



1998 A small handful of people join together to **found Walk San Francisco**. These dedicated volunteers are outraged over the number of pedestrian deaths happening and how little the City was doing to make things safer.

2001 Walk SF successfully pushes for a **doubling of the sidewalk parking violation fine** from \$25 to \$50 (and in 2004, wins an increase to \$100). At the time, sidewalk parking was rampant citywide because the cost of a ticket was so low. This campaign was Walk SF asserting that we matter as pedestrians – and we will defend our right to walk safely.

2002 Walk SF gets the City to agree to start painting **zebra-striped crosswalks at dangerous intersections** – not just in school zones. Zebra-striped crosswalks increase the likelihood of a driver yielding to a pedestrian by 30 - 40%.

2002 Sidewalks are our refuge as pedestrians. This is why we advocated for and passed the **nation's first policy banning Segways from sidewalks** (these were the e-scooters of their time).

2004 Walk SF hosts its first **Peak2Peak**. This epic urban hike raises crucial funds for Walk SF's work and becomes a beloved annual event.

2006 Walk SF takes on its first of many campaigns to **win more funding for pedestrian safety projects**. We outline a \$35 million spending plan, gaining the support of Supervisors for investing in curb ramps and countdown signals citywide.

2010 Walk SF advocacy spurs the **first-ever Mayor's Executive Directive on Pedestrian Safety**.

2011 Walk SF's advocacy leads the City to start creating **15 MPH zones** around all K-12 public and private schools citywide.

2013 Walk SF wins the **City's first-ever Pedestrian Action Plan**, bringing new visibility and accountability for safe streets – and teeing up what happened in 2014 (see below).

2014 Walk SF leads the successful campaign for **San Francisco to be the third city in the U.S. to adopt Vision Zero**, a preventative, systemic approach to end severe and fatal traffic crashes.

2015 Walk SF starts a local **Families for Safe Streets** chapter to support and bring voice to crash survivors and people who were hurt or killed in crashes. Together, Walk SF and Families for Safe Streets host the first **World Day of Remembrance for Road Traffic Victims** event in San Francisco.

2016 Walk SF starts the **Senior & Disability Working Group**, bringing together a range of groups to identify and push for safe streets policies.

2018 With our partners at Senior & Disability Action and the Transit Justice Group, Walk SF successfully pushes for **longer crossing time at every traffic light** with signal countdowns throughout the city.

2018 Walk SF helps launch the **Tenderloin Traffic Safety Force**, a coalition of Tenderloin and citywide advocates and service providers (including many residents) dedicated to bringing real change to streets that have prioritized traffic over people for decades.

2019 Walk SF is a leading champion for voters passing Measure D, which establishes a **tax on ride-hailing companies** to fund public transportation and safe streets projects.

2019 Walk SF publishes district-by-district **traffic safety report cards** for the first time. These show which streets are the most dangerous, and the status of safety improvements for each street.

2020 Walk SF launches its **#SlowOurStreets campaign** to take on dangerous speeds because there is nothing more important when it comes to preventing tragedies on our streets.

2020 A decades-long dream comes true when **private vehicles are restricted on Market Street** from Steuart Street near the Ferry Building to Octavia Boulevard.

2020 Walk SF starts the call to **make JFK Drive creates temporary car-free 24-7** as a safe space for social distancing during the pandemic. Mayor Breed then uses emergency powers to do so temporarily, plus car-free space in McLaren Park.

2021 Walk SF helps successfully pass **Assembly Bill 43**, which allows San Francisco to set lower speed limits on certain types of streets.

2021 Walk SF, with the 30+ groups in the Vision Zero Coalition, present a **unified platform for the City's next traffic safety strategy**; the City commits to many of our asks.

2021 The **Tenderloin neighborhood becomes a model for traffic safety** with big wins the community has fought for brought to life. Every street gets 20 MPH speed limits, no-turn-on-red, and pedestrian safety zones. Many of the deadliest streets are redesigned to calm traffic.

2022 Walk SF plays a leading role in two campaigns to make permanent 1.5-miles of car-free space in Golden Gate Park, now called **JFK Promenade**.

2022 The City's **Slow Streets** program is made permanent. Walk SF helped bring together the People's Slow Streets Coalition, which successfully won specific design standards for Slow Streets to keep traffic speeds at 15 MPH and traffic volumes to 1,000 or fewer vehicles.

2023 Governor Newsom signs AB 645, making it legal for San Francisco and five other California cities to pilot **speed cameras**. Walk SF worked on speed camera legislation for six years with our Families for Safe Streets group.