



2024 High Injury Network

May 7, 2026

Citizens' Advisory Council

Key Takeaways

- As part of the Street Safety Initiative **100-day Executive Actions**, Mayor's Office released the High Injury Network (HIN)
- Department of Public Health creates the HIN
 - HIN created from PD Crash Data & DPH Trauma Center Data mapped to San Francisco streets
- The 2024 HIN is a **snapshot in time** covering the traffic fatalities and number of people severely injured between **2020-2024**
- The 2024 HIN is the **13% of streets where 74% of KSIs occur**

Safe System Approach and the HIN

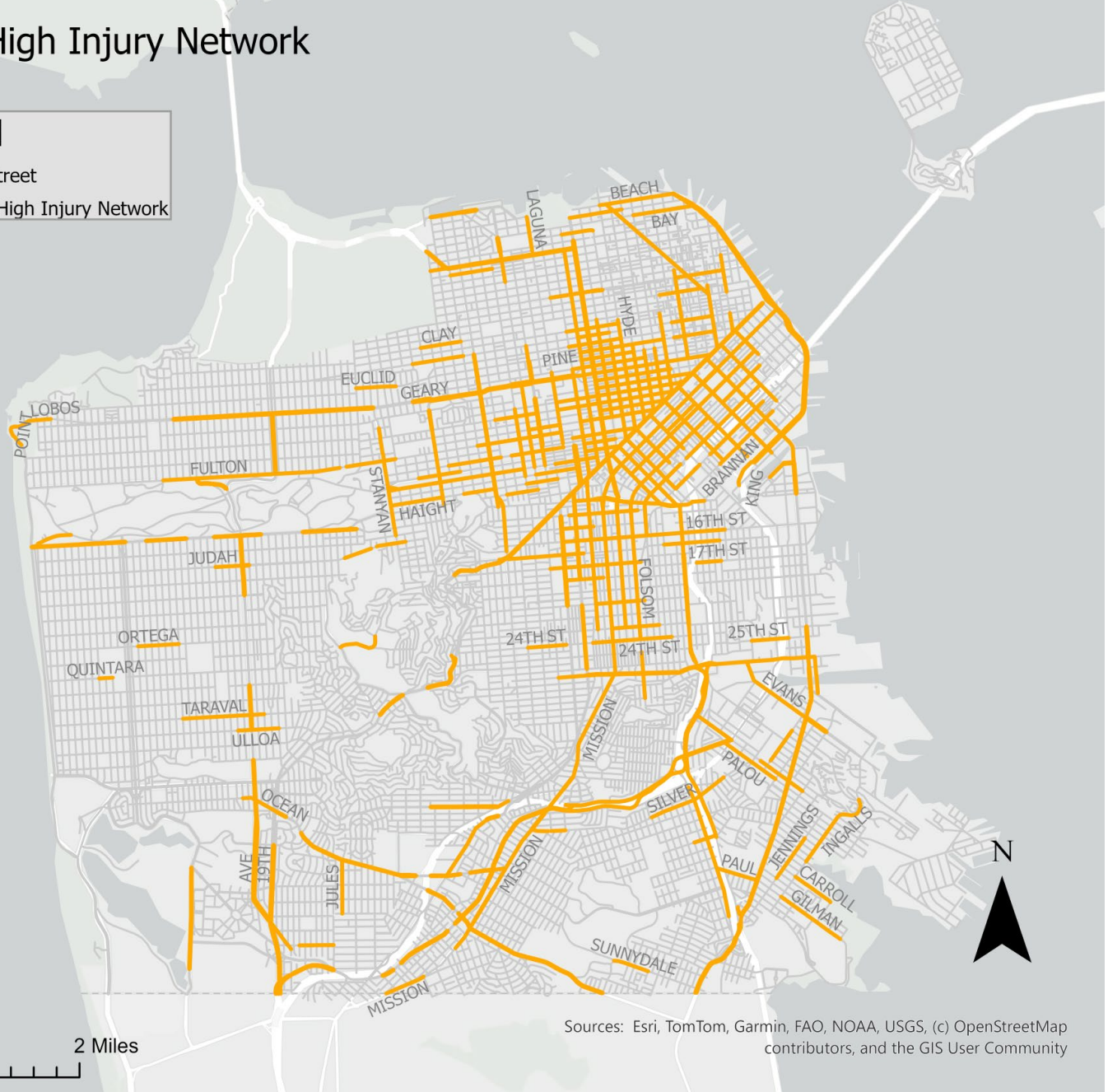
- No one solution in the Safe System Approach
- HIN is a transparent **planning and prioritization tool**
 - Other planning tools include: community input, network connectivity and closing gaps
- HIN directs investments in:
 - Enforcement
 - Street Safety Interventions
 - Education Campaigns
- What it isn't:
 - Not a predictive model
 - Not a 1:1 map of causation
 - Does not tell us the why's, how's, and collision factors
 - Eg. Does not capture collision rates
 - Not a reflection of all progress



2024 High Injury Network

Legend

- City Street
- 2024 High Injury Network



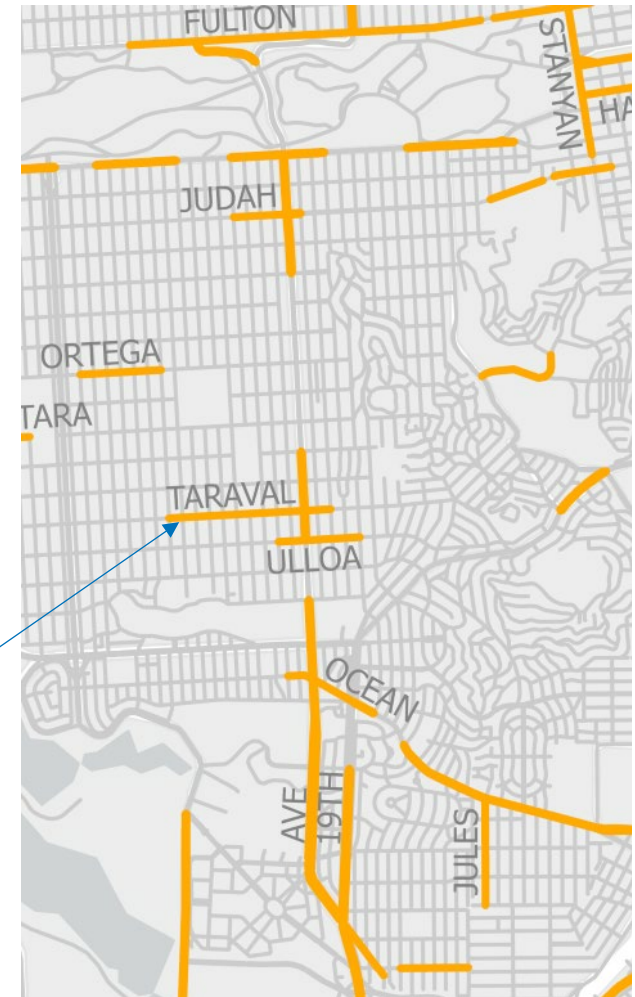
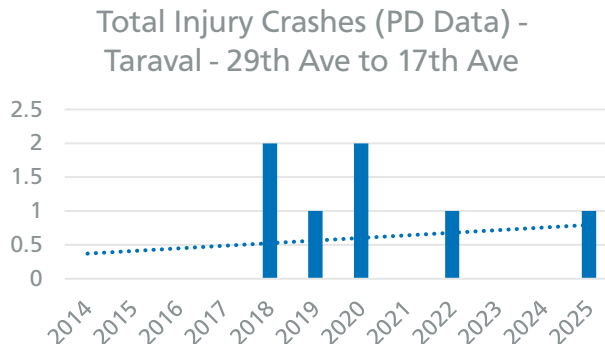
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

How we use the High Injury Network – When a segment stays on the map

Taraval – 29th Ave to 17th Ave

- **Safer train boarding** – New and upgraded safety boarding islands make getting on and off Muni safer and easier.
- **Improved pedestrian crossings** – New traffic signals, sidewalk bulb-outs, curb ramps and high-visibility crosswalks improve safety and accessibility.
- **More efficient transit** – New traffic signals prioritize Muni service, reducing delays.
- **Smoother & quieter train rides** – Newly replaced rails make for a quieter ride, reduce train rocking and will require less future maintenance.
- **Utility upgrades** – Sewer and water pipes, some over a century old, were replaced to ensure reliability for the next hundred years. And a new Overhead Contact System (OCS) powers our zero-emissions train fleet.
- **Streetscape improvements** – New trees and landscaping, decorative crosswalks and public art create a more welcoming environment.
- **Newly repaved roads** – Repaving along the entire corridor makes for a smoother ride for everyone.

Further analysis in crash and environmental factors needed to identify additional citywide resources needed



How we use the High Injury Network – When a segment comes off the map

Townsend 3rd St to 8th St

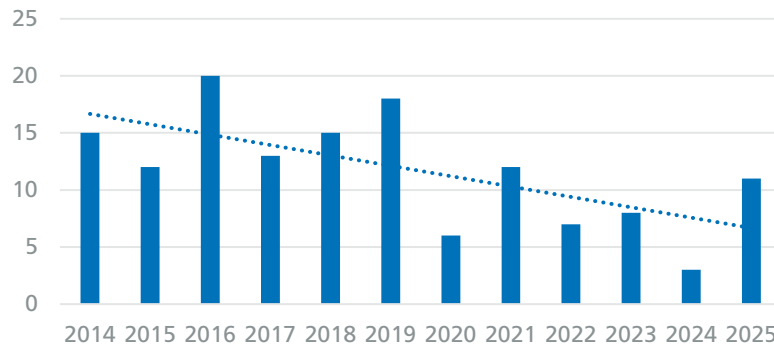
- Key project features
- Separated Bikeway
- Pedestrian Pathway
- Bike signal
- Left-turn traffic calming
- Parking and loading changes
- Transit and passenger boarding island

Improvements made, most urgent concerns have been addressed

Citywide resources can shift to other locations on the HIN*

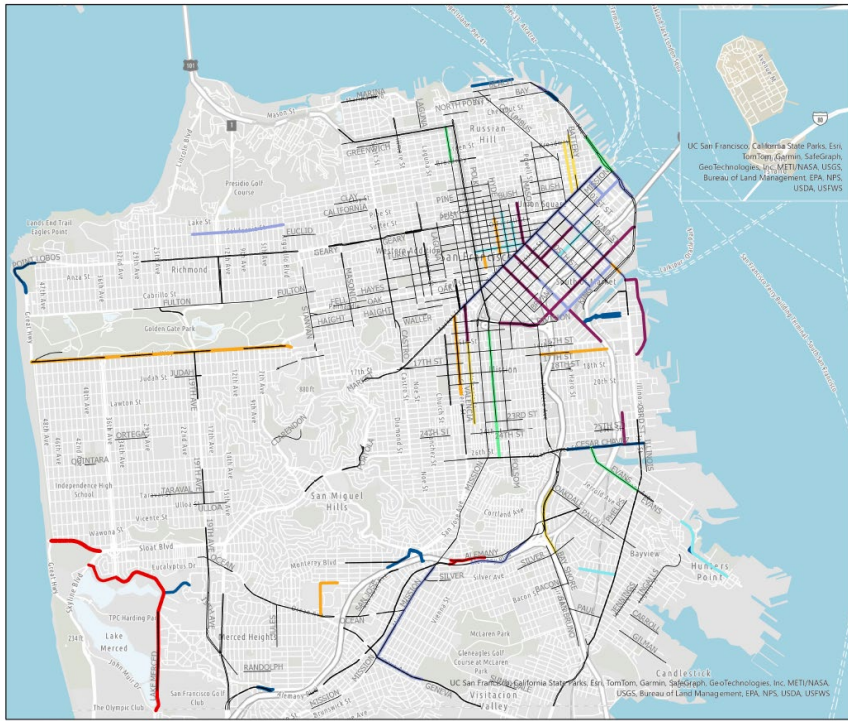
*Not being on the HIN does not preclude work from happening there again

Townsend Street (PD crash Data) - 3rd St to 8th St



Where we've already worked on the 2024 HIN

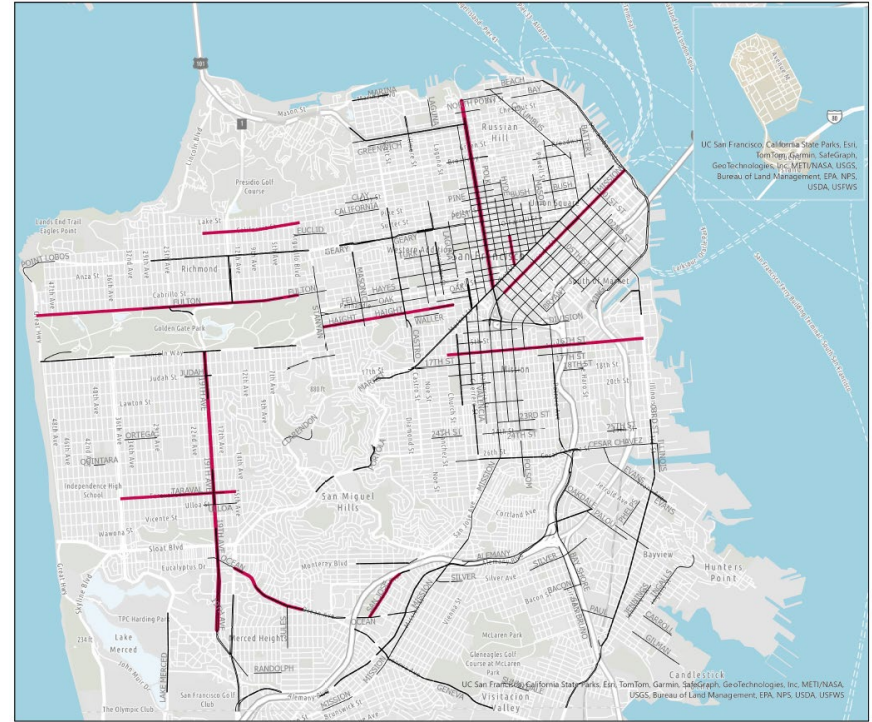
Quick-Build Corridors – 22 miles



LEGEND

- 2015 - 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- QB Projects In Progress
- 2024 High Injury Network

Muni Forward – 12 miles

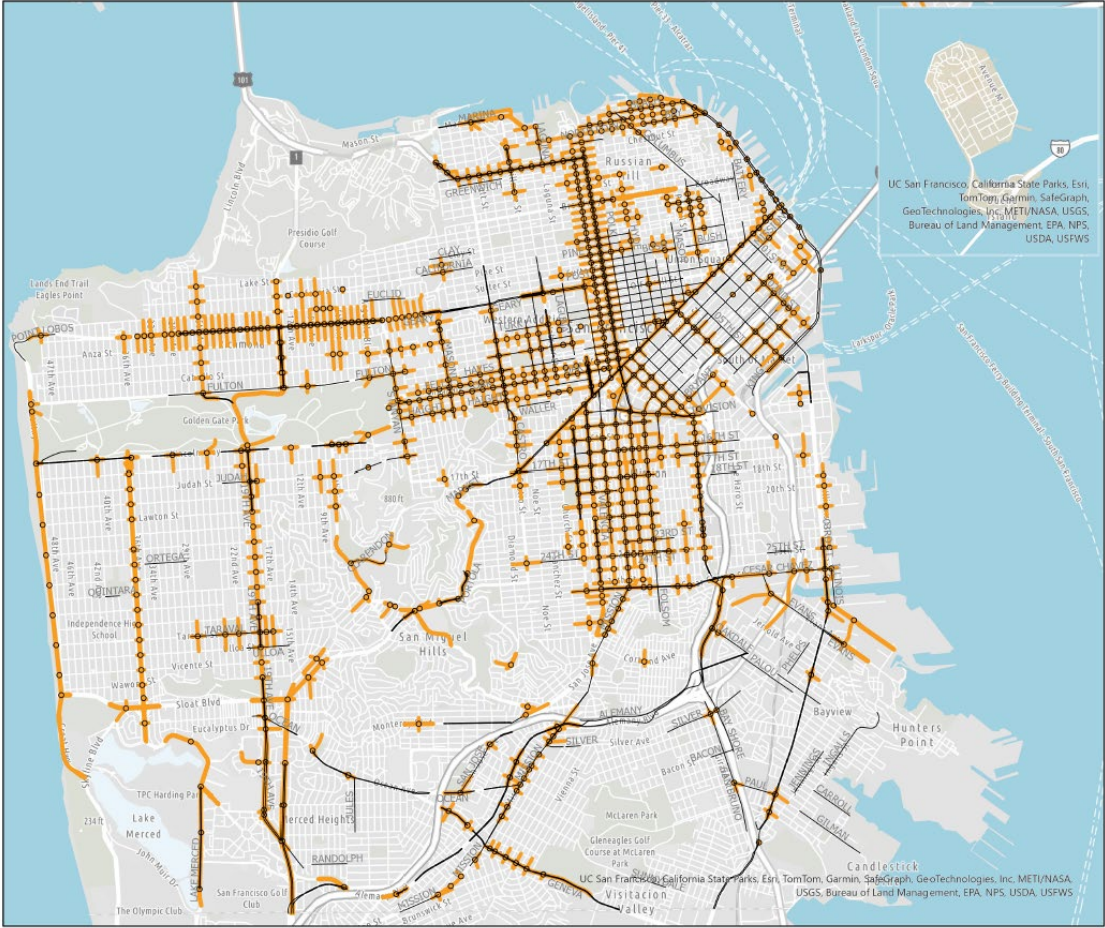


LEGEND

- Transit Projects (2020-now)
- 2024 High Injury Network

Where we've already worked on the 2024 HIN

Signal Retiming Projects – 470 signals

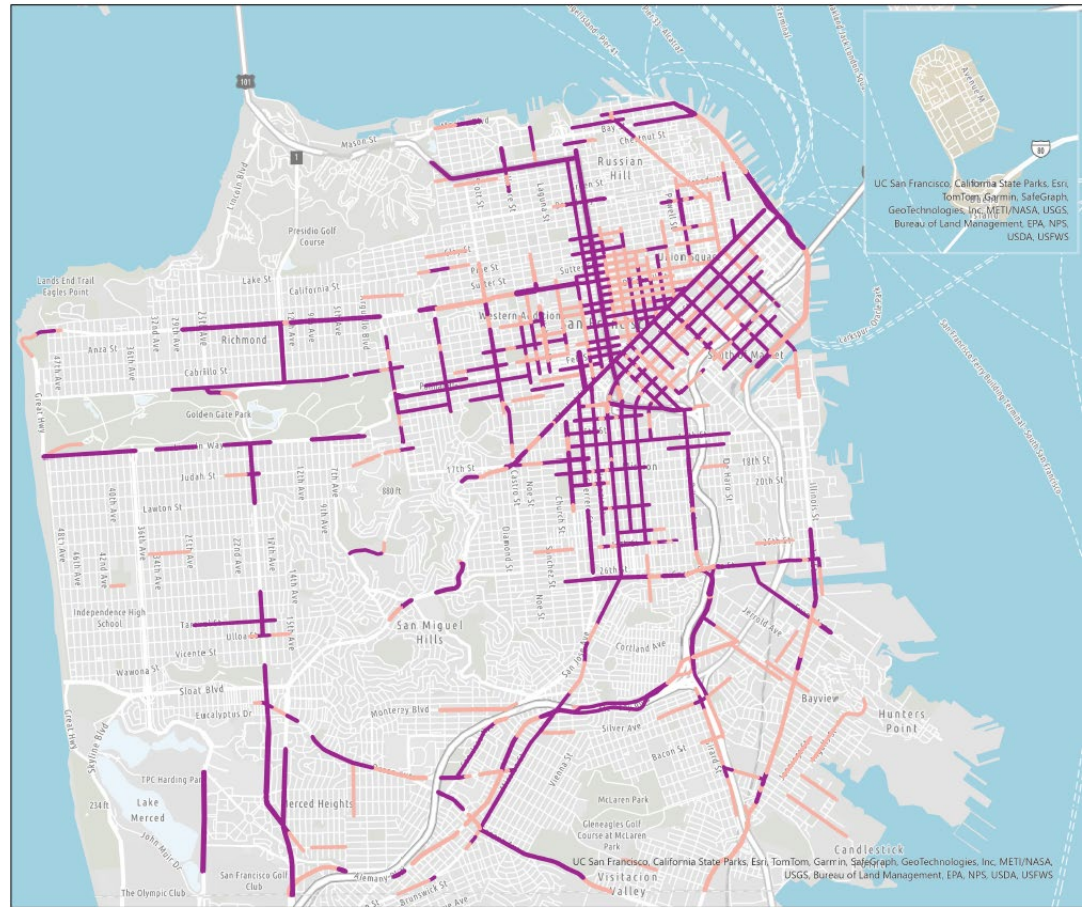


Document Path: C:\Users\Romero\OneDrive - SFMTA\HIN 2024\2024 HIN GIS exercise\GIS & 2022 HIN & 2024 HIN.aprx

Agency Priorities and the HIN

- Safety is a top priority in our capital investment strategy
 - All projects are vetted for safety, community responsiveness, connectivity, economic revitalization, agency efficiencies
- In addition to quick-builds, **the recently approved CIP** identifies funding for projects* and programs that deliver safety
- **62%** of 2024 HIN are funded in the next 5 years
- Not mapped here are **programs that also contribute to street safety**, such as daylight hardening and funding for the Biking and Rolling Plan

*Projects include streetscapes and transit at various stages of outreach and planning



— Without Project (51 mi; 38%)
— SFMTA Project (82 mi; 62%)

SFMTA 100-Day Actions

Action 1. Establish the **Street Safety Initiative Working Group**

Action 2. Identify **senior-level leads** to join the Working Group

Action 3. Meet regularly to **identify and coordinate department initiatives and metrics**

Action 4. Confirm the **2024 High Injury Network**

Action 6. Identify a focused list of priority list of **quick-build projects**

Action 7. Identify and implement priority **daylighting locations**

Action 8. Continue to prioritize the deployment of **electronic enforcement tools**

Action 11. Continue to ensure **clear lane markings**

Action 12. Continue to work **with state and federal officials and elected representatives**

Action 13. Establish a process for **sharing clear and concise updates**

Look Ahead

- **Fatal and severe injuries report**
 - End of year
 - What it will include
 - Analysis of severe injuries and fatalities including 2025 data
- **6-month Actions – mid June**
 - **Action 14.** Promoting and enforcing safe e-device operations and parking
 - **Action 15.** Street Safety Initiative Dashboard
 - **Action 16.** Identify a process for Safety Infrastructure improvements when repaving
 - **Action 17.** SFMTA and SFFD Street Design Review Manual – Complete ✓
 - **Action 18.** Install protected murals or other infrastructure enhancements to reinforce established daylight zones
 - **Action 19.** Detours during construction
 - **Action 20.** Traffic Enforcement Strategy Report
 - **Action 21.** Vehicle driver training for city employees
- **1-Year and Beyond Actions**
 - **Action 22.** 2024 High Injury Network Draft Plan
 - **Action 23.** Residential Traffic Calming Program
 - **Action 24.** Continue to publish data on crash fatalities and injuries
 - **Action 25.** Continue to proactively address high-stress corridors and intersections
 - **Action 26.** Amend Better Streets Plan
 - **Action 27.** Traffic enforcement plan
 - **Action 28.** Review and update the Street Safety Initiative

Thank you!

Appendix

2022 Vision Zero High Injury Network

