SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 9/1/2026 ***Requested_by:*** SFMTA ***Handled:*** Nikki Kobayashi ***Section Head*** Bryant Woo	☐ ***Public Hearing Consent*** ☑ ***Public Hearing Regular*** ☐ ***Informational / Other***	***No objections:***_____ ***Item Held:***_____ ***Other:***_____

Location: Various Locations Citywide

Subject: No Turn on Red

PROPOSAL / REQUEST:

ESTABLISH – NO TURN ON RED

All signalized intersection approaches where jointly i) a NO TURN ON RED regulation does not currently exists, and ii) where the turn conflicts with any marked pedestrian crosswalk, and iii) within the area bounded by a point where the northerly line of Broadway meets the easterly line of The Embarcadero, thence northwesterly along the northeasterly line of Embarcadero to the westerly line of Taylor St, thence southerly along the westerly line of Taylor Street to the northerly line of Jefferson Street, thence westerly along the northerly line of Jefferson Street to the westerly line of Hyde Street, thence southerly along the westerly line of Hyde Street to the northerly line of Beach Street, thence westerly along the northerly line of Beach Street to the westerly line of Polk Street, thence southerly along the westerly line of Polk Street to the northerly line of North Point Street, thence westerly along the northerly line of North Point Street to the westerly line of Van Ness Avenue, thence southerly along the westerly line of Van Ness Avenue to northerly line of Bay Street, thence westerly along the northerly line of Bay Street to the westerly line of Gough Street, thence southerly along the westerly line of Gough Street to the northerly line of Market Street, thence northeasterly along the northerly line of Market Street to the easterly line of Van Ness Avenue, thence northerly along the easterly line of Van Ness Avenue to the southerly line of Bush Street, thence easterly along the southerly line of Bush Street to the westerly line of Powell, thence northerly along the westerly line of Powell Street to southerly line of Columbus Avenue, thence northwesterly along the southerly line of Columbus Avenue to the northerly line of Chestnut Street, thence easterly along the northerly

BACKGROUND INFORMATION / COMMENTS

Installing area-wide NO TURN ON RED legislation at all applicable signalized intersections within the defined boundary. This is a Phase 3 expansion of the existing No Turn on Red installations in the Tenderloin, and the Downtown North of Market and South of Market core. Signs are expected to be installed progressively along corridors beginning in the Spring of 2027 through Winter (December) 2028.

HEARING NOTIFICATION AND PROCESSING NOTES:	***ENVIRONMENTAL CLEARANCE BY:*** ☐ ***SFMTA*** ☐ ***Attached*** ☑ ***Pending***

CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL: ☐

Various Locations Citywide – No Turn On Red

ESTABLISH – NO TURN ON RED

All signalized intersection approaches where jointly **i)** a NO TURN ON RED regulation does not currently exists, and **ii)** where the turn conflicts with any marked pedestrian crosswalk, and **iii)** within the area bounded by a point where the northerly line of Broadway meets the easterly line of The Embarcadero, thence northwesterly along the northeasterly line of Embarcadero to the westerly line of Taylor St, thence southerly along the westerly line of Taylor Street to the northerly line of Jefferson Street, thence westerly along the northerly line of Jefferson Street to the westerly line of Hyde Street, thence southerly along the westerly line of Hyde Street to the northerly line of Beach Street, thence westerly along the northerly line of Beach Street to the westerly line of Polk Street, thence southerly along the westerly line of Polk Street to the northerly line of North Point Street, thence westerly along the northerly line of North Point Street to the westerly line of Van Ness Avenue, thence southerly along the westerly line of Van Ness Avenue to northerly line of Bay Street, thence westerly along the northerly line of Bay Street to the westerly line of Gough Street, thence southerly along the westerly line of Gough Street to the northerly line of Market Street, thence northeasterly along the northerly line of Market Street to the easterly line of Van Ness Avenue, thence northerly along the easterly line of Van Ness Avenue to the southerly line of Bush Street, thence easterly along the southerly line of Bush Street to the westerly line of Powell, thence northerly along the westerly line of Powell Street to southerly line of Columbus Avenue, thence northwesterly along the southerly line of Columbus Avenue to the northerly line of Chestnut Street, thence easterly along the northerly line of Chestnut Street to the easterly line of Columbus Avenue, thence southeasterly along the easterly line of Columbus Avenue to the northerly line of Broadway, thence easterly along the northerly line of Broadway to the point of commencement, or within the area bounded by a point where the southerly line of Market Street meets the westerly line of 11th Street, thence southwesterly along the southerly line of Market Street to the westerly line of Sanchez Street, thence southerly along the westerly line of Sanchez Street to the southerly line of 18th Street, thence easterly along the southerly line of 18th Street to the westerly line of Harrison Street, thence southerly along the westerly line of Harrison Street to the southerly line of 18th Street, thence easterly along the southerly line of 18th Street to the easterly line of San Bruno Avenue, thence northerly along the easterly line of San Bruno Avenue to the southerly line of 16th Street, thence easterly along the southerly line of 16th Street to the easterly line of Missouri Street, thence northerly along the easterly line of Missouri Street to the northerly line of 16th Street, thence westerly along the northerly line of 16th Street to the easterly line of San Bruno Avenue, thence northerly along the easterly line of San Bruno Avenue to the northerly line of Division Street, thence westerly along the northerly line of Division Street to the northerly line of 13th Street, thence westerly along the northerly line of 13th Street to the northwesterly line of extension of Howard Street, thence northeasterly along the northwesterly line of extension of Howard Street to the westerly line of 11th Street, thence northwesterly along the westerly line of 11th Street to the point of commencement.

(Supervisor District 2, 3, 5, 6, 8, 9, 10)

Proposal to install an area-wide NO TURN ON RED regulation on or near major transit and vehicle thoroughfares peripheral to the existing NO TURN ON RED areas in the Tenderloin and Downtown core.

Nikki Kobayashi, nikki.kobayashi@sfmta.com

No Turn On Red (NTOR) Restriction Locations

Project Locations

Expand no turn on red (NTOR) restrictions and install signs at approximately 200 signalized intersections.

LEGEND

- Existing Phase 1 NTOR Project Area (2020 Tenderloin Safety Project)
- Existing Phase 2 NTOR Project Area
- Proposed Phase 3 NTOR Project Area
- Intersections with Proposed No Turn On Red Movements

0.2 miles

Scale 1:51,345

Date Saved: 7/3/2025

For reference contact: Geraldine.DeLeon@sfmta.com

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SFMTA

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Safer Streets for Schools & Pedestrians Sign Upgrades and New Turn Restrictions Project

SUMMARY

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), proposes to enhance pedestrian safety throughout the City by installing new and replacement traffic signs.

EXISTING CONDITIONS

Pedestrian Sign Upgrades
Pedestrian Warning and YIELD HERE TO PEDESTRIAN signs throughout the City are reaching the end of their useful lives. Over time, the retro reflectivity and color of signs are lost due to exposure to the elements and UV light.

School Sign Upgrades
Currently, school speed limits are either 15 mph or 25 mph and are signed accordingly around the public and private K-12 schools in the City.

No Turn on Red (NTOR) Restrictions
No Turn on Red restrictions were installed at over 50 intersections in the Tenderloin neighborhood in 2021. An expansion to that effort is being implemented at approximately 200 intersections in the Downtown North of Market and South of Market core.

PROPOSED PROJECT

Pedestrian Sign Upgrades
To enhance pedestrian safety, the SFMTA is proposing to install replacement Pedestrian Warning and YIELD HERE TO PEDESTRIAN signs that are reaching the end of their useful lives. The replacements would bring signs up to current retroreflective and type standards, improving safety and visibility for all users of the road. Approximately 380 signs would be upgraded citywide. (See Attachment A for project area of Pedestrian Sign Upgrades).

School Sign Upgrades
In alignment with Assembly Bill 382, the SFMTA is proposing to install new and replacement 15/20 MPH SCHOOL SPEED LIMIT and SCHOOL signs near approximately 230 K-12 schools. AB 382 spatially expands the limits of school zones and allows either 15 or 20 mph speed limits in the zone. New school signs will be installed to meet adequate spacing requirements and existing school signs will be repositioned/replaced based on their condition, as many are reaching the end

of their useful life. Approximately 3,500 signs will be installed or upgraded citywide. (See Attachment B for project area of proposed School & School Speed Limit Signs).

No Turn on Red (NTOR) Restrictions

To support Vision Zero efforts, SFMTA is proposing to install new NO TURN ON RED (NTOR) restrictions and accompanying signage on major transit and vehicle thoroughfares at approximately 200 signalized intersections mostly on the High Injury Network (HIN). This effort expands upon the previous NTOR installations in the Downtown core and Tenderloin, extending north to Fisherman's Wharf, west to Gough St and south to the Mission District. This is a low-cost measure to improve pedestrian safety by keeping crosswalks clear and reducing potential pedestrian collisions at major intersections. (See Attachment C for project area of proposed NTOR restrictions).

Construction

Installation of the improvements would be led by the SFMTA's Sign Shop and anticipated to begin in the Spring 2027 and end in Winter (December) 2028. No excavation is necessary, as existing signposts and utility poles will be utilized.