

From the Executive Director

Dear Friend of Walk San Francisco,

I have to tell you, in those early weeks of the pandemic, I was overwhelmed in my role as executive director of Walk San Francisco. I spent many sleepless nights trying to plan for the endless number of uncertainties, while also feeling a growing sense of despair at the human toll of it all. And I couldn't help but wonder: what was the path forward for Walk SF amidst all this?

You made the path forward very clear as a dedicated supporter of Walk SF. You stepped up in 2020 to make sure Walk SF could press on in winning safe streets for everyone who walks.

You saw that this work matters more than ever. And it does.

That's because a city where it is truly safe for everyone to walk is a climate-friendly city. It's a city with thriving local businesses, vibrant neighborhoods, and stronger public transit. It's a city with healthier, more resilient, and equitable communities where we are more connected with each other.

Most importantly, a San Francisco where it is truly safe for everyone to walk finally protects and prioritizes the people who have been victims of unsafe streets for too long: people of color, low-income people, immigrants, people with disabilities, children, and seniors.

So while 2020 didn't look much like what we had expected, we were able to accomplish a lot thanks to your steadfast support. And this work in 2020 was critical in teeing up wins that would be big steps toward the people-first, pedestrian-friendly city we need.

In deep gratitude,

A handwritten signature in black ink, appearing to read 'Jodie'.

Jodie Medeiros, Executive Director
Walk San Francisco



Shining a Light on Dangerous Crosswalks

You're Why There's Now 'Daylighting' at Hundreds of Intersections



"It's too dangerous for kids, for seniors, for anybody. We should be able to cross the street safely."
- Amie, daylighting volunteer

It's cheap, easy, and proven to make all of us safer when walking: move parking back to a minimum of 10 feet from a crosswalk or intersection. Called 'daylighting', this is needed at all intersections on the high-injury network: the 13% of streets where 75% of traffic crashes occur. But it's not yet.

So in 2020, Walk SF and our members called on SFMTA to make daylighting the entire high-injury network a top priority. And we went a step further. We talked with staff at SFMTA about what they needed to speed up this life-saving work. Then together with volunteers, we started collecting data neighborhood-by-neighborhood on which intersections still need daylighting.

Meanwhile, Walk SF advocated funding for SFMTA to complete daylighting at 500 intersections. SFCTA approved \$500,000 in November!

What's Next?

It's time for SFMTA to commit to and complete daylighting the *entire* high-injury network. We're continuing to push for this and other key improvements to make all of us safer in the crosswalk.

Keeping Vision Zero Front-and-Center for City Leaders

You're How Action and Accountability for Safe Streets Happens



More than 200 people have now been killed and thousands severely injured in crashes since the City committed to Vision Zero.

Even with significantly less traffic and many people homebound during the pandemic, 2020 was as deadly as 2019 with traffic deaths. 30 people were killed in crashes, and hundreds more were severely injured. This can't continue. City leaders cannot lose sight of Vision Zero.

That's why together with Families for Safe Streets, Walk SF held the 6th annual World Day of Remembrance for Road Traffic Victims. Our Walk SF community collected 187 pairs of shoes representing the lives lost in crashes since San Francisco adopted its Vision Zero goal in January 2014.

On November 15, we used the shoes to create a temporary memorial on the steps of City Hall. Key city leaders read the names of every victim aloud.

Behind the scenes, we were busy with research for Walk SF's first-ever district-by-district traffic safety report cards – plus studying Vision Zero cities around the country to analyze what's missing here.

What's Next?

We're organizing advocates (like you!), community-based organizations, nonprofits, and civic groups to put the pressure on city leaders to take more aggressive actions for safe streets. The City's next 'Vision Zero Action Strategy,' which will be adopted in fall 2021, is a major opportunity.

S.O.S.: Slow Our Streets

Your Support Kicked Off This Life-Saving Campaign



Speed is the #1 cause of severe and fatal crashes in San Francisco.

We kicked off this major campaign in 2020 thanks to your support, and the need to slow our streets has only grown since.

We're holding City employees accountable for dangerous speeds and urging new solutions like left turn calming at many more intersections. We are also working with community partners the Tenderloin, the Richmond, Bayview/Hunters Point, and the Mission to win safety projects that will keep traffic at safe speeds.

A key win that you made possible in 2020 was SFMTA's commitment to bring 25 MPH 'Senior Zones' to eligible sections of five dangerous streets. This is a start on a much-needed path to set speed limits with full consideration for people walking, especially seniors and children.

And thanks to the voices of hundreds of Walk SF supporters, SFMTA committed to add red light cameras at eight more intersections.

What's Next?

We're pushing SFMTA to develop a comprehensive strategy for reducing dangerous and excessive speeds – and do more of the 'Quick Build' projects that are showing great results for slowing our streets.

Winning More People-First Spaces

You're Changing Our Future



The leading Vision Zero cities worldwide have significant amounts of car-free and low-traffic spaces.

Early in shelter-in-place, Walk San Francisco was a leading voice in the call for safe streets for social distancing – with plenty of space and no dangerous vehicle traffic.

In April, JFK Drive in Golden Gate Park, Shelley Drive in McLaren Park, and the Upper Great Highway were closed to vehicle traffic and opened to people. And people of all ages flocked to them, safely connecting with nature and each other during such challenging times.

Then, as the Slow Streets program got off the ground, Walk SF worked side by side with Tenderloin residents to fight for expanded sidewalk space for social distancing. We also worked with our community partners to be sure that this flurry of changes on our streets happen in an equitable way that empowers communities and brings as many benefits as possible.

The car-free and low-traffic spaces we've experienced for the past year have shown what's possible for San Francisco's future and is a key piece of realizing Vision Zero.

What's Next?

We're working to shape and win a permanent network of streets that prioritize people. Walk SF is engaging our members, the Senior & Disability Working Group, partner organizations, and more to build support for these necessary spaces to get around safely and connect with each other.

GRATITUDE TO OUR GENEROUS SUPPORTERS!

Our donors are how Walk San Francisco's life-saving work happens. Thank you to the following individuals, foundations, and companies for investing in safe streets in 2020.

\$25,000+

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Leah Culver Charitable Fund*
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If you have any questions about your listing or we inadvertently omitted your gift, please let us know at cambria@walksf.org. Walk SF Foundation is a 501(c)(3) charitable organization and all donations are tax-deductible to the highest extent of the law.

FINANCIALS

Beginning Net Assets \$369,440
Ending Net Assets \$404,320

Revenue

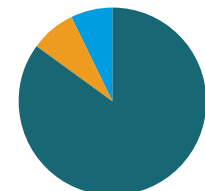
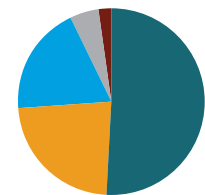
- Government Contracts (51%)
- Membership & Individual Donations (23%)
- Foundation Grants (19%)
- Events (5%)
- Corporate Sponsorships (2%)

Total Revenue: \$720,098

Expenses

- Personnel (85%)
- Office Space (8%)
- Non-Personnel (7%)

Total Expenses: \$685,218



♥ Special thanks to the wonderful volunteers who created our 2020 walks. ♥

Peak2Peak: Karen Rhodes, Bob Siegel, Dana Weissman **WalkLab:** Nancy Botkin, Cole Brennan, Eric Chase