

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Taking various actions related to San Francisco's Street Safety Initiative, including: (a) adopting the Safe System Approach to roadway safety, (b) adopting the SFMTA Street Safety Commitments, and (c) committing to the actions set forth in Mayor Lurie's Street Safety Initiative (Executive Directive 25-06) and the San Francisco Street Safety Act (BOS Resolution No. 437-25), and prioritizing areas on the High Injury Network.

SUMMARY:

- San Francisco was an early adopter of Vision Zero, committing in 2014 to eliminate traffic fatalities by 2024.
- The SFMTA Board of Directors adopted a resolution in support of Vision Zero on February 4, 2014 (Resolution No. 14-024) and the Board of Supervisors adopted a resolution in support of Vision Zero on March 18, 2014 (BOS Resolution No. 91-14).
- Over the past decade, the Vision Zero policy has guided the SFMTA, the Department of Public Health (DPH), and the San Francisco Police Department (SFPD) to acknowledge traffic fatalities as a public health crisis and work together to prioritize street safety.
- Since 2014, we've learned many lessons including an identification of the most effective treatments in preventing traffic fatalities, establishing a data-driven approach to safety with the creation of the High Injury Network (HIN), and seeking policy changes at the state and federal levels.
- The SFMTA has and will continue to direct resources to areas on the HIN and within Equity Priority Communities (EPCs) to ensure an investment in safety for the people and neighborhoods with the greatest need.
- The Safe System Approach is a nationally recognized roadway safety strategy that minimizes the harm of a crash by recognizing that humans make mistakes but that they should not be fatal by applying multiple layers of protection in the form of Safe People, Safe Roads, Safe Vehicles, Safe Speeds and Post-Crash care.
- On September 28, 2025, the San Francisco Board of Supervisors unanimously passed the Street Safety Act (Resolution No. 437-25) urging a preventative, interagency, and data-driven approach to ending severe and fatal traffic crashes by designing and enforcing safer streets for all San Franciscans, with a particular focus on protecting children, seniors, and other vulnerable populations.
- On December 15, 2025, Mayor Daniel Lurie established the Street Safety Initiative as the next phase of San Francisco's roadway safety strategy. The Street Safety Initiative

advances a coordinated effort to design, operate, and manage streets and transportation systems that ensure the safety of all who travel in San Francisco.

- On December 18, 2025, the SFMTA Board of Directors Vision Zero Committee voted to recommend that the SFMTA Board of Directors adopt the Safe System Approach, the Street Safety Commitments, and commit to the actions in the Street Safety Initiative and the Street Safety Act.

ENCLOSURES:

1. SFMTAB Resolution
2. BOS Street Safety Act
3. Street Safety Initiative Executive Directive

APPROVALS:

DIRECTOR  _____

SECRETARY  _____

DATE

January 15, 2026

January 15, 2026

ASSIGNED SFMTAB CALENDAR DATE: January 20, 2026

PURPOSE

Taking various actions related to San Francisco's Street Safety Initiative, including: (a) adopting the Safe System Approach to roadway safety, (b) adopting the SFMTA Street Safety Commitments, and (c) committing to the actions set forth in Mayor Lurie's Street Safety Initiative (Executive Directive 25-06) and the San Francisco Street Safety Act (BOS Resolution No. 437-25), and prioritizing areas on the High Injury Network

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This item will support the following goals and objectives of the SFMTA Strategic Plan:

- Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.
- Goal 4: Make streets safer for everyone.
- Goal 5: Deliver reliable and equitable transportation services.
- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Vision Zero Background

In 2014, San Francisco was one of the first U.S. cities to adopt Vision Zero as a transportation goal, committing to eliminate traffic fatalities by 2024. Following in the footsteps of Sweden (1997) and the Netherlands (1997), the policy set a goal to eliminate traffic fatalities by establishing that traffic deaths are unacceptable and preventable, and that the design of the road should be adapted to meet these goals. In 2014, the SFMTA Board of Directors adopted a resolution in support of Vision Zero (Resolution No. 14-024) and the San Francisco Board of Supervisors adopted the Vision Zero Three Point Plan (BOS Resolution No. 91-14) acknowledging traffic safety as a public health crisis and committing the Board of Supervisors to work with the mayor, the SFMTA, San Francisco Police Department (SFPD), San Francisco Department of Health (DPH) and the San Francisco County Transportation Authority (TA) to reduce fatalities through education, enforcement, and engineering (also known as the “3 E’s”).

Transportation safety has been a key tenet in San Francisco since long before Vision Zero, starting in 1973 with the adoption of San Francisco’s Transit First Policy, which prioritizes public transportation and enhanced walking and bicycle safety over car reliance. In 2001, San Francisco was the first major city in the U.S. to install pedestrian countdown signals, making crossing streets safer by showing how much time remained to cross. And in 2010, a mayoral executive directive (No. 10-03) was issued to reduce severe and fatal pedestrian collisions by 50% by 2021.

In 2013, before the city’s official adoption of Vision Zero, the SFMTA and DPH developed the nation’s first High Injury Network (HIN) using enforcement and hospital data to map out the streets where the highest concentration of fatalities and severe injuries occur. The HIN also reveals the leading causes of collisions resulting in death and serious injury, thus giving focus to SFPD’s traffic enforcement efforts. The SFMTA has long employed a data-driven approach to prioritize where engineering interventions can have the greatest impact. Our leadership has been replicated in dozens of other cities that use their own HINs to prioritize their resources to the areas of greatest need. Today, the U.S. Department of Transportation recognizes the HIN as an effective tool for safety planning and encourages cities across the nation to develop their own.

San Francisco is also committed to monitoring and addressing equity impacts. Over half of the 2022 HIN is in Equity Priority Communities (EPCs), or census tracts that have a significant concentration of historically underserved populations, such as households with low incomes and people of color. By directing funding towards EPCs, the HIN, and concentrating on the most vulnerable road users, the SFMTA can ensure that safety interventions are equitably distributed.

Since the adoption of Vision Zero in 2014, with the SFMTA and DPH co-chairing this effort, the city has achieved key milestones outlined in four two-year action strategies (2015, 2017, 2019,

2021), which identified key actions for each agency. These action strategies identified best practices and enabled city agencies to incorporate and track them.

Key milestones for SFMTA include:

- Launching a High Visibility Enforcement (HVE) campaign to notify drivers when they were speeding on high-speed streets
- Funding Safe Streets for Seniors and People with Disabilities campaigns
- Developing a Crisis Response team providing support to victims' families
- Developing a Rapid Response team to quickly make engineering changes after fatal crashes
- Introducing a traffic calming program for seniors
- Implementing core safety treatments at all HIN intersections
- Implementing the Quick-Build Program to deliver expedited safety improvements on corridors using cheaper materials
- Implementing the Safer Intersections project to encourage safer driving behavior in intersections
- Implementing the Slow Streets program
- Sponsoring and implementing lower speed limits in business corridors and then again on non-business corridors
- Sponsoring the first state speed camera bill in 2017 (AB 342 Chiu), and subsequently sponsoring the eventual successful legislation to allow for speed safety cameras, and being the first city in California to implement them, and
- On track to become the first city in California to daylight all intersections in accordance with the passage of California Assembly Bill 413

Between 2014 and 2019, San Francisco experienced a downward trend in traffic fatalities, but that trend was abruptly interrupted by the Covid-19 pandemic, resulting in a jump in traffic fatalities that was also experienced in cities nationwide¹. In 2025, traffic fatalities fell to their lowest level since 2018 and below long-term averages. This is an important shift after a particularly difficult 2024 when the number of fatalities reached 42, though the longer-term trends show that the number of fatalities are still averaging 25-35 per year. We're hopeful that this down trend and averages decrease over time. The data on fatalities can be volatile, so San Francisco also tracks injury collisions and their severity. Injury collisions have modestly gone down since 2014, yet thousands of people per year suffer injuries from traffic collisions on San Francisco streets².

While the aspirational goal of zero fatalities within ten years was not reached, the Vision Zero policy has guided the implementation of thousands of safety improvements across San Francisco, including **50 miles of corridor safety projects, reduced speed limits on dozens of City streets, over 900 intersection street improvements**, and many other safety

¹ San Francisco Controller's Office (12 June 2024). *Vision Zero Benchmarking: Fatalities*. Traffic fatalities [Data set]. <https://www.sf.gov/data--vision-zero-benchmarking-fatalities>.

² DataSF (30 December 2025). *Traffic Crashes Resulting in Injury* [Data set]. <https://data.sfgov.org/d/ubvf-ztfx/visualization>.

improvements. These changes have led to San Francisco becoming one of the safest large cities in the country for bicyclists, with the lowest number of bicyclist fatalities per bicyclist commuters³, according to the League of American Bicyclists. While we are proud of these statistical results and how our safety outcomes outperform other peer cities, we also know that we are talking about human lives, and that there is no acceptable number of injuries or fatalities in our city.

Lessons Learned

The lessons learned over the past decade include:

- **High Quality Data Prioritizes Resources for the Greatest Impact:** San Francisco was the first U.S. city to systematically link police crash data and hospital trauma center data, creating a national model for the HIN. The High Injury Network, the 12% of City streets that account for 68% of severe and fatal roadway injuries, has been used to prioritize street safety projects like quick-build projects. The High Injury Network was established in 2014 and updated in 2017 and 2022. An update is expected in 2026.
- **Where We Invest, We See Results:** On streets where quick-build safety projects have been completed, the annual bike-related crash rate decreased by 33% and the annual pedestrian-related crash rate decreased by 32%.
- **Getting to Zero Requires Policy Changes at the State and Federal Level:** The California Vehicle Code (CVC) regulates vehicles and traffic throughout the State. The CVC does not allow cities to utilize all proven street safety tools required to affect traffic safety, and we have seen that changes to the CVC can require years of sustained advocacy. For example, two proven safety measures—reducing speed limits at a city level and using automated speed enforcement to reduce speeds—each required decades of advocacy before being authorized by the state legislature. The two resulting state bills, AB 43 that allows some speed limit reductions, and AB 645 that allows a small 5-year speed camera pilot program, are limited in scope but are a critical first step. In both instances, San Francisco was the first city in the state to begin implementation of these laws.
- **National Trends Are Going In The Wrong Direction:** Humans have a limited ability to tolerate crash impacts from kinetic energy, which is a function of mass and speed. Over the past decade, personal vehicles have become heavier and larger than ever⁴, and the Covid pandemic led to more speeding and less traffic enforcement. Thus, both the mass and speed of vehicles have increased across the country, leading to

³ The League of American Bicyclists (14 August 2025). *City: Biking and Walking Road Safety*. Number of Bicyclist Fatalities Over Time [Data set]. <https://data.bikeleague.org/data/cities-biking-walking-road-safety/#bicyclist-fatalities-per-bicyclist-commuters-over-time>.

⁴ U.S. Environmental Protection Agency (4 November 2025). *Automotive Trends Report*. Trends Summary Data [Data set]. <https://www.epa.gov/automotive-trends/explore-automotive-trends-data#SummaryData>.

significantly more kinetic energy transfer and deadlier results for victims outside of vehicles.

- **From the 3 E's to The Safe System Approach:** As more cities began adopting Vision Zero and more data was gathered on the causes of crashes, it became clear that achieving zero would need to extend beyond just education, enforcement, and engineering. The Safe System Approach is a national roadway safety strategy that aims to eliminate traffic fatalities and serious injuries by acknowledging human mistakes and designing a transportation system with multiple levels of protection, focusing on Safer People, Safer Vehicles, Safer Speeds, Safer Streets, and Post-Crash Care. It does not try to prevent every crash but instead minimizes the harm when it occurs. It is a proactive, shared responsibility model that designs infrastructure and policies to accept human mistakes, recognizing that severe outcomes are unacceptable.
- **Design Guidelines for Safety Projects:** SFMTA should continue to use industry best practices for designing street safety projects, such as the National Association of City Transportation Officials (NACTO) design guidelines for operating streets that are safe, sustainable, and accessible for everyone.
- **Safe Systems Requires Greater Participation Across City Departments:** Some fatalities have occurred on streets where we *have already implemented our best practice street design toolkit*, but reckless, lawless, and anti-social behavior causes the crash anyway. In 2024, five of the 43 total traffic fatalities in San Francisco resulted from a hit-and-run, and two fatalities resulted from a person laying down in the right-of-way. This reinforces that we need a whole-of-government approach to reach zero. In addition to street design and safe speeds, Safe System acknowledges that responsibility is shared at all levels of government in reaching safety objectives. In San Francisco, this includes, but is not limited to: Department of Public Health (DPH), Police Department (SFPD), Fire Department (SFFD), Public Works (PW), Public Utilities Commission (SFPUC), Planning Department (Planning), Recreation and Parks Department (RPD), Port, Office on Disability and Accessibility (ODA), San Francisco Airport (SFO), Office of Economic and Workforce Development (OEWD), Office of Small Business (OSB), Controller's Office (CON), and Department of Emergency Management (DEM).

Safe System Approach

The **Safe System Approach** in transportation is a framework for eliminating traffic deaths and serious injuries by recognizing that human error is inevitable and that transportation systems should be designed so those mistakes do not result in fatal outcomes. Rather than focusing only on individual behavior (like blaming drivers, cyclists, or pedestrians), it treats safety as a shared responsibility among system designers, policymakers, vehicle manufacturers, and road users. The core ethical premise is simple: no loss of life is acceptable, and the transportation system should be designed to protect people even when they make mistakes.

There are several interrelated principles of the Safe System Approach: **safer speeds, safer roads, safe vehicles, safer people, and post-crash care:**

- **Safer People:** We help people travel safely through education and support – and we support them when mistakes happen.
- **Safer Speeds:** We keep speeds at levels where people can survive if a crash happens.
- **Safer Streets:** Street are built to protect you when things don't go to plan.
- **Safer Vehicles:** Cars are designed to help avoid crashes and protect you if one happens.
- **Post-Crash Care:** If a crash does happen, quick help makes all the difference.

These elements work together to manage crash factors, so they stay below the thresholds that cause serious injury or death. For example, speed limits and street design are aligned with human tolerance for impact; roads are engineered to reduce conflict points; vehicles include features that prevent crashes or reduce injury severity; education and enforcement support safer behavior; and emergency response systems ensure rapid, effective care when crashes occur.

Unlike traditional traffic safety models that aim to reduce crashes, the Safe System Approach prioritizes **reducing the severity of outcomes** when crashes happen. This makes it especially relevant for urban environments with diverse users and unavoidable conflicts. It underpins initiatives such as Vision Zero and shifts decision-making toward preventive, system-level interventions—like street redesigns and speed management—rather than relying primarily on enforcement or individual compliance. The Safe System Approach reframes transportation safety as a design problem with human life as the non-negotiable priority.

Both the Street Safety Act and Mayor's Street Safety Initiative are guided by the Safe System Approach. As discussed above, the Safe System Approach acknowledges shared responsibility and lessens the severity of injury by designing a transportation system that recognizes that humans make mistakes, but that they should not be fatal, and by creating layers of protection focused on safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. The Safe System approach extends beyond the 3 E's and requires cooperation between different governmental agencies, and for these reasons, staff recommend that the SFMTA also adopts the Safe System Approach.

Board of Supervisors Street Safety Act

On September 28, 2025, the San Francisco Board of Supervisors unanimously passed the Street Safety Act (Resolution No. 437-25) urging a preventative, interagency, and data-driven approach to ending severe and fatal traffic crashes by designing and enforcing safer streets for all San Franciscans, with a particular focus on protecting children, seniors, and other vulnerable populations.

The Street Safety Act urges the SFMTA to commit to the following actions:

1. Develop a plan for redesigning streets identified on the 2025 High Injury Network to enhance safety with tools such as providing separation, signal timing optimization,

physical barriers, and additional deployment of turn and traffic calming tools by December 2026;

2. Design additional Quick-Build projects on a rolling basis which incorporate physical barriers, turn safety treatments, and other safety tools in areas where data shows it is necessary;
3. Prioritize the deployment of electronic enforcement tools, including speed and red-light cameras, in accordance with current state law, and explore opportunities for state legislative support to expand this authority;
4. Develop a comprehensive timeline and implementation plan for citywide daylighting including 'hardened daylighting' on the High-Injury Network by December 2026; and
5. Develop a process and prototypes, in coordination with Public Works and the Fire Department, to allow residents or community groups to install planters, bike racks, and other landscaping materials on the street in areas where parking has already been prohibited, such as daylighting zones by December 2026;
6. Swiftly replace any decorative crosswalks that have been removed due to repaving or other work in coordination with Public Works, and ensure that replacements maintain or exceed prior safety and aesthetic standards;
7. Release a plan by December 2026 to replace the Residential Traffic Calming Program with a proactive approach for adding speed humps and cushions across neighborhoods that is responsive to community concerns with data-driven design standards agreed to by SFMTA, Public Works, and Fire Department; and
8. Release a public dashboard updated quarterly with outcomes-based metrics to track progress in traffic crash prevention

Street Safety Initiative, Executive Directive 25-06

On December 15, 2025, Mayor Daniel Lurie established the Street Safety Initiative as the next phase of San Francisco's roadway safety strategy. The Street Safety Initiative advances a coordinated effort to design, operate, and manage streets and transportation systems that ensure the safety of all who travel in San Francisco.

The Street Safety Initiative directs the SFMTA, individually and in coordination with other City departments, to do the following:

100-Day Actions

1. Co-chair the **Street Safety Initiative Working Group**, led by the Mayor's Office and co-chaired by the SFMTA, DPH, and the SFPD.
2. Identify **senior-level leads** to join the Street Safety Initiative Working Group.
3. Meet regularly as the Street Safety Initiative Working Group to **identify and coordinate department initiatives and metrics** that meet the goals of the Street Safety Initiative. (All)
4. Confirm the **2025 High Injury Network** and publish current **crash data, emphasizing vulnerable user groups**. (DPH, SFMTA, SFPD)
5. Review and update the **city's framework for identifying, categorizing, and reporting traffic-related serious injuries and fatalities** to support accurate trend

analysis, operational response, and performance accountability. (DPH, SFMTA, SFPD, SFFD)

6. Identify a focused list of priority, community-supported **Quick-Build projects** that incorporate proven safety tools such as physical barriers, turn safety treatments, and other roadway safety features in areas where data shows it is necessary. (SFMTA)
7. Identify and implement priority **daylighting locations**, starting with the High Injury Network, and other locations with vulnerable populations. (SFMTA, RPD)
8. Continue to prioritize the deployment of **electronic enforcement tools**, including speed and red-light cameras, in accordance with current state law, and explore opportunities for state legislative support to expand this authority. (SFMTA)
9. Continue to ensure that any street changes result in **clear lane markings and signage** to reduce confusion and improve predictable behavior. (SFMTA)
10. Continue to work **with state and federal officials and elected representatives** on street safety efforts outside of local authority. (MYR, SFMTA)
11. **Establish a process for sharing clear and concise updates** on Street Safety Initiative initiatives to residents, merchants and stakeholders. (All)

6-Month Actions

12. Develop a plan for promoting and enforcing safe **e-device (electric scooters, bikes, etc.)** operations and parking. (SFPD, SFMTA, RPD, Port)
13. In collaboration with the Controller's Office, draft a **Street Safety Initiative Dashboard** framework outlining metrics, data sources, and reporting cadence. (MYR, SFMTA, DPH)
14. Define a process for evaluating **safety infrastructure improvements when repaving** or conducting other street-level work and implement as funding permits (PW, SFPUC, SFMTA).
15. Publish the joint **SFMTA and SFFD Street Design Review and Process Manual** clarifying traffic-calming tools and design parameters across street types along with project review standards; revisit them annually. (SFMTA, SFFD, SFDPW)
16. Develop a process and prototypes to allow residents or community groups to **install protected murals or other infrastructure enhancements** to reinforce established daylight zones. (SFMTA, SFPUC, SFDPW, SFFD)
17. Continue to coordinate safe pedestrian/bicycle **detours during construction**. (SFMTA, SFDPW, SFPUC)

1-Year and Beyond Actions

18. Release a **2026 High Injury Network draft plan** to enhance safety with tools such as providing separation, signal timing optimization, physical barriers, and additional deployment of turn and traffic calming tools. (DPH, SFMTA)
19. Release an updated **Residential Traffic Calming Program** that is data driven and agreed to by SFMTA, Public Works, and Fire Department (SFMTA)
20. Continue to collect, analyze, and **publish data on crash fatalities and injuries** (SFPD, DPH, SFMTA)

21. Proactively **address high-stress corridors and intersections** with safety interventions, as identified by data, residents, and existing plans, such as the Biking and Rolling Plan. (SFMTA, SFPD)
22. Review and update **Street Safety Initiative** initiatives for the following 12+ months. (All)

Street safety requires commitment to the actions laid out in the Street Safety Act and in the Street Safety Initiative. The SFMTA recognizes our part in achieving zero deaths and serious injuries and commits to those actions.

Our Part in Street Safety

In support of the Street Safety Initiative and the Street Safety Act, SFMTA took the principles of the Safe System Approach and, with feedback from the community, identified four commitments to street safety (the **SFMTA Street Safety Commitments**). These commitments will guide the Agency's workplan for achieving the goals identified in the Street Safety Initiative and the Street Safety Act.

1. Design streets and enforce safe driving behavior to achieve **safe driving speeds**.
2. Provide protection for the most **vulnerable roadway users**, addressing areas of conflict between modes of transportation.
3. **Reduce vehicle miles traveled (VMT)** and improve mobility choices consistent with the draft San Francisco Climate Action Plan.
4. Balance the **efficiency of transportation modes** to allow for choice while ensuring safety throughout the system.

The Agency's workplan is organized around the above commitments and includes implementation of proven safety tools, as follows:

- Slowing vehicle speeds with tools such as quick-builds, reduced speed limits, traffic calming, and automated speed enforcement;
- Providing protection for the most vulnerable road users using tools such as core intersection safety tools, signal changes and rapid flashing beacons, turn safety treatments, and daylighting red curbs; and
- Improving travel choices with tools such as the Muni Forward toolkit, protected bike lanes, permanent urban HOV lanes, and new bike share stations.

With the 2025 adoption of the City's Family Zoning Plan, which aims to expand housing affordability and availability by allowing for increased density throughout the city to meet state requirements, and plans for 36,200 new housing units, especially along transit and commercial corridors, MTA recognizes the urgency and timeliness of street safety measures both on and off the HIN.

STAKEHOLDER ENGAGEMENT

The public engagement process for this initiative was conducted from May to October 2024. During this period, staff conducted interviews with peer Vision Zero city staff in Portland, Seattle, Washington DC, New York City, and others, conducted briefings with multiple San Francisco city agencies, held listening sessions around San Francisco, including in the Tenderloin and Bayview, and met with neighborhood groups representing youth and seniors to better understand priorities related to street safety.

Feedback was gathered both in-person in meetings and via an online survey. The survey gathered more than 700 responses from the public, identifying a clear public focus on slowing vehicle speeds. Listening sessions conducted in August at the Southeast Community Center, SFMTA Headquarters at 1 South Van Ness, and virtually, gathered supportive feedback on street safety initiatives like quick-build projects and intersection safety treatments. Additional meetings were held with District Supervisors' offices, community members at Biking & Rolling Plan meetings, and externally with advocacy groups such as Walk SF and Families for Safe Streets. More than fifty meetings were attended to gather feedback.

Additionally, the Vision Zero Coalition, an alliance comprising more than two dozen advocacy groups in San Francisco, issued a September 2024 "Safe Streets, Strong Neighborhoods" recommendation whitepaper. Specific actions called for in this document that are reflected in the initiative include:

- A focus on prioritizing street safety improvements on the High Injury Network and in Equity Priority Communities,
- A continued shift towards proactive traffic calming instead of an application-based traffic calming program,
- A commitment to quarterly reporting of progress on Vision Zero initiatives on a public dashboard, and
- The implementation of core Vision Zero treatments like daylighting, continental crosswalks, advanced limit lines, turn calming if applicable, and painted safety zones if applicable on all SFMTA projects.

Finally, the SFMTA Board Vision Zero Committee convened three public hearings from September to December 2025 to seek further public input on establishing the four Street Safety Commitments and reviewing a draft workplan that advances street safety. On December 18, 2025, the Committee voted to recommend that the SFMTA Board adopt the Safe System Approach, the Street Safety Commitments, and commit to the actions in the Street Safety Initiative and the Street Safety Act. The Committee also included recommendations to state the financial constraints that the SFMTA is operating under,

strengthen metrics to include both implementation and impact on safer behavior, and to include how Street Safety prioritizes equity.

ALTERNATIVES CONSIDERED

An alternative to approving this Street Safety policy is to allow the 2014 Vision Zero policy to lapse. Staff do not recommend this alternative because street safety is a public health issue that requires SFMTA and other city departments to continue to work towards eliminating fatalities and reducing the number of severe injuries. Additionally, street safety is supported by all elected officials, as representatives of San Franciscans.

FUNDING IMPACT

The adoption of the Street Safety commitments does not have an associated funding impact. Individual projects and initiatives are funded through a combination of SFMTA operating funds, Proposition B (General Fund allocation based on population growth) funds, Proposition D Traffic Congestion Mitigation Tax fund, and Proposition L Half-Cent Sales Tax for Transportation funds.

ENVIRONMENTAL REVIEW

On December 16, 2025, the SFMTA, under authority delegated by the Planning Department, determined that San Francisco's Street Safety Initiative is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors take various actions related to San Francisco's Street Safety Initiative, including: (a) adopting the Safe System Approach to roadway safety, (b) adopting the SFMTA Street Safety Commitments, and (c) committing to the actions set forth in Mayor Lurie's Street Safety Initiative (Executive Directive 25-06) and the San Francisco Street Safety Act (BOS Resolution No. 437-25), and prioritizing areas on the High Injury Network.

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS**

RESOLUTION No. _____

WHEREAS, San Francisco was an early adopter of Vision Zero, committing in 2014 to eliminate traffic fatalities by 2024; and,

WHEREAS, The SFMTA Board of Directors adopted a resolution in support of Vision Zero on February 4, 2014 (Resolution No. 14-024) and the Board of Supervisors adopted a resolution in support of Vision Zero on March 18, 2014 (BOS Resolution No. 91-14); and,

WHEREAS, Over the past decade, the Vision Zero policy has guided the SFMTA, the Department of Public Health (DPH), and the San Francisco Police Department (SFPD) to acknowledge traffic fatalities as a public health crisis and work together to prioritize street safety; and,

WHEREAS, Since 2014, we've learned many lessons including an identification of the most effective treatments in preventing traffic fatalities, establishing a data-driven approach to safety with the creation of the High Injury Network (HIN), and seeking policy changes at the state and federal levels; and,

WHEREAS, The SFMTA has and will continue to direct resources to areas on the HIN and within Equity Priority Communities (EPCs) to ensure an investment in safety for the people and neighborhoods with the greatest need; and,

WHEREAS, The Safe System Approach is a nationally recognized roadway safety strategy that minimizes the harm of a crash by recognizing that humans make mistakes but that they should not be fatal by applying multiple layers of approach in the form of Safe People, Safe Roads, Safe Vehicles, Safe Speeds and Post-Crash care; and,

WHEREAS, On September 28, 2025, the San Francisco Board of Supervisors unanimously passed the Street Safety Act (Resolution No 437-25) urging a preventative, interagency, and data-driven approach to ending severe and fatal traffic crashes by designing and enforcing safer streets for all San Franciscans, with a particular focus on protecting children, seniors, and other vulnerable populations; and,

WHEREAS, On December 15, 2025, Mayor Daniel Lurie established the Street Safety Initiative as the next phase of San Francisco's roadway safety strategy. The Street Safety Initiative advances a coordinated effort to design, operate, and manage streets and transportation systems that ensure the safety of all who travel in San Francisco; and,

WHEREAS, In support of the Safe System Approach, the SFMTA Street Safety Commitments are to: (i) design streets and enforce safe driving behavior to achieve safe

driving speeds, (ii) provide protection for the most vulnerable roadway users, addressing areas of conflict between modes of transportation, (iii) reduce vehicle miles traveled (VMT) and improve mobility choices consistent with the draft San Francisco Climate Action Plan, and (iv) balance the efficiency of transportation modes to allow for choice while ensuring safety throughout the system; and,

WHEREAS, On December 18, 2025, the SFMTA Board of Directors Vision Zero Committee voted to recommend that the SFMTA Board of Directors adopt the Safe System Approach, the Street Safety Commitments, and commit to the actions in the Street Safety Initiative and the Street Safety Act; and,

WHEREAS, On December 16, 2025, the SFMTA, under authority delegated by the Planning Department, determined that San Francisco's Street Safety Initiative is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts the Safe System Approach to roadway safety; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts the SFMTA Streets Safety Commitments, which are to: (i) design streets and enforce safe driving behavior to achieve safe driving speeds, (ii) provide protection for the most vulnerable roadway users, addressing areas of conflict between modes of transportation, (iii) reduce vehicle miles traveled (VMT) and improve mobility choices consistent with the draft San Francisco Climate Action Plan, and (iv) balance the efficiency of transportation modes to allow for choice while ensuring safety throughout the system; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors commits to the actions set forth in Mayor Lurie's Street Safety Initiative (Executive Directive 25-06) and the San Francisco Street Safety Act (BOS Resolution No. 437-25), prioritizing areas on the High Injury Network.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 20, 2026.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

1 [San Francisco Street Safety Act]

2
3 **Resolution urging a preventative, interagency, and data-driven approach to ending**
4 **severe and fatal traffic crashes by designing and enforcing safer streets for all San**
5 **Franciscans, with a particular focus on protecting children, seniors, and other**
6 **vulnerable populations.**

7
8 WHEREAS, Traffic-related injuries and fatalities remain a preventable public health and
9 safety crisis in San Francisco, disproportionately affecting pedestrians, cyclists, children,
10 seniors, and other vulnerable street users; and

11 WHEREAS, In 2014, the San Francisco Board of Supervisors passed a Resolution on
12 file with the Clerk of the Board of Supervisors in File No. 140047, which is hereby declared to
13 be a part of this Resolution as if set forth fully herein, urging the implementation of “an action
14 plan to reduce traffic fatalities to zero in the next ten years through better engineering,
15 education, and enforcement”, despite efforts since, traffic fatalities and severe injuries have
16 yet to decrease; and

17 WHEREAS, In 2025 the San Francisco Budget and Legislative Analyst conducted a
18 study that found that traffic related injuries and deaths cost the City and County of San
19 Francisco approximately \$12.2 million and San Franciscans \$500 million yearly in addition to
20 the emotional and physical pain and injury sustained by the victims of traffic violence; and

21 WHEREAS, Since 2014, San Francisco has experienced numerous transportation
22 changes, including increased rideshare, autonomous vehicles, scooters, deliveries, parklets
23 and shared spaces, and shifting transit patterns, all of which require an agile policy response
24 to ensure San Francisco streets can adapt and respond adequately to protect all road users;
25 and

1 WHEREAS, Simultaneously, the United States has experienced numerous
2 transportation changes that have made the reduction of traffic fatalities more challenging than
3 a decade ago, including increases in size, weight, and acceleration power of motor vehicles,
4 and increased inattentiveness due to electronic devices; these changes have led to significant
5 increases to traffic fatalities and injuries in other jurisdictions while San Francisco's have
6 remained relatively constant, demonstrating that interventions on a local level are both
7 impactful and essential; and

8 WHEREAS, Speeding is the number one cause of severe and fatal traffic crashes in
9 San Francisco and speeding increases the likelihood and severity of a traffic crash; and

10 WHEREAS, People who live in Equity Priority Communities are significantly more likely
11 to have daily exposure to high-injury streets; and

12 WHEREAS, Over the last 10 years, San Francisco has implemented numerous data-
13 driven street safety programs and initiatives that have resulted in reduction in speeding,
14 crashes, and near-misses where roadway projects have been installed; and

15 WHEREAS, The City and County of San Francisco is responsible for designing streets
16 and enforcing safe driving behavior to ensure that walking, biking, scooting, riding transit, and
17 driving are safe, comfortable, convenient, and affordable ways of getting around the City in
18 keeping with the Transit First policy; and

19 WHEREAS, San Francisco remains committed to reducing the severity of traffic injuries
20 by designing safer streets, analyzing data, educating the public, enforcing traffic laws,
21 improving trauma care, pursuing other reforms locally and nationally, and addressing broader
22 civility, order, and safety concerns – including homelessness and mental health – that will
23 further this goal; now, therefore, be it

24 RESOLVED, That the San Francisco Street Safety Act reaffirms San Francisco's
25 commitment to Vision Zero goals and establishes that street safety is a multi-disciplinary,

1 system-wide effort involving the coordination of multiple departments (“core agencies”); and,
2 be it

3 FURTHER RESOLVED, That the San Francisco Board of Supervisors commits to a
4 preventative, interagency, data-driven, and safe-systems approach to ending severe and fatal
5 traffic crashes by designing and enforcing safer streets for all San Franciscans, with a
6 particular focus on protecting children, seniors, and other vulnerable populations, and urges
7 the following actions by the core agencies:

- 8 1. The San Francisco Municipal Transportation Agency (SFMTA) shall:
 - 9 a. Develop a plan for redesigning streets identified on the 2025 High Injury
10 Network to enhance safety with tools such as providing separation, signal
11 timing optimization, physical barriers, and additional deployment of turn and
12 traffic calming tools by December 2026; and
 - 13 b. Design additional Quick-Build projects on a rolling basis which incorporate
14 physical barriers, turn safety treatments, and other safety tools in areas
15 where data shows it is necessary; and
 - 16 c. Prioritize the deployment of electronic enforcement tools, including speed
17 and red-light cameras, in accordance with current state law, and explore
18 opportunities for state legislative support to expand this authority; and
 - 19 d. Develop a comprehensive timeline and implementation plan for citywide
20 daylighting including ‘hardened daylighting’ on the High-Injury Network by
21 December 2026; and
 - 22 e. Develop a process and prototypes, in coordination with Public Works and the
23 Fire Department, to allow residents or community groups to install planters,
24 bike racks, and other landscaping materials on the street in areas where
25

1 parking has already been prohibited, such as daylighting zones by December
2 2026; and

- 3 f. Swiftly replace any decorative crosswalks that have been removed due to
4 repaving or other work in coordination with Public Works, and ensure that
5 replacements maintain or exceed prior safety and aesthetic standards; and
6 g. Release a plan by December 2026 to replace the Residential Traffic Calming
7 Program with a proactive approach for adding speed humps and cushions
8 across neighborhoods that is responsive to community concerns with data-
9 driven design standards agreed to by SFMTA, Public Works, and Fire
10 Department; and
11 h. Release a public dashboard updated quarterly with outcomes-based metrics
12 to track progress in traffic crash prevention; and

13 2. The San Francisco Police Department (SFPD) shall:

- 14 a. Develop and release a plan to increase traffic enforcement efforts, data-
15 driven warnings, and citations, including through automated enforcement
16 from the SFMTA, on the behaviors that are most likely to result in severe
17 injury and death, including, but not limited to, speeding, recklessness,
18 inattention, failure to yield, and intentional disregard of traffic control devices
19 by December 2026; and
20 b. Conduct monthly High Visibility Enforcement (HVE) focused on dangerous
21 speeding on priority High-Injury Network streets to complement locations and
22 effectiveness of the speed camera program; and
23 c. Include statistics on traffic citations and severe and fatal injuries from vehicle
24 collisions to monthly precinct crime reports; and
25

- 1 d. In cooperation with the Office of the Medical Examiner, provide timely crash
2 and victim reports to the Municipal Transportation Agency and Department of
3 Public Health on every traffic collision death; and
- 4 3. Department of Public Health (DPH) shall:
- 5 a. Collect, analyze, and publish data on crash fatalities and injuries annually
6 and identify a High-Injury Network as well as a High-Risk Network every two
7 years, with special emphasis on intersections and corridors that pose the
8 highest risk to children, seniors, people with disabilities, and other vulnerable
9 populations; and
- 10 b. Collaborate with community organizations and City agencies to share data to
11 inform public policy and safety interventions; and
- 12 4. Department of Public Works (DPW) shall:
- 13 a. Design and build all recommended safety infrastructure improvements —
14 such as curb extensions, speed humps, islands, turn calming, bicycle safety
15 infrastructure, and hardened daylighting — when repaving or conducting
16 other street-level work on all designated High-Injury Network and arterial
17 streets, following a Complete Streets approach; and
- 18 b. Replace any speed bumps, speed cushions, daylighting, and other safety
19 features that have been removed due to repaving or other work, and ensure
20 that replacements maintain or exceed prior safety and aesthetic standards;
21 and
- 22 c. Swiftly replace any decorative crosswalks that have been removed due to
23 repaving or other work in coordination with SFMTA, and ensure that
24 replacements maintain or exceed prior safety and aesthetic standards; and
25

- d. Develop a plan to launch a sidewalk condition assessment to catalog and publish the condition of all sidewalks across the City & County of San Francisco; and
5. San Francisco Unified School District (SFUSD) shall:
 - a. Develop and implement a traffic safety school curriculum; and
 - b. Continue to support the Safe Routes to School program to educate and encourage safe travel to school by bicycling, walking, public transportation, and carpooling; and
6. San Francisco Recreation and Park Department shall:
 - a. Work to identify and implement safe loading zones at parks undergoing major capital improvements; and
 - b. Integrate transportation-related safety education into RPD programming for children and seniors; and
 - c. Decrease automobile congestion in parks and encourage mode shift towards active/public transportation by implementing paid parking; and
 - d. Implement daylighting at crosswalks where accessibility improvements are planned; and
7. San Francisco Fire Department (SFFD) shall:
 - a. Coordinate with SFMTA to release written guidelines identifying various street design and traffic calming tools that shall be acceptable to the Fire Department across all types of public streets and intersections by December 2025 and revisit the guidelines if new street design features are recommended; and
 - b. Work in partnership with SFMTA to reduce redundant project reviews and facilitate safer, faster implementation of street safety infrastructure; and

1 c. Coordinate with the SFMTA to jointly establish a maximum review period
2 which shall be no longer than 120 days. The review timeline shall be
3 determined by the complexity of the project, and may only exceed 120 days
4 for projects deemed complex by both Departments; and

5 8. San Francisco County Transportation Authority (SFCTA) shall:

6 a. In coordination with the Controller's Office City Performance Unit, assess the
7 effectiveness and completion of each of the responsibilities listed in this
8 resolution and host an annual hearing on the review of street safety
9 progress, challenges, and data which includes relevant agencies and City
10 departments, including the core agencies in addition to the Mayor's Office;
11 and, be it

12 FURTHER RESOLVED, That the Board of Supervisors urges our state representatives
13 to expedite legislation to guide matters over which San Francisco does not have direct control
14 such as vehicle design, vehicle technology, driving regulations, driver licensing, automated
15 enforcement, scientific research, and the allocation of additional financial resources to
16 improve the safety and livability of our streets; and, be it

17 FURTHER RESOLVED, That the Board of Supervisors urges the Mayor's Office to
18 convene the Departments, the public, and other stakeholders in ensuring the accountability of
19 the San Francisco Street Safety Act.
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City and County of San Francisco
Tails
Resolution

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 250851

Date Passed: September 16, 2025

Resolution urging a preventative, interagency, and data-driven approach to ending severe and fatal traffic crashes by designing and enforcing safer streets for all San Franciscans, with a particular focus on protecting children, seniors, and other vulnerable populations.

September 08, 2025 Land Use and Transportation Committee - AMENDED, AN
AMENDMENT OF THE WHOLE BEARING SAME TITLE

September 08, 2025 Land Use and Transportation Committee - RECOMMENDED AS
AMENDED

September 16, 2025 Board of Supervisors - ADOPTED

Ayes: 10 - Chan, Chen, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter,
Sherrill and Walton
Excused: 1 - Dorsey

File No. 250851

I hereby certify that the foregoing
Resolution was ADOPTED on 9/16/2025 by
the Board of Supervisors of the City and
County of San Francisco.

Angela Calvillo
Clerk of the Board

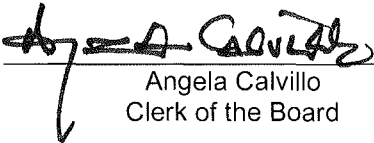
Unsigned

Daniel Lurie
Mayor

09/26/2025

Date Approved

I hereby certify that the foregoing resolution, not being signed by the Mayor within the time limit as set forth in Section 3.103 of the Charter, or time waived pursuant to Board Rule 2.14.2, became effective without his approval in accordance with the provision of said Section 3.103 of the Charter or Board Rule 2.14.2.



Angela Calvillo
Clerk of the Board

09/26/2025

Date

File No. 250851



Executive Directive 25-06

Street Safety Initiative

From day one, I've said my top priority is public safety. And that means all kinds of safety. No matter how you get around this city—walking, biking, driving, or riding transit—you should be able to do it without fearing for your life. Safe streets mean a child can walk to school without fear, a senior can cross the street with confidence, and our residents who drive can get home at the end of the day. Each year, however, dozens of people die and hundreds more experience serious or life-changing injuries on San Francisco's streets due to traffic collisions. These losses fall disproportionately on seniors, people with disabilities, low-income residents, and people experiencing homelessness. We have learned a lot over the past ten years of Vision Zero; now is the time to update our approach to this work. If we want San Francisco to be a place where families can build their lives — from raising young children to aging with dignity — safe streets have to be a citywide priority.

This Executive Directive establishes the **Street Safety Initiative** as the next phase of San Francisco's roadway safety strategy, advancing a coordinated effort to design, operate, and manage streets and transportation systems that ensure the safety of all who travel within our city.

Why This Matters

- **A nationally recognized health crisis.** Health organizations like the Centers for Disease Control and Prevention (CDC) and the World Health Organization (WHO) have identified road traffic injuries as a leading cause of death, particularly for children and young adults, and an area requiring a coordinated, public health-based response.
- **The US is an outlier in traffic fatalities.** The United States is a global outlier in traffic safety. Fatalities are rising even as our peer nations achieve major declines; San Francisco's stagnant fatality numbers underscore that our work is not done.
- **When San Francisco upgrades its streets, safety improves.** Across 28 recent street safety projects, total collisions dropped by **16%**, bicycle collisions by **25%**, and pedestrian collisions by **35%**. Near-misses between vehicles and people walking also declined by **32%** - proof that targeted investments can save lives.

Core Safety Principles

- **Safety is a non-negotiable value.** San Francisco should never accept deaths or

serious injuries as the cost of getting around our city.

- **Protecting those most at risk.** Traffic safety must protect everyone - drivers, passengers, people walking, biking, and taking transit - while recognizing the greater physical vulnerability of those outside of vehicles.
- **Safer streets are not anti-driving streets.** Safer streets reduce vehicle crashes and make travel more predictable and safer for everyone. In recent years, nearly half of all people injured in San Francisco traffic crashes were drivers or passengers.
- **Access and safety go hand in hand.** Safety interventions aim to reduce injuries, not limit how or where people can travel. Everyone should be able to access their destination safely.
- **Shared responsibility between systems and people.** The city should design streets that protect everyone using them *and* people must move with care and respect. Safety depends on both.

How We Make Decisions

- **Applying reason and common sense.** The city will use practical, evidence-based solutions to improve safety.
- **Balancing access and efficiency.** We will continue to advance San Francisco's Transit First policy while maintaining an accessible and efficient transportation network that serves the diverse needs of our neighborhoods.
- **Measuring meaningful progress.** Vision Zero's "zero deaths" goal is a moral imperative: there is no level of traffic fatalities that should be considered acceptable. At the same time, the number of people killed on our streets in traffic collisions should not be the only way to measure the city's progress or remaining challenges. To ensure transparency and accountability, the city will track additional performance measures that reflect real improvements in safety, behavior, and street conditions.

Who We Are as a City

- **San Francisco is a multi-modal commuting city:** San Francisco has one of the most multi-modal commute patterns of any major U.S. city: 36% of workers commute primarily by car, 25% by transit, 10% by walking, and 7% by other non-auto modes like biking. We have an obligation to make sure we all can travel safely together on our streets.
- **Shared commitment across city government.** Traffic safety cannot rest on a single agency. Lasting progress requires active leadership and sustained support from every department whose work affects our streets, public spaces, health, housing, and community safety.
- **Aligning safety with citywide goals.** A safe transportation system requires citywide commitment, and is supported by parallel city efforts:
 - **Housing:** Increasing housing near jobs, services and transit allows more people to choose walking, biking and public transit.
 - **Homelessness and Behavioral Health:** People without stable housing or living

with untreated mental illness or addiction face disproportionate danger in traffic; connecting them to housing and care helps to lessen their exposure to traffic risks.

- **Transit and Mobility Choice:** Reliable Muni service and safe, efficient streets help more people choose transit and active transportation.
- **Public Health:** Every step toward safer, calmer streets supports the city's goal of becoming the healthiest city in the world.
- **Reducing crime:** A number of traffic injuries and deaths recently have been associated with those engaged in criminal activities such as vehicle theft and burglaries. Reducing crime helps reduce reckless driving.
- **Economic Recovery:** Our economic recovery depends on safe, reliable transportation systems; and a strong local economy is essential for maintaining and expanding the transportation system that keeps San Francisco moving.
- **Acting locally, advocating broadly:** Not every safety factor is under local control. San Francisco will use its voice to advocate for state and federal policies that advance our shared safety goals.

Based on these principles and the lessons we've learned, I am directing my office and city departments to advance the **Street Safety Initiative**.

The Street Safety Initiative will adopt the **Safe System Approach**, the nationally recognized roadway safety model embraced by the U.S. Department of Transportation and the State of California. This approach acknowledges that people make mistakes, but mistakes shouldn't cost lives. It requires us to design streets, vehicles, and systems that account for human vulnerability, protect those outside of cars, and strive for streets where no single error results in tragedy.

We will elevate this effort into a coordinated citywide program with executive accountability. **The Mayor's Chief of Infrastructure, Climate & Mobility** will oversee this effort with targeted support from the Chiefs of Public Safety, Health and Human Services, Housing and Economic Development, and Strategy and Performance.

The Mayor's Office will create a **Street Safety Initiative Working Group**, co-led by the San Francisco Municipal Transportation Agency (SFMTA), Department of Public Health (DPH) and the San Francisco Police Department (SFPD). Every agency with a role in the design, operation, or regulation of our transportation system or the people using it will be required to designate a senior leader representative. The Working Group will serve as a collaborative forum for coordinating initiatives, including the actions herein, that meet the principles of this directive.

The initiatives will be organized around the Safe System Approach:

1. **Safer People** – The City and County of San Francisco shall encourage safe, responsible driving and behavior by people who use our roads and prioritize conditions that allow people to reach their destinations unharmed.

2. **Safer Streets** – The City and County of San Francisco shall design streets that mitigate human mistakes and prioritize the safety of vulnerable groups.
3. **Safer Vehicles** – The City and County of San Francisco shall expand safety features in the City’s fleet and track state and federal vehicle regulations.
4. **Safer Speeds** – The City and County of San Francisco shall promote context-appropriate speeds through design, speed setting, education, and enforcement.
5. **Post-Crash Care** – The City and County of San Francisco shall enhance the survivability of crashes through expedient access to emergency and trauma care.

The Street Safety Initiative sets a renewed course: rooted in accountability and grounded in nationally accepted principles and practices. Together, we will advance toward a future where everyone can travel safely and with dignity.

Through this Executive Directive, I hereby order the following:

100-Day Actions

1. Establish the **Street Safety Initiative Working Group**, led by the Mayor’s Office and co-chaired by the San Francisco Municipal Transportation Agency, Department of Public Health, and the Police Department.
2. Identify **senior-level leads** to join the Street Safety Initiative Working Group across all relevant city agencies, including, but not limited to: the San Francisco Municipal Transportation Agency (SFMTA), Department of Public Health (DPH), Police Department (SFPD), Fire Department (SFFD), Public Works (PW), Public Utilities Commission (SFPUC), Planning Department (Planning), Recreation and Parks Department (RPD), Port, Office on Disability and Accessibility (ODA), San Francisco Airport (SFO), Office of Economic and Workforce Development (OEWD), Office of Small Business (OSB), Department of Emergency Management (DEM), and the Controller’s Office (CON). (MYR, SFMTA, DPH, SFPD)
3. The Street Safety Working Group will meet regularly to **identify and coordinate department initiatives and metrics** that meet the goals of this directive. (All)
4. Confirm the **2025 High Injury Network** and publish current crash data, emphasizing vulnerable groups. (DPH, SFMTA, SFFD)
5. Review and update the **city’s framework for identifying, categorizing, and reporting traffic-related serious injuries and fatalities** to support accurate trend analysis, operational response, and performance accountability. (DPH, SFMTA, SFPD, SFFD)
6. Identify a focused list of priority **Quick-Build projects** that incorporate proven safety tools such as physical barriers, turn safety treatments, and other roadway safety features in areas where data shows they are necessary. (SFMTA)
7. Identify and implement priority **daylighting locations**, continuing with the 2025 High Injury Network and other locations with vulnerable populations. (SFMTA, RPD)
8. Continue to prioritize the deployment of **electronic enforcement tools**, including speed and red-light cameras, in accordance with current state law, and explore opportunities for state legislative support to expand this authority. (SFMTA)
9. Begin and maintain **monthly High Visibility Enforcement** (HVE) in priority

- locations, including High Injury Network (HIN) corridors. (SFPD)
10. Continue to integrate traffic safety citations and crash injury data into **station-level reports**. (SFPD)
 11. Continue to ensure that any street changes result in **clear lane markings and signage** to reduce confusion and make behavior more predictable. (SFMTA)
 12. Continue to work **with state and federal officials and elected representatives** on street safety efforts outside of local authority. (MYR, SFMTA)
 13. **Establish a process for sharing clear and concise updates** on initiatives to residents, merchants and stakeholders. (All)

6-Month Actions

14. Develop a plan for **promoting and enforcing safe e-device (electric scooters, bikes, etc.)** operations and parking. (SFPD, SFMTA, RPD, Port)
15. In collaboration with the Controller's Office, draft a **Street Safety Initiative Dashboard** framework outlining metrics, data sources, and reporting cadence. (MYR, SFMTA, DPH, SFPD)
16. Define a process to evaluate **safety infrastructure improvements when repaving** or conducting other street-level work and implement as funding permits (PW, SFPUC, SFMTA).
17. Publish the joint **SFMTA and SFPD Street Design Review Manual** clarifying traffic-calming tools and design parameters across street types along with project review standards; revisit them annually. (SFMTA, SFPD, SFPDW)
18. Develop a process and prototypes to allow residents or community groups to **install protected murals or other infrastructure enhancements** to reinforce established daylight zones. (SFMTA, SFPUC, SFPDW, SFPD)
19. Continue to coordinate safe pedestrian and bicycle **detours during construction**. (SFMTA, SFPDW, SFPUC)
20. Develop and release a **Traffic Enforcement Strategy Report** identifying top crash-causing behaviors and corresponding enforcement focus. (SFPD, DPH)
21. Work with the San Francisco City Administrator to ensure consistent **vehicle driver training for city employees** and the installation of telematics that further the goals of this Executive Directive. (MYR)

1-Year and Beyond Actions

22. Release a **2025 High Injury Network draft plan** to enhance safety with tools such as providing separation, signal timing optimization, physical barriers, and additional deployment of turn and traffic calming tools. (SFMTA)
23. Release an updated **Residential Traffic Calming Program** that is data driven and agreed to by SFMTA, Public Works, and Fire Department (SFMTA)
24. Continue to collect, analyze, and **publish data on crash fatalities and injuries**. (SFPD, DPH, SFMTA)
25. Proactively **address high-stress corridors and intersections** with safety interventions, as identified by data, residents, and existing plans, such as the Biking

and Rolling Plan. (SFMTA, SFPD)

26. **Amend the Better Streets Plan** and related code to standardize street improvements across street types, align safety standards between agencies, and streamline project review. (Planning)
27. Update the annual **traffic enforcement plan** to effectively track and address the behaviors most likely to result in severe injury and death, including, but not limited to, speeding, recklessness, inattention, failure to yield, and intentional disregard of traffic control devices. (SFPD)
28. Review and update **Street Safety Initiative** initiatives for the following 12+ months. (All)

This Executive Directive takes effect immediately and will remain in place until rescinded by future written communication.



Daniel Lurie
Mayor
City and County of San Francisco



Date