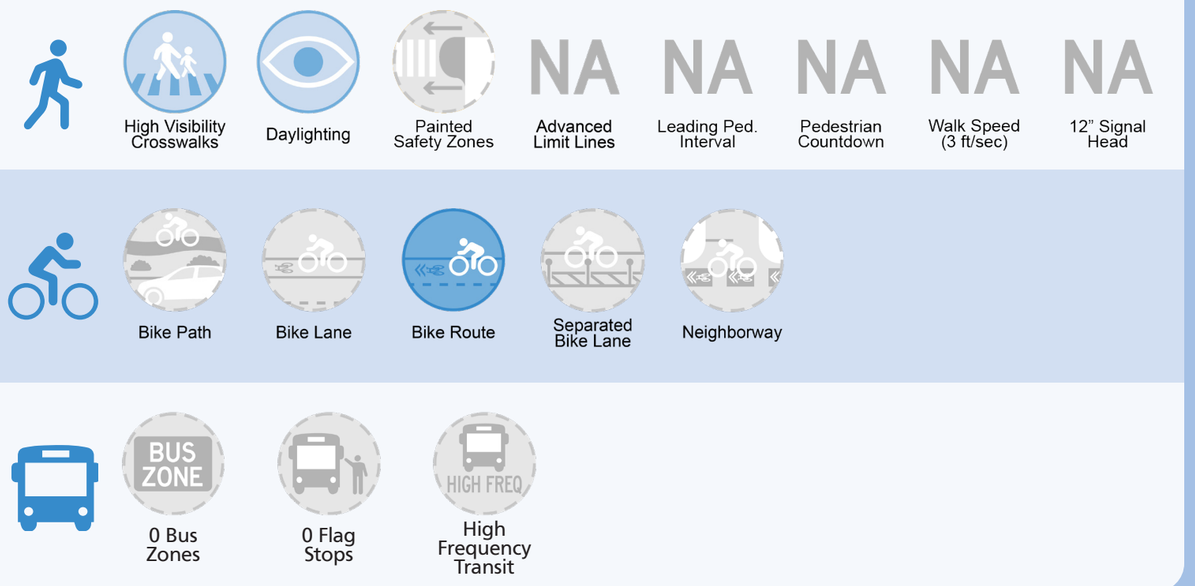
SFMTA

Map Extents



Roadway Characteristics

Existing Conditions



School, Park, or Library

Commercial Corridor

Equity Priority Community

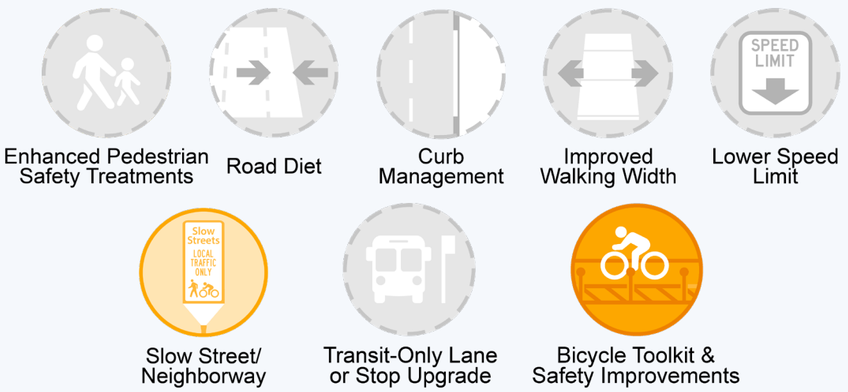
Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS



Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

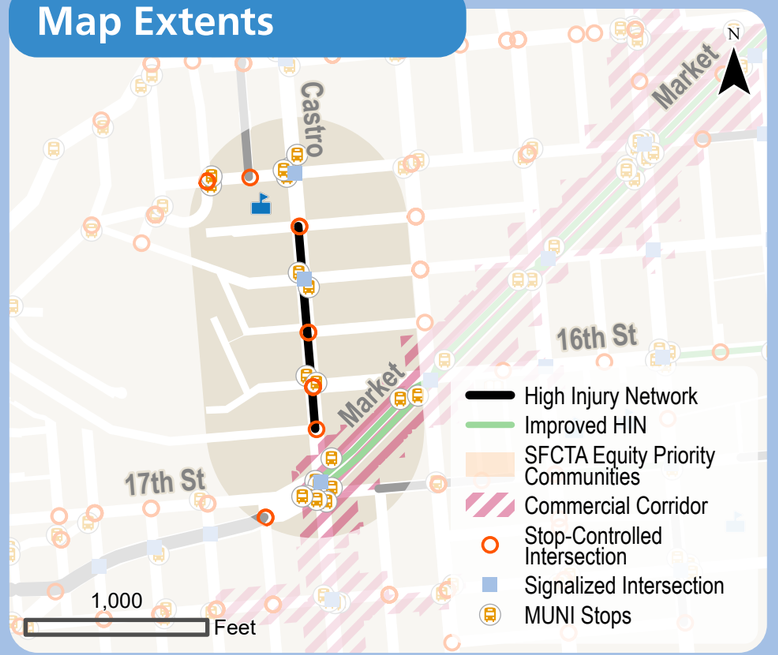
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

CASTRO ST
Henry St to States St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 1 Bus Zones
- 3 Flag Stops
- HIGH FREQ — High Frequency Transit
- 24 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

1	0	2	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 12 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

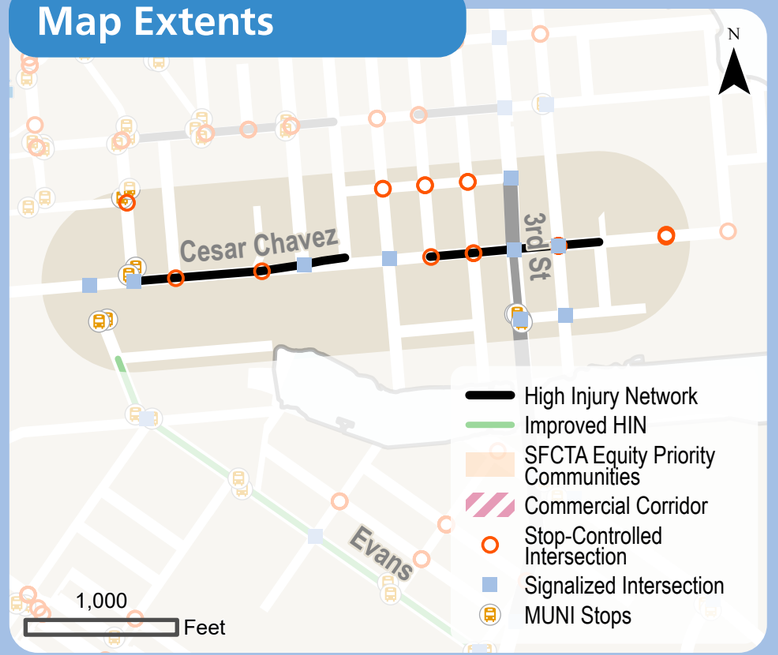
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

CESAR CHAVEZ ST
Connecticut St to Michigan St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 30

OCS

Slow Streets LOCAL TRAFFIC ONLY

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	2	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 17 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

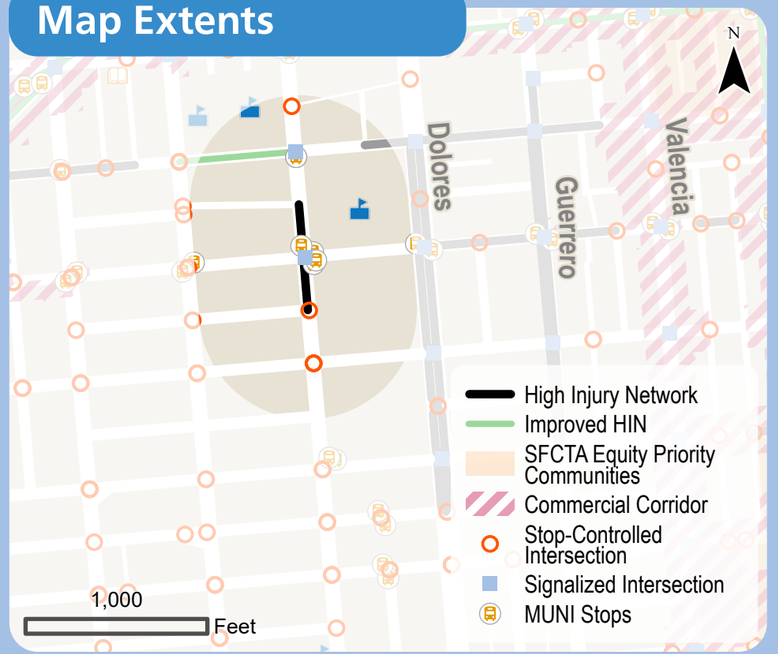
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

CHURCH ST
Dorland St to Hancock St

SFMTA Vision Zero
Quick-Build Pre-Planning

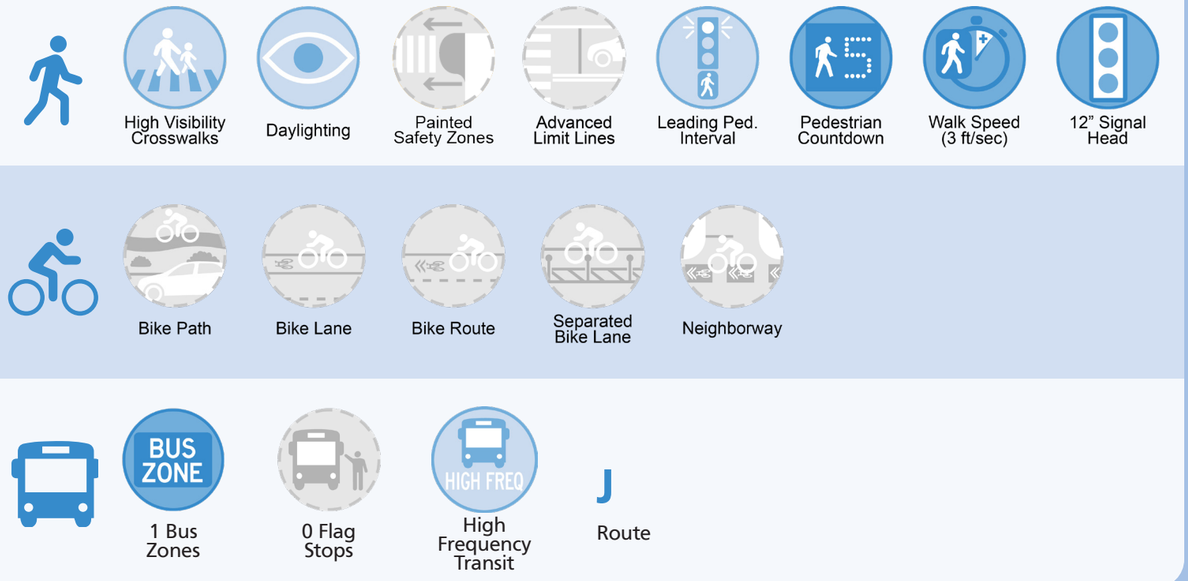
SFMTA

Map Extents



Roadway Characteristics

Existing Conditions



School, Park, or Library

Commercial Corridor

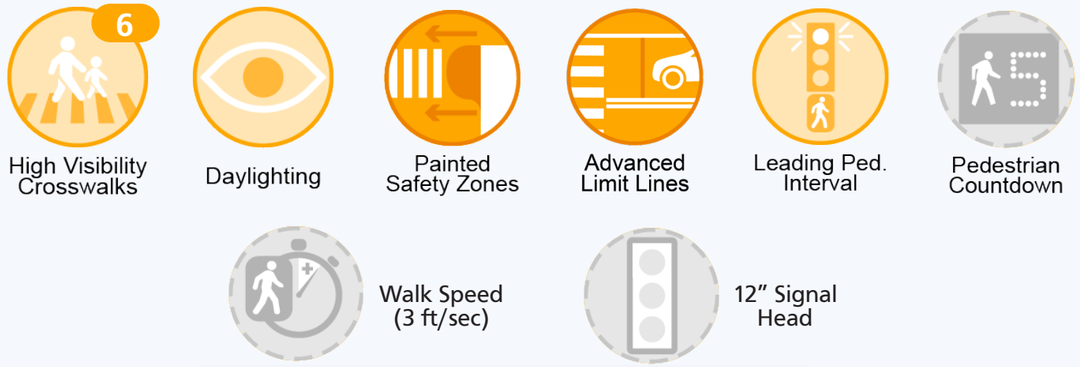
Equity Priority Community

Fatal and Severe Injury Collisions*

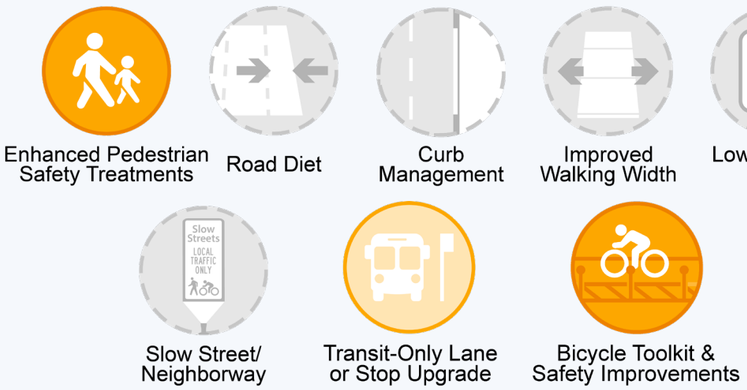
2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS



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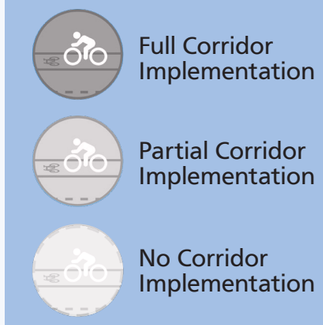
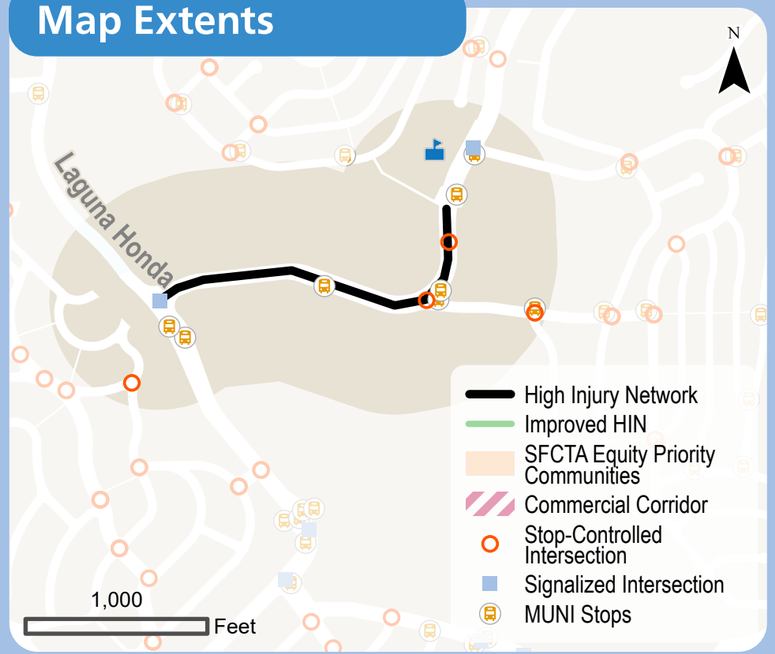


CLARENDON AVE
Laguna Honda Blvd to Ashwood Ln

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

4 LANES

OCS

Existing Conditions

36 Route

School, Park, or Library

Commercial Corridor

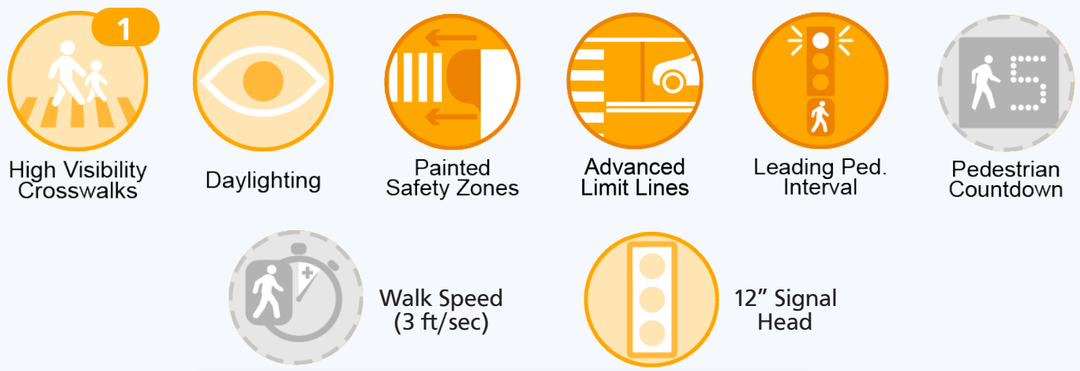
Equity Priority Community

Fatal and Severe Injury Collisions*

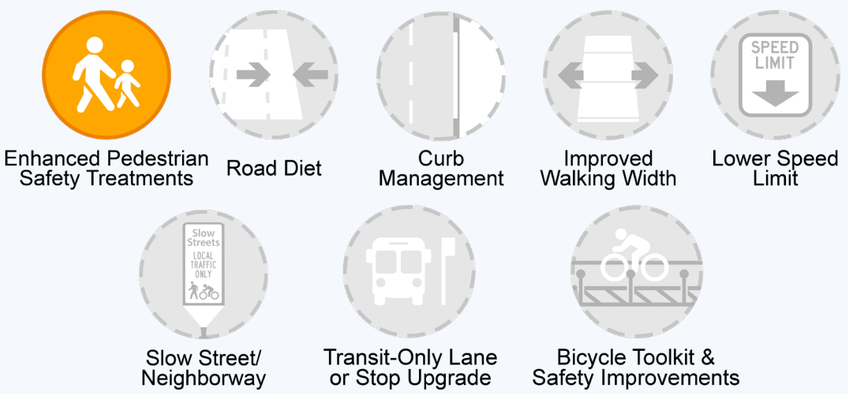
2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS



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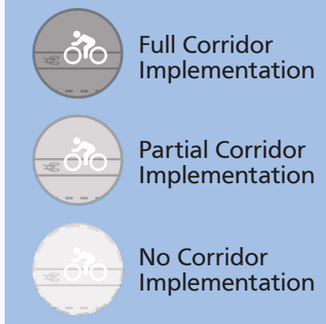
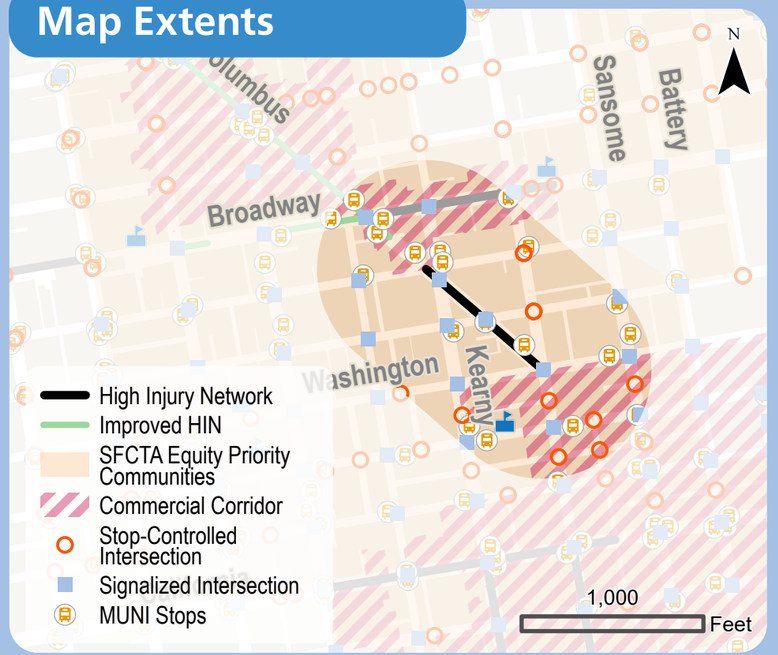


COLUMBUS AVE
Pacific Ave to Washington St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 20

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

8, 8BX
Route

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community ✓

Fatal and Severe Injury Collisions*

2017 - 2022

0 0 0 0 0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

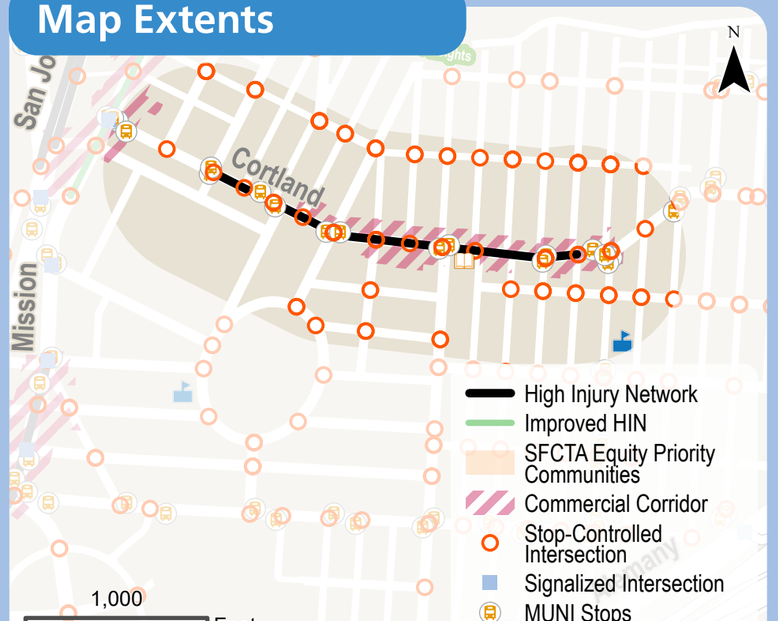
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

CORTLAND AVE
Prospect Ave to Gates St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

OCS

Existing Conditions

High Visibility Crosswalks

Daylighting

Painted Safety Zones

NA Advanced Limit Lines

NA Leading Ped. Interval

NA Pedestrian Countdown

NA Walk Speed (3 ft/sec)

NA 12" Signal Head

Bike Path

Bike Lane

Bike Route

Separated Bike Lane

Neighborway

8 Bus Zones

2 Flag Stops

High Frequency Transit

24 Route

School, Park, or Library

Commercial Corridor

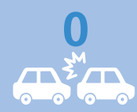
Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0

2



0

0

1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks

Daylighting

Painted Safety Zones

NA Advanced Limit Lines

NA Leading Ped. Interval

NA Pedestrian Countdown

NA Walk Speed (3 ft/sec)

NA 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/ Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

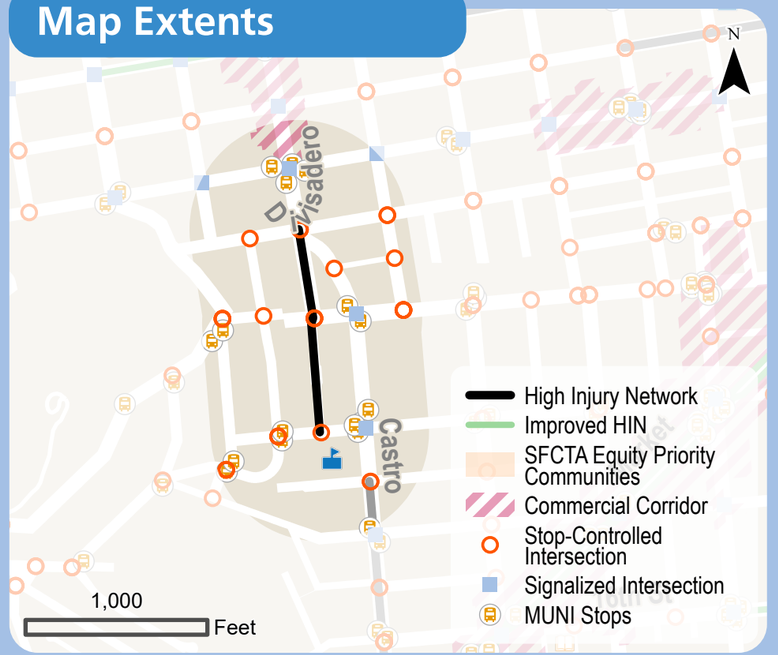
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

DIVISADERO ST
Waller St to 14th St

SFMTA Vision Zero
Quick-Build Pre-Planning

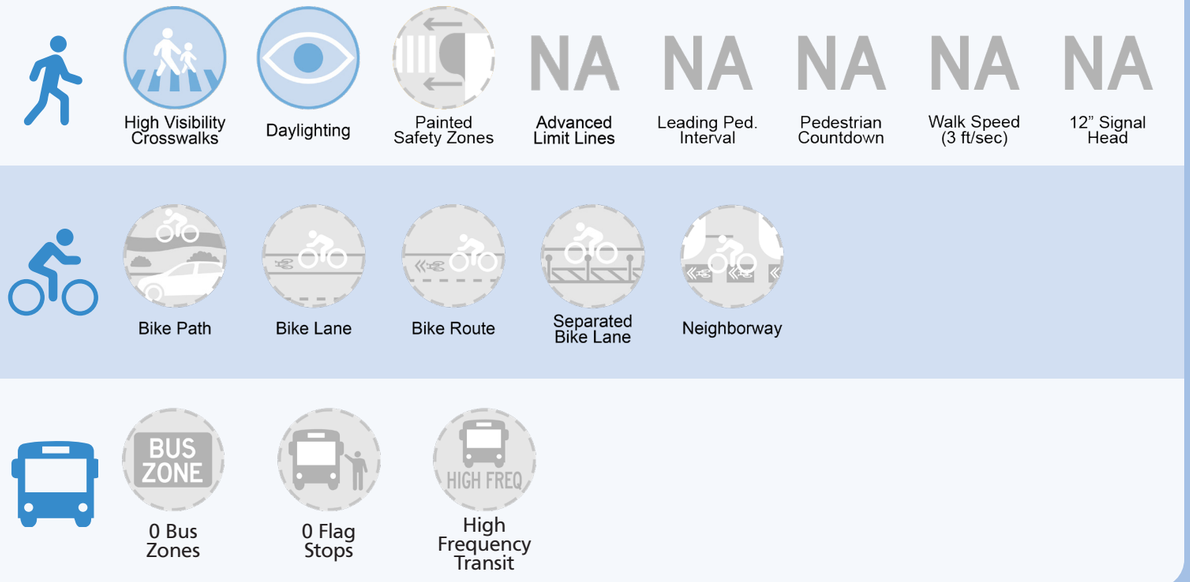
SFMTA

Map Extents



Roadway Characteristics

Existing Conditions



School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

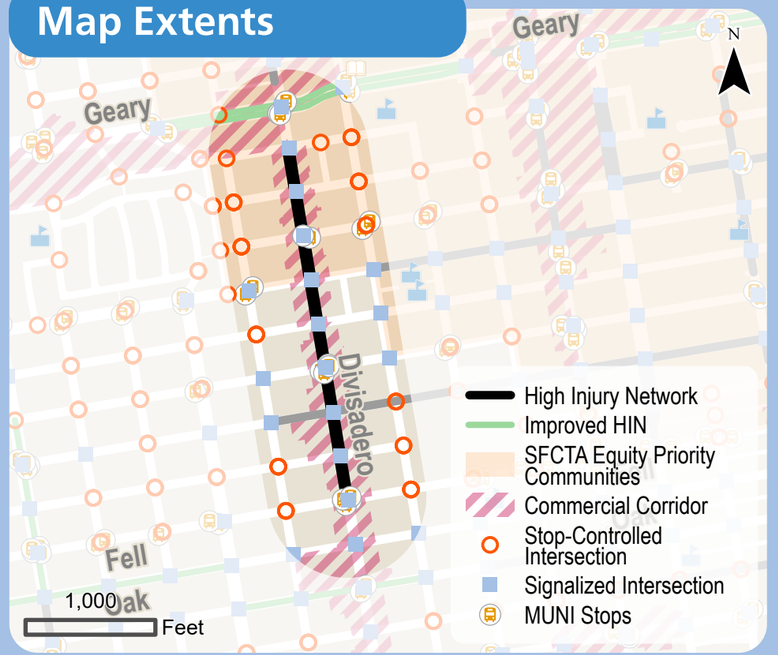
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

DIVISADERO ST
Ofarrell St to Hayes St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 6 Bus Zones
- 0 Flag Stops
- High Frequency Transit
- Route: 24, 31

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

1	3	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

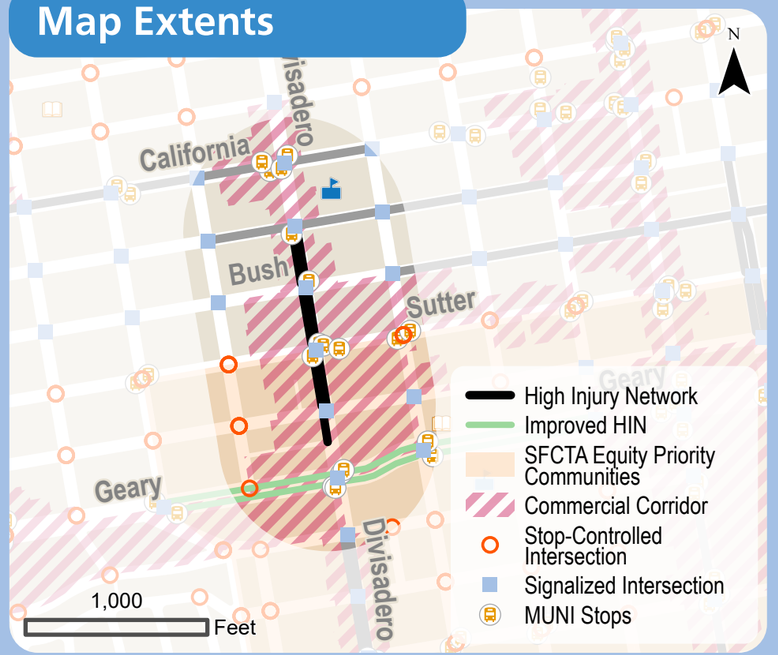
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

DIVISADERO ST
Pine St to Garden St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 20

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 5 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 24 Route

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community ✓

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway (Slow Streets — LOCAL TRAFFIC ONLY)
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

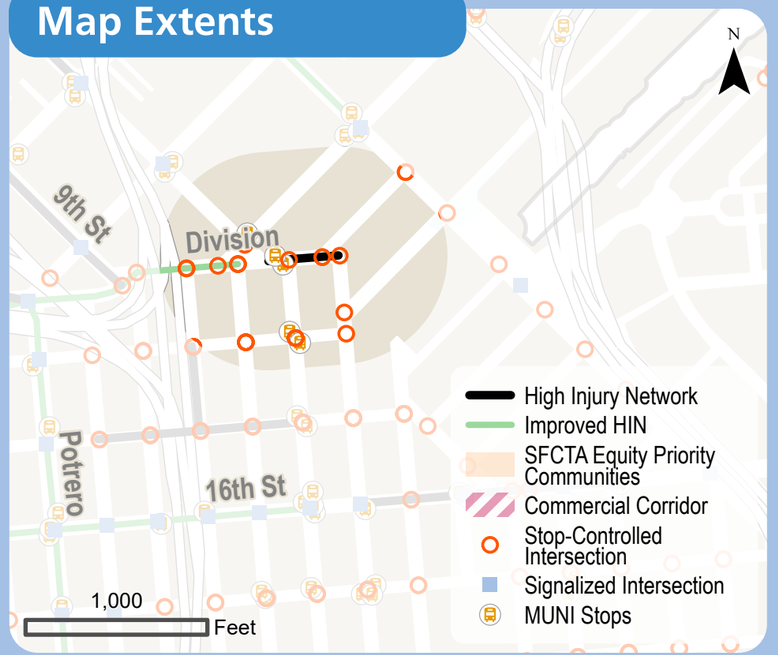
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

DIVISION ST
Henry Adams St to De Haro St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



School, Park, or Library

Commercial Corridor

Equity Priority Community

Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

2 Bus Zones	0 Flag Stops	High Frequency Transit	Route
BUS ZONE		HIGH FREQ	19

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	0	0	0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit
				SPEED LIMIT

Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

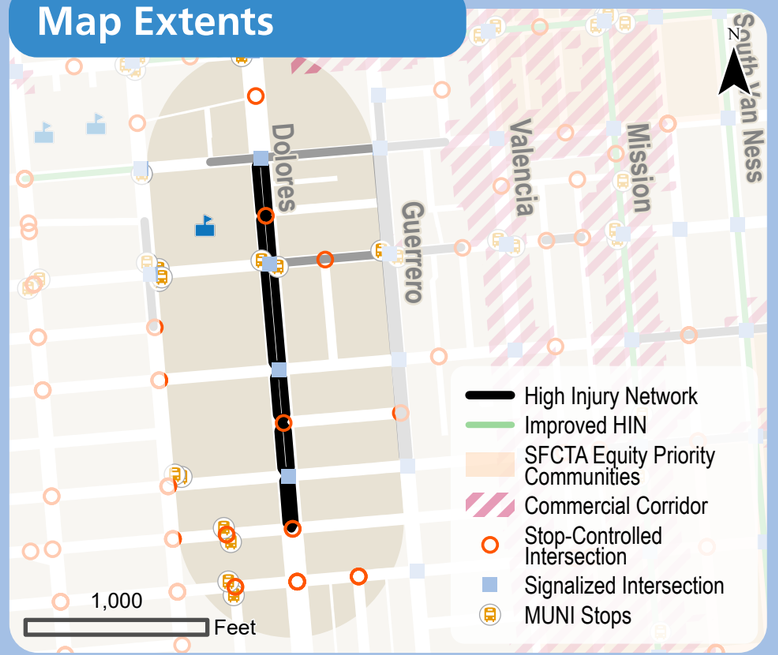
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

DOLORES ST
17th St to Liberty St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

2 | 1 | 1 | 2 | 1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks (6)
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

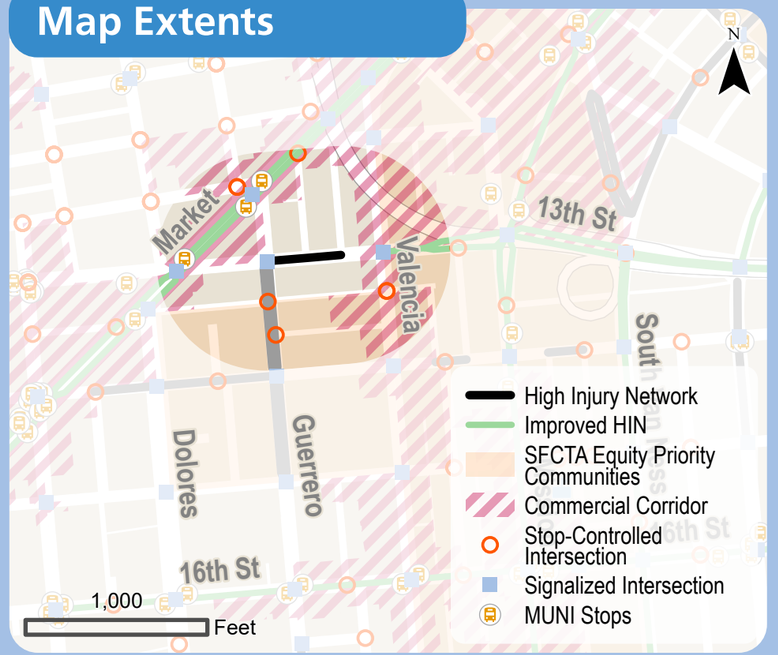
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

DUBOCE AVE
Guerrero St to Elgin Pk

SFMTA Vision Zero
Quick-Build Pre-Planning

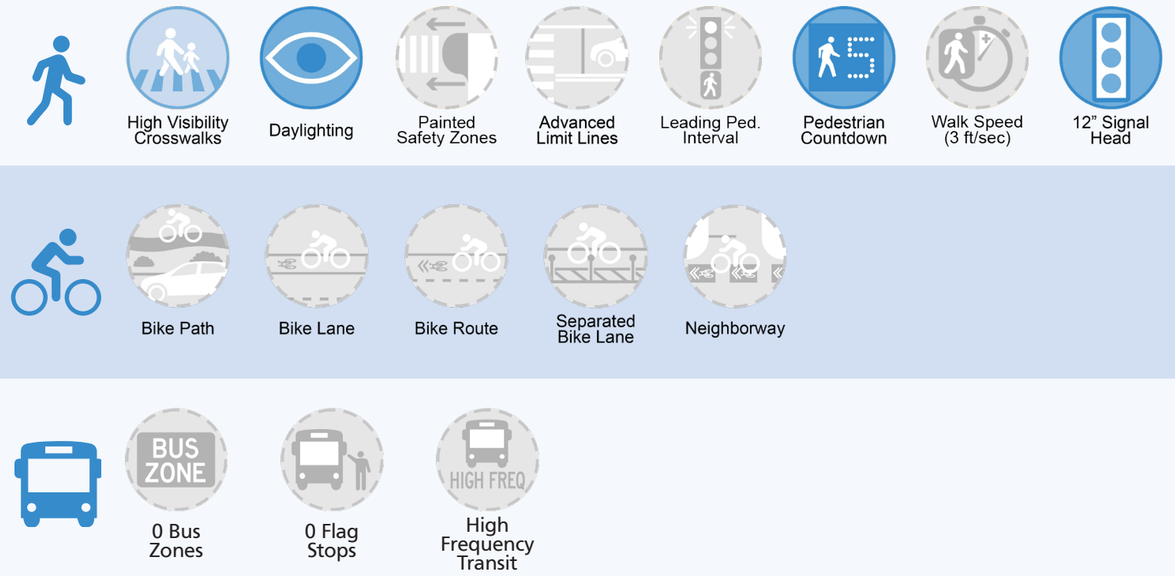
SFMTA

Map Extents



Roadway Characteristics

Existing Conditions



School, Park, or Library

Commercial Corridor

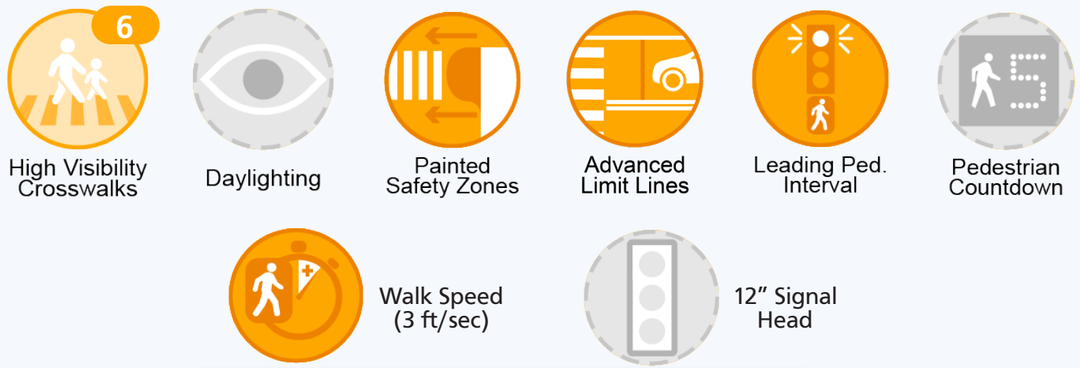
Equity Priority Community

Fatal and Severe Injury Collisions*

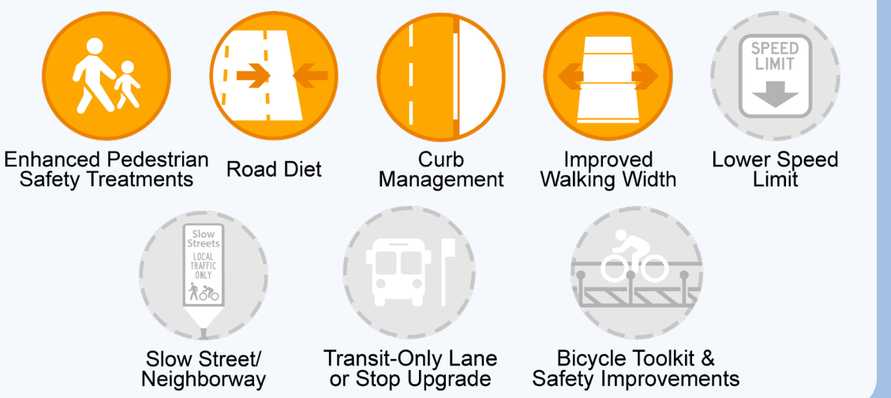
2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS



Legend

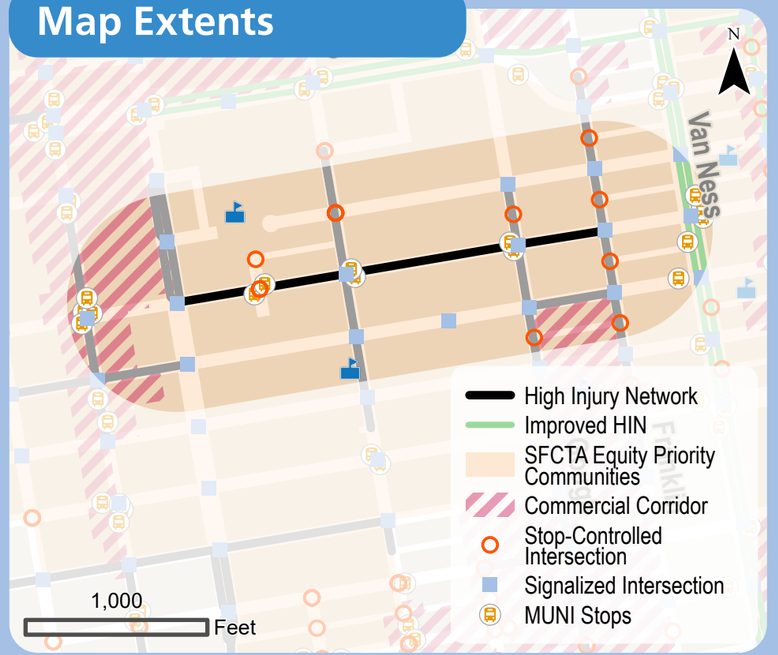
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

EDDY ST
Webster St to Franklin St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- BUS ZONE — 6 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 31 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	2	3	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

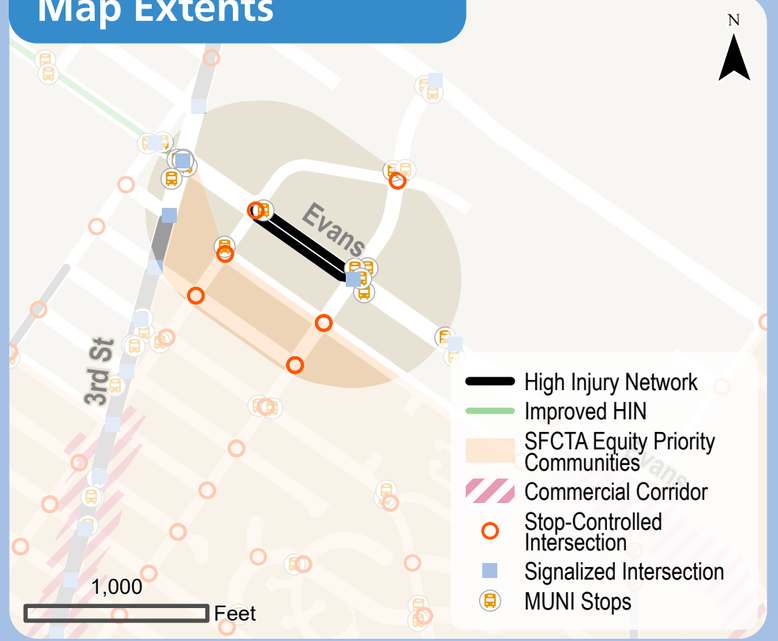
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

EVANS AVE
Newhall St to Mendell St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

4 LANES

OCS

Existing Conditions

High Visibility Crosswalks

Daylighting

Painted Safety Zones

Advanced Limit Lines

Leading Ped. Interval

Pedestrian Countdown

Walk Speed (3 ft/sec)

12" Signal Head

Bike Path

Bike Lane

Bike Route

Separated Bike Lane

Neighborway

1 Bus Zones

2 Flag Stops

High Frequency Transit

44, 19
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks

Daylighting

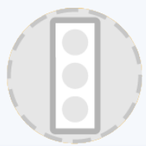
Painted Safety Zones

Advanced Limit Lines

Leading Ped. Interval

Pedestrian Countdown

Walk Speed (3 ft/sec)



12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/ Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements

Legend

Full Corridor Implementation

Partial Corridor Implementation

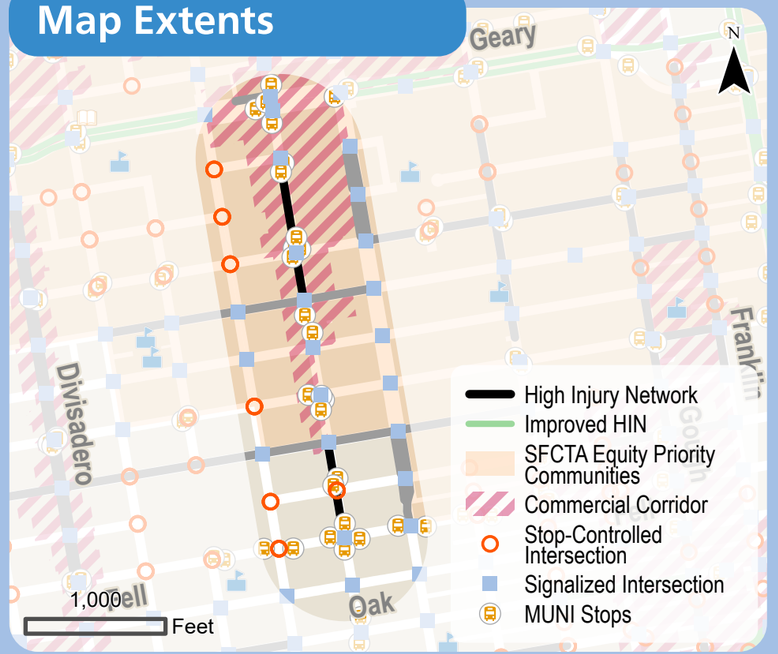
No Corridor Implementation

FILLMORE ST
Ofarrell St to Hayes St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 20

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 11 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 22 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	3	0	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

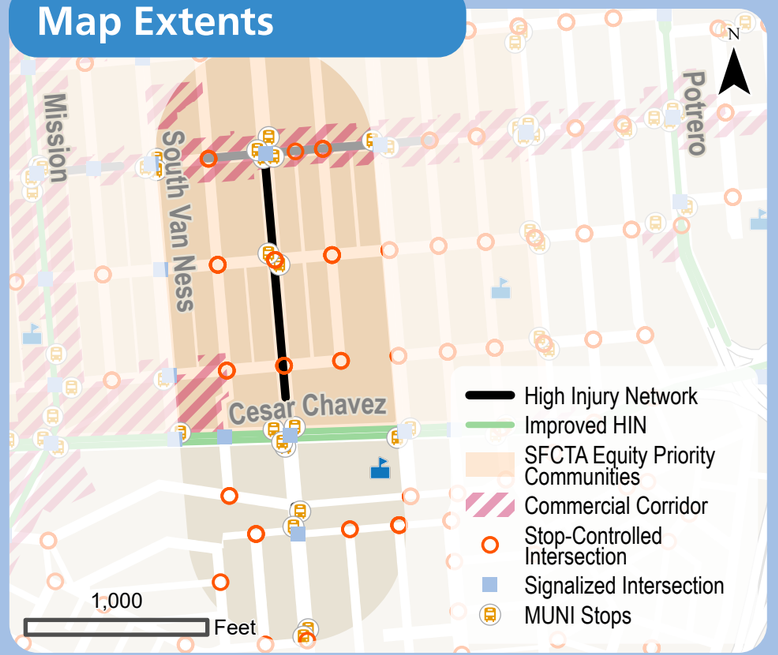
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

FOLSOM ST
24th St to Precita Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 2 Bus Zones
- 4 Flag Stops
- High Frequency Transit

12, 67
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0 0 0 0 0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

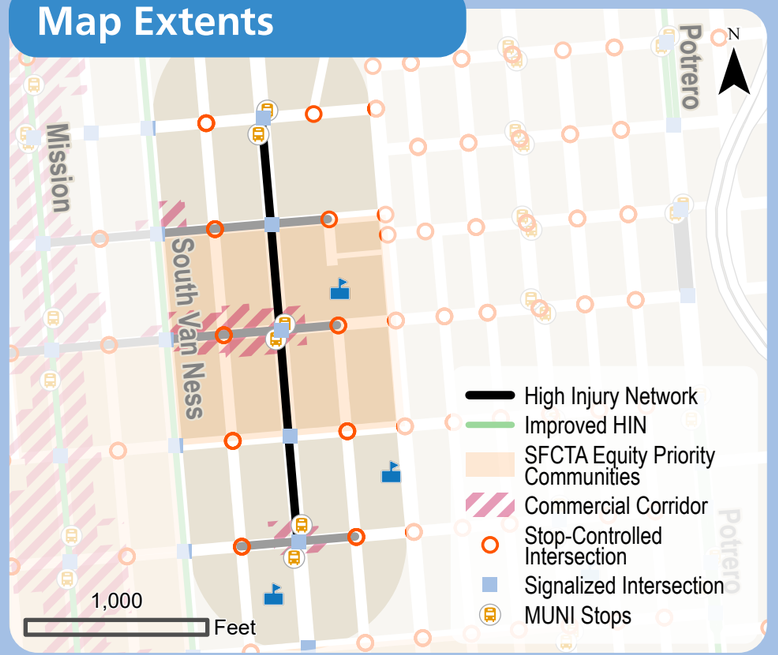
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

FOLSOM ST
18th St to 22nd St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 2 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 12 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Fatal and Severe Injury Collisions*

2017 - 2022

1	1	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway (Slow Streets LOCAL TRAFFIC ONLY)
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

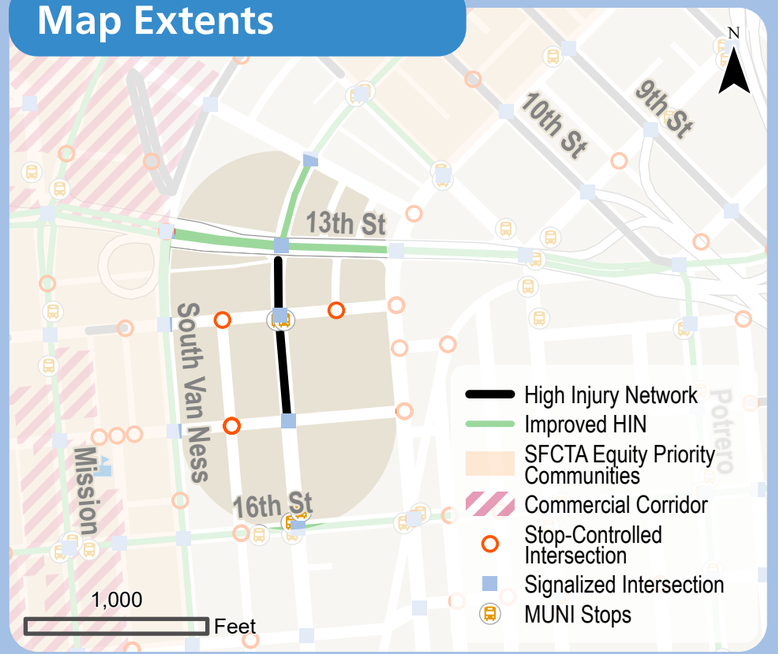
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

FOLSOM ST
Erie St to 15th St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 2 Bus Zones
- 0 Flag Stops
- High Frequency Transit
- Route: 12, 27

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	0	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 5 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

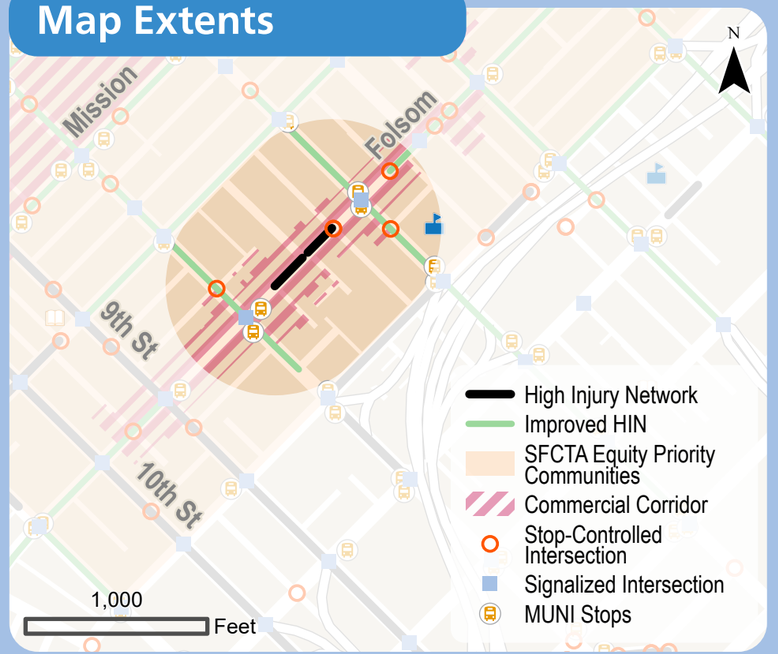
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

FOLSOM ST
Rodgers St to Langton St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	0 Flag Stops	High Frequency Transit	Route
			12, 27

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community ✓

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
6			NA	NA	NA	NA	NA

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	0	0	0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

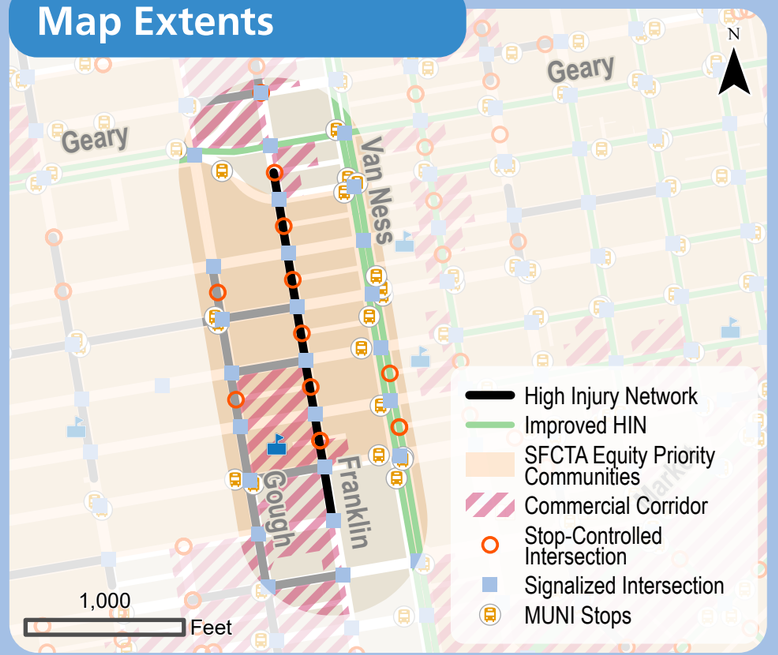
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

FRANKLIN ST
Myrtle St to Fulton St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	3	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks (15)
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

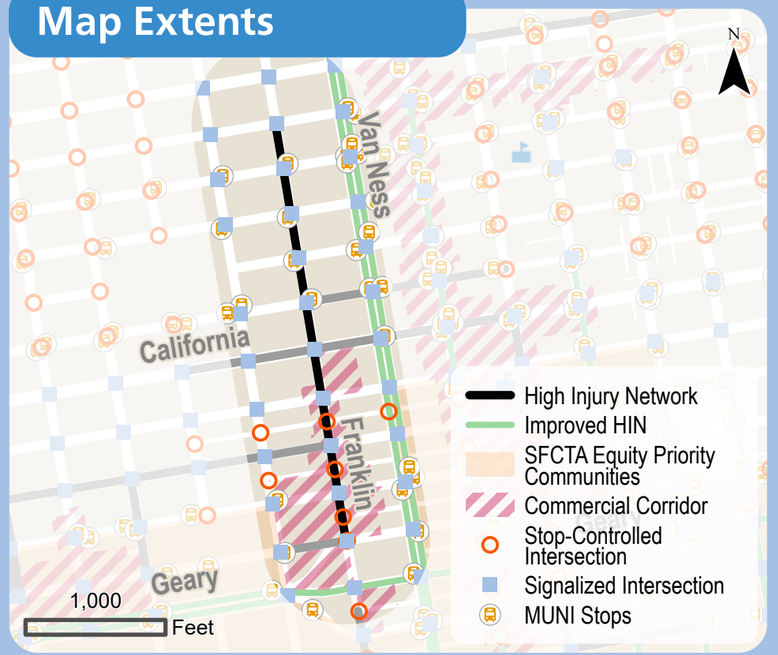
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

FRANKLIN ST
Pacific Ave to Post St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



School, Park, or Library

Commercial Corridor

Equity Priority Community

Roadway Characteristics

ONE WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

Fatal and Severe Injury Collisions*

2017 - 2022

0	2	5	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 11 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

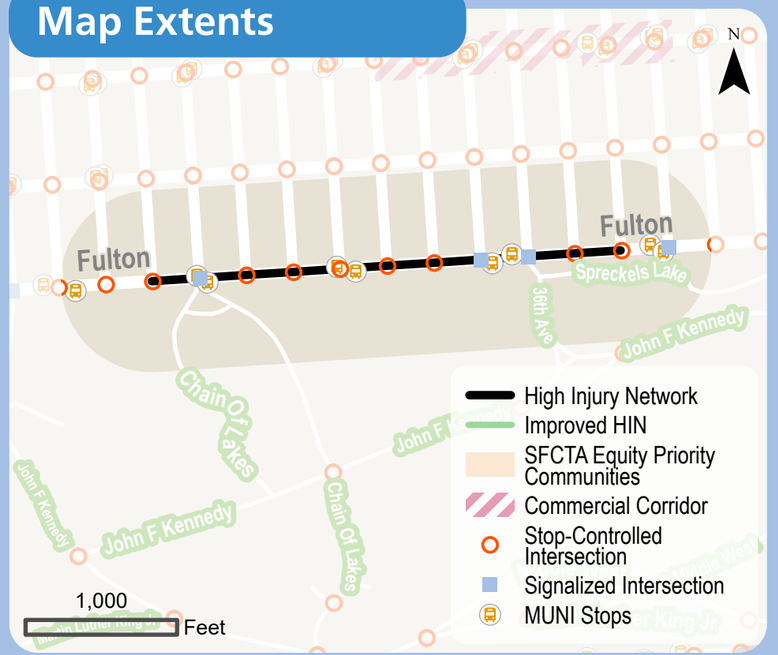
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

FULTON ST
34th Ave to 44th Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 30

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 1 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 5R, 5 — Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	3	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 6 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway (Slow Streets LOCAL TRAFFIC ONLY)
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

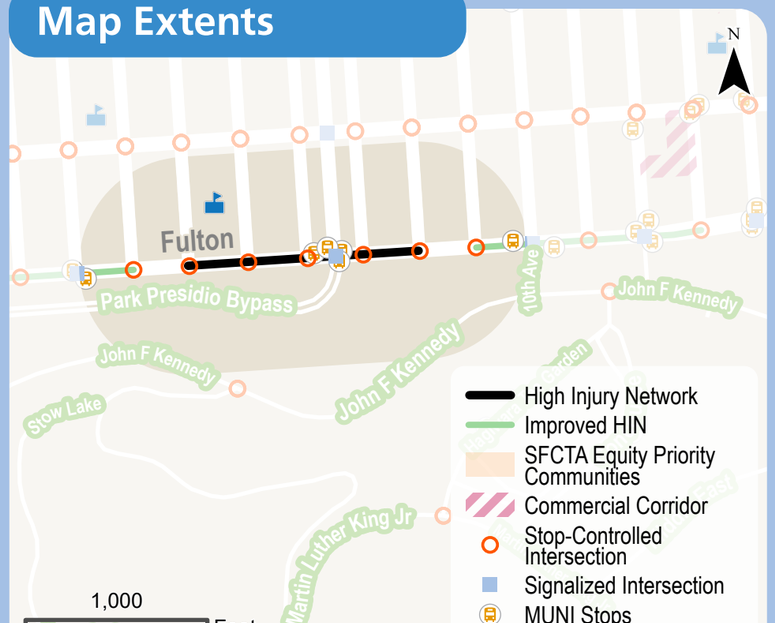
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

FULTON ST
12th Ave to 16th Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

4 LANES

OCS

Existing Conditions

5R, 5
Route

School, Park, or Library

Commercial Corridor

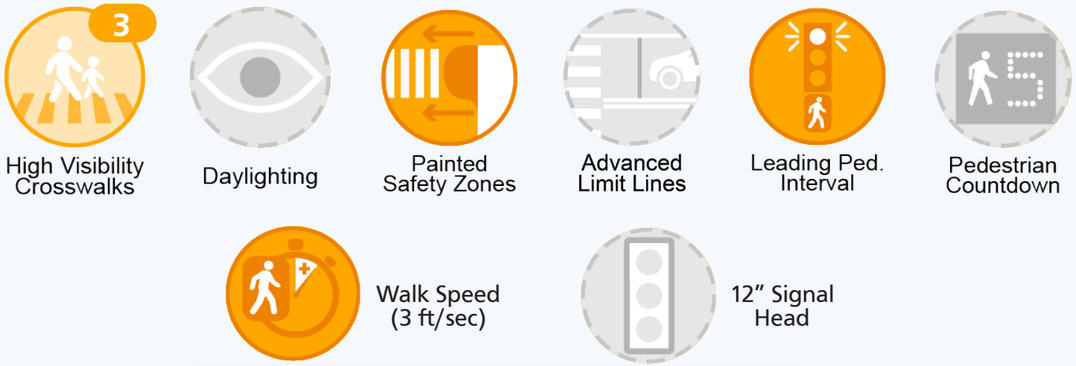
Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

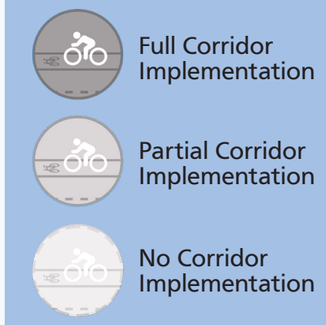
* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS

Legend

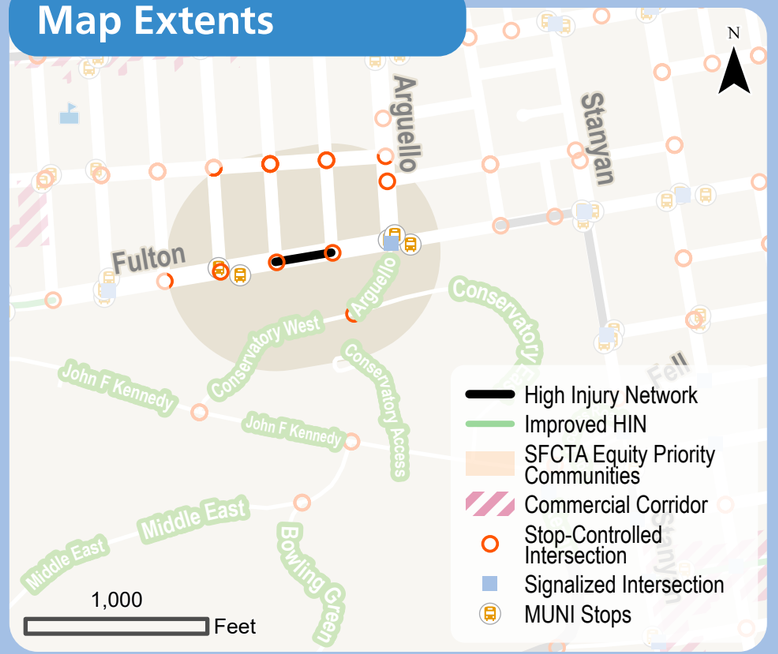


FULTON ST
2nd Ave to 3rd Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 30

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	NA Advanced Limit Lines	NA Leading Ped. Interval	NA Pedestrian Countdown	NA Walk Speed (3 ft/sec)	NA 12" Signal Head	
Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway				
BUS ZONE 0 Bus Zones	0 Flag Stops	HIGH FREQ High Frequency Transit	5R, 5 Route					

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	0	0	0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

3 High Visibility Crosswalks	Daylighting	Painted Safety Zones	NA Advanced Limit Lines	NA Leading Ped. Interval	NA Pedestrian Countdown
NA Walk Speed (3 ft/sec)	NA 12" Signal Head				

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit
Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

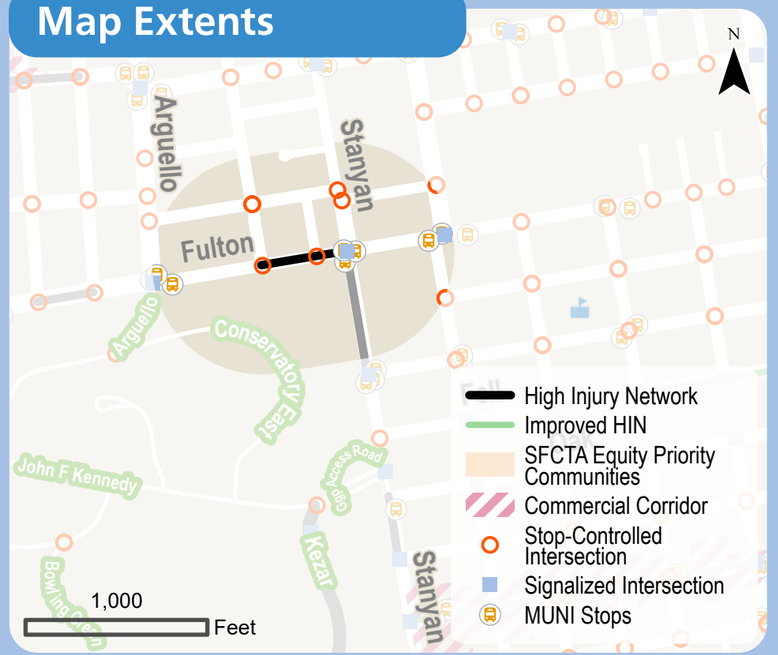
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

FULTON ST
Willard St to Stanyan St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 2 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 33, 5R, 5 — Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

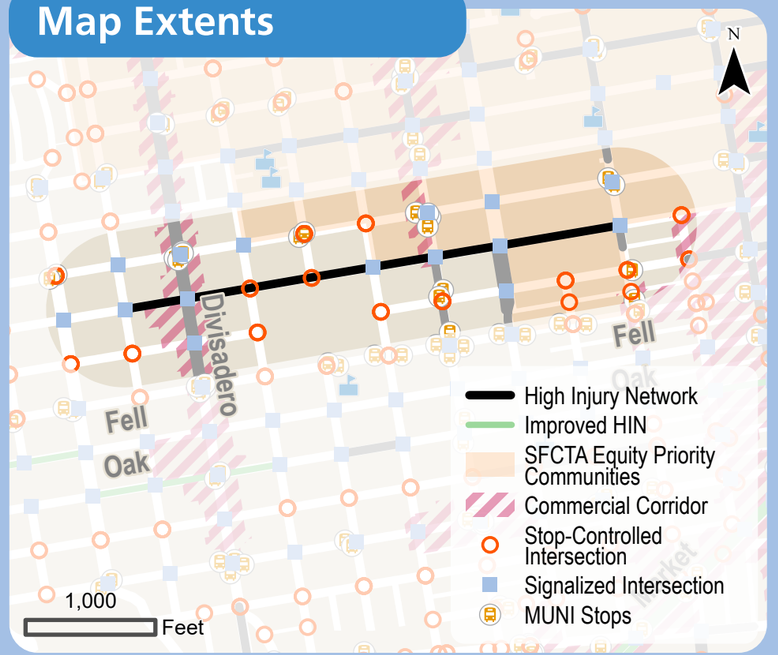
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

FULTON ST
Laguna St to Broderick St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents

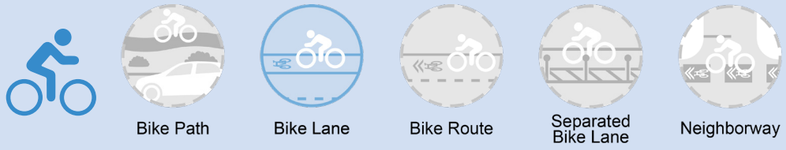


Roadway Characteristics

2 LANES

OCS

Existing Conditions

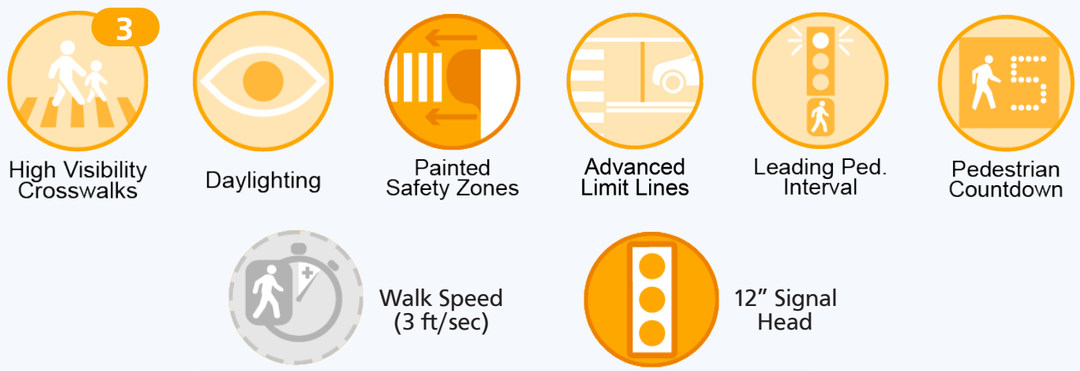


School, Park, or Library

Commercial Corridor

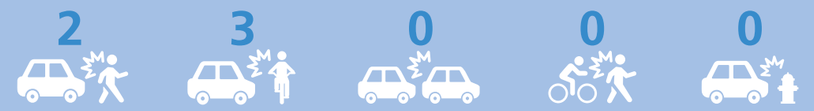
Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION



Fatal and Severe Injury Collisions*

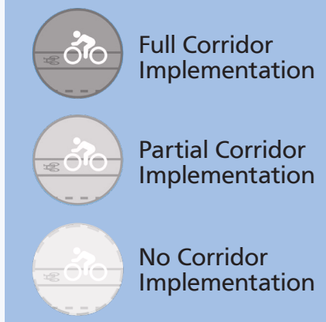
2017 - 2022



* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Legend



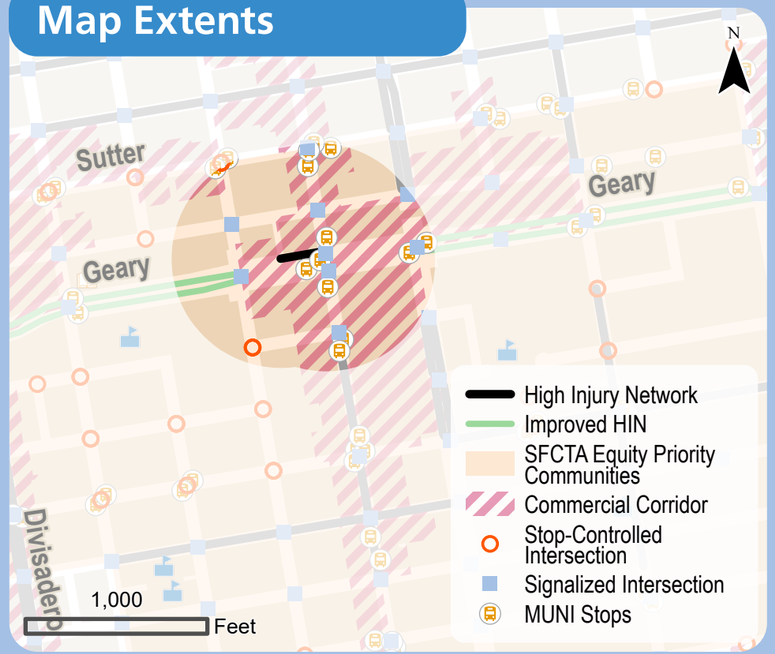
GEARY BLVD (FRONTAGE ROAD)

Boswell St to Fillmore St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

1 LANE

POSTED SPEED LIMIT 35

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

38, 38R
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0 0 0 0 0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

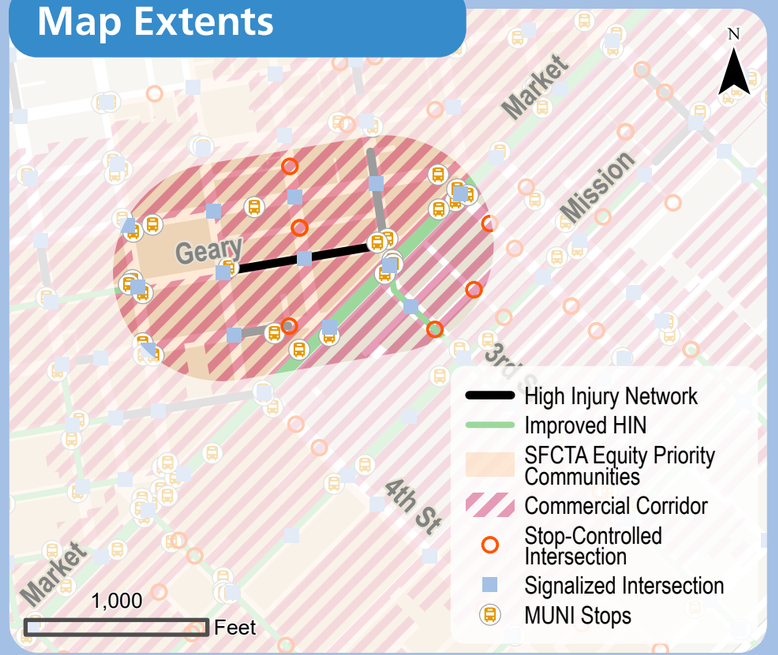
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

GEARY ST
Stockton St to Kearny St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

2 LANES

POSTED SPEED LIMIT 20

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- BUS ZONE — 1 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit

38, 38R
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

1	1	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

GENEVA AVE
Brookdale Ave to Prague St (almost)

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents

Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 35

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 2 Bus Zones
- 2 Flag Stops
- HIGH FREQ — High Frequency Transit

8, 8BX
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway (Slow Streets LOCAL TRAFFIC ONLY)
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

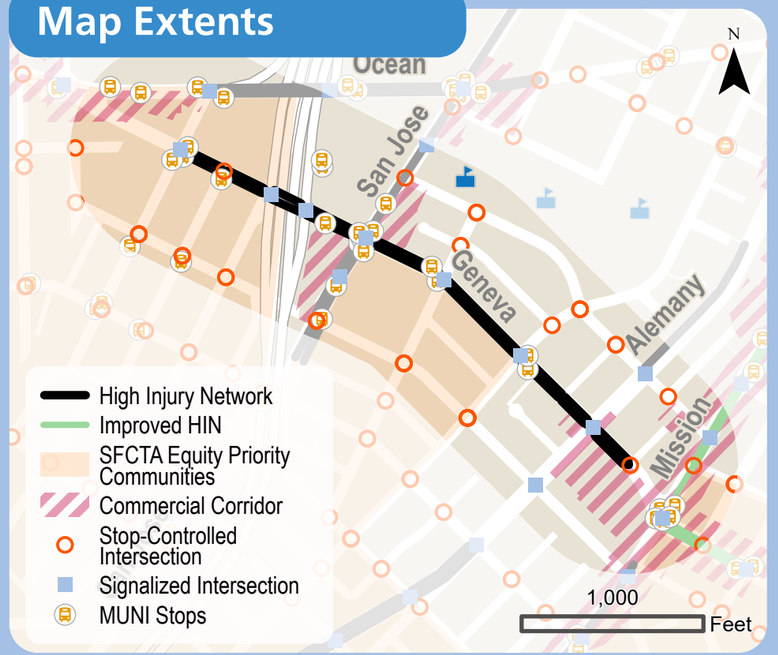
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

GENEVA AVE
Howth St to Gloria Ct

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 9 Bus Zones
- 3 Flag Stops
- High Frequency Transit

8, 43, 54, 8BX, KBUS, 714
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

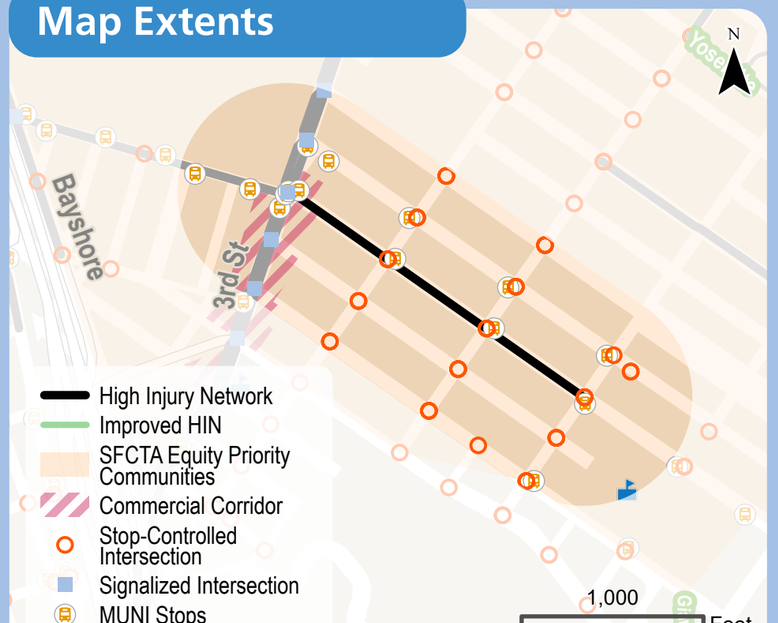
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

GILMAN AVE
Hawes St to 3rd St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 5 Flag Stops
- High Frequency Transit
- 29 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	5	0	2

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

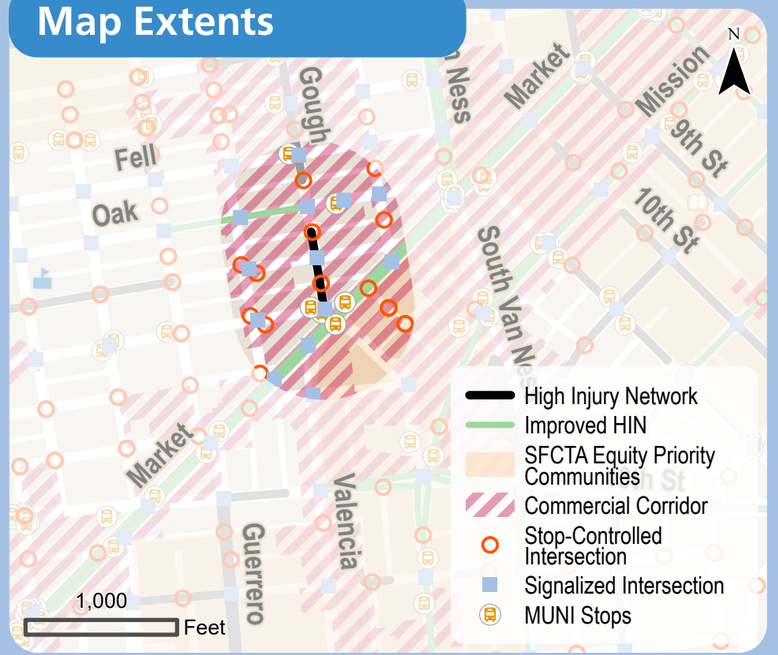
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

GOUGH ST
Lily St to Haight St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

Pedestrian	Bicyclist	Motorist	Motorcyclist	Other
1	0	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 6 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

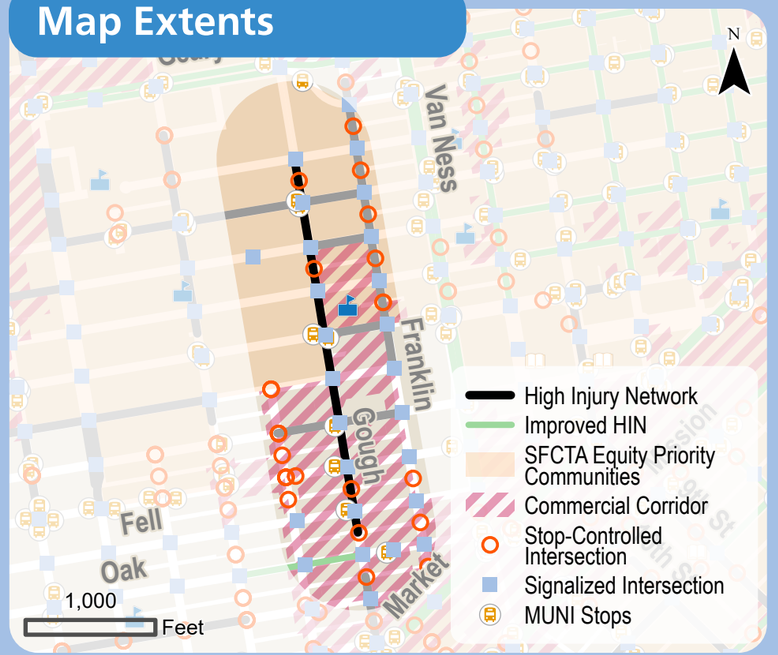
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

GOUGH ST
Ellis St to Hickory St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks (9)
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Fatal and Severe Injury Collisions*

2017 - 2022

1	2	2	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

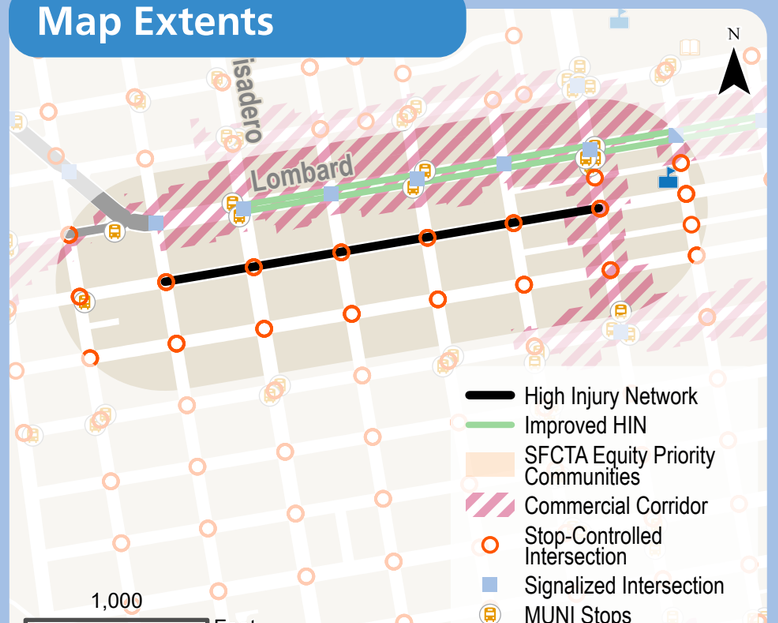
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

GREENWICH ST
Broderick St to Fillmore St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

OCS

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	0 Flag Stops	High Frequency Transit

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

1	0	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
18			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

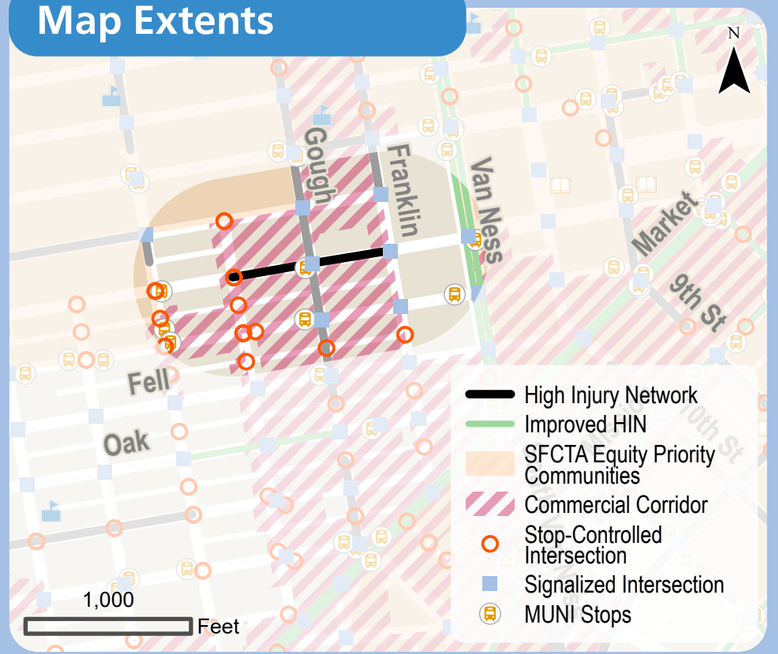
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

GROVE ST
Octavia St to Franklin St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

1	0	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

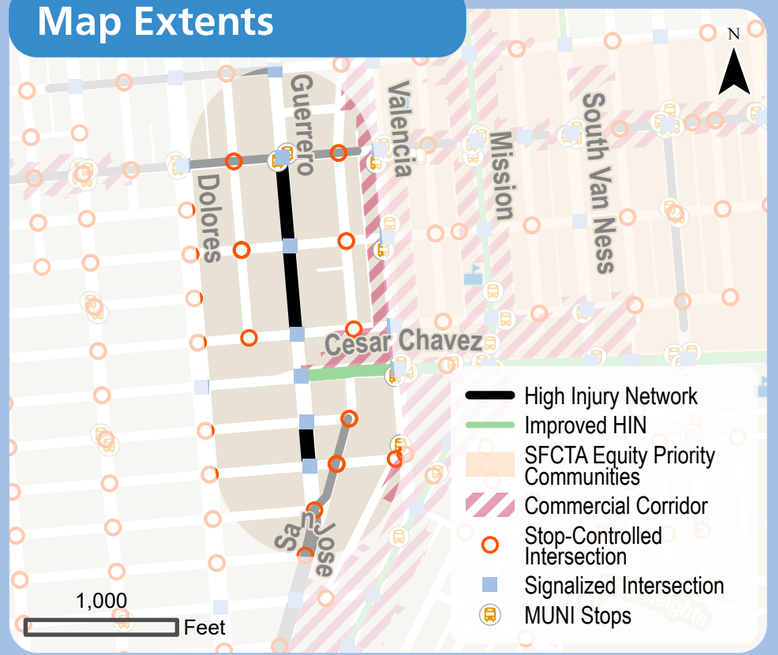
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

GUERRERO ST
24th St to Duncan St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

4 LANES

Existing Conditions

School, Park, or Library

Commercial Corridor

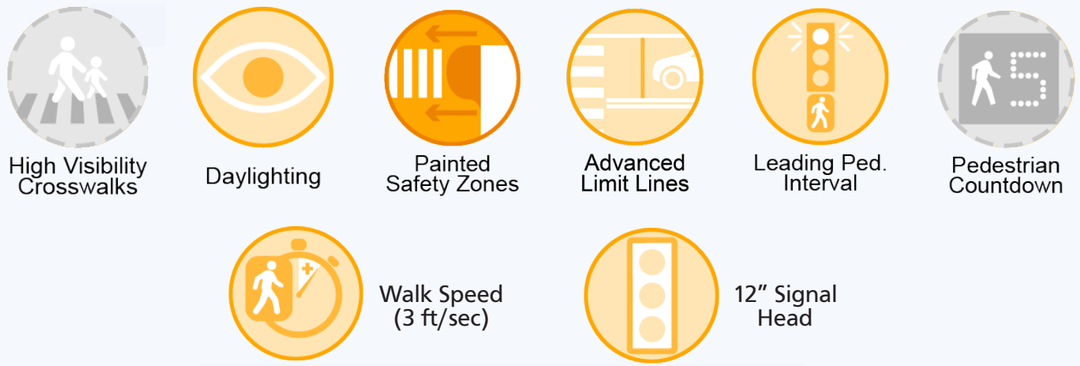
Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

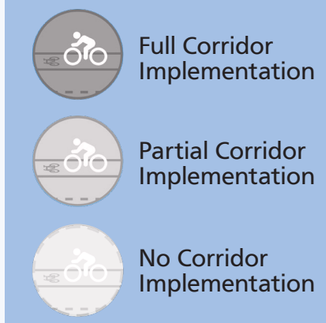
* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS

Legend

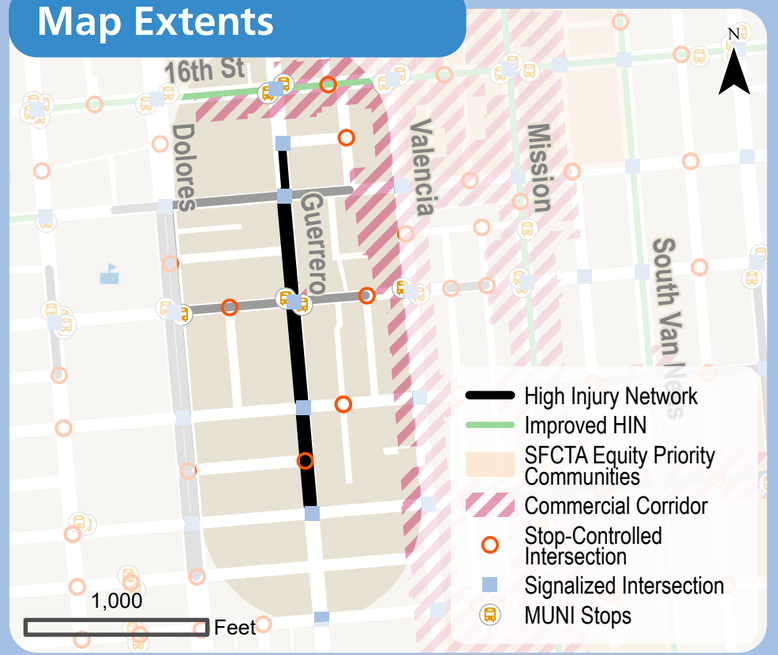


GUERRERO ST
Camp St to 20th St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

4 LANES

OCS

Existing Conditions

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

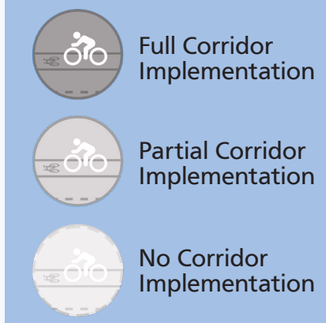
2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS

Legend

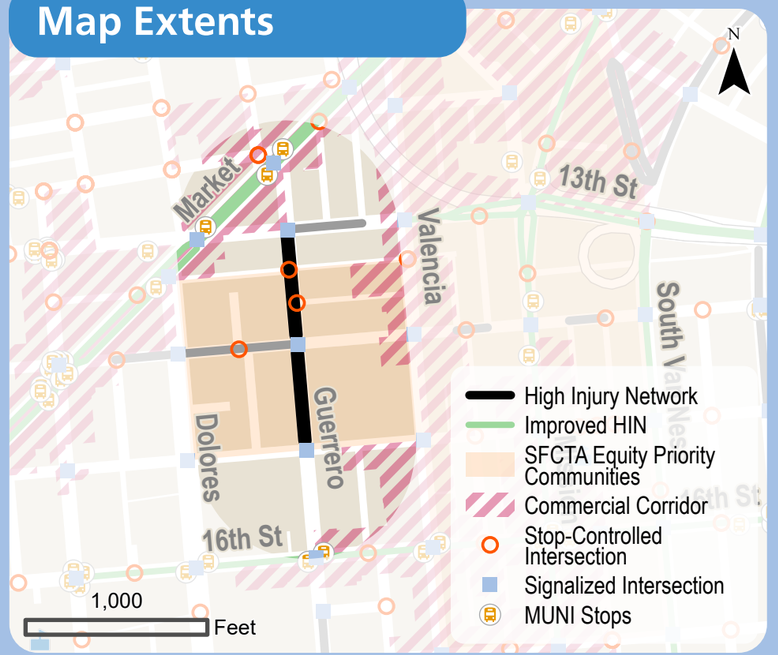


GUERRERO ST
Duboce Ave to 15th St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	2	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 6 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

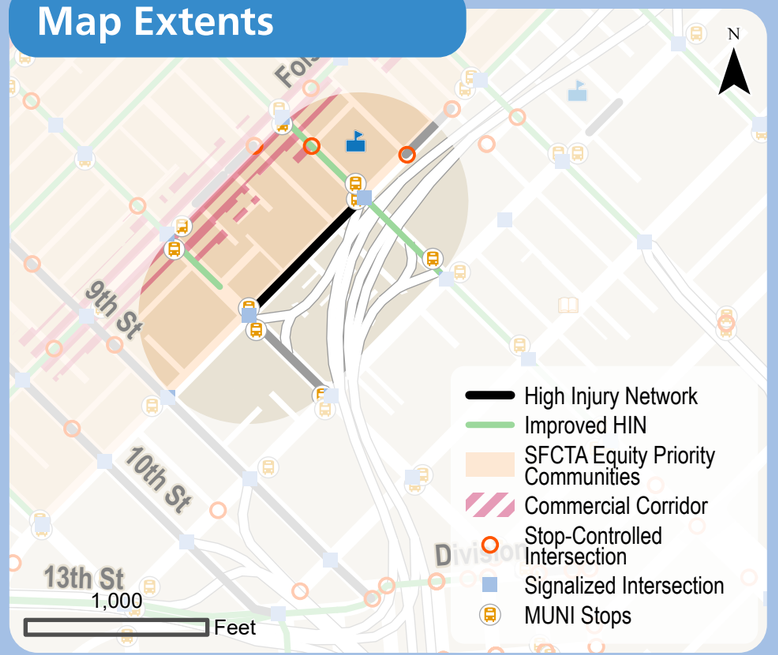
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

HARRISON ST
7th St to 8th St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

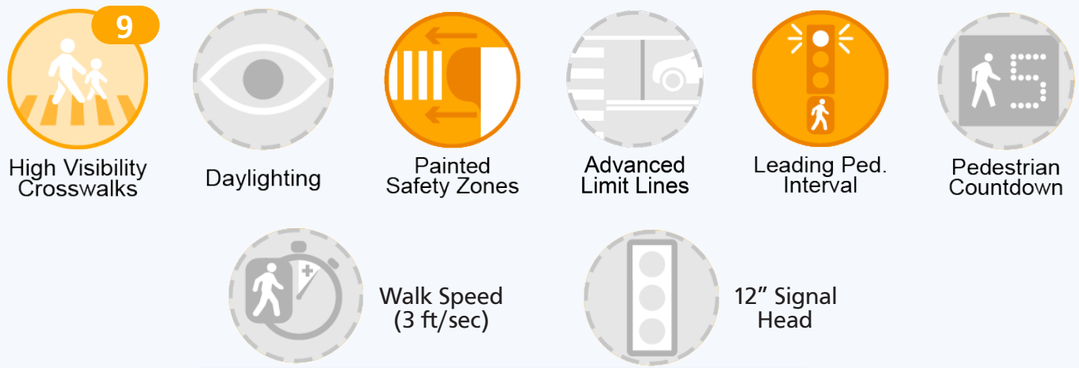
Existing Conditions

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION



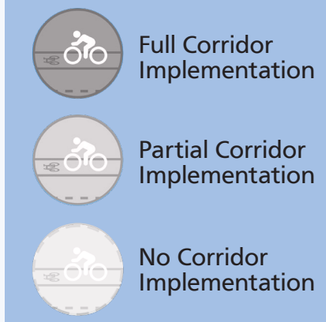
Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Legend

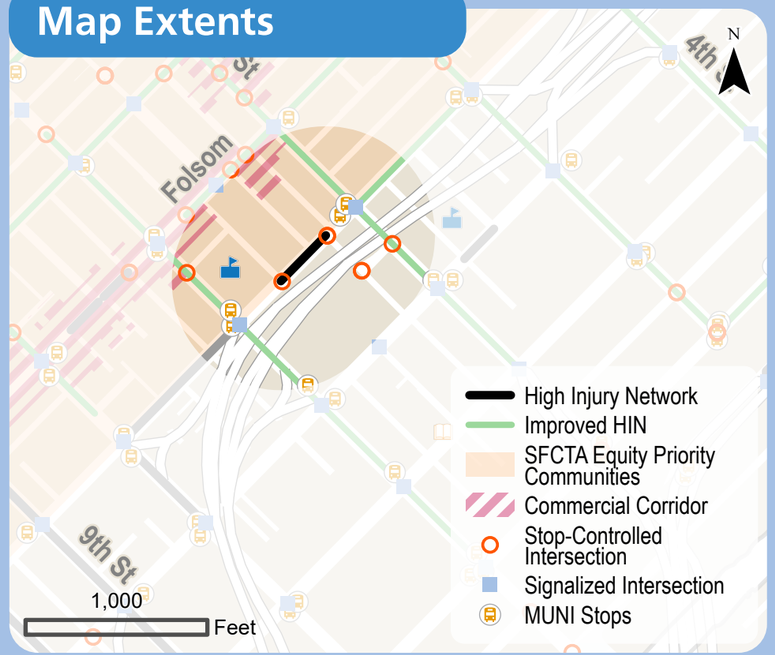


HARRISON ST
Sherman St to Harriet St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

5 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	0 Flag Stops	High Frequency Transit

8, 8BX, 12, 8AX
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown
			NA	NA	NA

Walk Speed (3 ft/sec)	12" Signal Head
NA	NA

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	0	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit

Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

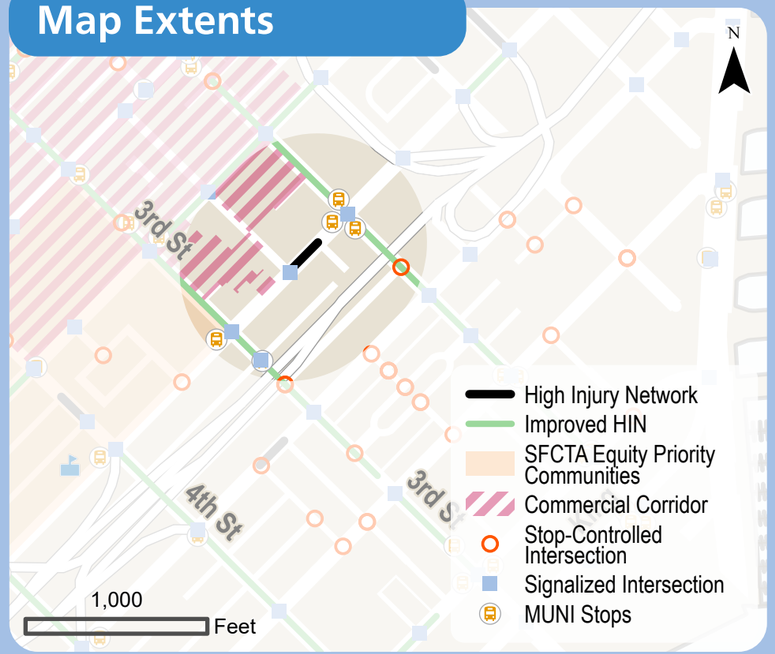
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

HARRISON ST
Hawthorne St to Vassar Pl

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

5 LANES

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

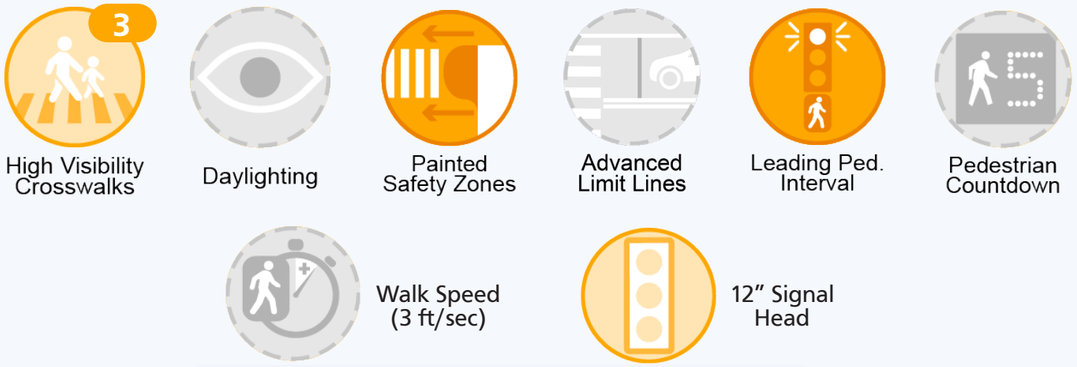
12 Route

Fatal and Severe Injury Collisions*

2017 - 2022

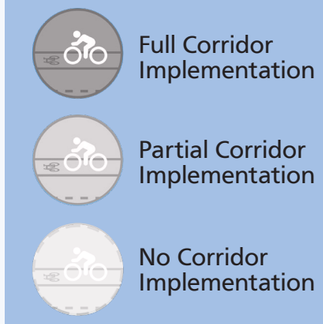
*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS

Legend

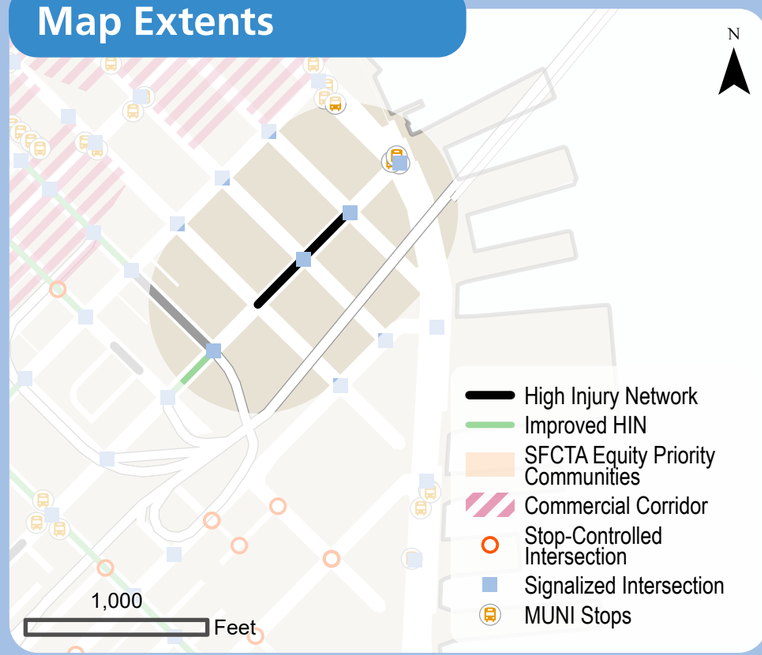


HARRISON ST
Beale St to Spear St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

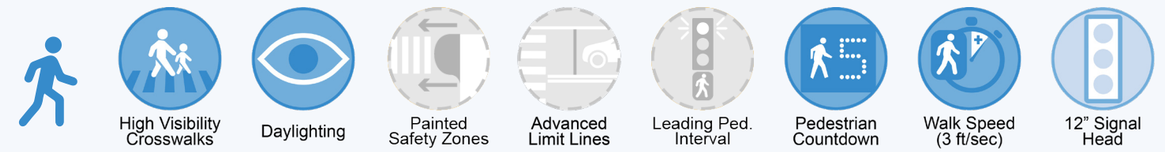
5 LANES

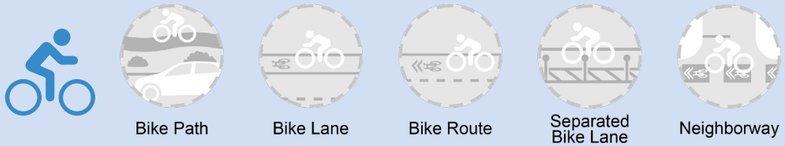
School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions



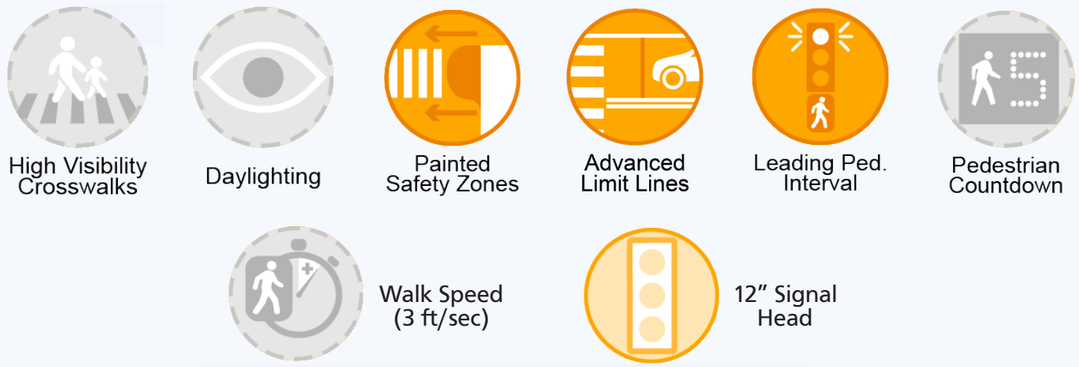


Fatal and Severe Injury Collisions*

2017 - 2022

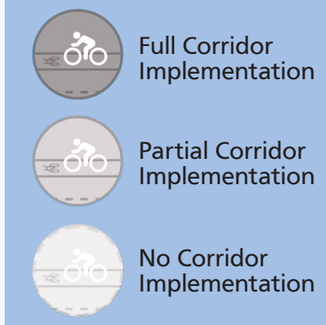
* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS

Legend

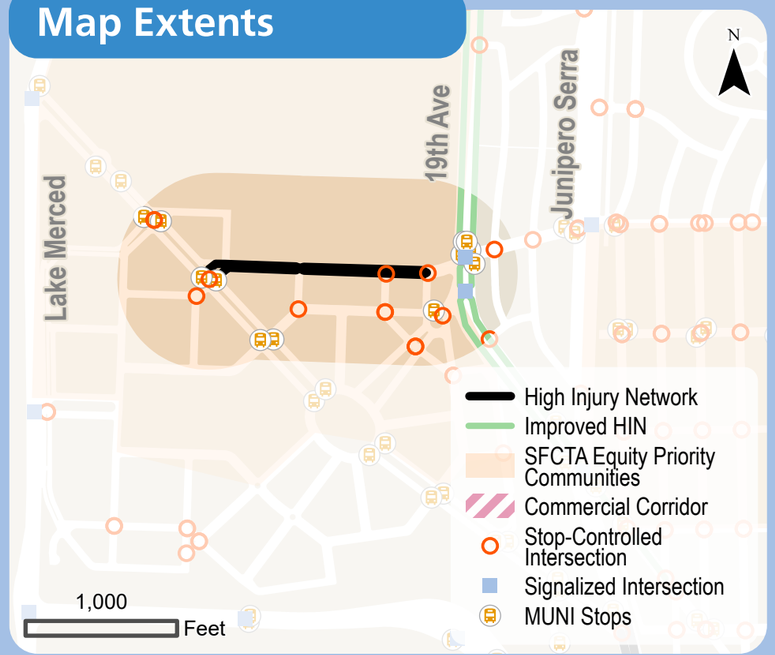


HOLLOWAY AVE
Font Blvd to Varela Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head	
			NA	NA	NA	NA	NA	

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	0 Flag Stops	High Frequency Transit	

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	0	0	0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

2							
High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

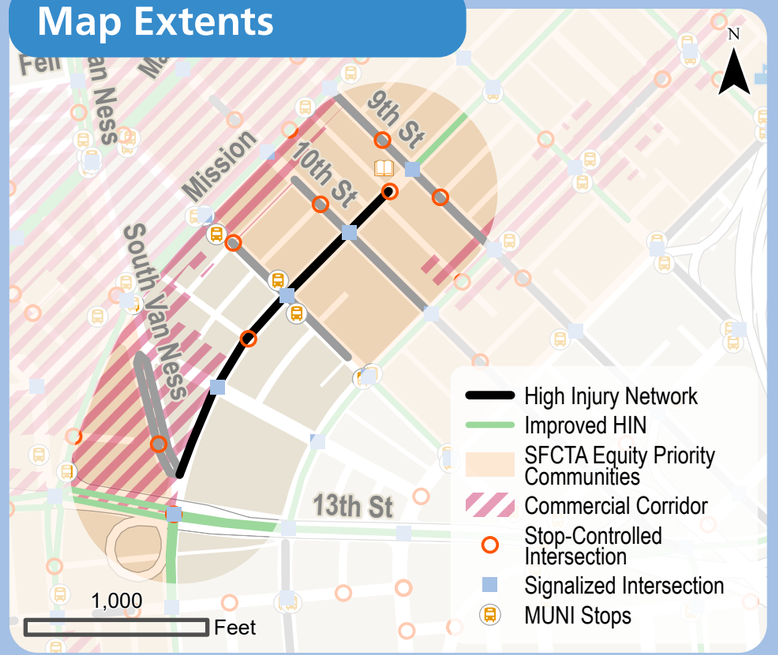
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

HOWARD ST
US-101 to Washburn St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents

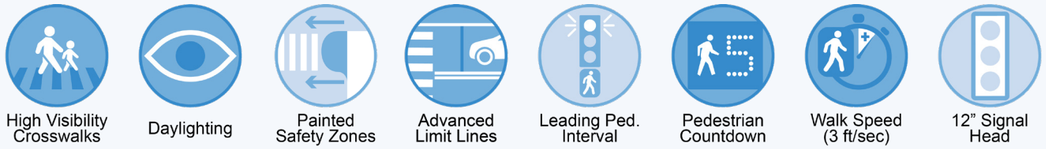


Roadway Characteristics

2 LANES

OCS

Existing Conditions



School, Park, or Library ✓

Commercial Corridor ✓

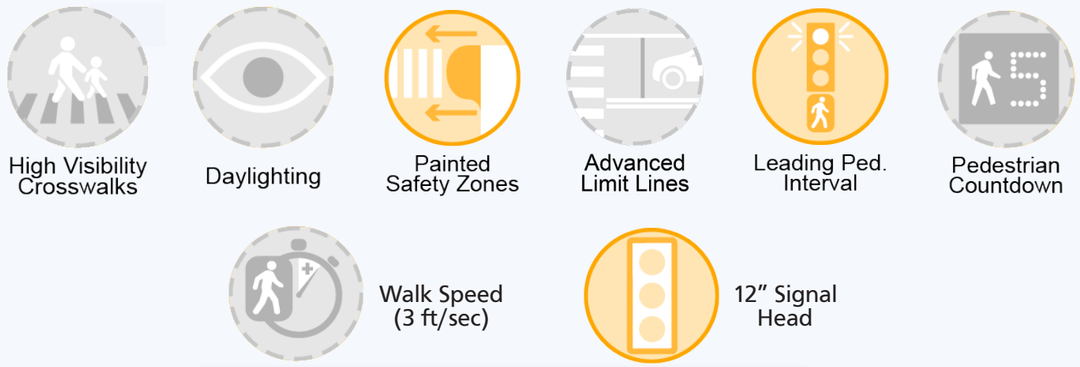
Equity Priority Community ✓

Fatal and Severe Injury Collisions*

2017 - 2022

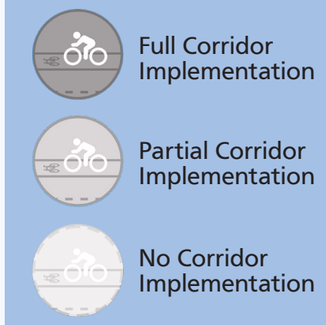
* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS

Legend

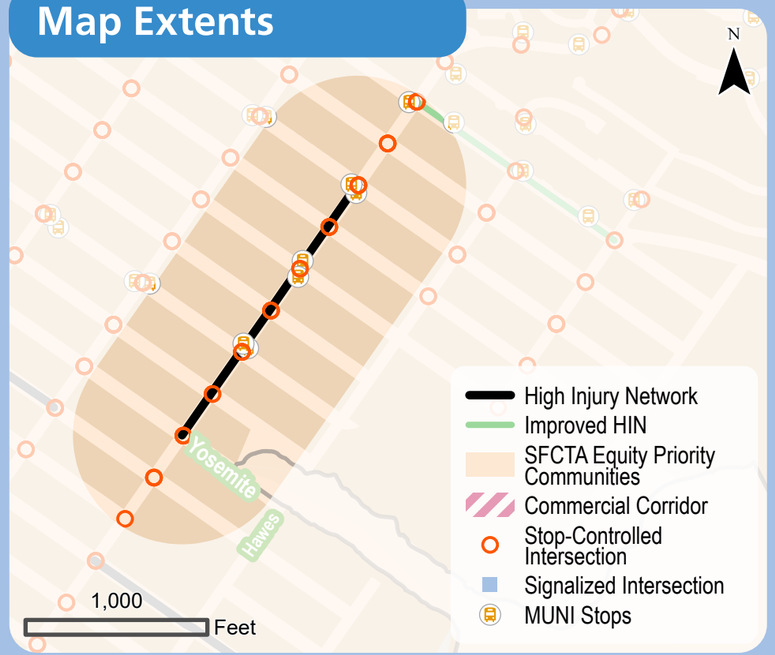


INGALLS ST
Yosemite Ave to Revere Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	6 Flag Stops	High Frequency Transit	54 Route
		HIGH FREQ	

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
6			NA	NA	NA	NA	NA

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	3	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit
				SPEED LIMIT

Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

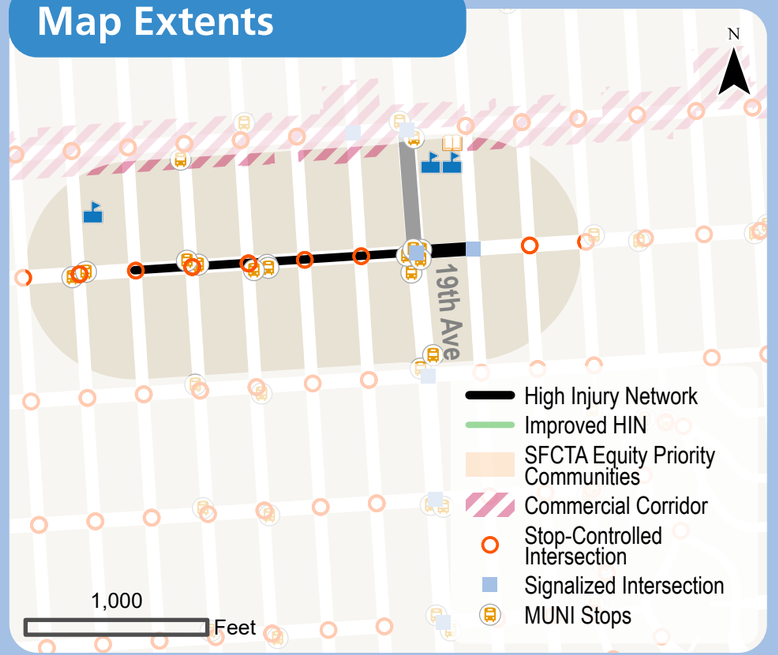
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

JUDAH ST
24th Ave to 18th Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents

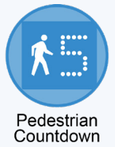


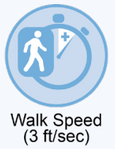
Roadway Characteristics

2 LANES

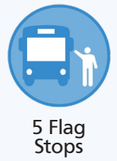
OCS

Existing Conditions





0 Bus Zones



High Frequency Transit

N, NBUS
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks

Daylighting

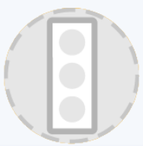
Painted Safety Zones

Advanced Limit Lines

Leading Ped. Interval

Pedestrian Countdown

Walk Speed (3 ft/sec)



12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/ Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements

Legend

Full Corridor Implementation

Partial Corridor Implementation

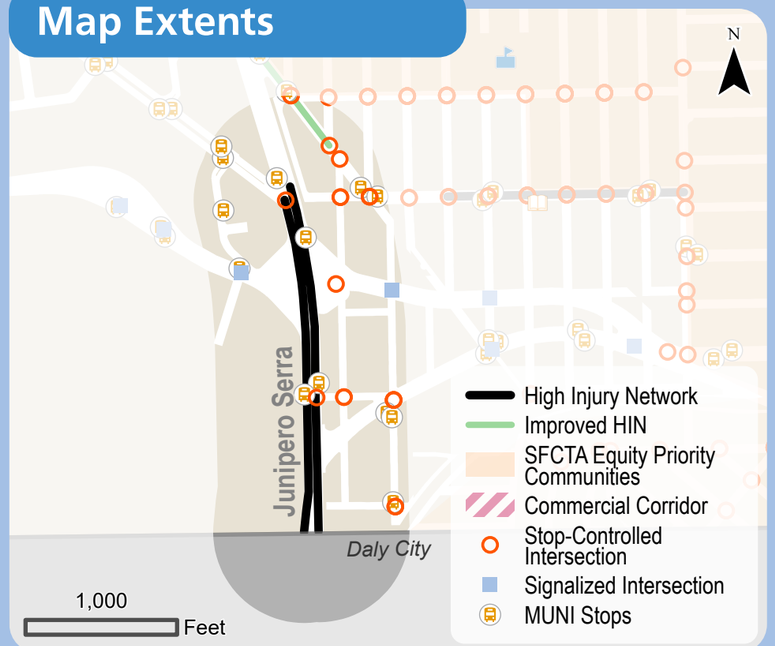
No Corridor Implementation

JUNIPERO SERRA BLVD
Font Blvd to Alemany Blvd

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

6 LANES

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	3 Flag Stops	High Frequency Transit	Route
BUS ZONE		HIGH FREQ	28, 58, 54, 57

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	2	0	2

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
				SPEED LIMIT	Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

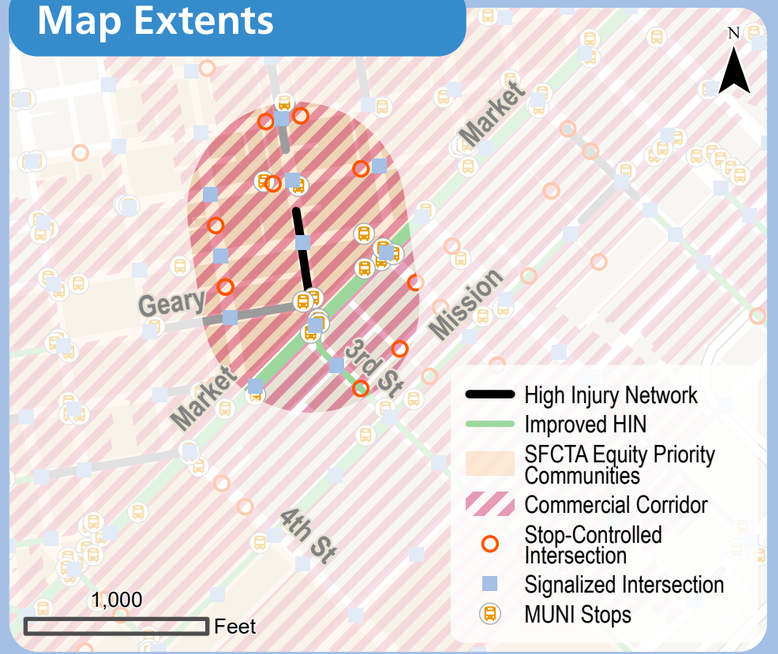
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

KEARNY ST
Vermehr Pl to Geary St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 1 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit

30, 8AX, 8, 8BX, 45
Route

Fatal and Severe Injury Collisions*

2017 - 2022

1	0	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 6 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

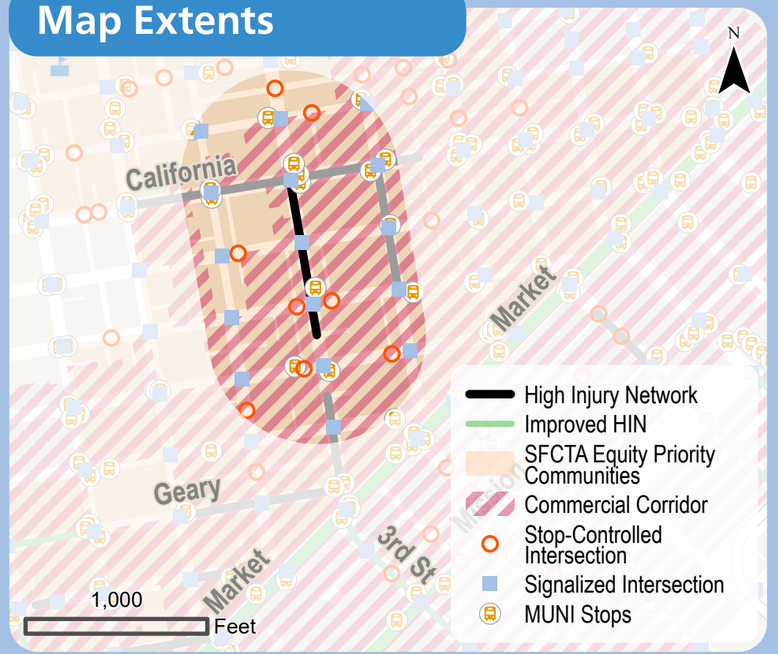
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

KEARNY ST
California St to Hardie Pl

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 1 Bus Zones
- 1 Flag Stops
- High Frequency Transit

8AX, 8, 8BX
Route

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community ✓

Fatal and Severe Injury Collisions*

2017 - 2022

0 0 0 0 0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 5 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

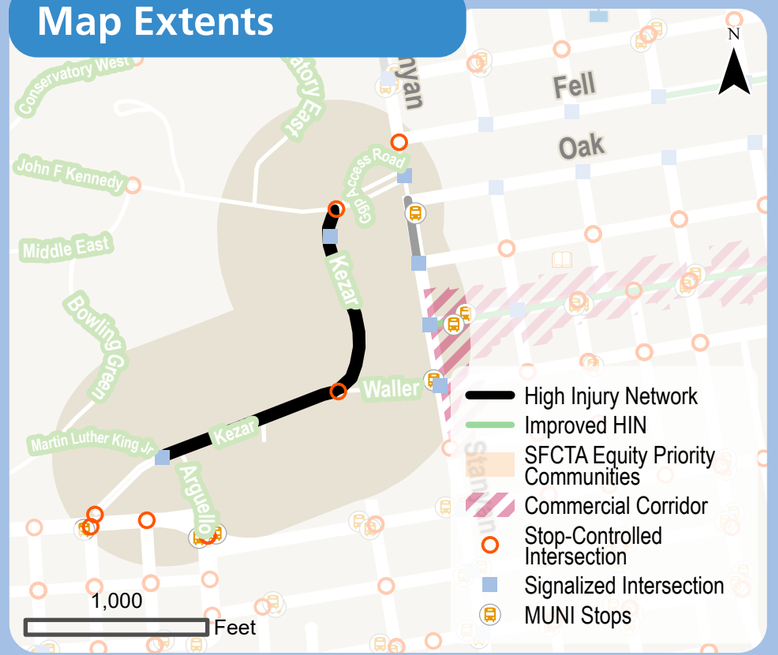
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

KEZAR DR
Martin Luther King Jr Dr to John F Kennedy Dr

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 30

OCS

Slow Streets LOCAL TRAFFIC ONLY

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

Fatal and Severe Injury Collisions*

2017 - 2022

1	0	1	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 9 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

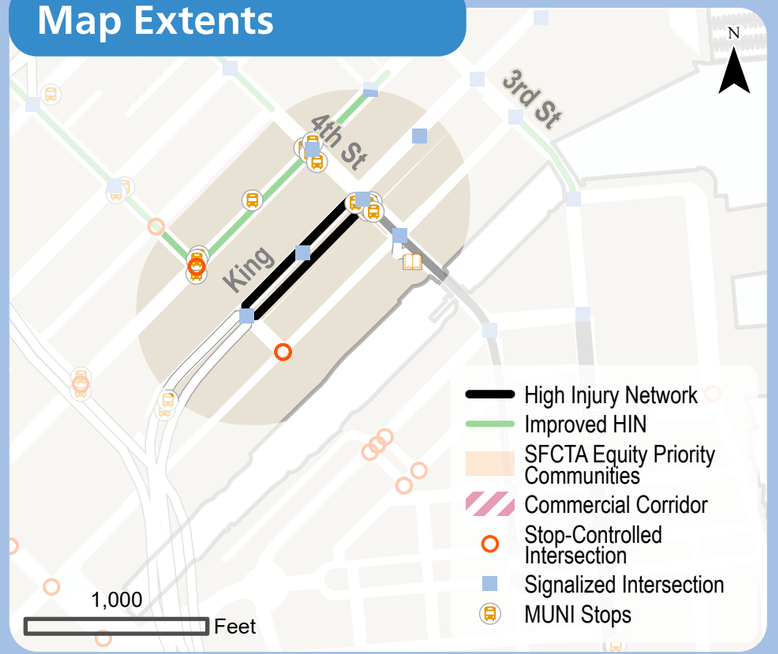
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

KING ST
4th St to 5th St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

5 LANES

OCS

Existing Conditions

N, S
Route

School, Park, or Library

Commercial Corridor

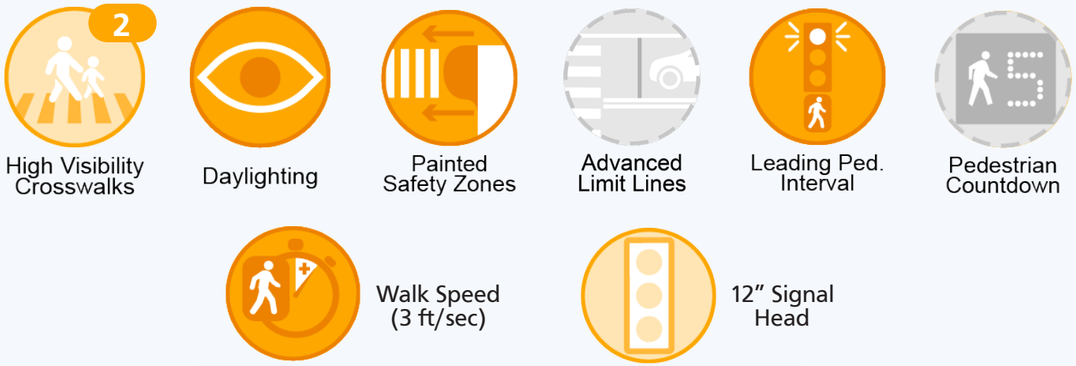
Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

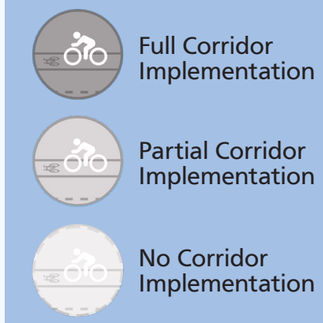
* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS

Legend

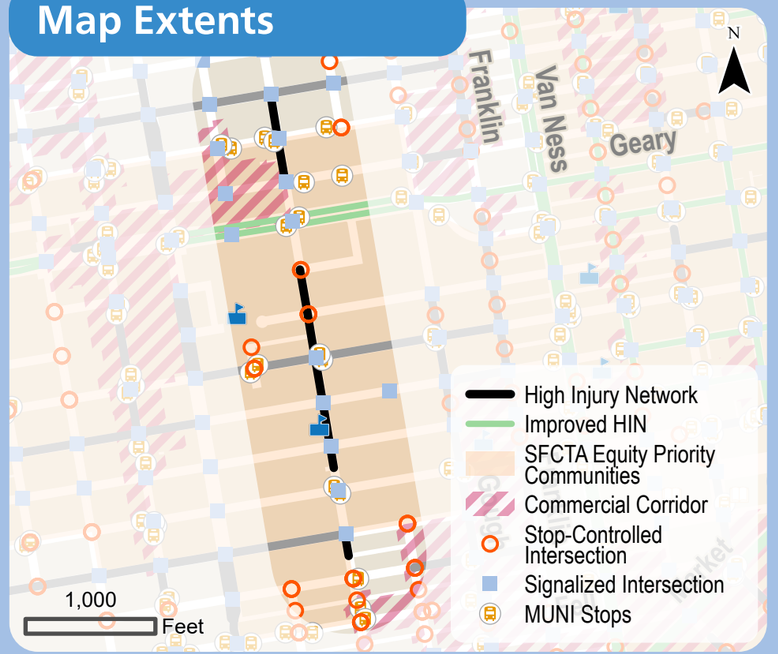


LAGUNA ST
Bush St to Birch St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

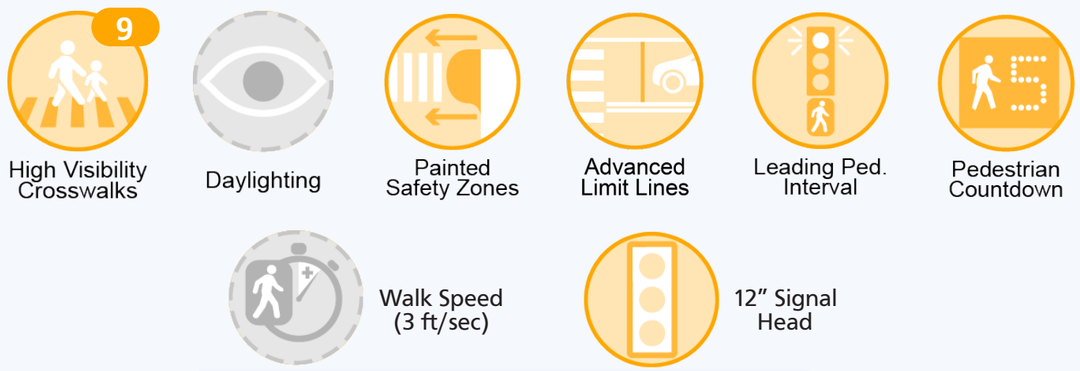
Existing Conditions

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

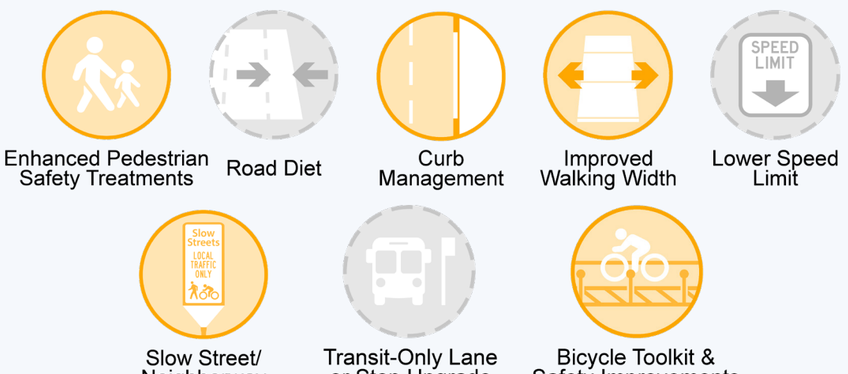


Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS



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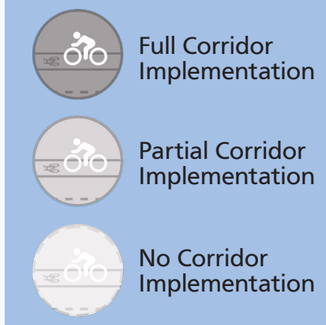
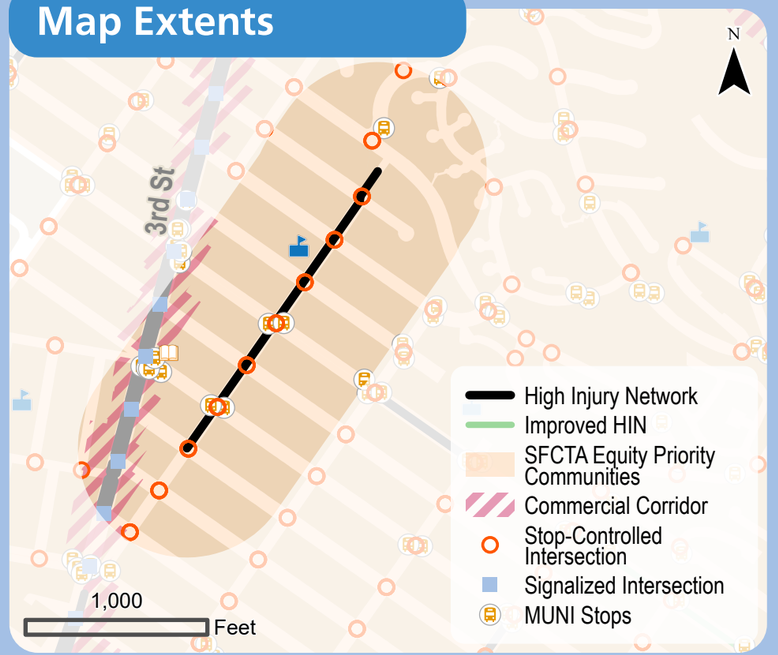


LANE ST
Shafter Ave to McKinnon Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	0 Flag Stops	High Frequency Transit
		HIGH FREQ

School, Park, or Library ✓

Commercial Corridor

Equity Priority Community ✓

Fatal and Severe Injury Collisions*

2017 - 2022

0	2	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown
3			NA	NA	NA

Walk Speed (3 ft/sec)	12" Signal Head
NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit
				SPEED LIMIT

Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

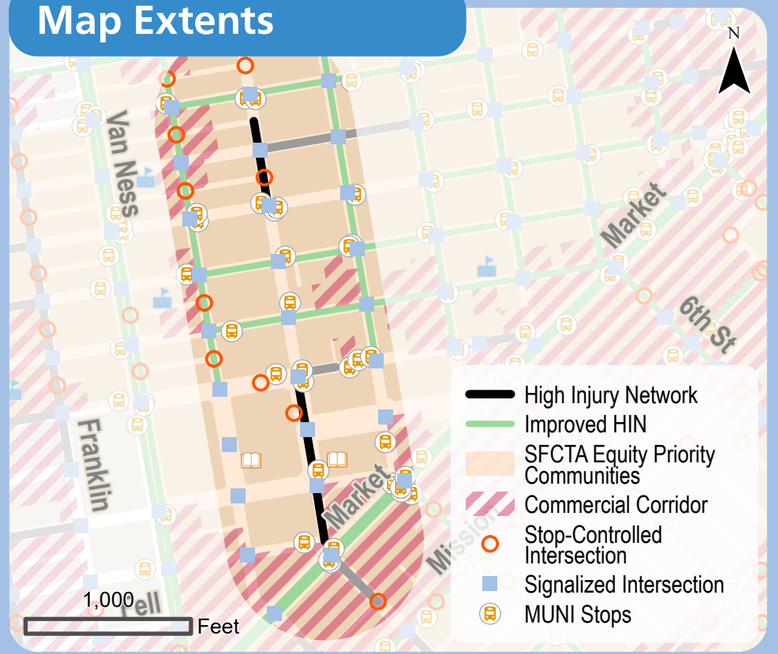
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

LARKIN ST
Olive St to Market St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY / TWO WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 4 Bus Zones
- 1 Flag Stops
- HIGH FREQ — High Frequency Transit
- 19 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

1	6	3	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

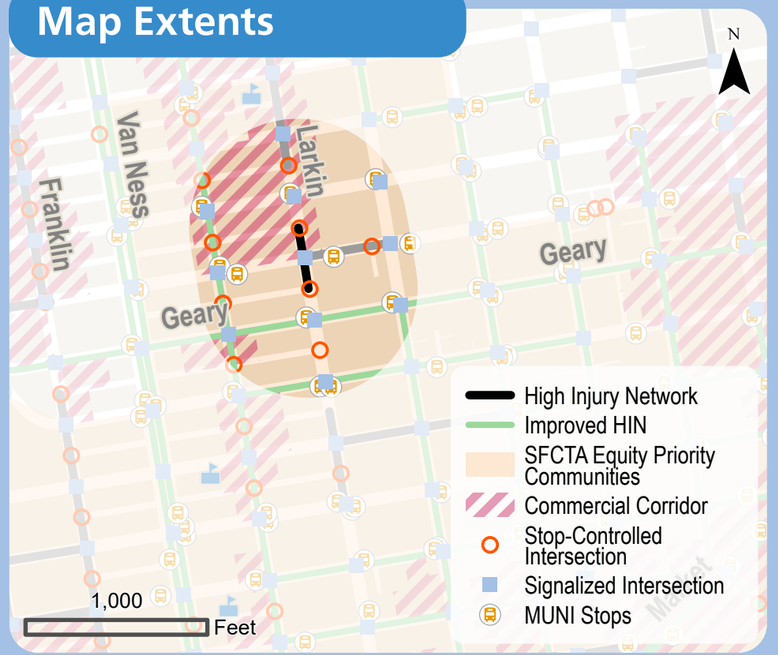
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

LARKIN ST
Hemlock St to Cedar St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

3 LANES

POSTED SPEED LIMIT 20

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community ✓

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	2	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

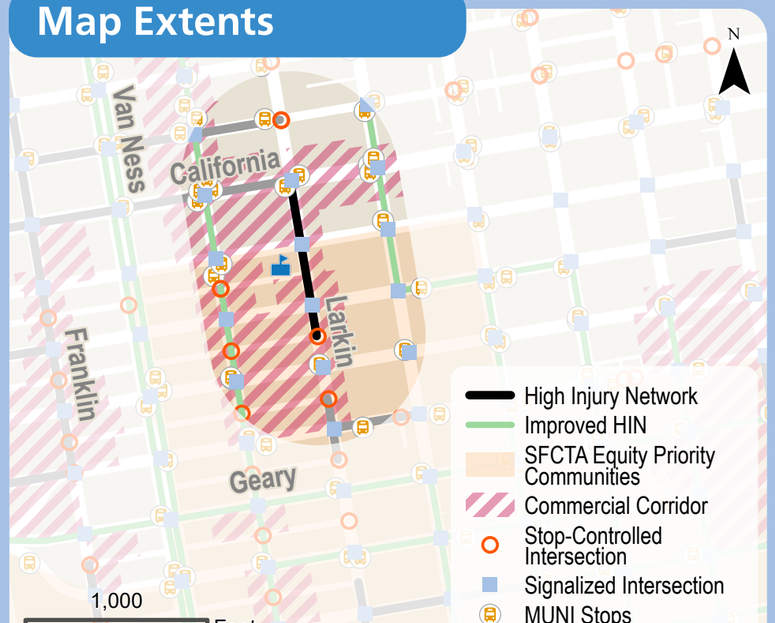
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

LARKIN ST
California St to Fern St

SFMTA Vision Zero
Quick-Build Pre-Planning

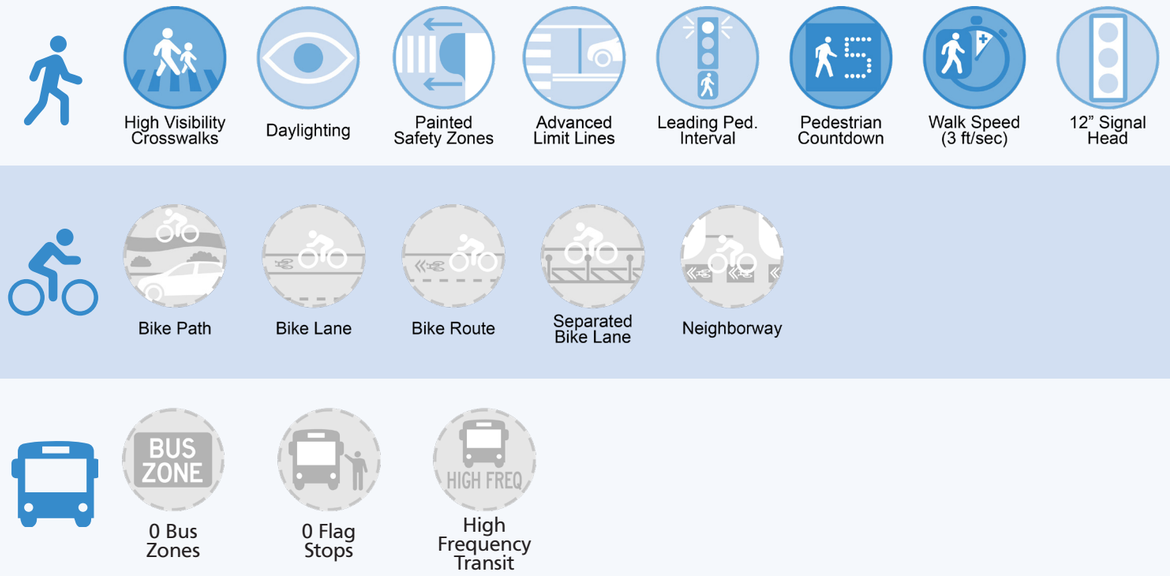
SFMTA

Map Extents



Roadway Characteristics

Existing Conditions



School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community ✓

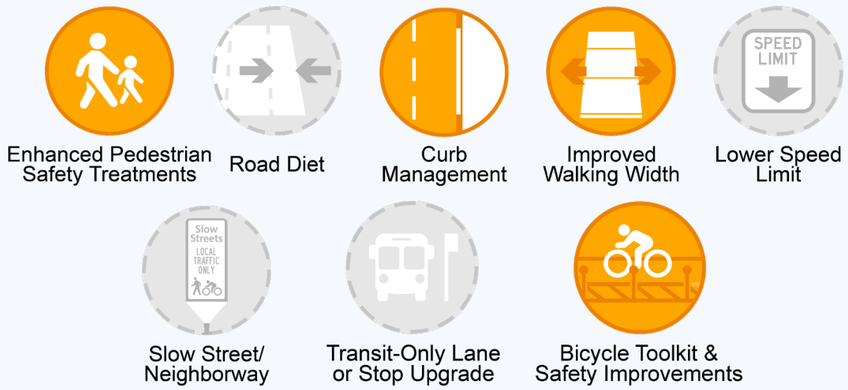
Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS



Legend

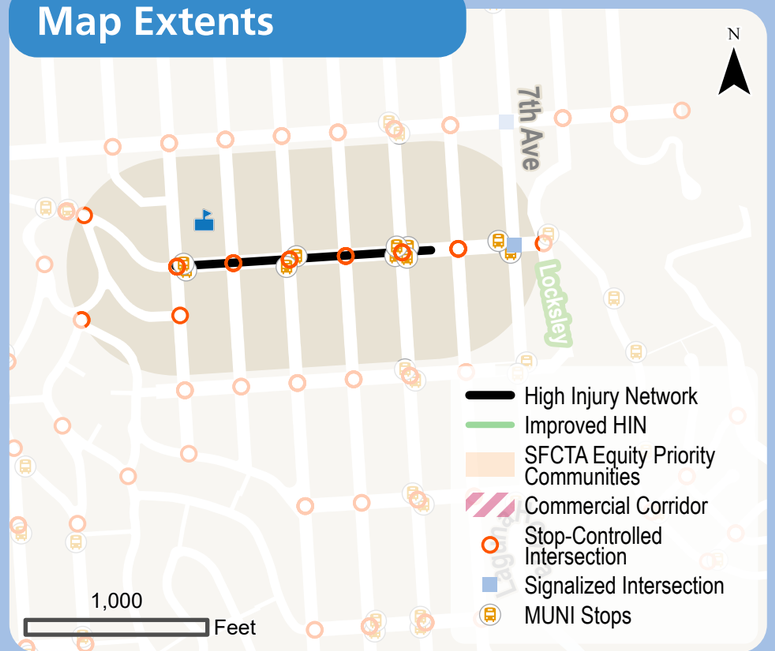
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

LAWTON ST
Auto Dr to Funston Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

1 Bus Zones	6 Flag Stops	High Frequency Transit	Route
			43, 44, 66

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	2	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
6			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

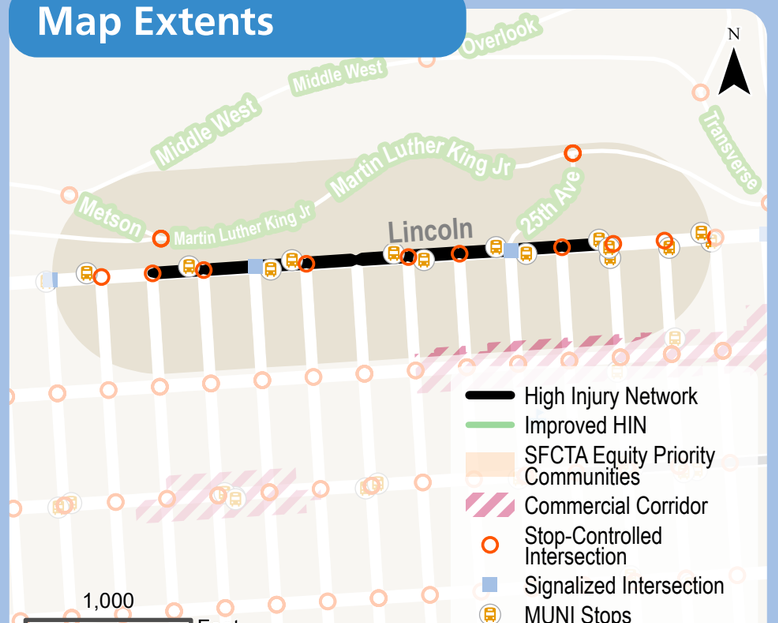
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

LINCOLN WAY
23rd Ave to 32nd Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 30

OCS

Slow Streets LOCAL TRAFFIC ONLY

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval: NA
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 9 Bus Zones
- 0 Flag Stops
- High Frequency Transit
- 29 Route

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	1	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 15 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval: NA
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

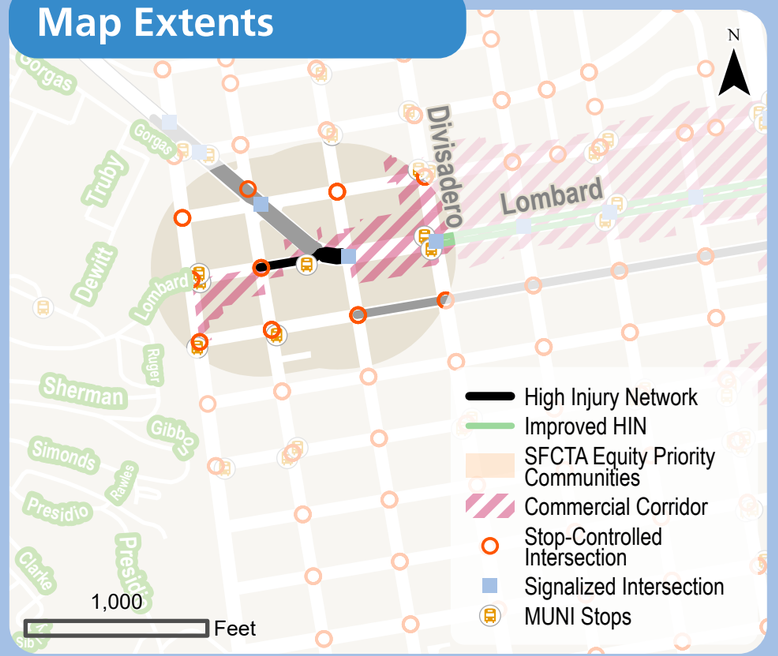
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

LOMBARD ST
Baker St to Broderick St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



School, Park, or Library

Commercial Corridor

Equity Priority Community

Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 30

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 0 Bus Zones
- 1 Flag Stops
- High Frequency Transit
- Route: 28, 43

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Fatal and Severe Injury Collisions*

2017 - 2022

0 0 0 0 0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

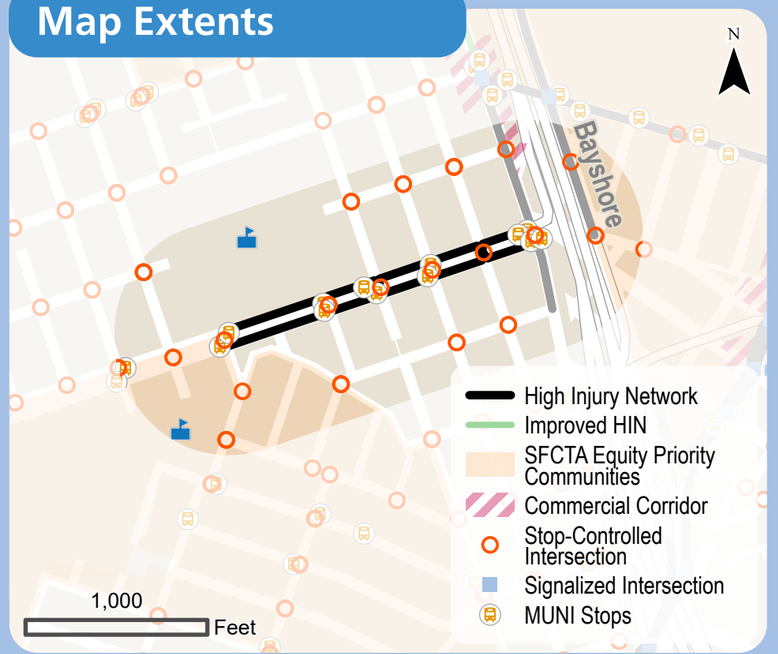
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

MANSELL ST
Hamilton St to San Bruno Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

3 Bus Zones	9 Flag Stops	High Frequency Transit	Route
BUS ZONE		HIGH FREQ	29, 56

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	2	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
9			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
				SPEED LIMIT	Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

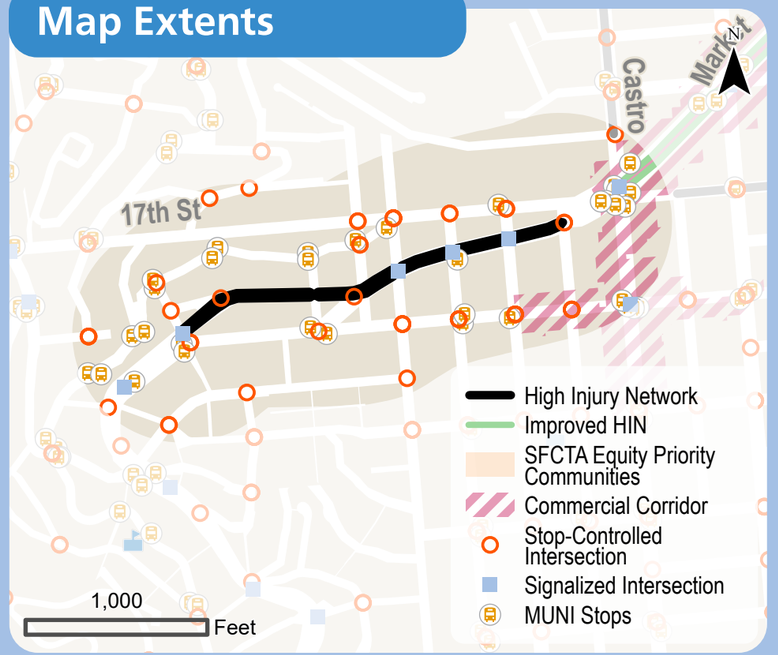
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

MARKET ST
Collingwood St to Danvers St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 30

OCS

Slow Streets LOCAL TRAFFIC ONLY

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 0 Bus Zones
- 1 Flag Stops
- High Frequency Transit

KT, S, KBUS, M, 37, 35
Route

Fatal and Severe Injury Collisions*

2017 - 2022

1	0	2	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 6 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

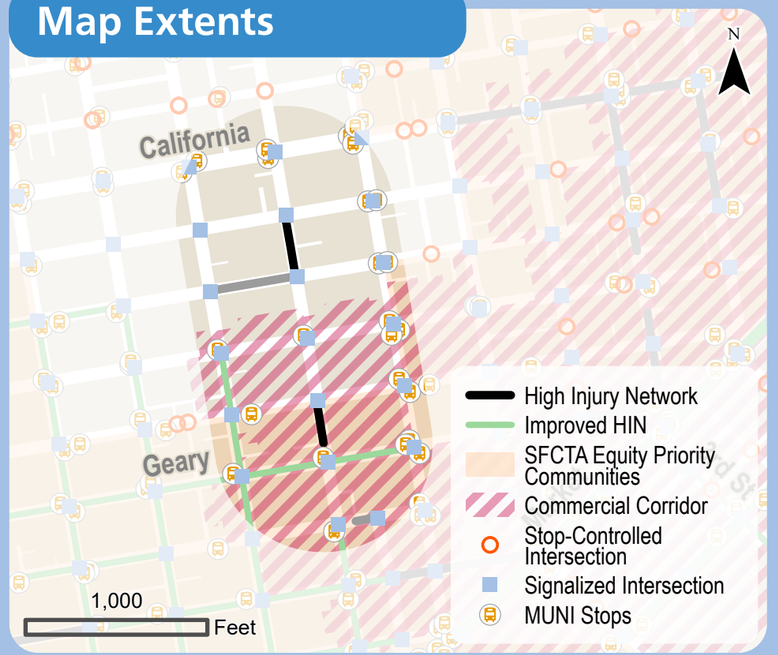
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

MASON ST
Pine St to Derby St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

OCS

Existing Conditions

School, Park, or Library

Commercial Corridor

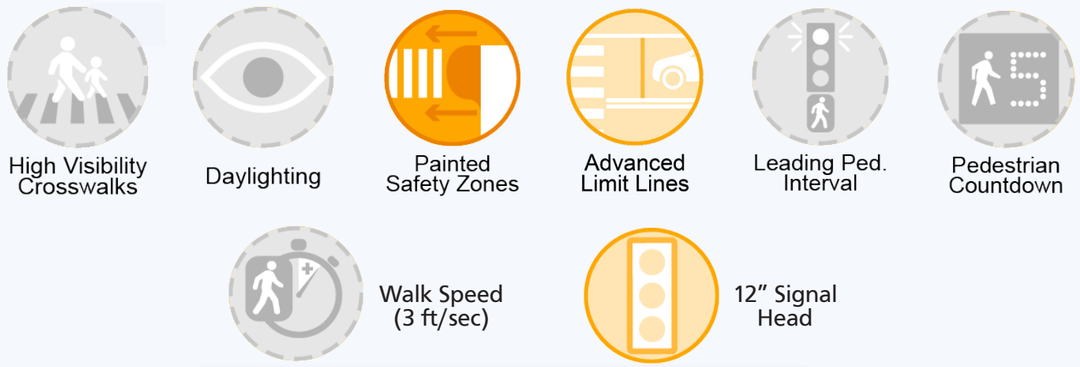
Equity Priority Community

Fatal and Severe Injury Collisions*

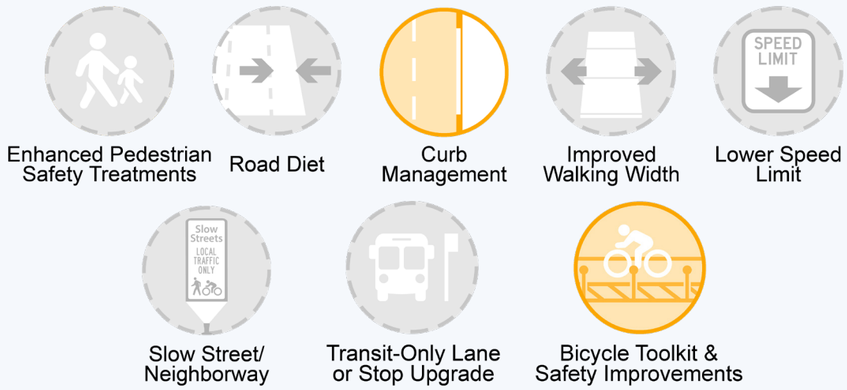
2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS



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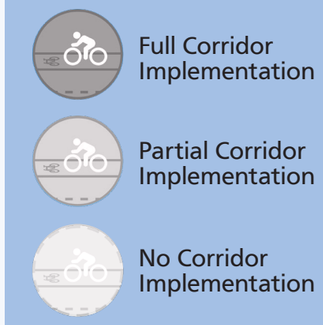
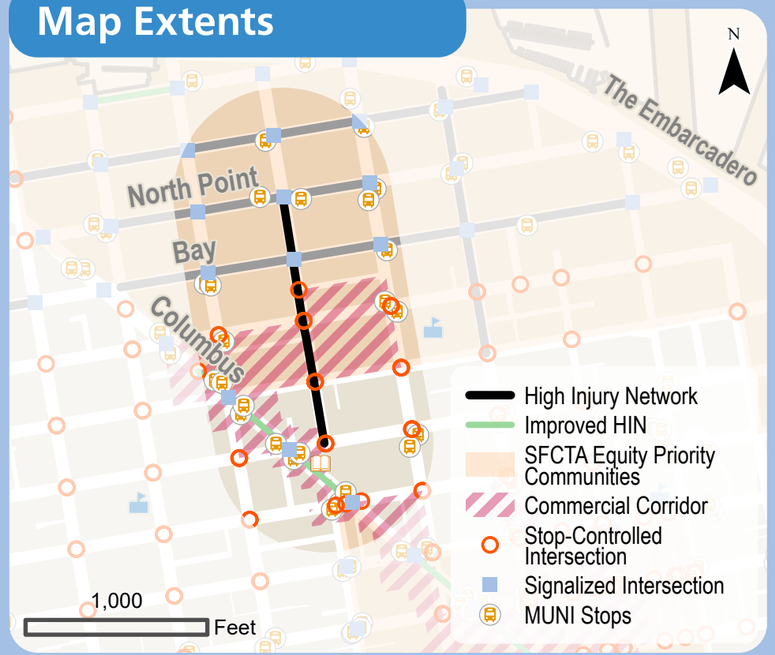


MASON ST
North Point St to Lombard St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

OCS

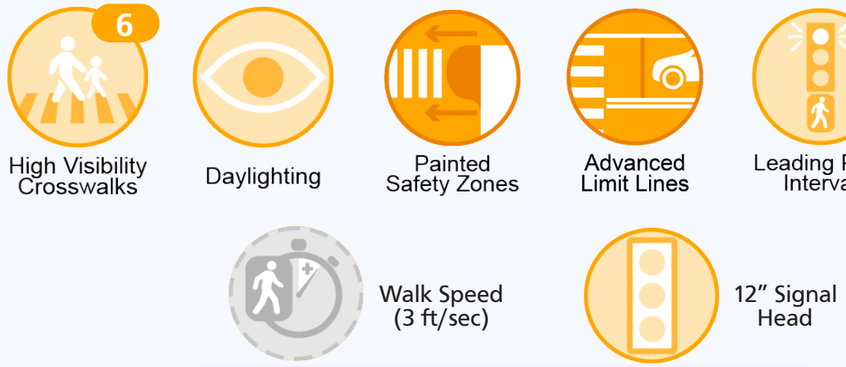
Existing Conditions

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION



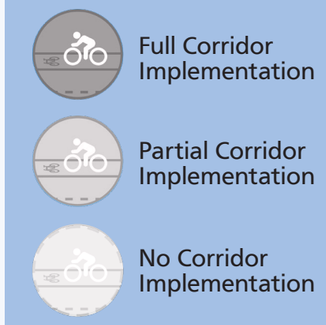
Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Legend

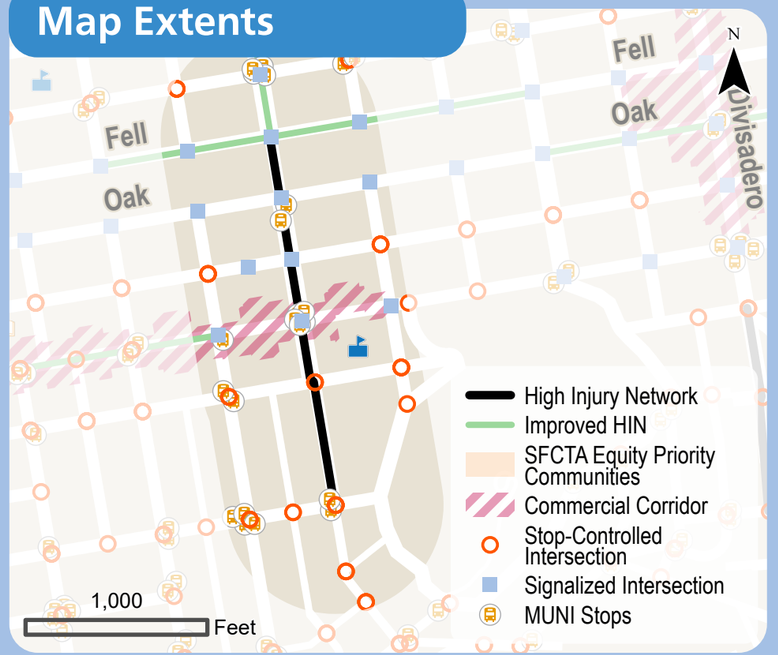


MASONIC AVE
Fell St to Frederick St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 5 Bus Zones
- 1 Flag Stops
- HIGH FREQ — High Frequency Transit
- 43 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

Fatal and Severe Injury Collisions*

2017 - 2022

3	1	2	0	2

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

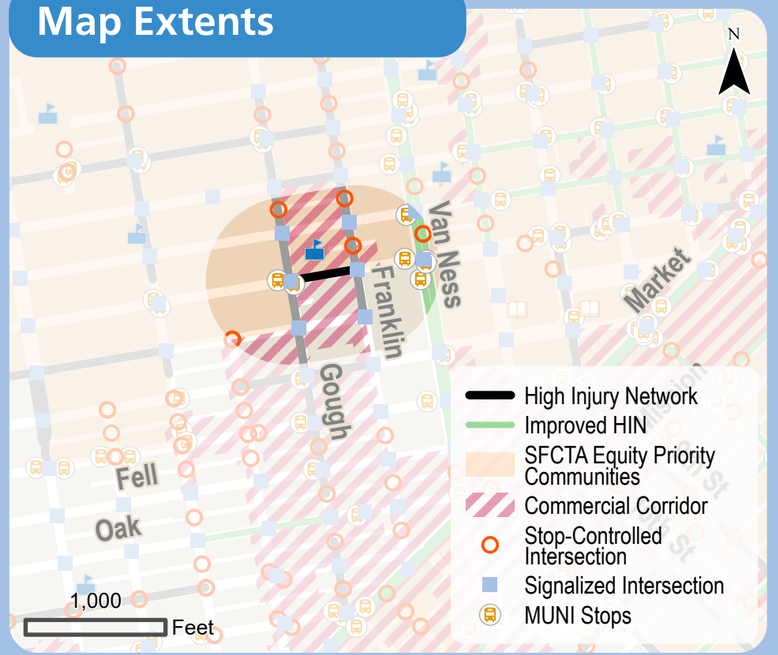
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

MCALLISTER ST
Gough St to Franklin St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 15

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 1 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 5R, 5 — Route

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0 0 0 0 0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

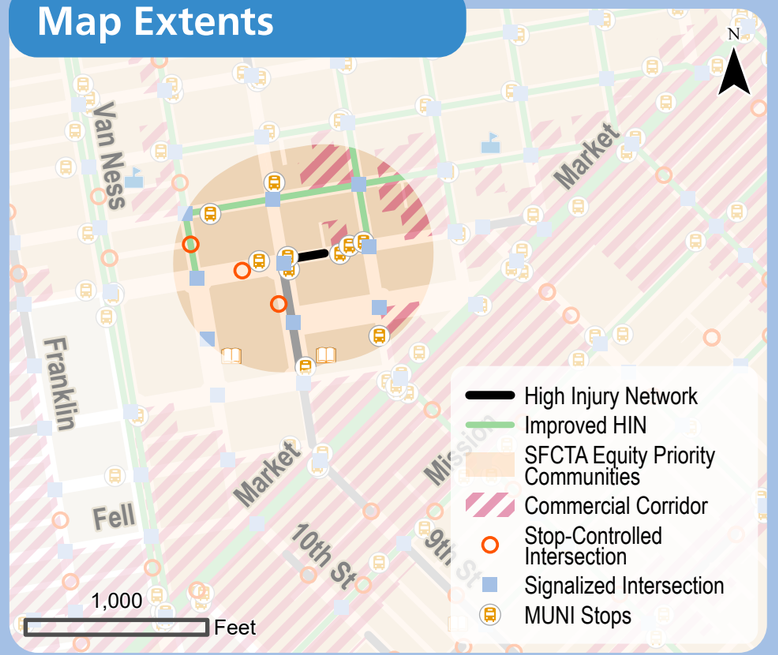
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

MCALLISTER ST
Larkin St to Beren Pl

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents

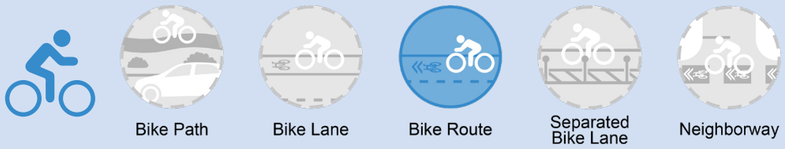


Roadway Characteristics

3 LANES

OCS

Existing Conditions



5R, 5
Route

School, Park, or Library

Commercial Corridor

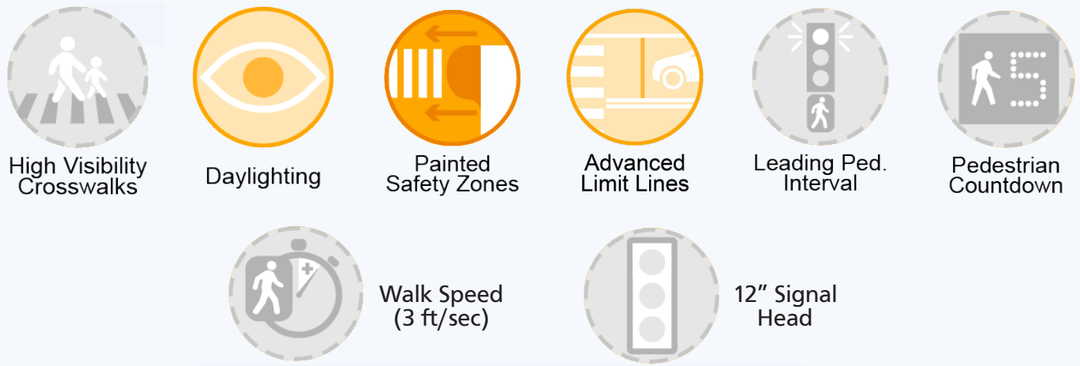
Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS

Legend

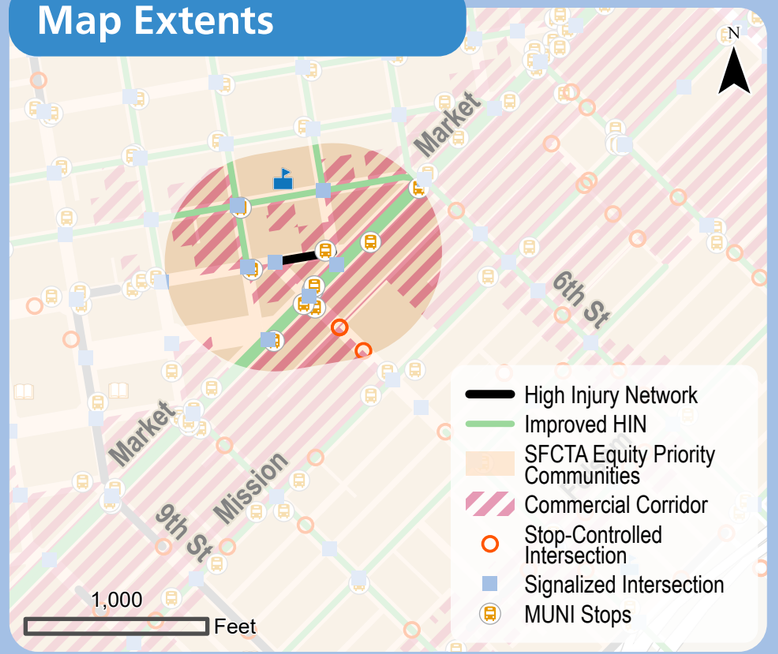
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

MCALLISTER ST
7th St to Jones St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

OCS

Existing Conditions

5R, 5, 27
Route

School, Park, or Library ✓

Commercial Corridor ✓

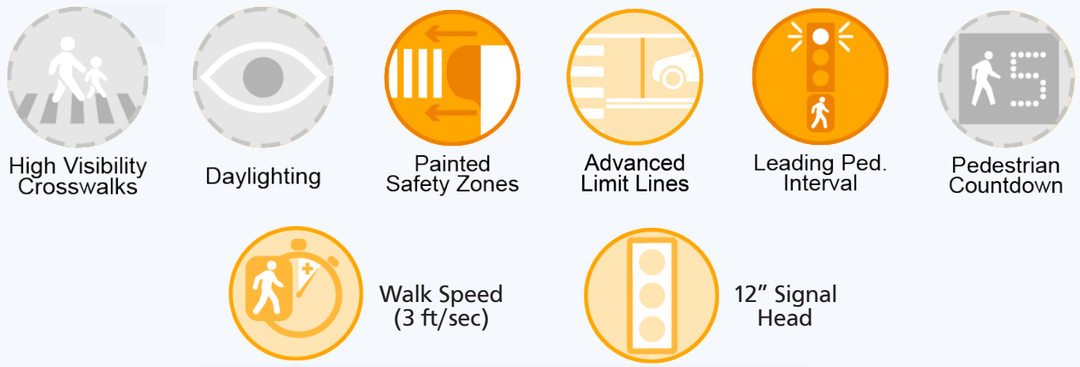
Equity Priority Community ✓

Fatal and Severe Injury Collisions*

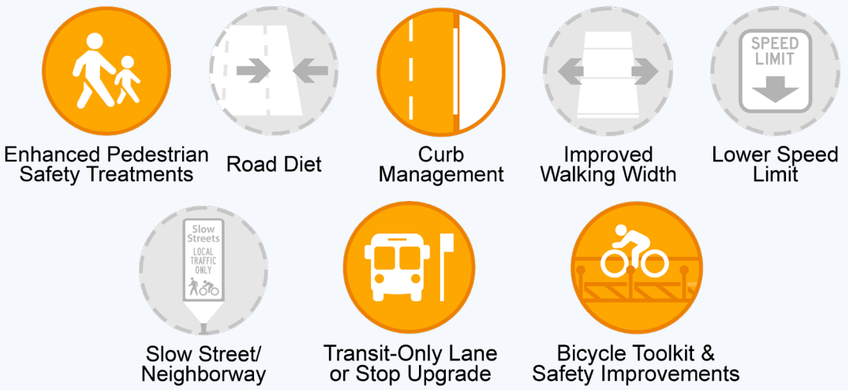
2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

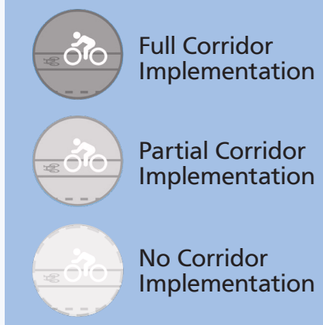
QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS



Legend

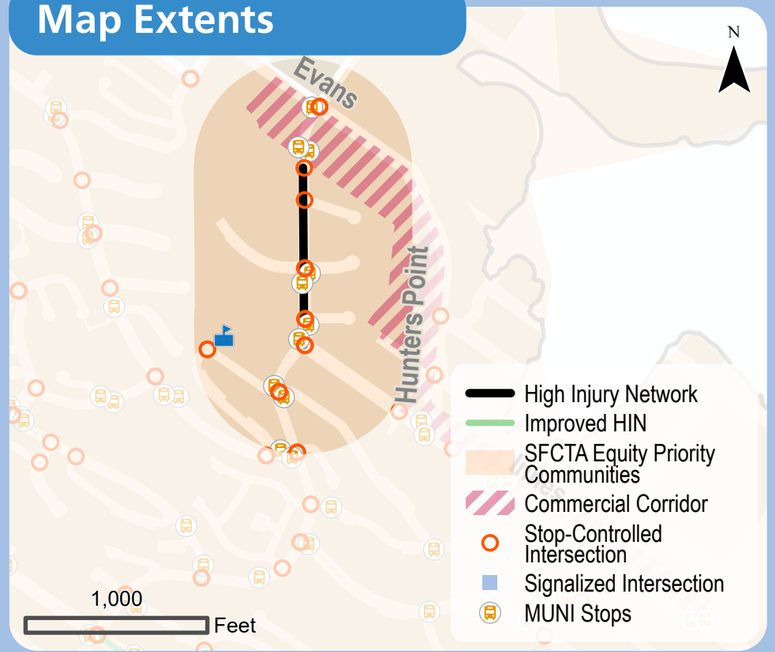


MIDDLE POINT RD
Acacia Ave to Innes Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

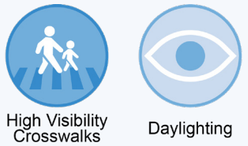
2 LANES

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions



NA Advanced Limit Lines

NA Leading Ped. Interval

NA Pedestrian Countdown

NA Walk Speed (3 ft/sec)

NA 12" Signal Head

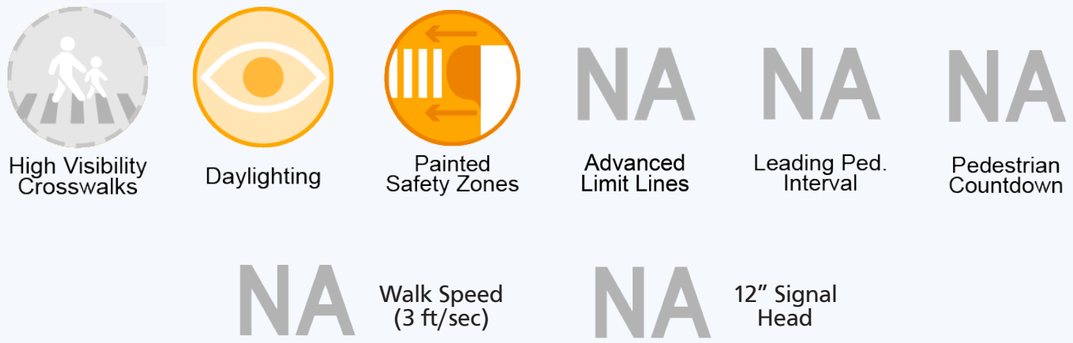
44, 19 Route

Fatal and Severe Injury Collisions*

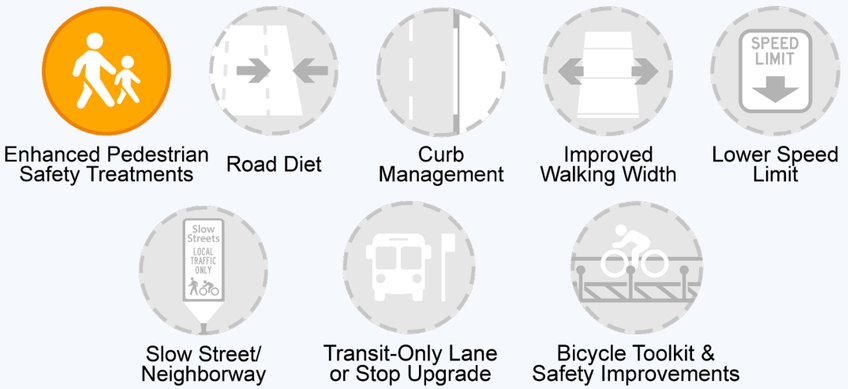
2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS



Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

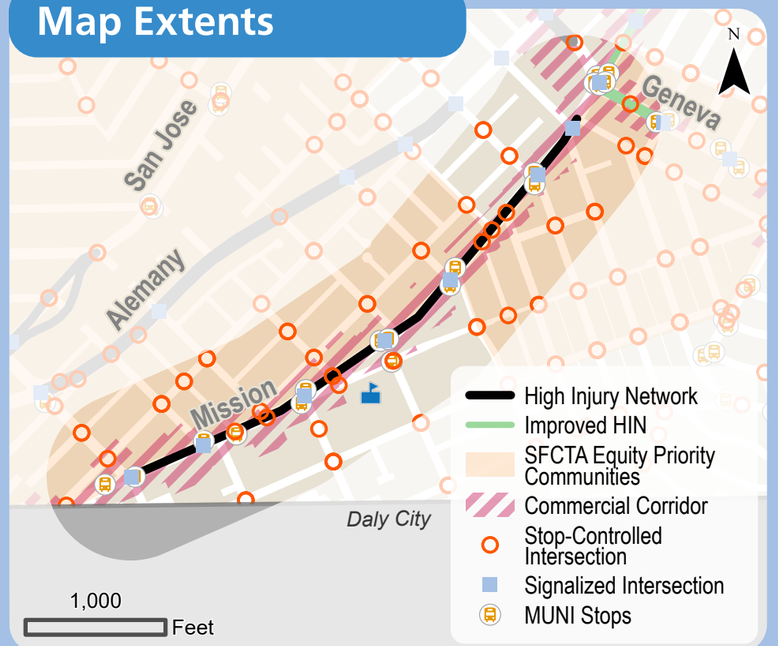
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

MISSION ST
Sickles Ave to Rolph St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 11 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 14R, 14 — Route

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community ✓

Fatal and Severe Injury Collisions*

2017 - 2022

0	5	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 5 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway (Slow Streets — LOCAL TRAFFIC ONLY)
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

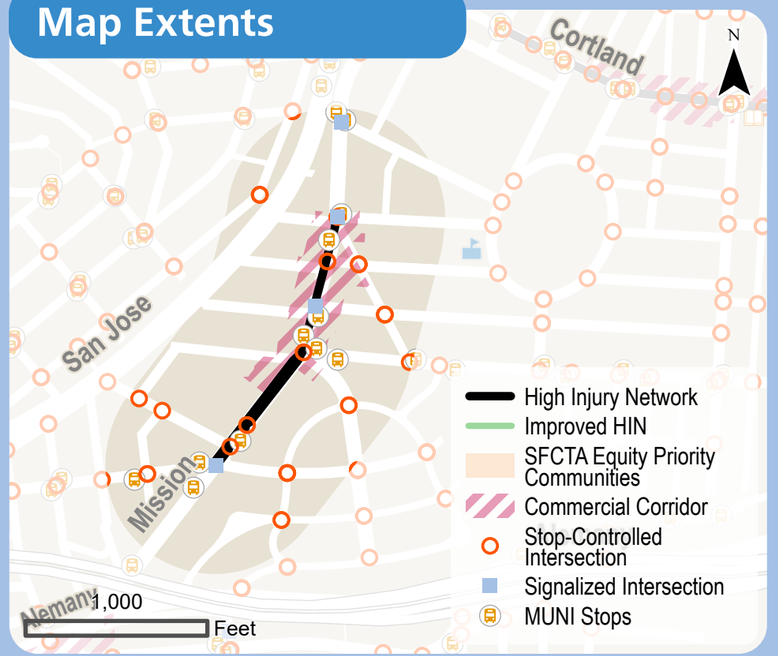
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

MISSION ST
Murray St to Highland Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- BUS ZONE — 5 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit

714, 14R, 14, 49, 23
Route

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	2	1	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 6 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway (Slow Streets — LOCAL TRAFFIC ONLY)
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

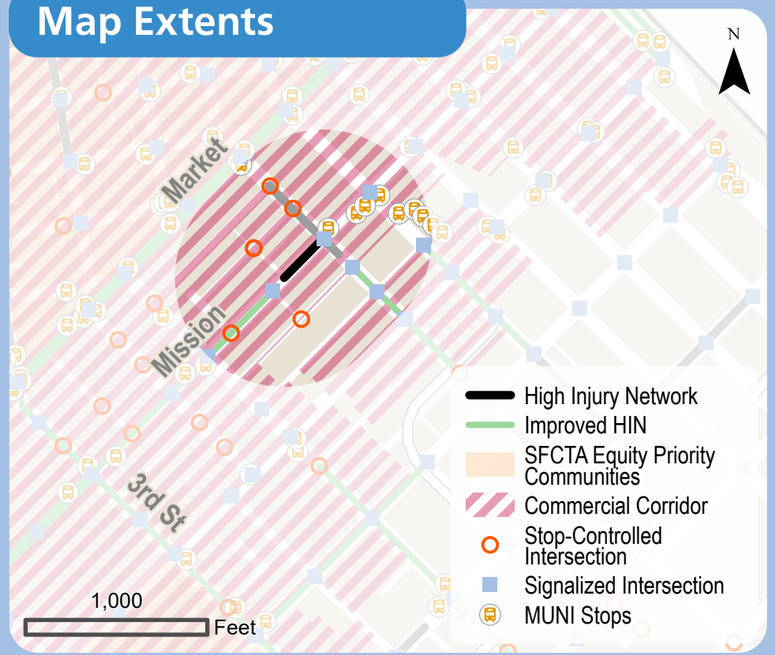
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

MISSION ST
Ecker St to 1st St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

714, 14R, 14
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0 0 0 0 0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

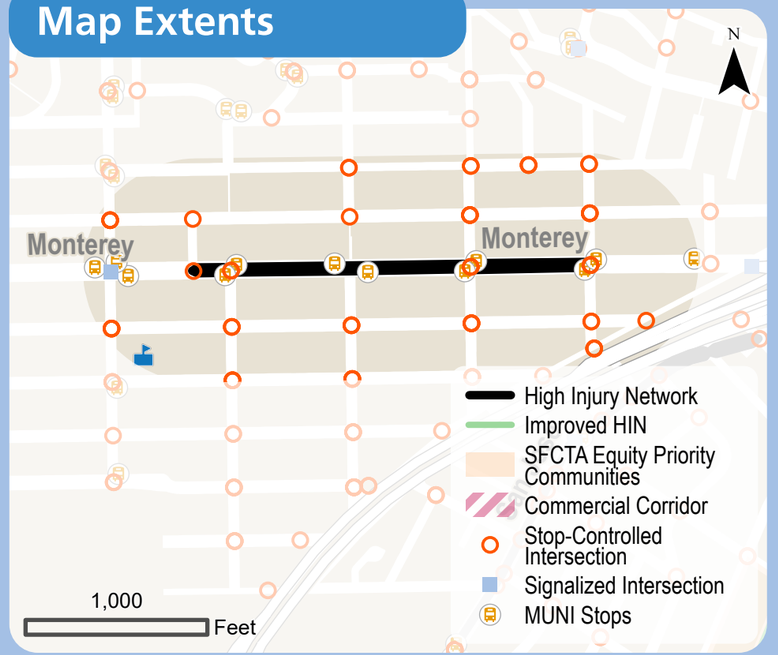
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

MONTEREY BLVD
Edna St to Baden St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

3 Bus Zones	4 Flag Stops	High Frequency Transit	Route
BUS ZONE		HIGH FREQ	36, 23

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

1	0	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
				SPEED LIMIT	Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

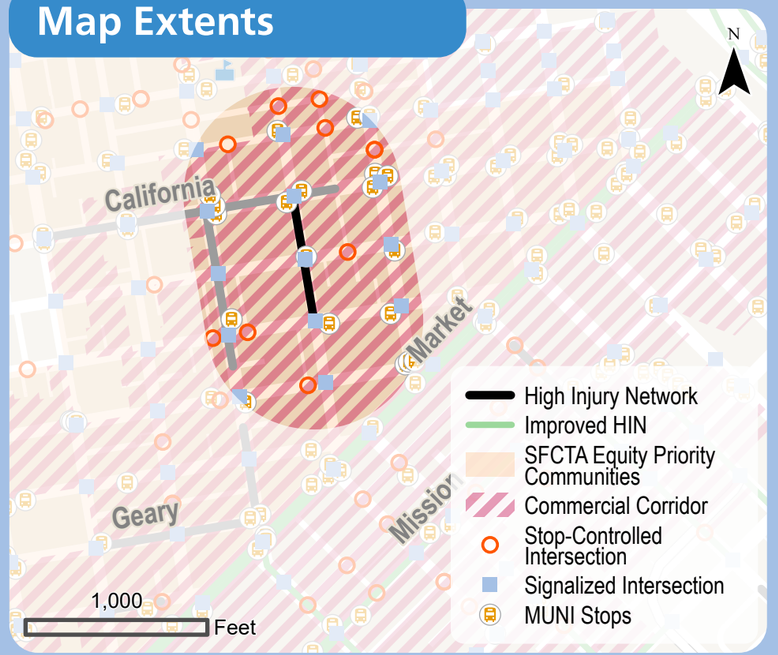
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

MONTGOMERY ST
Bush St to California St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

3 LANES

OCS

Existing Conditions

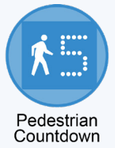
High Visibility Crosswalks

Daylighting

Painted Safety Zones

Advanced Limit Lines

Leading Ped. Interval



Pedestrian Countdown

Walk Speed (3 ft/sec)

12" Signal Head

Bike Path

Bike Lane

Bike Route

Separated Bike Lane

Neighborway

0 Bus Zones

0 Flag Stops

High Frequency Transit

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks

Daylighting

Painted Safety Zones

Advanced Limit Lines

Leading Ped. Interval

Pedestrian Countdown

Walk Speed (3 ft/sec)

12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/ Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements

Legend

Full Corridor Implementation

Partial Corridor Implementation

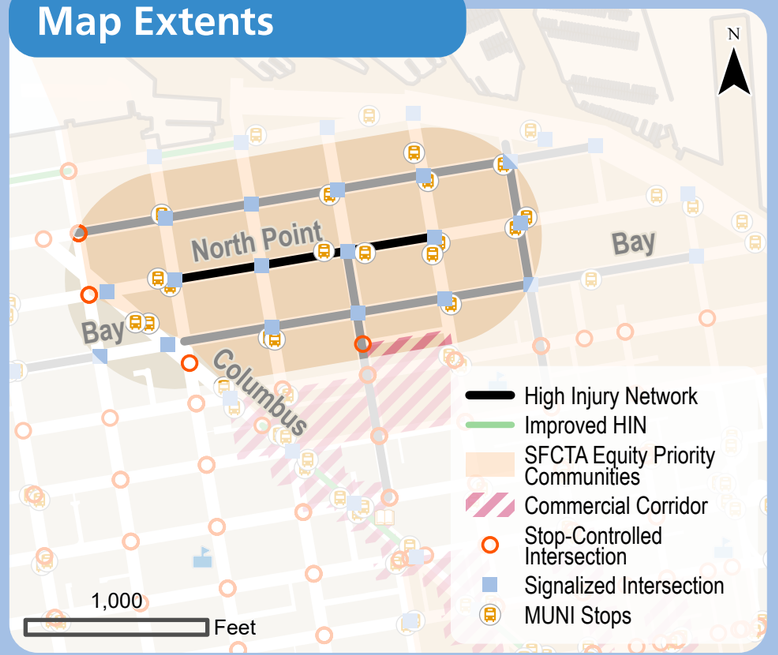
No Corridor Implementation

NORTH POINT ST
Jones St to Powell St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

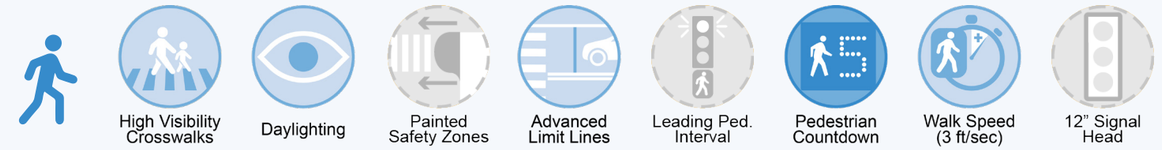
Map Extents

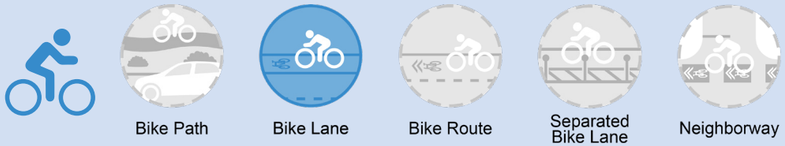


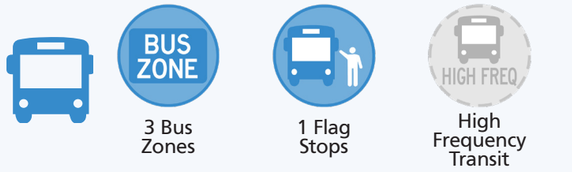
Roadway Characteristics

2 LANES

Existing Conditions





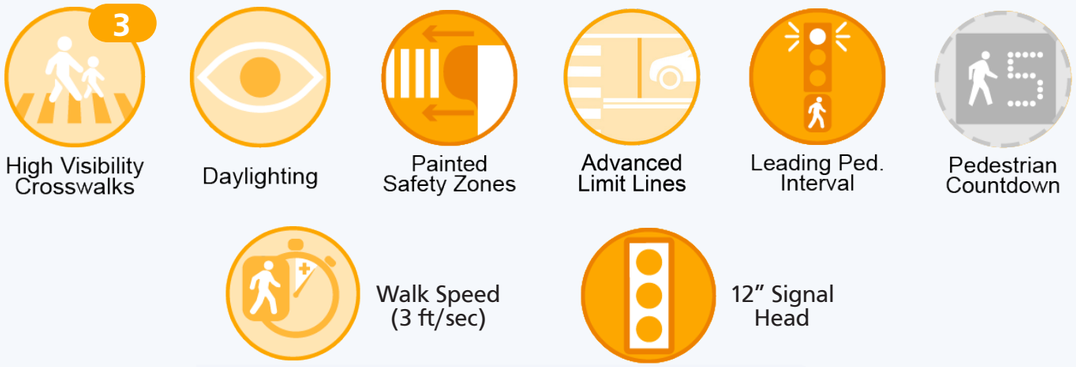


School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION



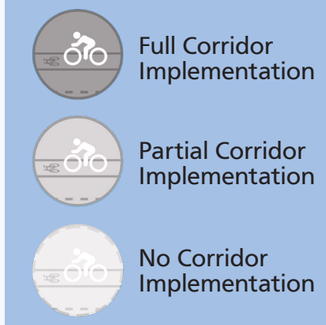
Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Legend

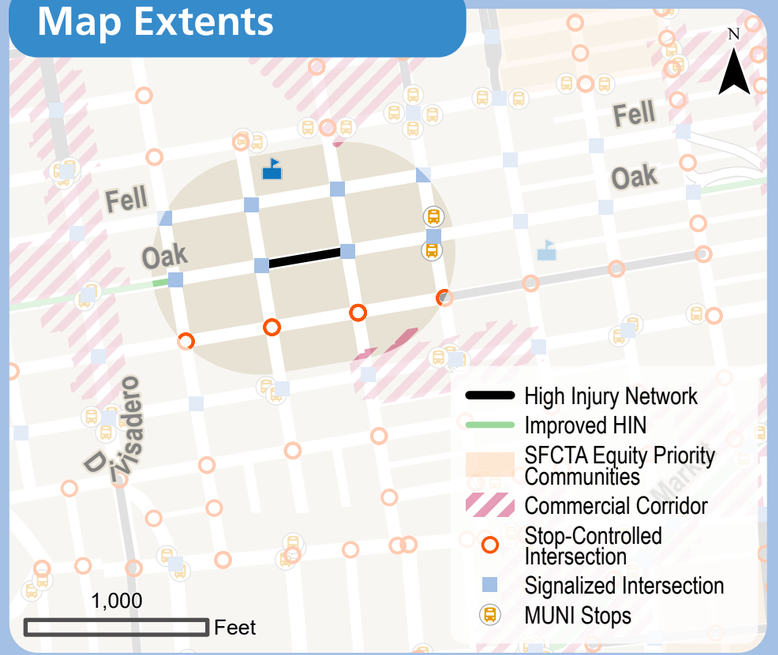


OAK ST
Pierce St to Steiner St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0 0 0 0 0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

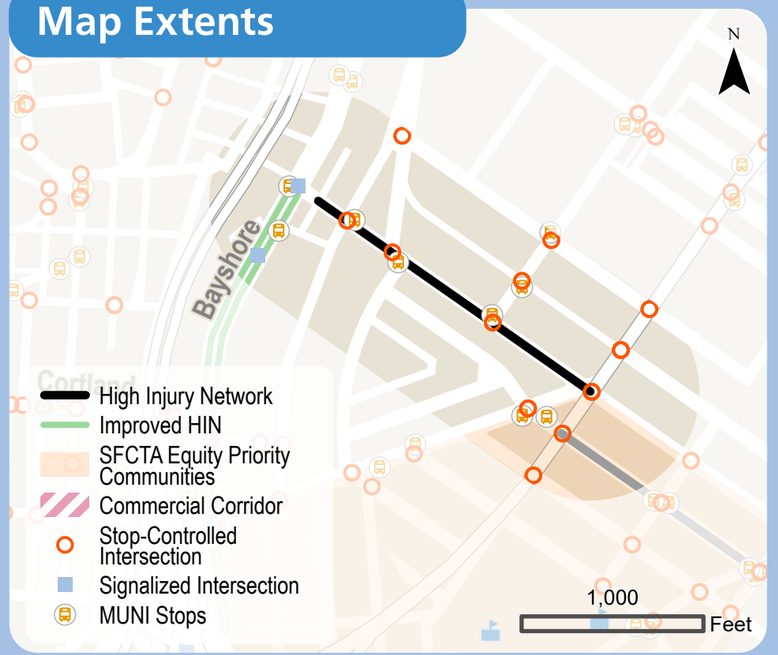
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

OAKDALE AVE
Patterson St to Selby St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

OCS

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

2 Bus Zones	1 Flag Stops	High Frequency Transit	Route
BUS ZONE		HIGH FREQ	23

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	0	0	0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
6			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
				SPEED LIMIT	Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

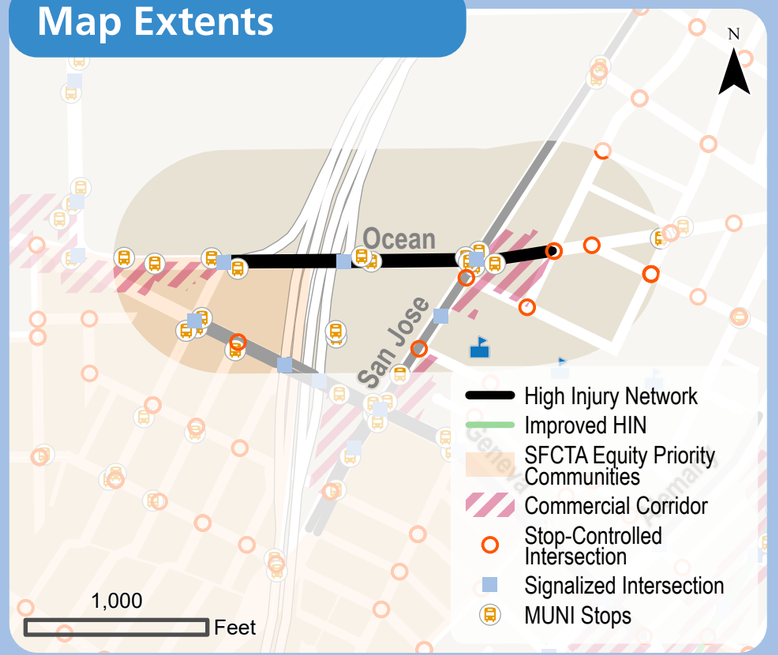
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

OCEAN AVE
Howth St to Delano Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- 4 Bus Zones
- 2 Flag Stops
- High Frequency Transit

J, KBUS, 29, 49, KT
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	1	0	2

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

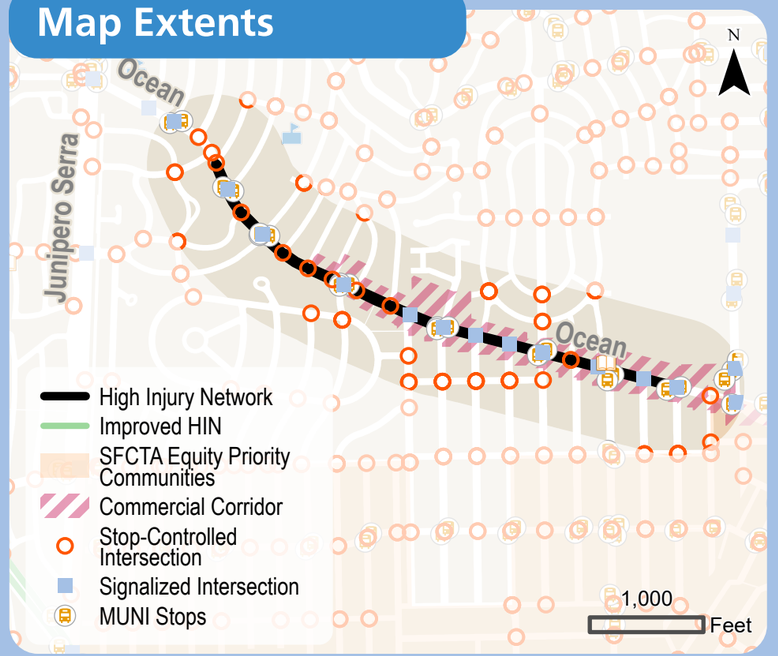
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

OCEAN AVE
San Benito Way to Lee Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

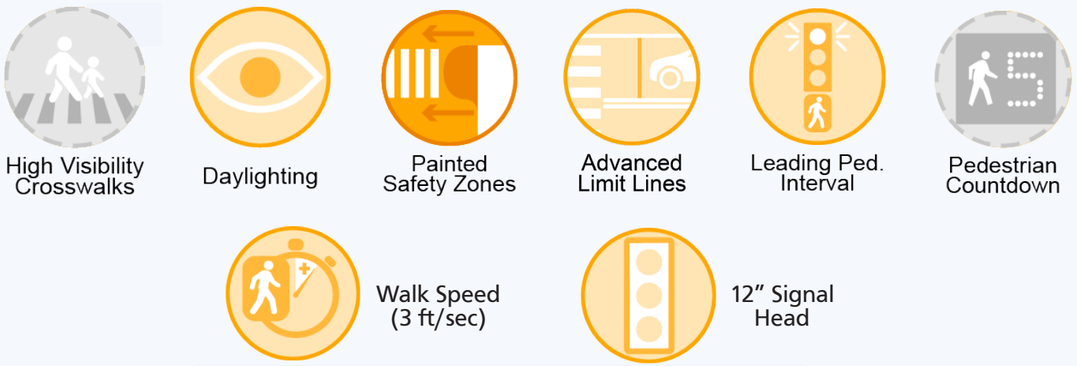
Existing Conditions

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

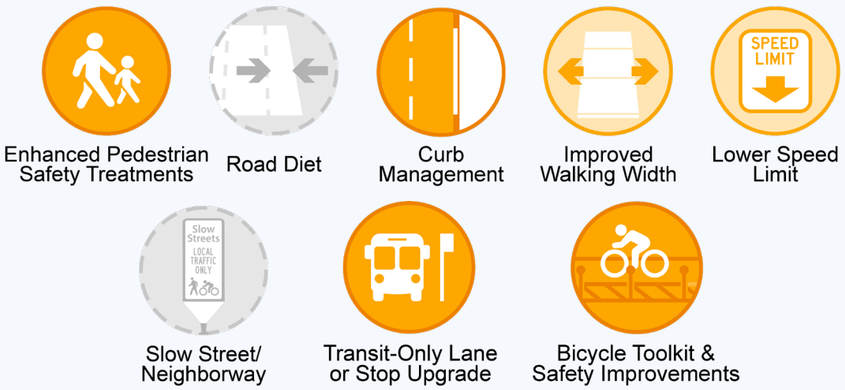


Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS



Legend

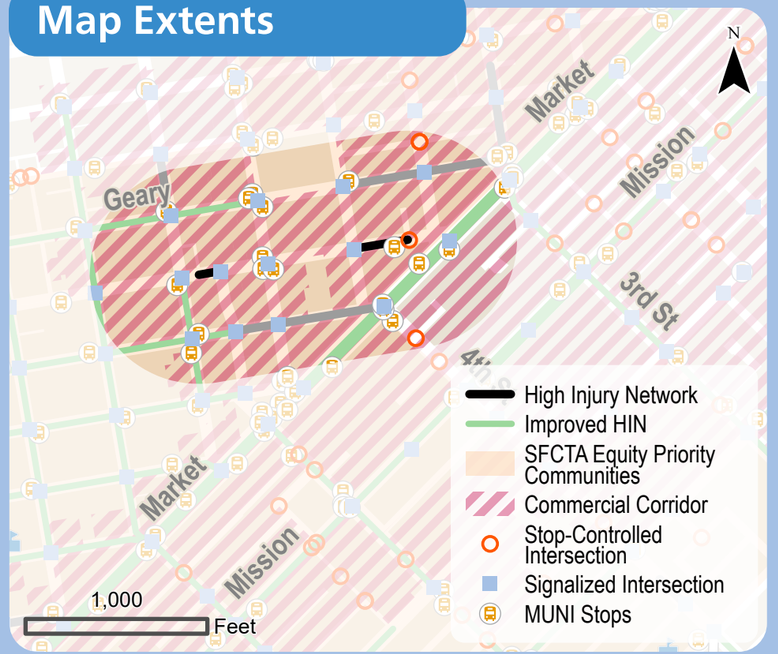
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

OFARRELL ST
Elwood St to Security Pacific Pl

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

OCS

Existing Conditions

High Visibility Crosswalks

Daylighting

Painted Safety Zones

Advanced Limit Lines

Leading Ped. Interval

Pedestrian Countdown

Walk Speed (3 ft/sec)

12" Signal Head

Bike Path

Bike Lane

Bike Route

Separated Bike Lane

Neighborway

0 Bus Zones

0 Flag Stops

High Frequency Transit

38, 38R
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks

Daylighting

Painted Safety Zones

Advanced Limit Lines

Leading Ped. Interval

Pedestrian Countdown

Walk Speed (3 ft/sec)

12" Signal Head

Fatal and Severe Injury Collisions*

2017 - 2022

0 0 0 0 0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/ Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements

Legend

Full Corridor Implementation

Partial Corridor Implementation

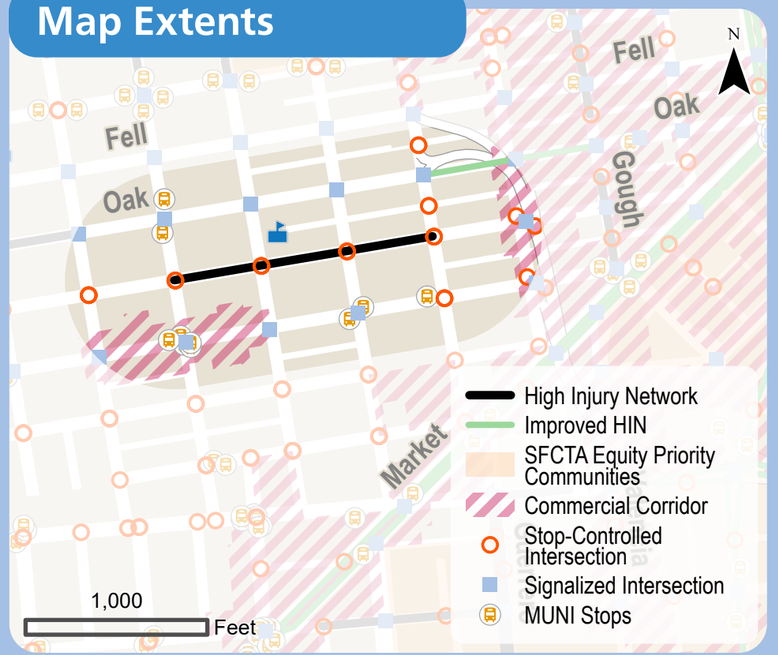
No Corridor Implementation

PAGE ST
Fillmore St to Laguna St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 15

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	NA Advanced Limit Lines	NA Leading Ped. Interval	NA Pedestrian Countdown	NA Walk Speed (3 ft/sec)	NA 12" Signal Head	
Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway				
0 Bus Zones	0 Flag Stops	High Frequency Transit						

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	NA Advanced Limit Lines	NA Leading Ped. Interval	NA Pedestrian Countdown
NA Walk Speed (3 ft/sec)	NA 12" Signal Head				

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit
Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

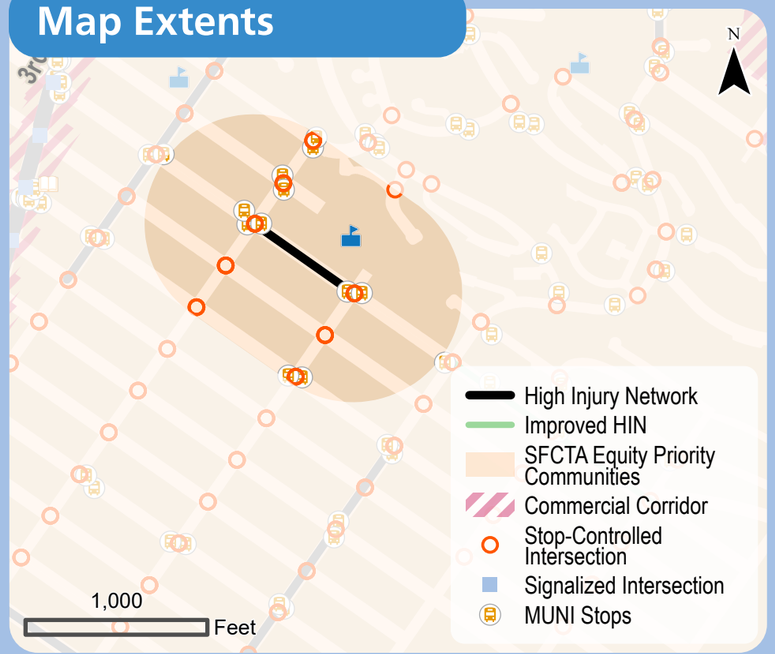
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

PALOU AVE
Keith St to Jennings St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

OCS

School, Park, or Library ✓

Commercial Corridor

Equity Priority Community ✓

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	4 Flag Stops	High Frequency Transit	Route
			15, 23

Fatal and Severe Injury Collisions*

2017 - 2022

Pedestrian	Bicyclist	Motor Vehicle	Motorcyclist	Other
0	0	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

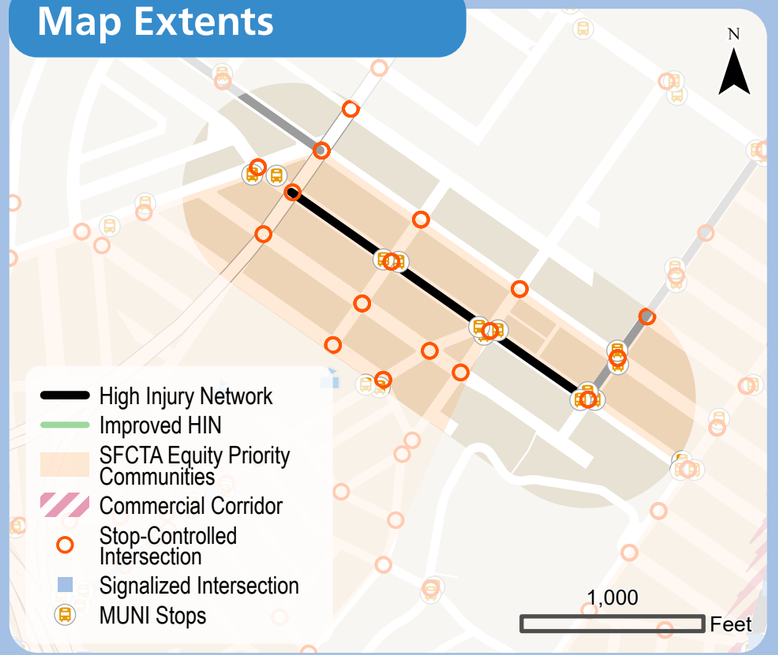
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

PALOU AVE
Selby St to Phelps St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	8 Flag Stops	High Frequency Transit	Route
BUS ZONE		HIGH FREQ	24, 44, 23

School, Park, or Library ✓

Commercial Corridor

Equity Priority Community ✓

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
3			NA	NA	NA	NA	NA

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	0	0	3

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit
				SPEED LIMIT

Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

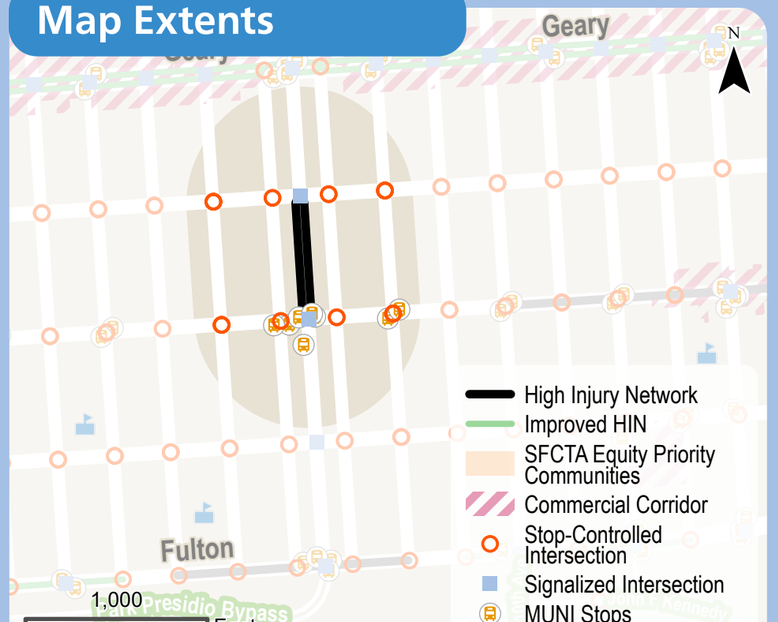
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

PARK PRESIDIO BLVD
Anza St to Balboa St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

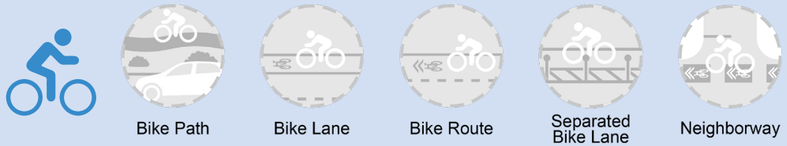
6 LANES

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

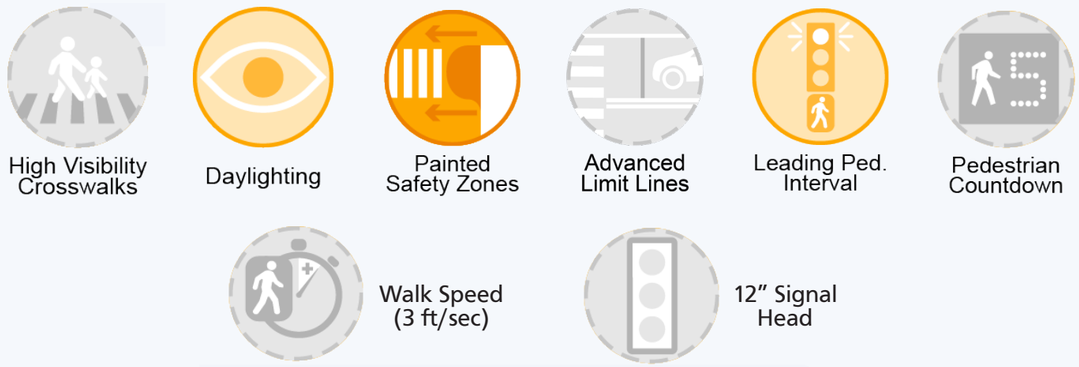


Fatal and Severe Injury Collisions*

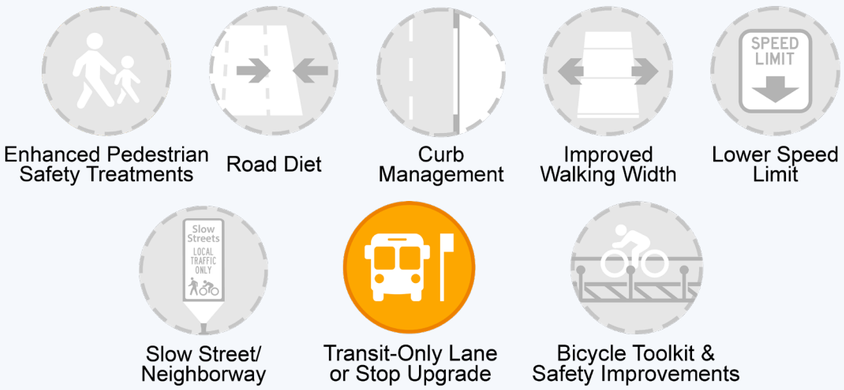
2017 - 2022

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

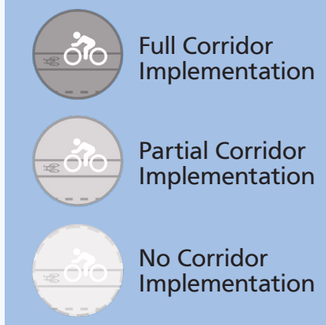
QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS



Legend

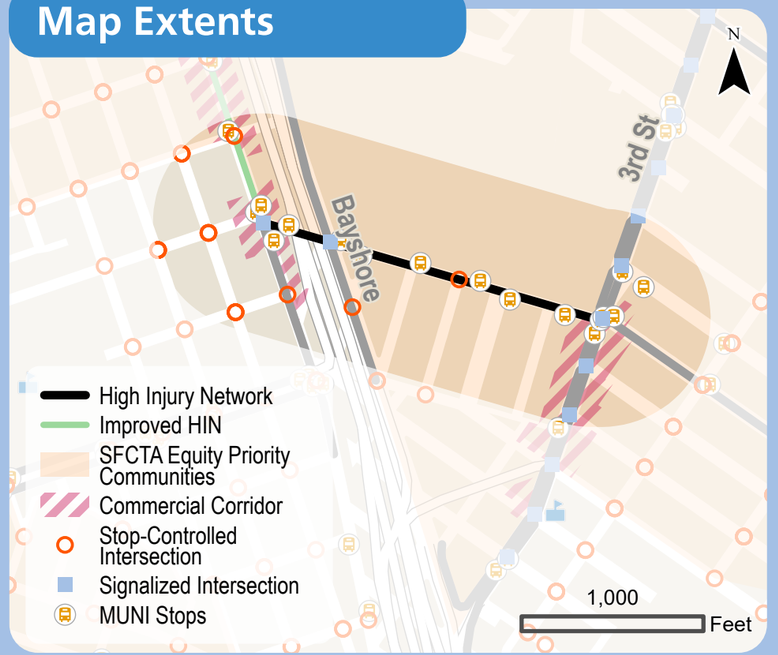


PAUL AVE
San Bruno Ave to 3rd St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 8 Flag Stops
- High Frequency Transit
- 29 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	2	3	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 11 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

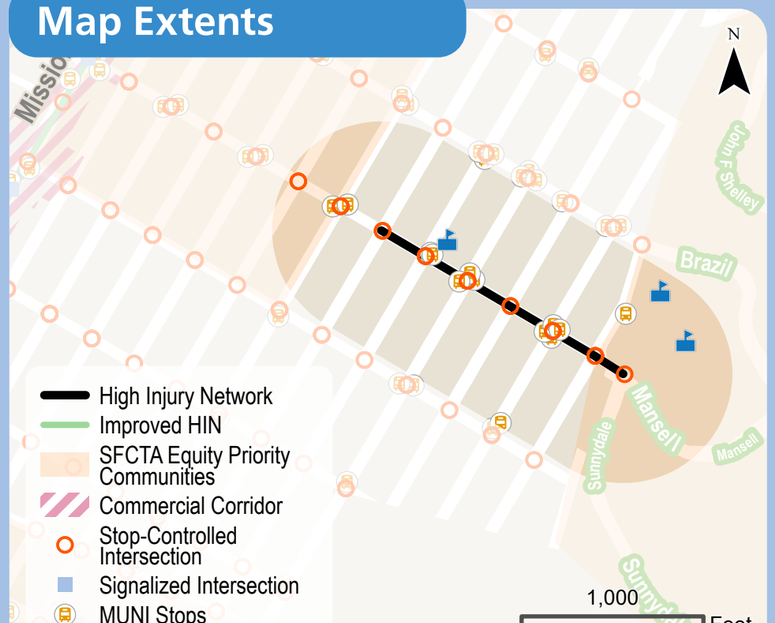
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

PERSIA AVE
Vienna St to Sunnydale Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	9 Flag Stops	High Frequency Transit

29, 54, 52
Route

School, Park, or Library ✓

Commercial Corridor

Equity Priority Community ✓

Fatal and Severe Injury Collisions*

2017 - 2022

Pedestrian	Bicyclist	Motor Vehicle	Motorcyclist	Other
0	2	1	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
3			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

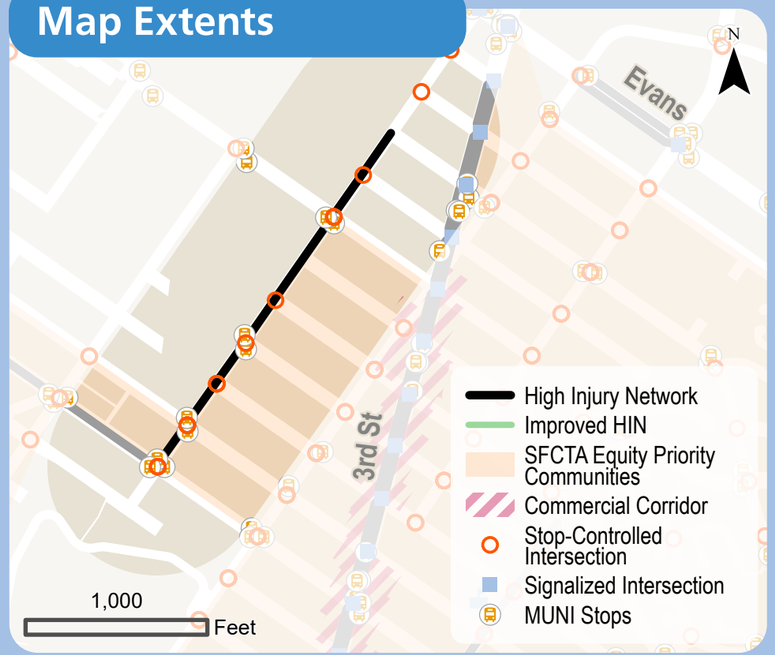
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

PHELPS ST
Palou Ave to Hudson Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	5 Flag Stops	High Frequency Transit	Route
BUS ZONE		HIGH FREQ	15

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

Ped	Bike	Motor Vehicle	Ped	Motor Vehicle
0	1	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
23			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
				SPEED LIMIT	Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

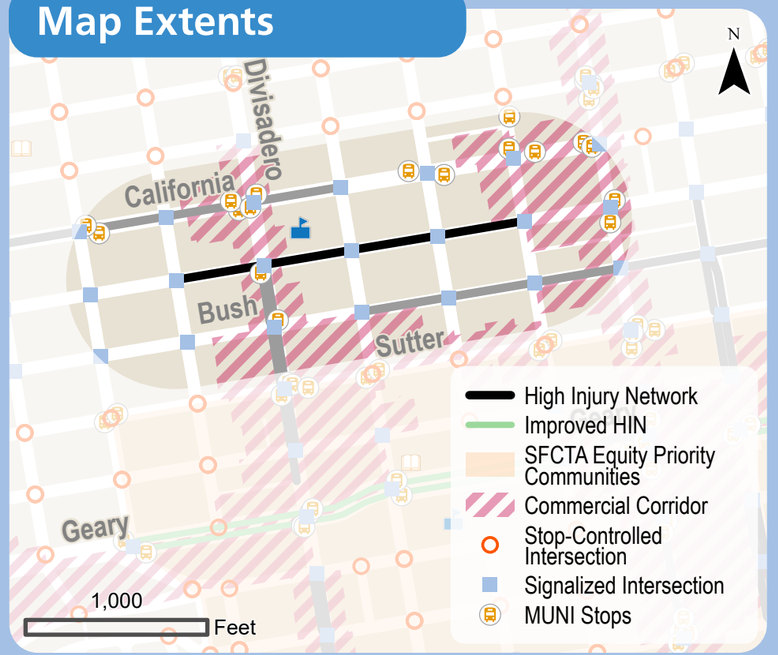
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

PINE ST
Broderick St to Steiner St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	2	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

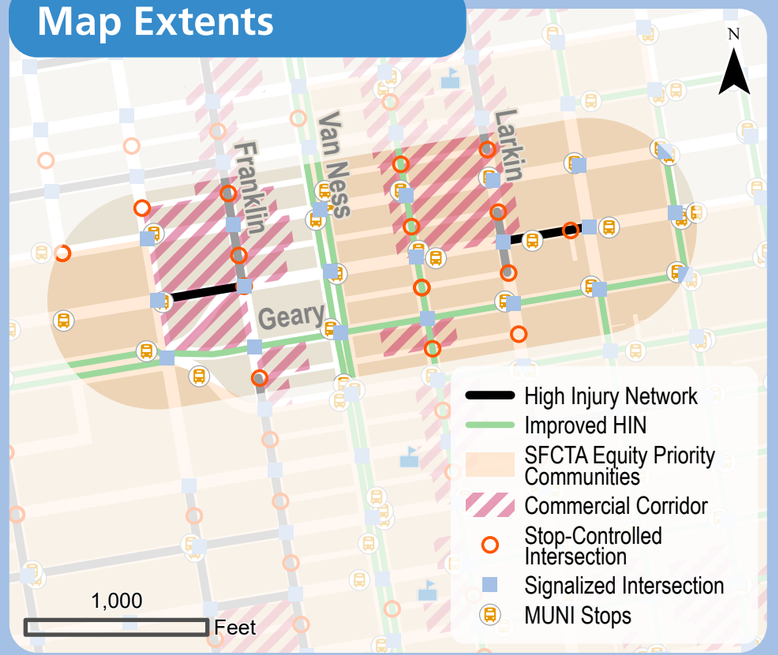
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

POST ST
Gough St to Hyde St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	3	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 5 High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

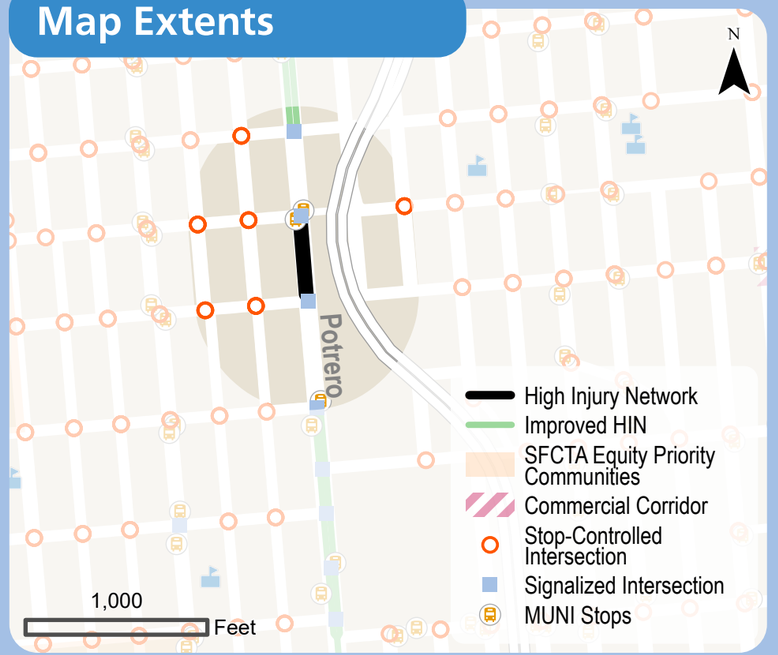
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

POTRERO AVE
19th St to 20th St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 2 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 33, 9R, 9 — Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

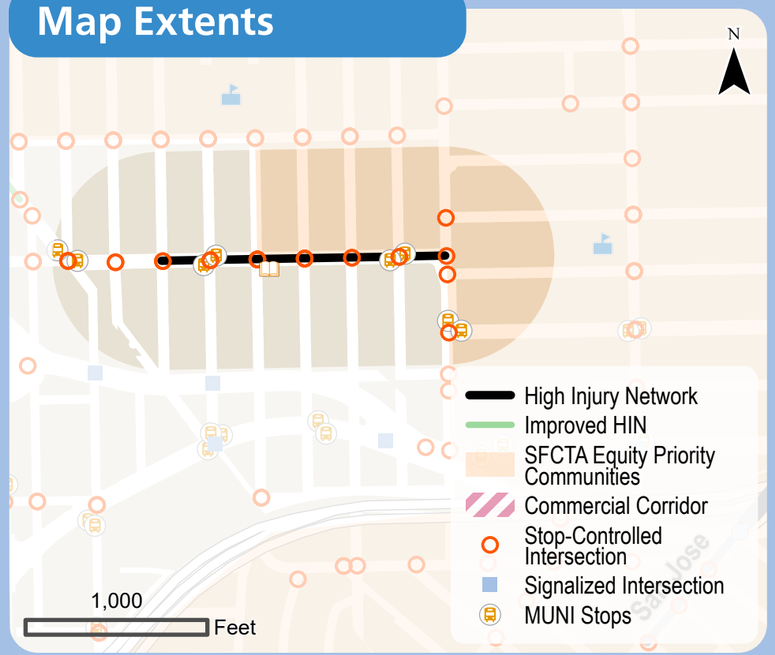
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

RANDOLPH ST
Vernon St to Orizaba Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	4 Flag Stops	High Frequency Transit	Route
BUS ZONE		HIGH FREQ	M

School, Park, or Library ✓

Commercial Corridor

Equity Priority Community ✓

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
6			NA	NA	NA	NA	NA

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit
				SPEED LIMIT

Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

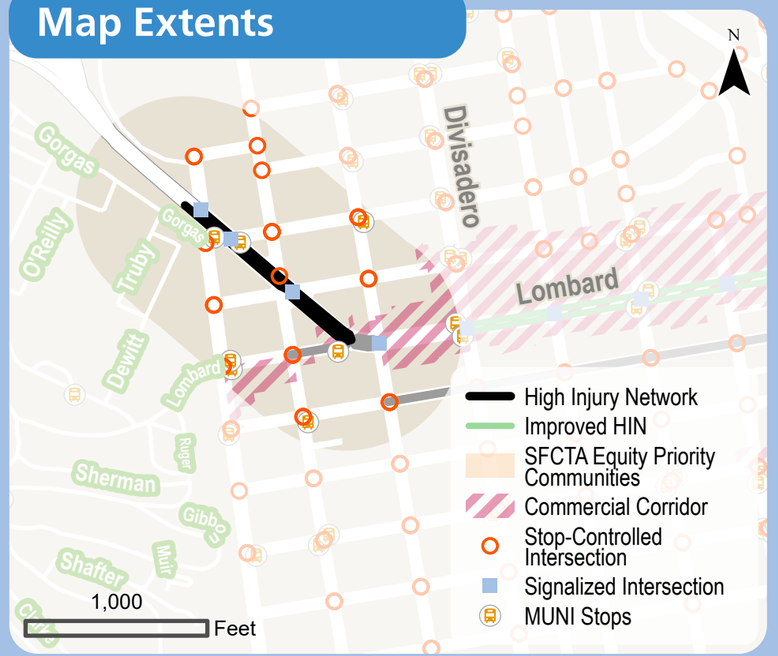
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

RICHARDSON AVE
Gorgas Ave to Lombard St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY / TWO WAY

5 LANES

POSTED SPEED LIMIT NA

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 2 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 28 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	3	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

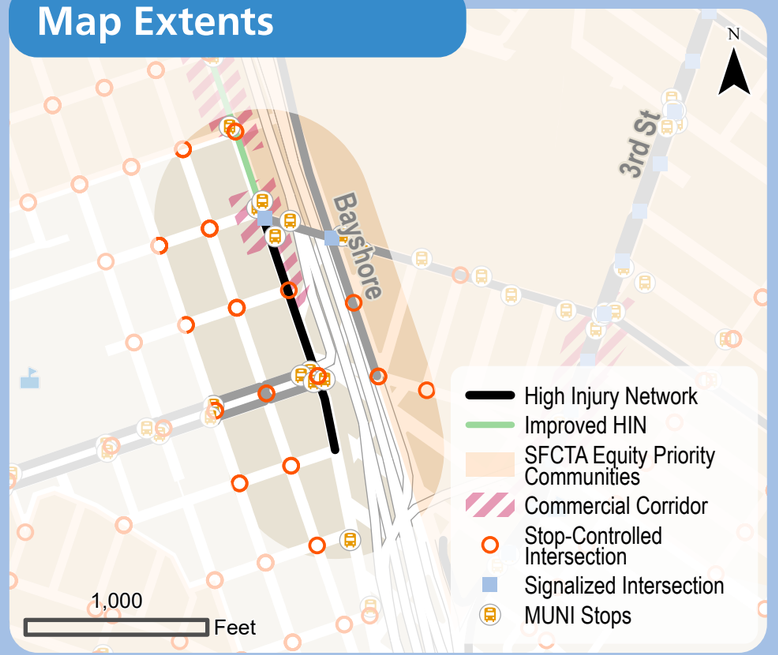
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

SAN BRUNO AVE
Paul Ave to Ordway St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 1 Bus Zones
- 3 Flag Stops
- HIGH FREQ — High Frequency Transit

8, 9R, 9, 29, 8AX
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	0	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

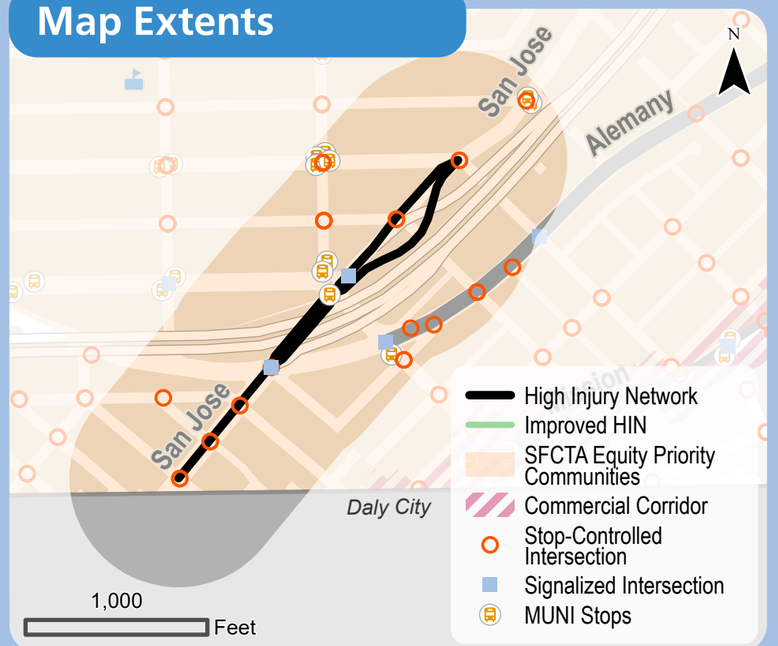
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

SAN JOSE AVE
Goethe St to Broad St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 35

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- BUS ZONE — 1 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 714 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	3	2	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 5 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway (Slow Streets — LOCAL TRAFFIC ONLY)
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

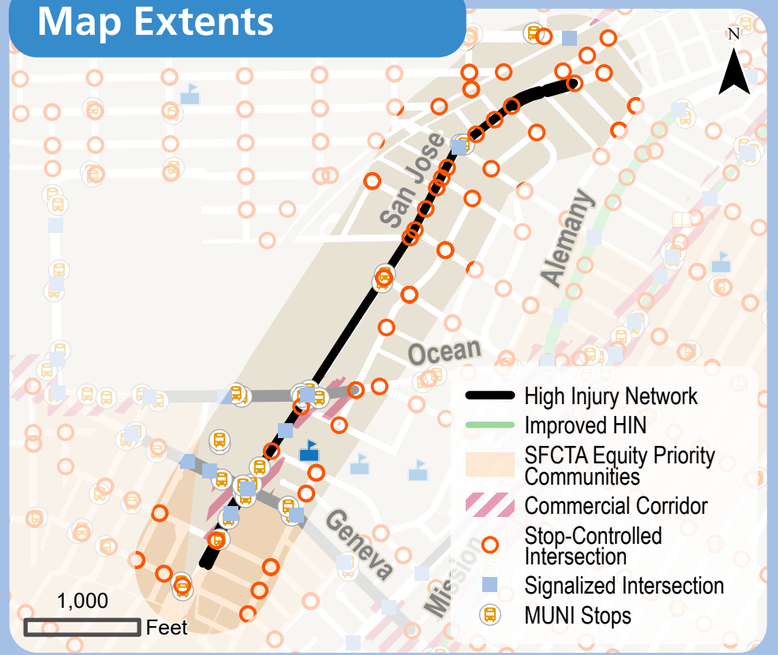
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

SAN JOSE AVE
Shawnee Ave to Theresa St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY / TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 4 Bus Zones
- 4 Flag Stops
- High Frequency Transit

J, 714, KBUS, 54, M
Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	5	1	0	2

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks (24)
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

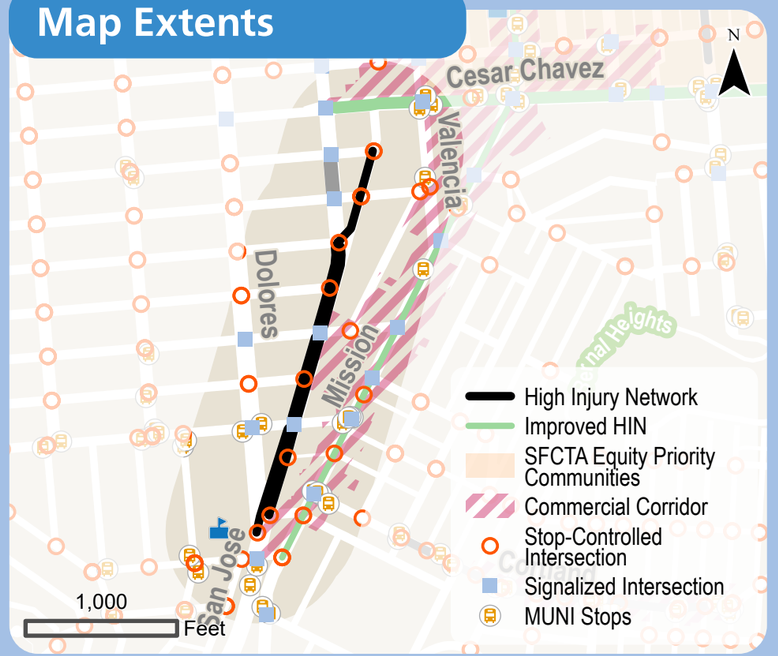
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

SAN JOSE AVE
27th St to Brook St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 30

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 0 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- J — Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

1	1	3	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 12 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

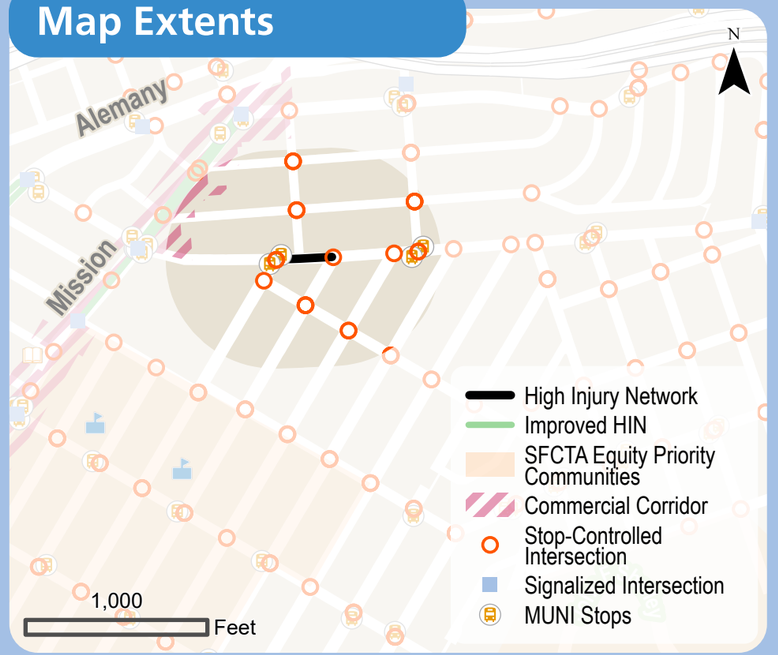
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

SILVER AVE
Lisbon St to Madrid St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

OCS

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	2 Flag Stops	High Frequency Transit	Route
BUS ZONE		HIGH FREQ	44

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	0	1	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
				SPEED LIMIT	Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

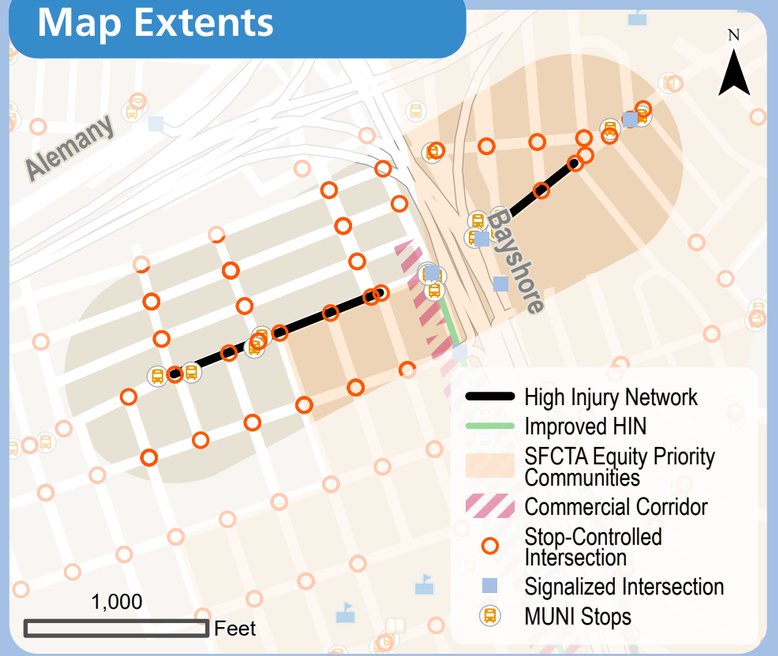
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

SILVER AVE
Holyoke St to Ledyard St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

3 Bus Zones	2 Flag Stops	High Frequency Transit	Route
BUS ZONE		HIGH FREQ	44

School, Park, or Library ✓

Commercial Corridor

Equity Priority Community ✓

Fatal and Severe Injury Collisions*

2017 - 2022

Ped	Bike	Motor Vehicle	Motorcycle	Other
0	1	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
3			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
				SPEED LIMIT	Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

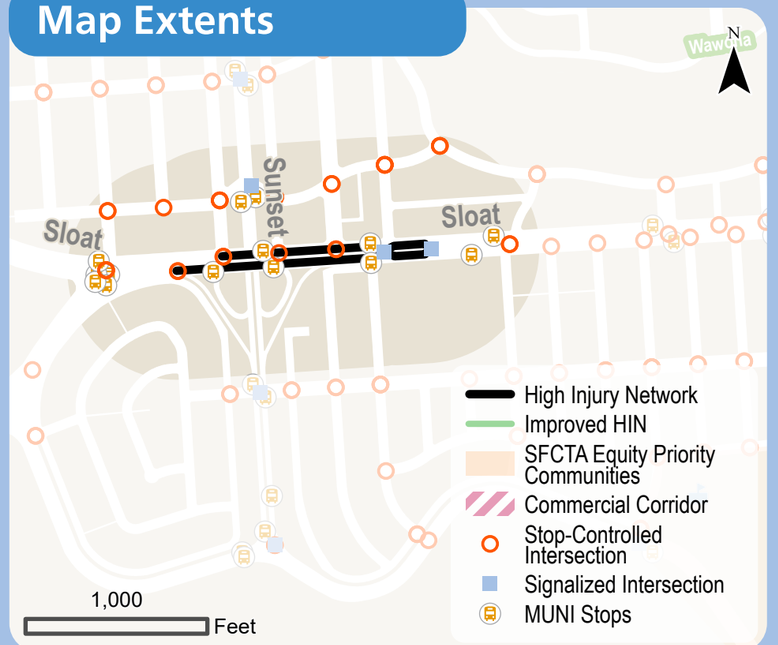
SLOAT BLVD

On-ramp to Sunset Blvd to Lakeshore Plaza driveway

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

5 LANES

POSTED SPEED LIMIT 40

OCS

Slow Streets LOCAL TRAFFIC ONLY

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- BUS ZONE — 3 Bus Zones
- 2 Flag Stops
- HIGH FREQ — High Frequency Transit
- 23, 58 — Route

Fatal and Severe Injury Collisions*

2017 - 2022

0	3	0	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway (Slow Streets LOCAL TRAFFIC ONLY)
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

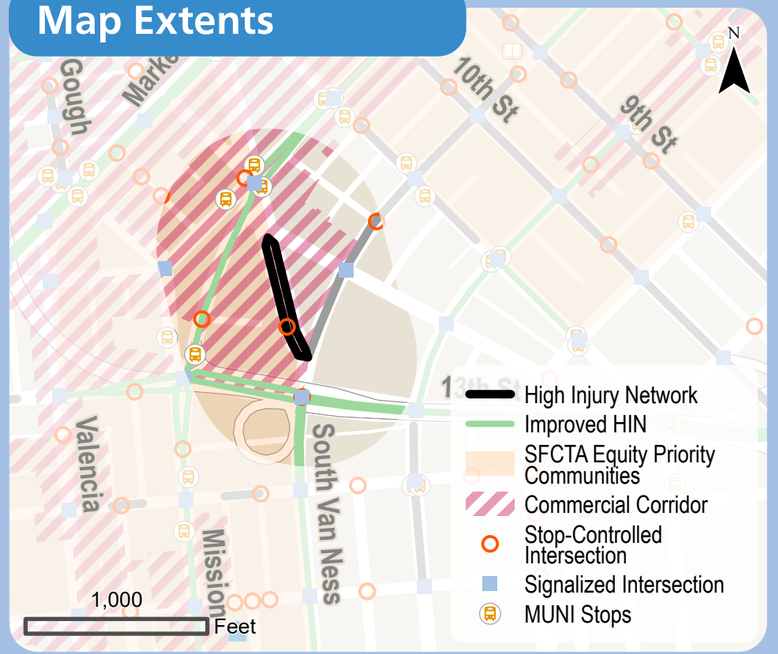
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

SOUTH VAN NESS AVE
12th St to 13th St/Freeway ramp

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head	
NA	NA	NA	NA	NA				
Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway				
0 Bus Zones	0 Flag Stops	High Frequency Transit						

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community ✓

Fatal and Severe Injury Collisions*

2017 - 2022

1	0	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

6					
High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown
NA	Walk Speed (3 ft/sec)	NA	12" Signal Head		

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit
Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

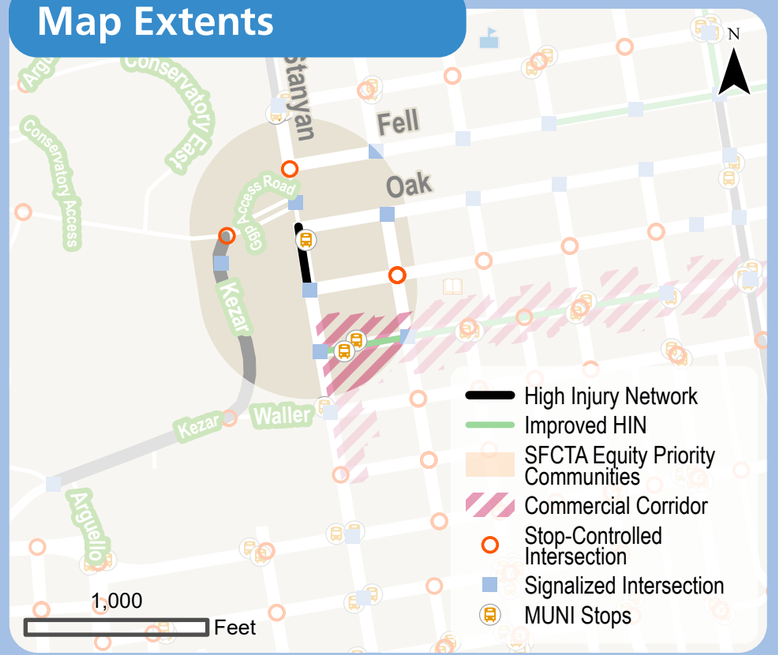
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

STANYAN ST
Oak St to Page St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 1 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 33 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit — SPEED LIMIT
- Slow Street/ Neighborway — Slow Streets, LOCAL TRAFFIC ONLY
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

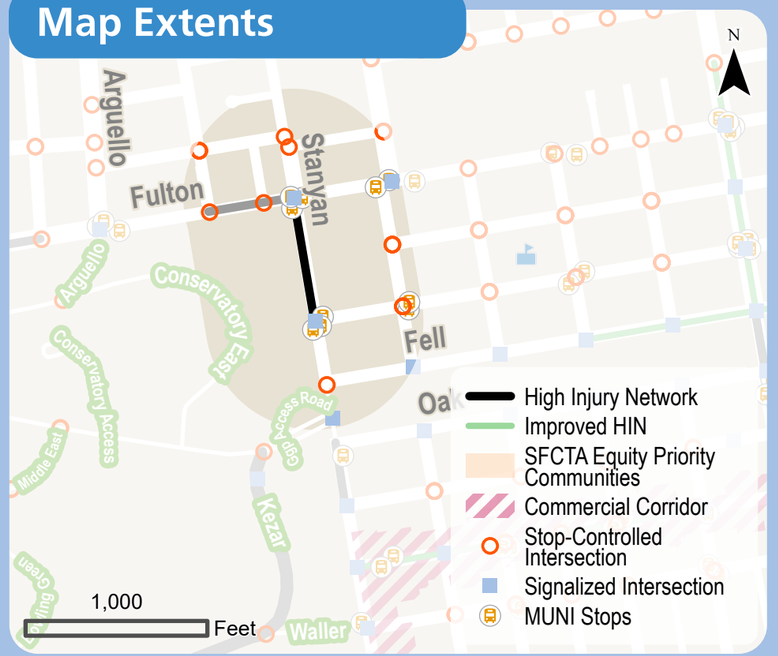
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

STANYAN ST
Fulton St to Hayes St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

3 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- BUS ZONE — 6 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 33 Route

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	2	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

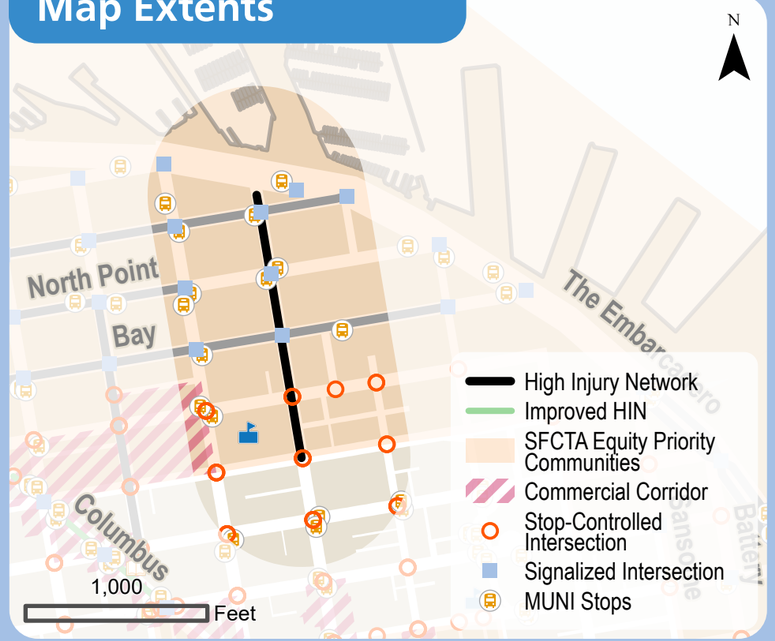
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

STOCKTON ST
The Embarcadero to Chestnut St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

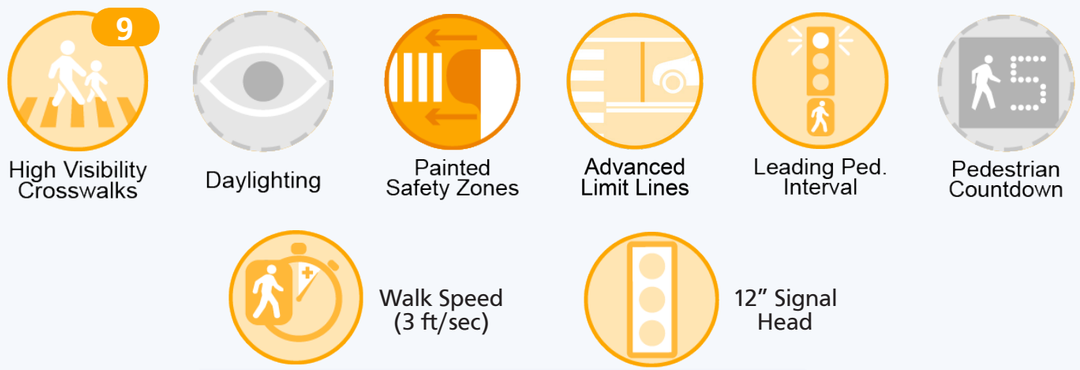
Existing Conditions

School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

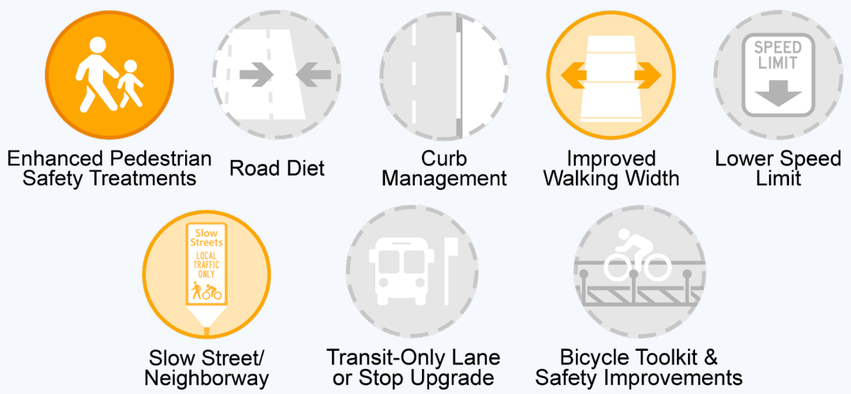


Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS



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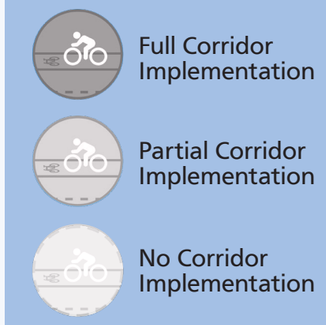
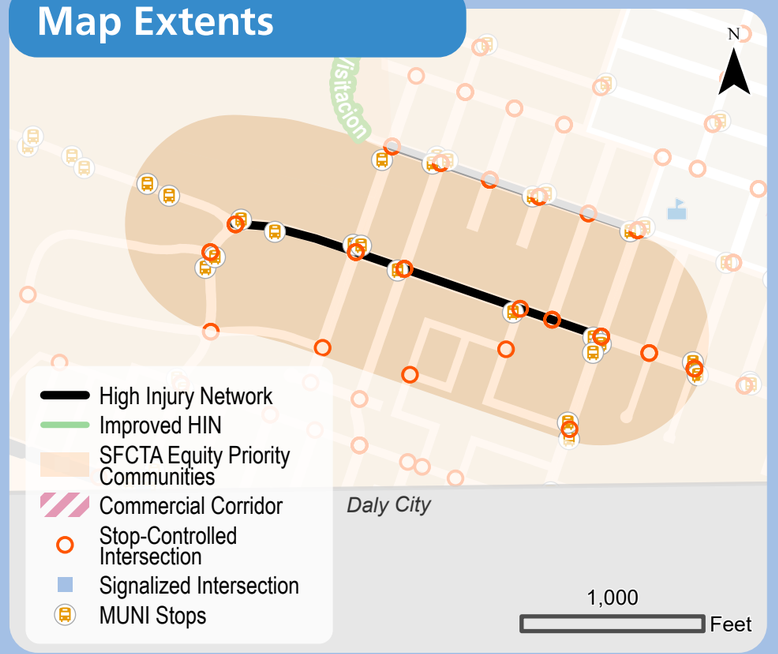


SUNNYDALE AVE
Santos St to Schwerin St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

OCS

Existing Conditions

High Visibility Crosswalks

Daylighting

Painted Safety Zones

NA Advanced Limit Lines

NA Leading Ped. Interval

NA Pedestrian Countdown

NA Walk Speed (3 ft/sec)

NA 12" Signal Head

Bike Path

Bike Lane

Bike Route

Separated Bike Lane

Neighborway

0 Bus Zones

6 Flag Stops

High Frequency Transit

56 Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks

Daylighting

Painted Safety Zones

NA Advanced Limit Lines

NA Leading Ped. Interval

NA Pedestrian Countdown

NA Walk Speed (3 ft/sec)

NA 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments

Road Diet

Curb Management

Improved Walking Width

Lower Speed Limit

Slow Street/ Neighborway

Transit-Only Lane or Stop Upgrade

Bicycle Toolkit & Safety Improvements

Legend

Full Corridor Implementation

Partial Corridor Implementation

No Corridor Implementation

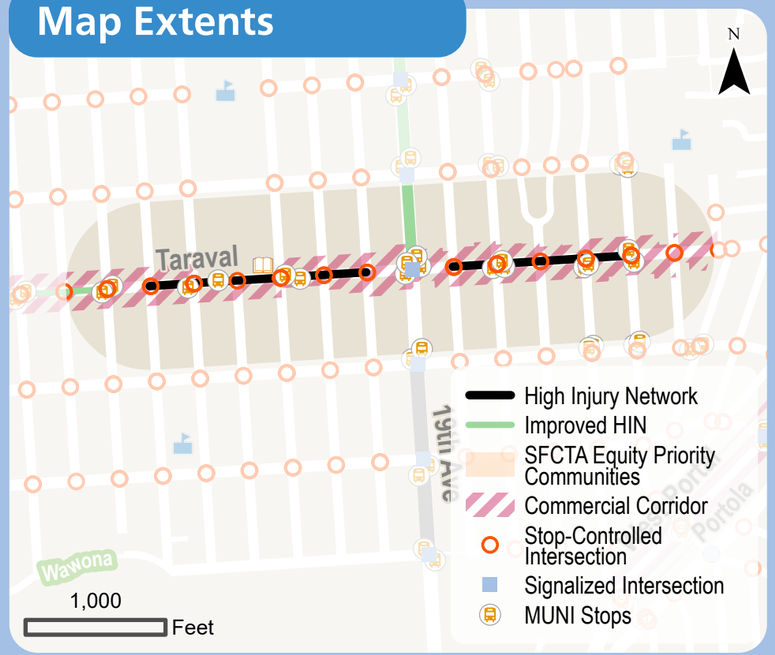
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

TARAVAL ST
25th Ave to 14th Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	8 Flag Stops	High Frequency Transit	Route
BUS ZONE		HIGH FREQ	LBUS

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	4	2	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
				SPEED LIMIT	Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

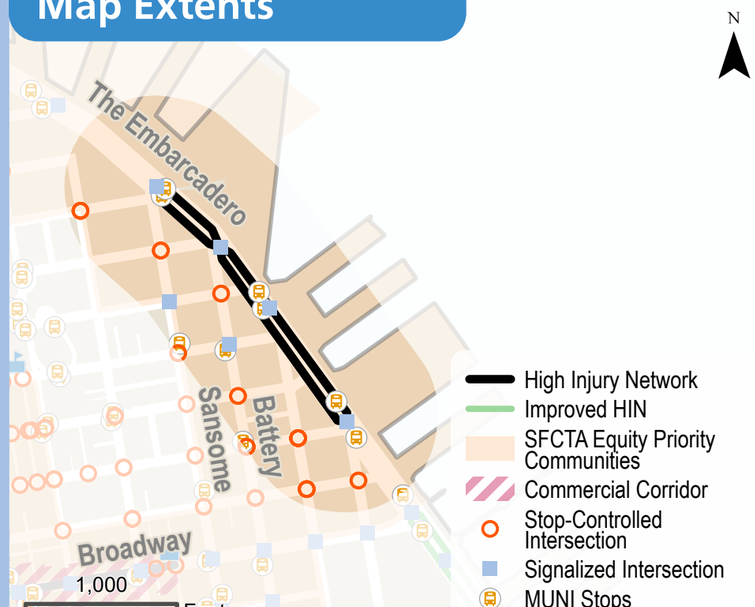
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

THE EMBARCADERO
Chestnut St to Green St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 30

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit
- F Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

3	0	1	0	2

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

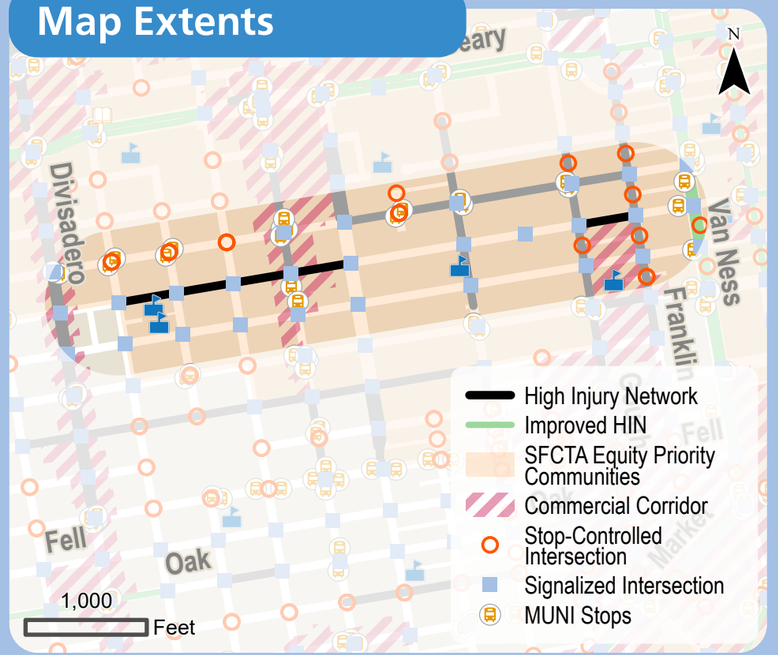
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

TURK ST
Scott St to Franklin St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

4 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

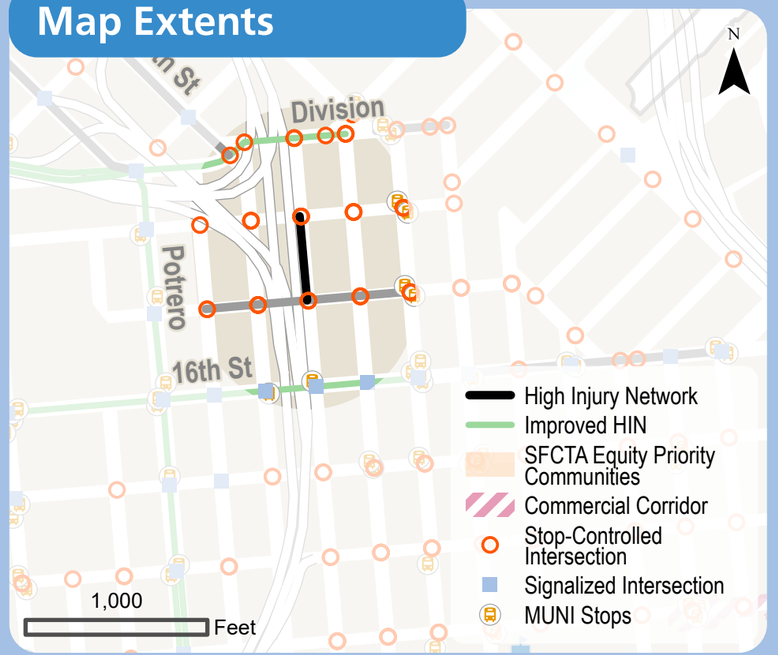
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

VERMONT ST
Alameda St to 15th St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	0 Flag Stops	High Frequency Transit
		HIGH FREQ

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	0	0	0

*Extents reflect a sub segment of a longer HIN corridor that has already been treated. Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
6			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit
				SPEED LIMIT

Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements
Slow Streets LOCAL TRAFFIC ONLY		

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

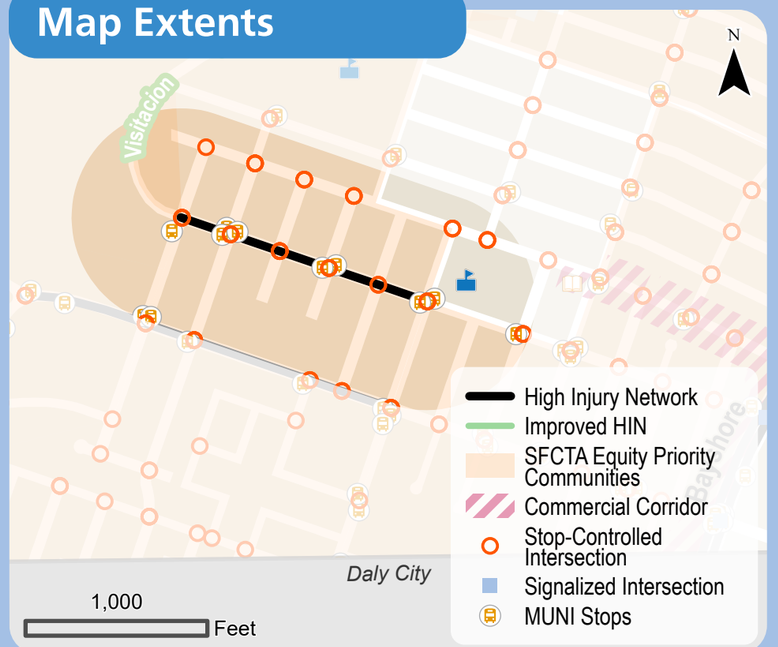
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

VISITACION AVE
Hahn St to Schwerin St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

2 LANES

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
			NA	NA	NA	NA	NA

Bike Path	Bike Lane	Bike Route	Separated Bike Lane	Neighborway

0 Bus Zones	7 Flag Stops	High Frequency Transit

8, 8BX, 56
Route

School, Park, or Library ✓

Commercial Corridor

Equity Priority Community ✓

Fatal and Severe Injury Collisions*

2017 - 2022

Ped	Bike	Motor Vehicle	Ped/Bike	Motor Vehicle
0	0	0	0	1

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

High Visibility Crosswalks	Daylighting	Painted Safety Zones	Advanced Limit Lines	Leading Ped. Interval	Pedestrian Countdown	Walk Speed (3 ft/sec)	12" Signal Head
12			NA	NA	NA	NA	NA

FUTURE CORRIDOR CONSIDERATIONS

Enhanced Pedestrian Safety Treatments	Road Diet	Curb Management	Improved Walking Width	Lower Speed Limit	Slow Street/ Neighborway	Transit-Only Lane or Stop Upgrade	Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

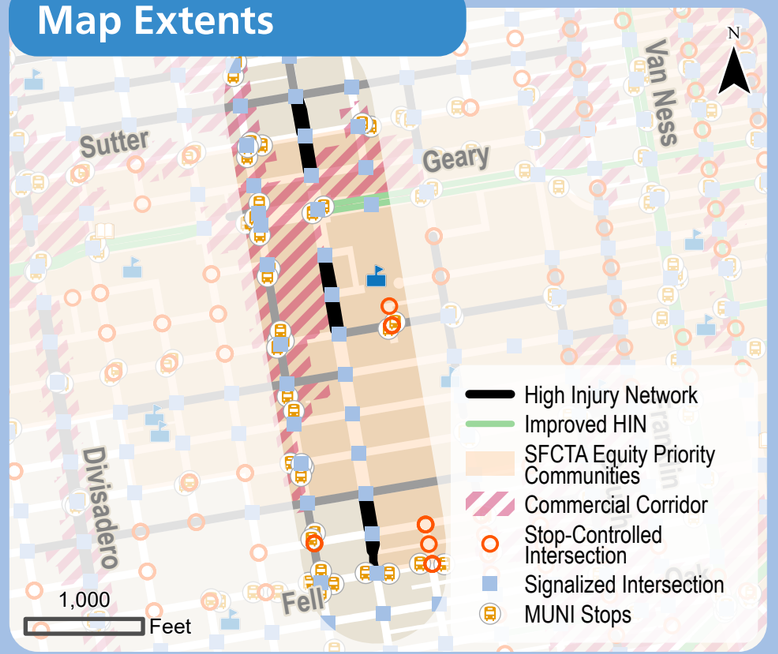
NA indicates not applicable. Treatments apply to signals. No signals along this corridor.

WEBSTER ST
Bush St to Hayes St

SFMTA Vision Zero
Quick-Build Pre-Planning

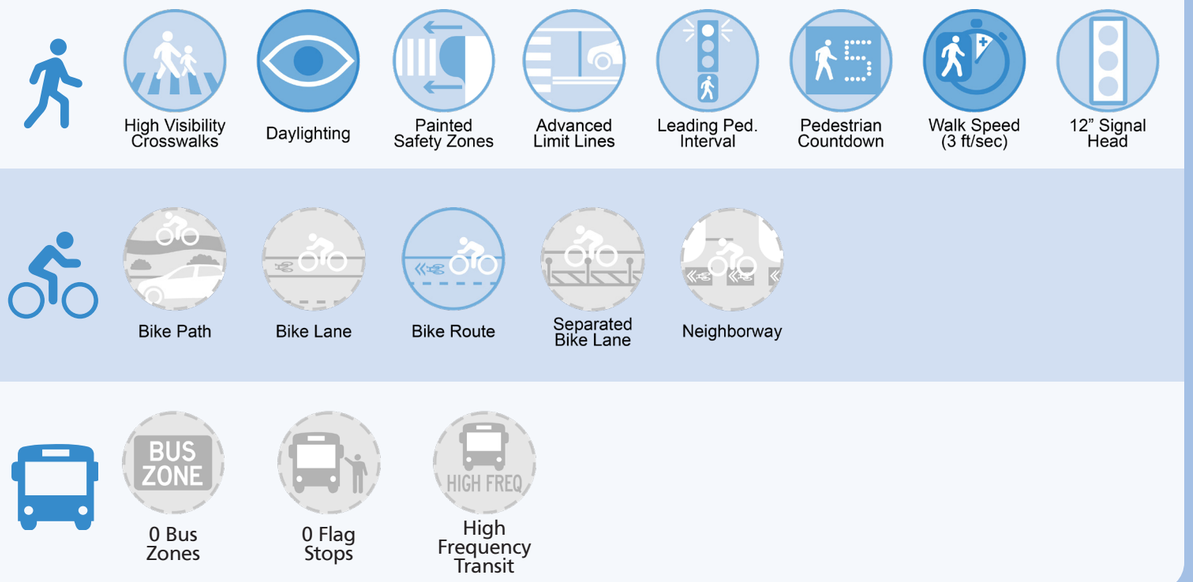
SFMTA

Map Extents



Roadway Characteristics

Existing Conditions



School, Park, or Library

Commercial Corridor

Equity Priority Community

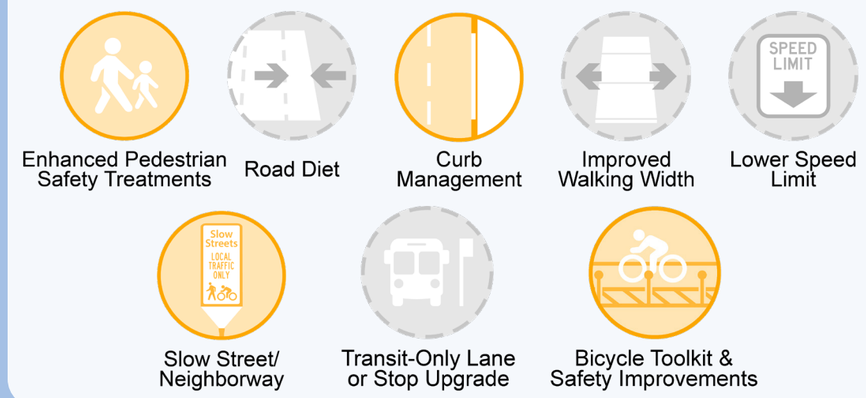
Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

FUTURE CORRIDOR CONSIDERATIONS



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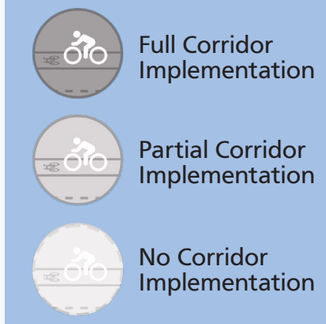
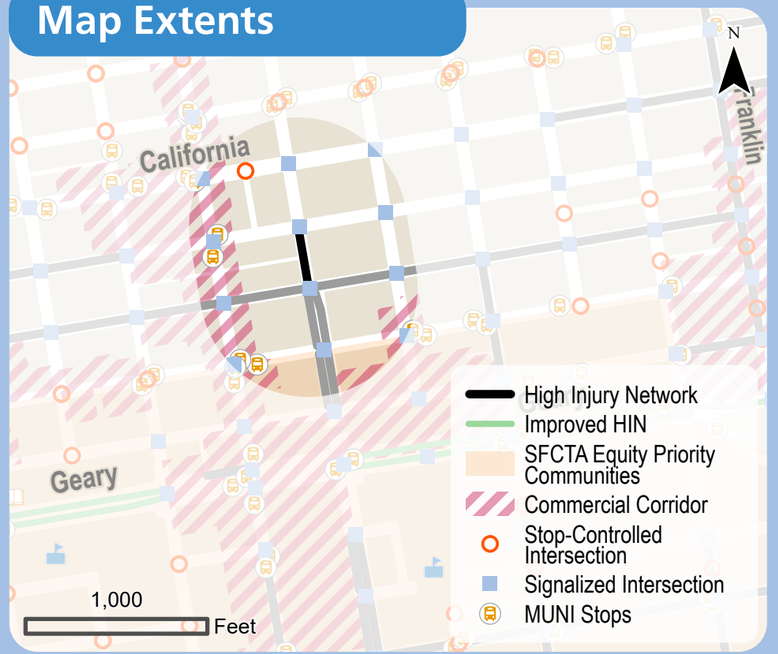


WEBSTER ST
Pine St to Bush St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

2 LANES

OCS

School, Park, or Library

Commercial Corridor

Equity Priority Community

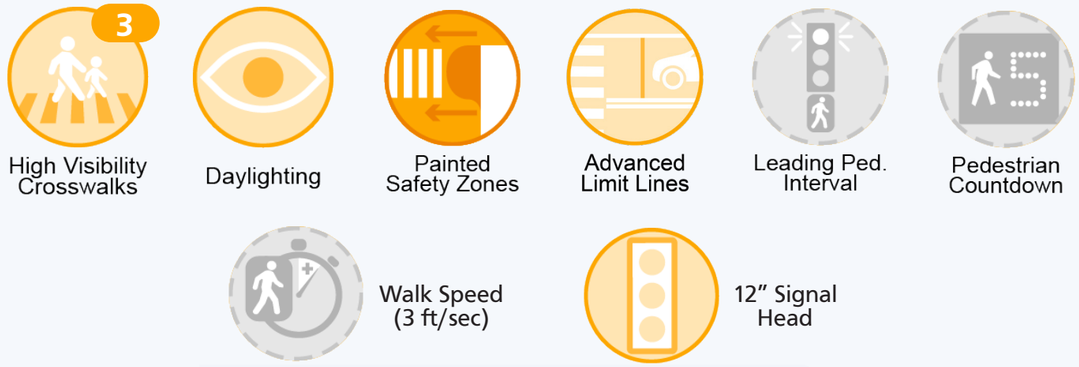
Existing Conditions

Fatal and Severe Injury Collisions*

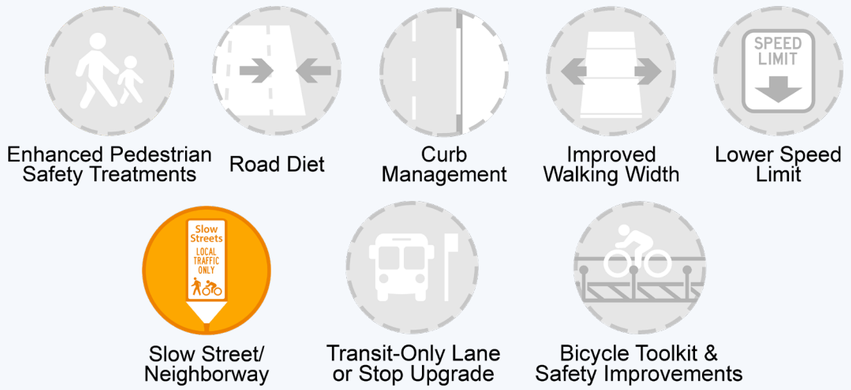
2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS



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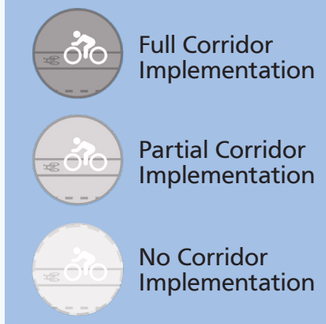
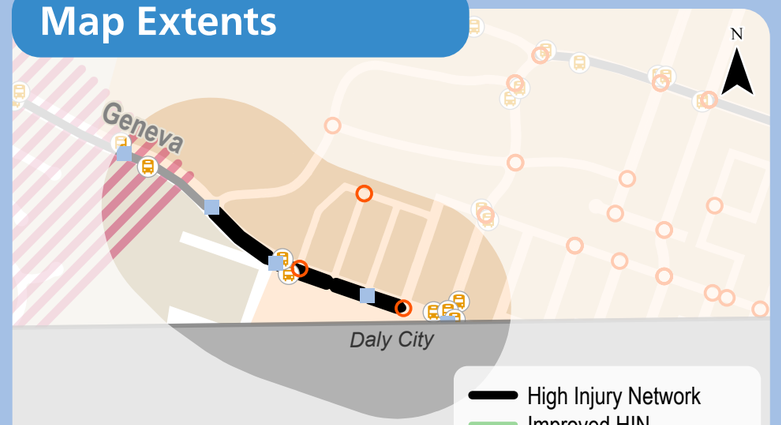


GENEVA AVE
Brookdale Ave to Carrizal St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 35

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- BUS ZONE — 2 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 8, 8BX — Route

School, Park, or Library

Commercial Corridor

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	0	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 9 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway (Slow Streets — LOCAL TRAFFIC ONLY)
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

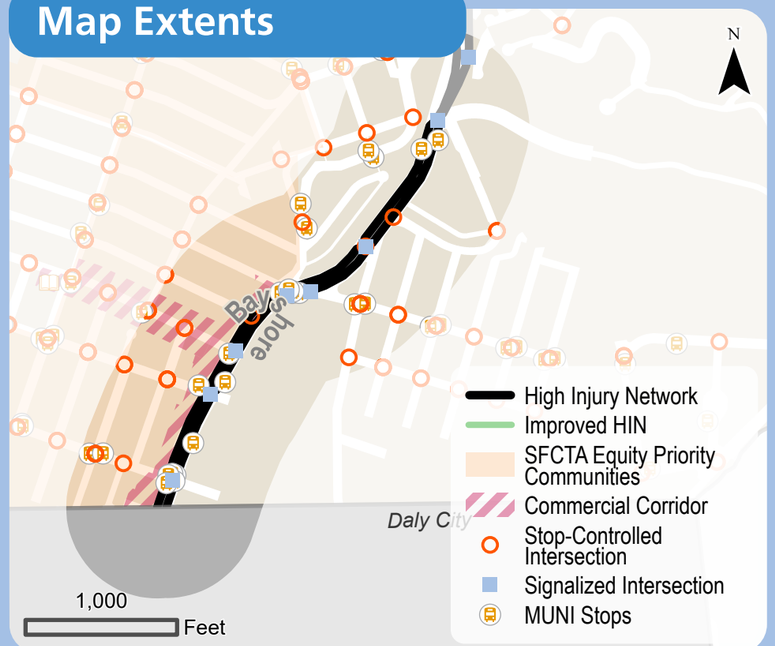
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

3RD ST
Hester Ave/Bayshore Blvd to Sunnydale Ave

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents

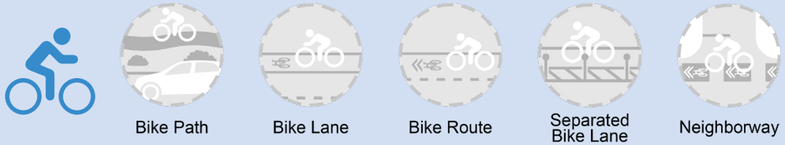


Roadway Characteristics

4 LANES

OCS

Existing Conditions



KT, 8BX, TBUS, 56, 8, 9R, 9, 8AX

Route

School, Park, or Library

Commercial Corridor

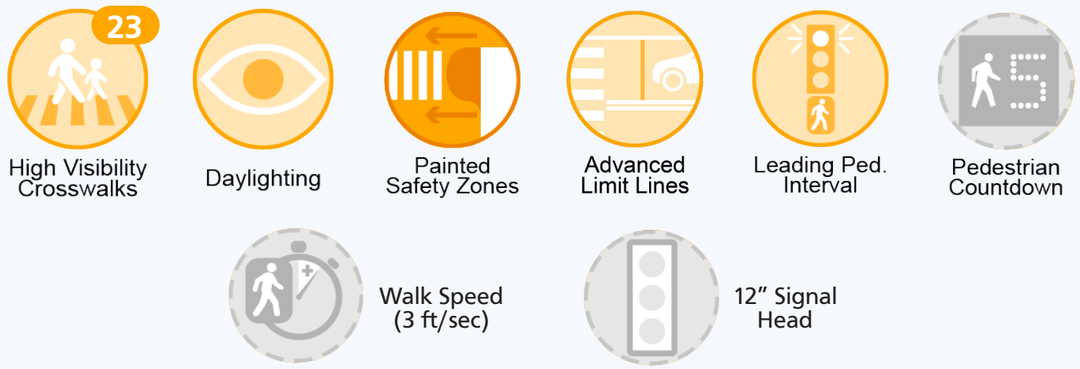
Equity Priority Community

Fatal and Severe Injury Collisions*

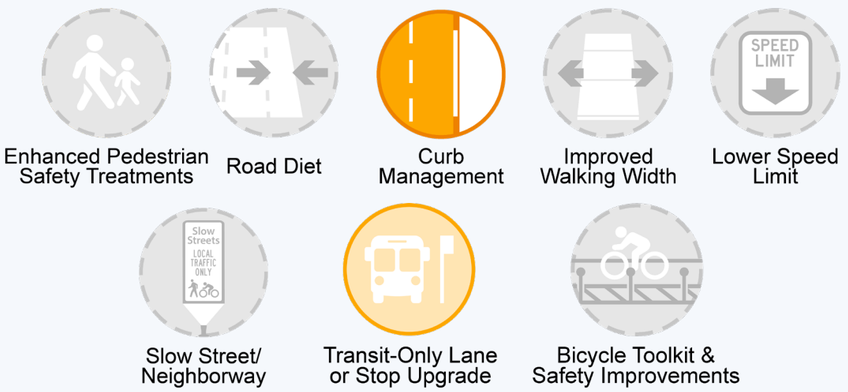
2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

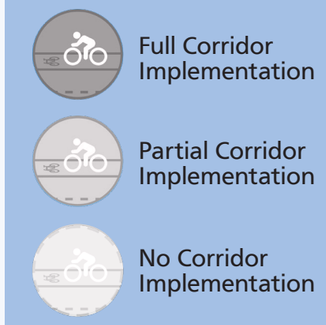
QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS



Legend

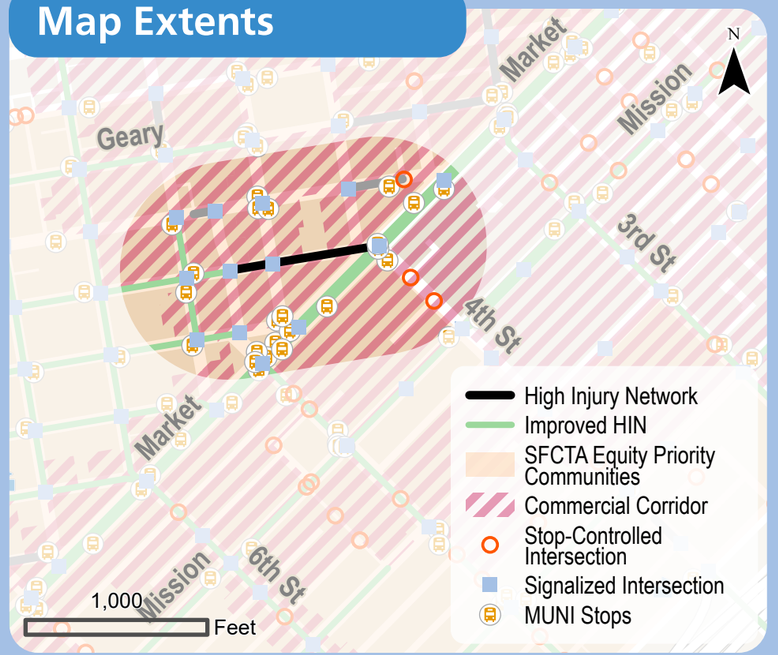


ELLIS ST
Cyril Magnin St to Market St

SFMTA Vision Zero
Quick-Build Pre-Planning

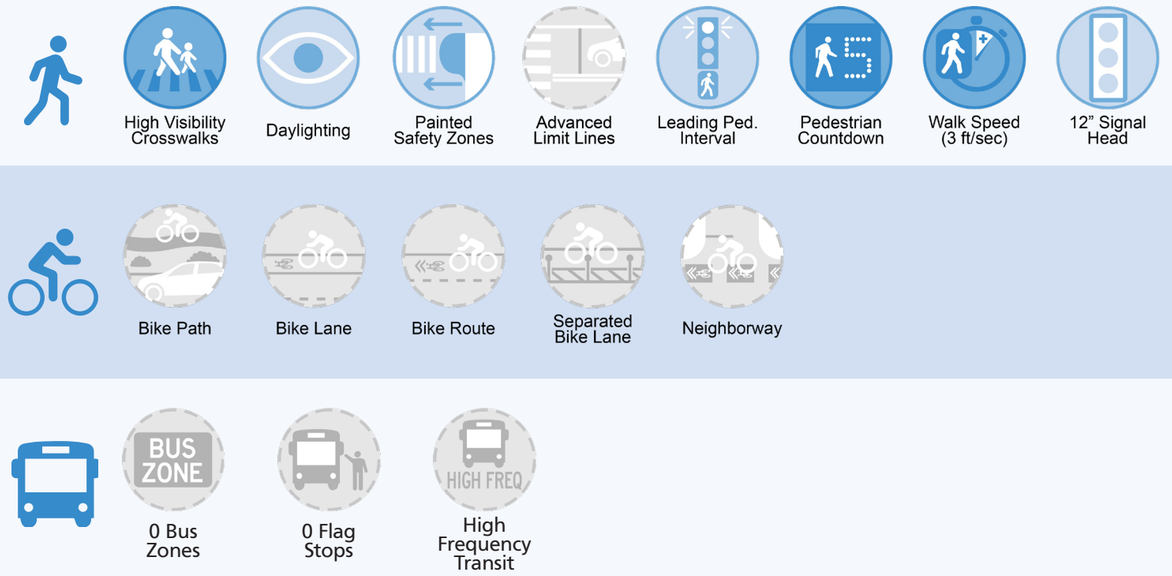
SFMTA

Map Extents



Roadway Characteristics

Existing Conditions

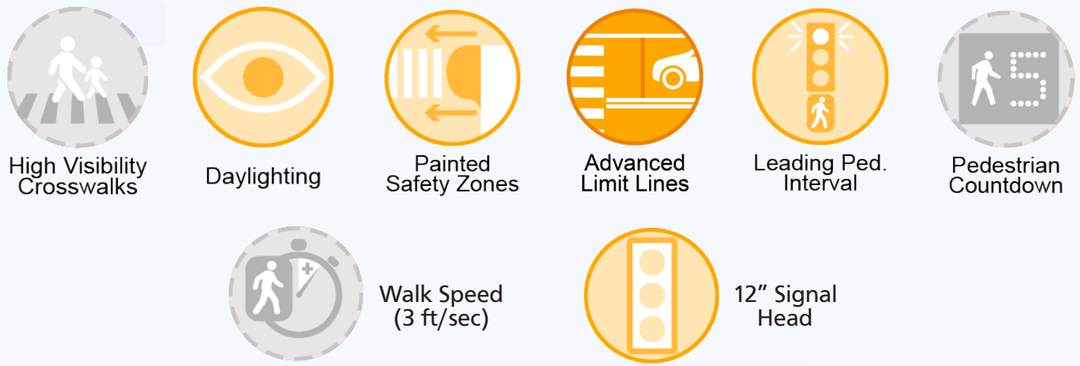


School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION



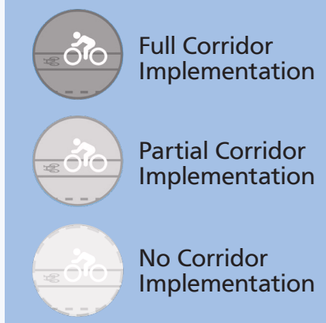
Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS

Legend

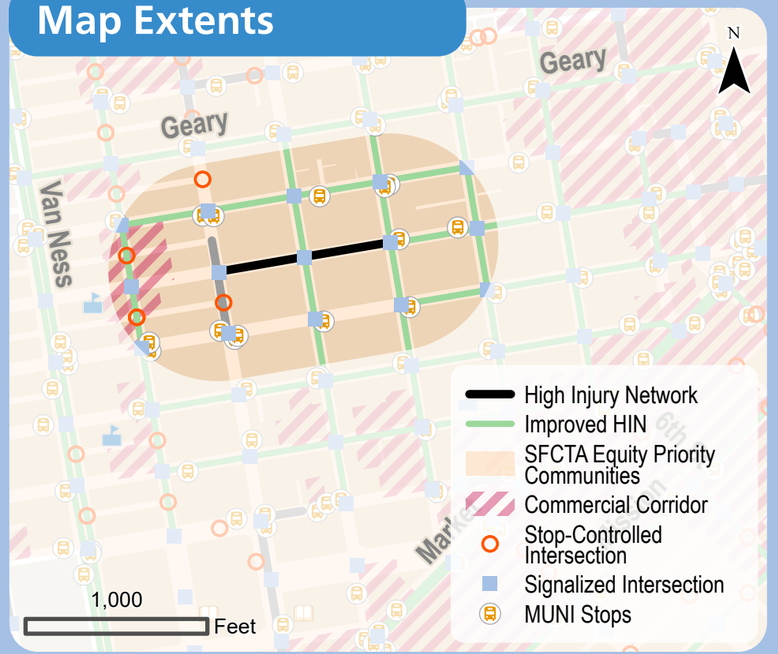


ELLIS ST
Larkin St to Leavenworth St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents

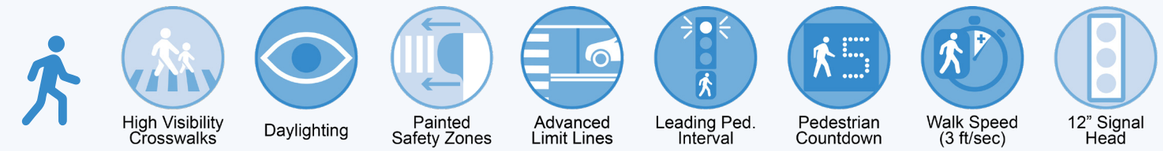


Roadway Characteristics

2 LANES

OCS

Existing Conditions

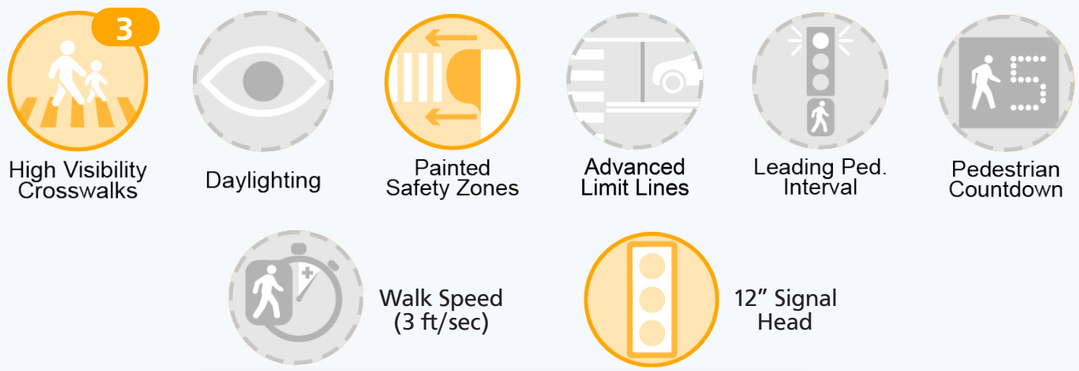


School, Park, or Library

Commercial Corridor

Equity Priority Community

QUICK-BUILD TOOLKIT RECOMMENDATION

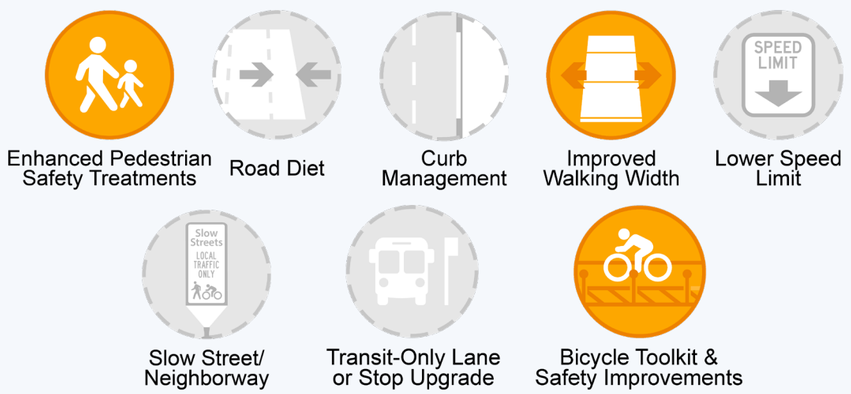


Fatal and Severe Injury Collisions*

2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

FUTURE CORRIDOR CONSIDERATIONS



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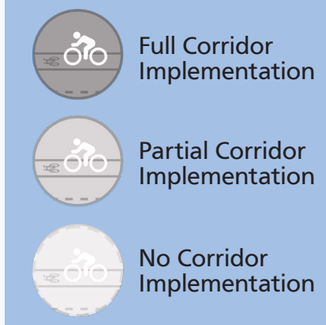
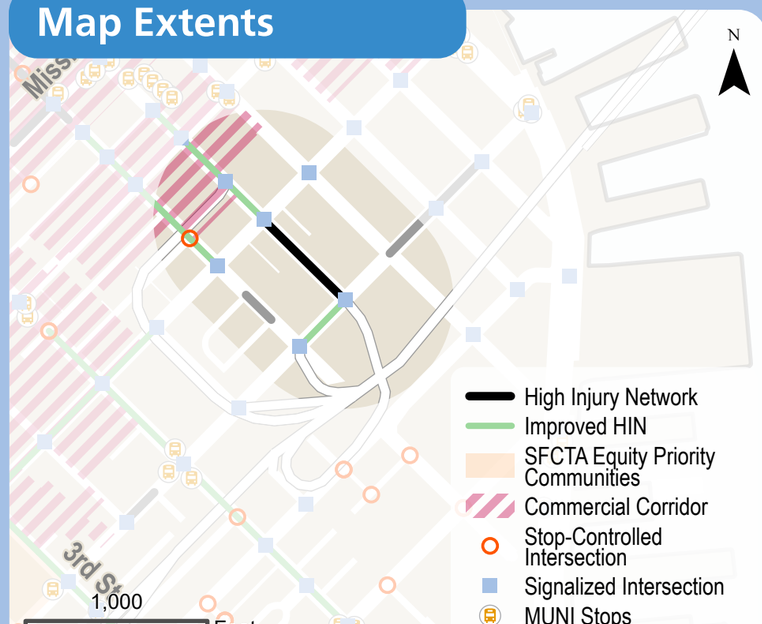


FREMONT ST
Folsom St to Harrison St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



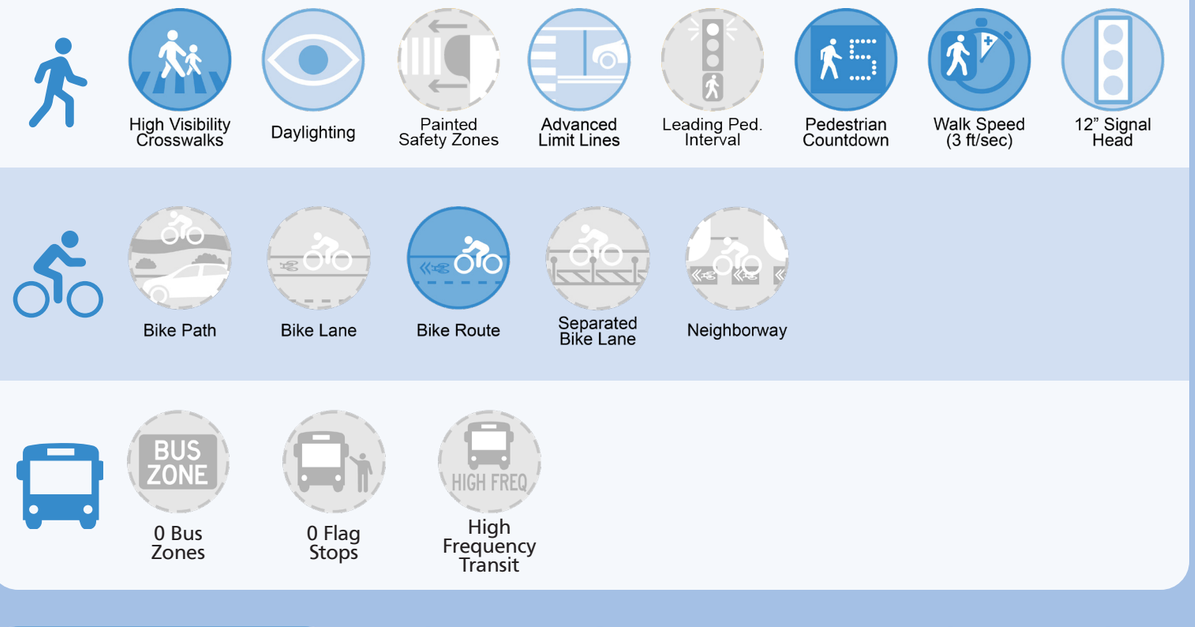
Roadway Characteristics

School, Park, or Library

Commercial Corridor

Equity Priority Community

Existing Conditions

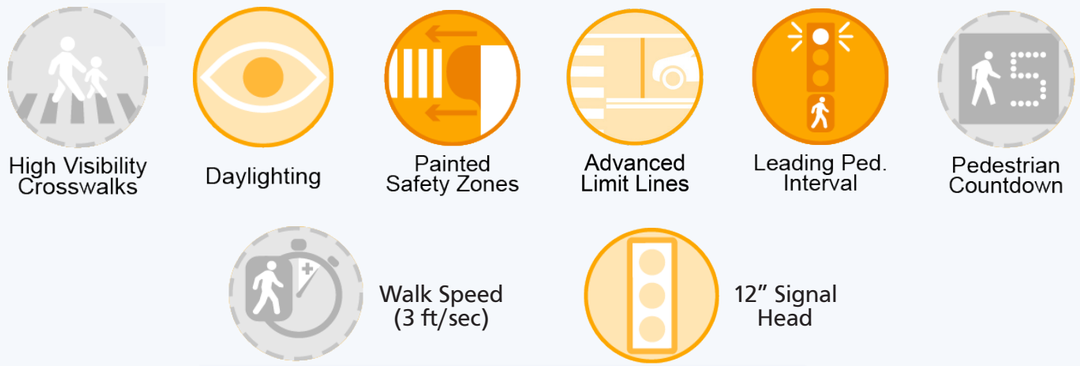


Fatal and Severe Injury Collisions*

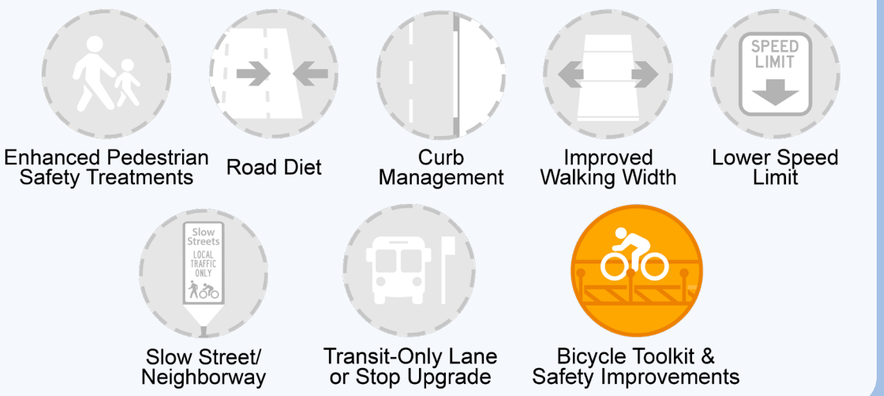
2017 - 2022

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION



FUTURE CORRIDOR CONSIDERATIONS



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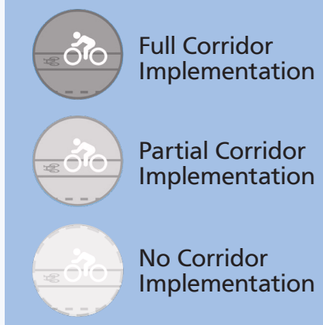
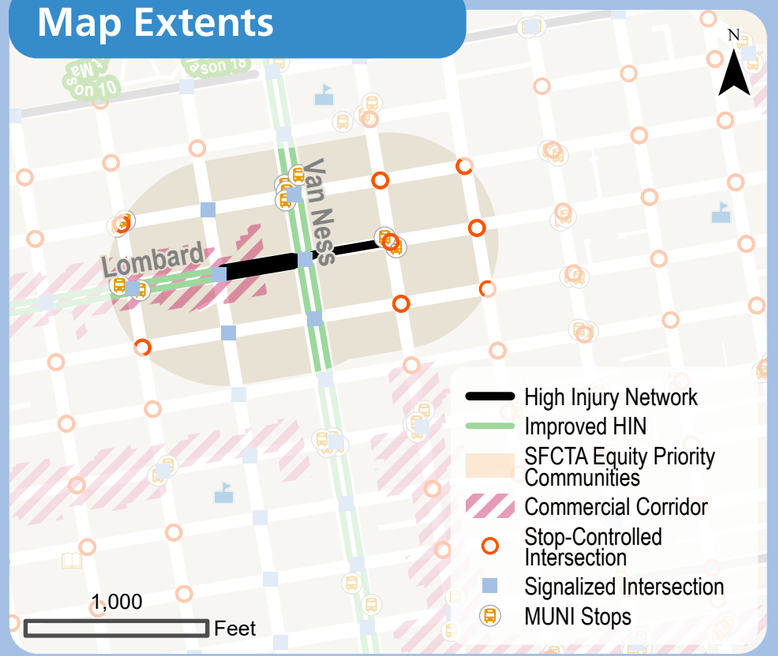


LOMBARD ST
Franklin St to Polk St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

TWO WAY

4 LANES

POSTED SPEED LIMIT 30

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head
- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway
- 0 Bus Zones
- 0 Flag Stops
- High Frequency Transit
- 28 Route

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit
- Slow Street/ Neighborway
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

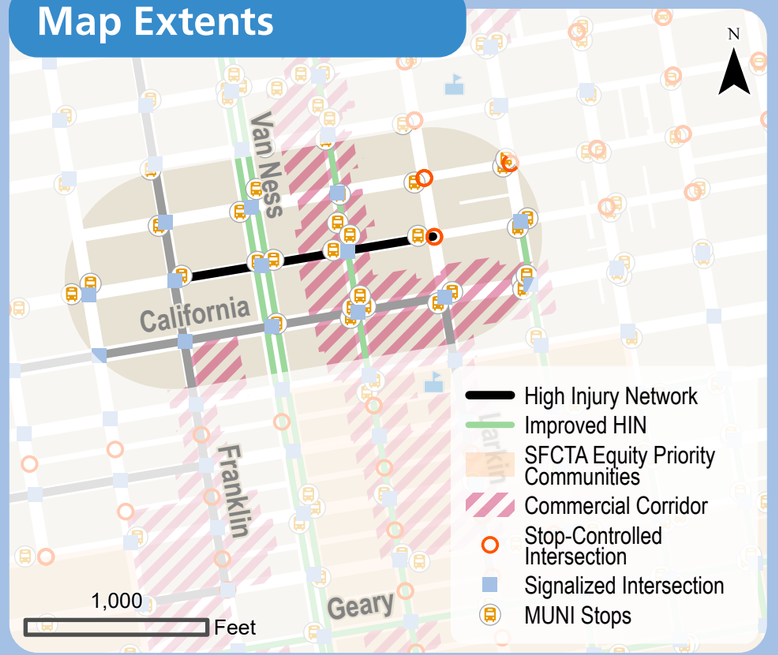
- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation

SACRAMENTO ST
Franklin St to Larkin St

SFMTA Vision Zero
Quick-Build Pre-Planning

SFMTA

Map Extents



Roadway Characteristics

ONE WAY

1 LANE

POSTED SPEED LIMIT 25

OCS

Slow Streets LOCAL TRAFFIC ONLY

Existing Conditions

- High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

- Bike Path
- Bike Lane
- Bike Route
- Separated Bike Lane
- Neighborway

- BUS ZONE — 5 Bus Zones
- 0 Flag Stops
- HIGH FREQ — High Frequency Transit
- 1 Route

School, Park, or Library ✓

Commercial Corridor ✓

Equity Priority Community

Fatal and Severe Injury Collisions*

2017 - 2022

0	1	1	0	0

* Number of collisions shown reflects those that were reported for the high injury segments of the corridor.

QUICK-BUILD TOOLKIT RECOMMENDATION

- 3 — High Visibility Crosswalks
- Daylighting
- Painted Safety Zones
- Advanced Limit Lines
- Leading Ped. Interval
- Pedestrian Countdown
- Walk Speed (3 ft/sec)
- 12" Signal Head

FUTURE CORRIDOR CONSIDERATIONS

- Enhanced Pedestrian Safety Treatments
- Road Diet
- Curb Management
- Improved Walking Width
- Lower Speed Limit (SPEED LIMIT)
- Slow Street/ Neighborway (Slow Streets — LOCAL TRAFFIC ONLY)
- Transit-Only Lane or Stop Upgrade
- Bicycle Toolkit & Safety Improvements

Legend

- Full Corridor Implementation
- Partial Corridor Implementation
- No Corridor Implementation