



September 29, 2023

Dear SFMTA Board Chair Eaken, and SFMTA Directors Cajina, Heminger, Henderson, Hinze, So and Yekutieli, and SFMTA Director Tumlin,

We are grateful for the SFMTA's focus on the approximately 50 miles of high-injury streets still awaiting basic safety improvements. In 2021, the SFMTA committed to complete these 50 miles of improvements by the end of December 2024. It's crucial this happens to prevent more tragedies on our streets – and of course the City's Vision Zero goals.

SFMTA now has a full assessment from Fehr & Peers of every one of the 900 intersections within these ~50 miles of streets. It details what's needed in terms of adding basic pedestrian safety treatments at every intersection: painted continental crosswalks, daylighting, and traffic signals that give pedestrians a headstart plus more time to cross.

Based on the SFMTA's commitment and timeline, one mile per week will need to be completed throughout 2024. Are the pieces in place for that to happen?

In your role as Board members, we hope you will ask some key questions to ensure SFMTA's Streets Division has all they need to succeed.

- 1. Is the work plan designed for implementation success?** How are projects being clustered for efficiency? Will the rainy season impact timelines? Walk San Francisco asked for a public plan within 60 days of the death of the four-year-old at 4th and King for the 900 intersections on the 50 miles. We continue to feel this is needed to ensure a smooth path for work in 2024.
- 2. Does the SFMTA have all the funding and staffing it needs to do this effectively with a tight timeline?** Does it have everything it needs from staffing to materials? Will contractors be needed to meet this tight deadline?
- 3. What kinds of progress checkpoints are needed?** We applaud the SFMTA for its new, public dashboard for tracking progress in fixing these 50 miles. How will this be used to support the work?

The Fehr & Peers report recommends more than the basic pedestrian safety tools at many locations, and Walk SF agrees. We urge the SFMTA to:

- **Add pedestrian safety zones, no turn on red, and left turn calming at locations that Fehr & Peers have identified are needed now – not at an unknown future date.** More than half of the 160 “cut-sheets” have a recommendation for “Enhanced Pedestrian Safety Treatments.” This should be completed at the same time for efficiency and these tools get at the biggest threat on our streets: speed. Adding left turn calming now would help the agency meet the goal stated in the Vision Zero Action Strategy, as well as make these intersections safer for pedestrians.
- **Do road diets on wide, multi-lane streets with serious speed problems like Harrison, Bryant, 9th, 10th, Gough, and Franklin by December 2024.** The basic pedestrian safety tools will fall far short on these streets, and the Fehr & Peers report recommends road diets for these streets. The SFMTA has shown what a difference a lane reduction and narrowing lanes make for driver speeds with projects like Taylor Street (which used the ‘Quick Build’ toolkit).

In the past six weeks, we have lost four pedestrians including a four-year-old child. There isn’t a moment to waste in bringing changes to the street – and as comprehensively as possible.

Walk SF and our partners – San Francisco Bay Area Families for Safe Streets, the 30+ groups in the Vision Zero Coalition, and the Senior & Disability Working Group of the Vision Zero Coalition – are here to support the SFMTA’s good and lifesaving work however possible.

Thank you for your public service and continued leadership in ending severe and fatal traffic crashes.

Sincerely,



Jodie Medeiros
Executive Director, Walk San Francisco