



SFMTA

Street Safety Initiative

SFMTA Board of Directors
January 20, 2026



Overview

1. Reflecting on Prior Work
2. The Street Safety Initiative
3. Safety Tools, Draft Workplan & Metrics
4. Guiding Framework

Today's Action: SFMTA Board Vote

To improve street safety, the Vision Zero Committee recommends that the full board:

- A. Adopt the **Safe System Approach** to roadway safety
- B. Adopt **Street Safety Commitments**
- C. Commit to implementing the actions set forth in the **Street Safety Act** and the **Street Safety Initiative**, Mayor Lurie's Executive Directive.



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Street Safety Initiative

Reflecting on Prior Work

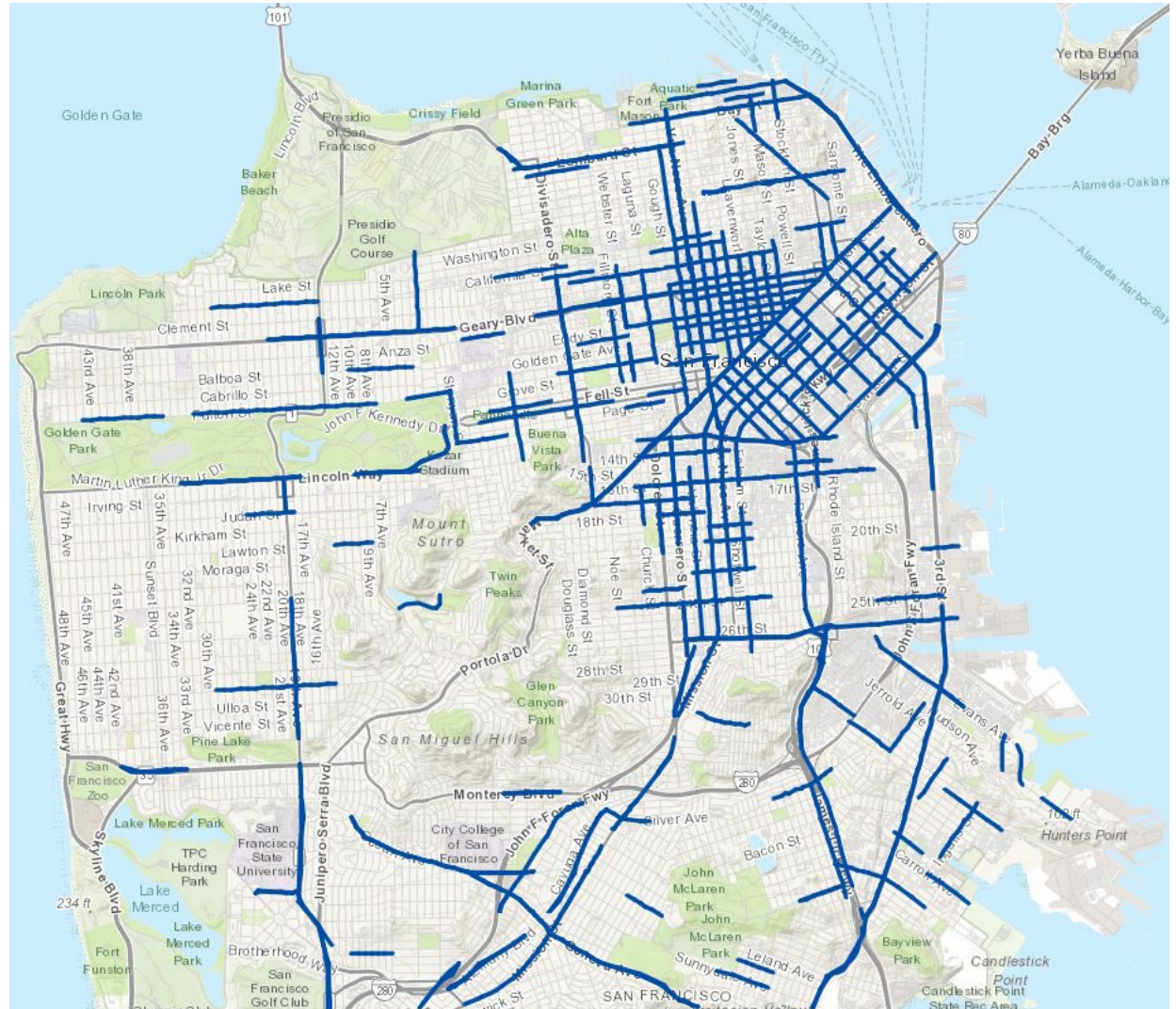
Data Driven Decision Making

2022 High-Injury Network

12% of City Streets

68% of fatal and severe injuries

2025 High Injury Network will continue to guide street safety investments



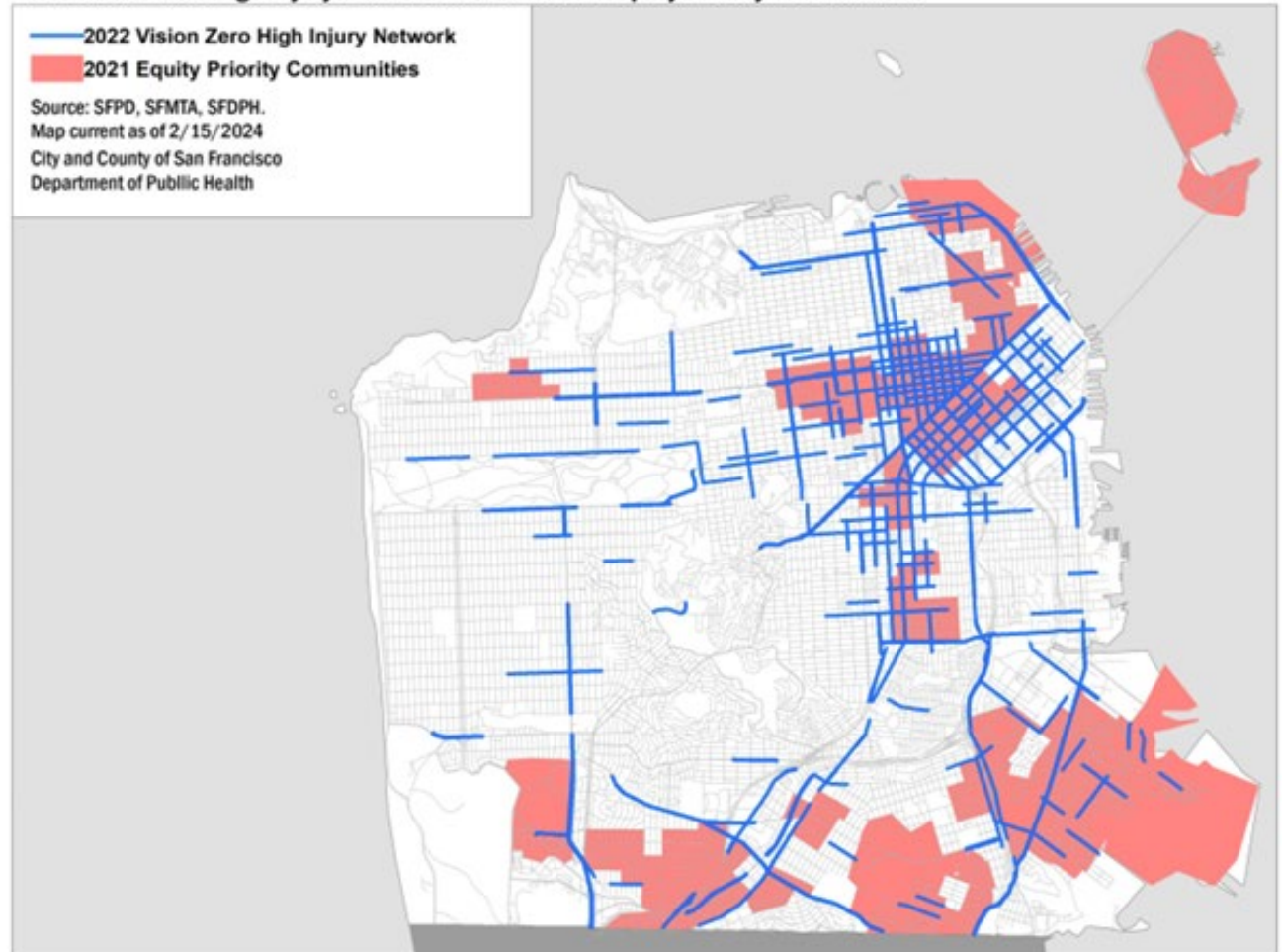
Equity

Half of the **2022 High Injury Network** is in neighborhoods defined as **Equity Priority Communities**

A quarter of all fatalities in 2024 occurred in Equity Priority Communities

Equity also means a focus on **vulnerable modes and groups such as seniors, or pedestrians**

2022 Vision Zero High Injury Network and 2021 MTC Equity Priority Communities



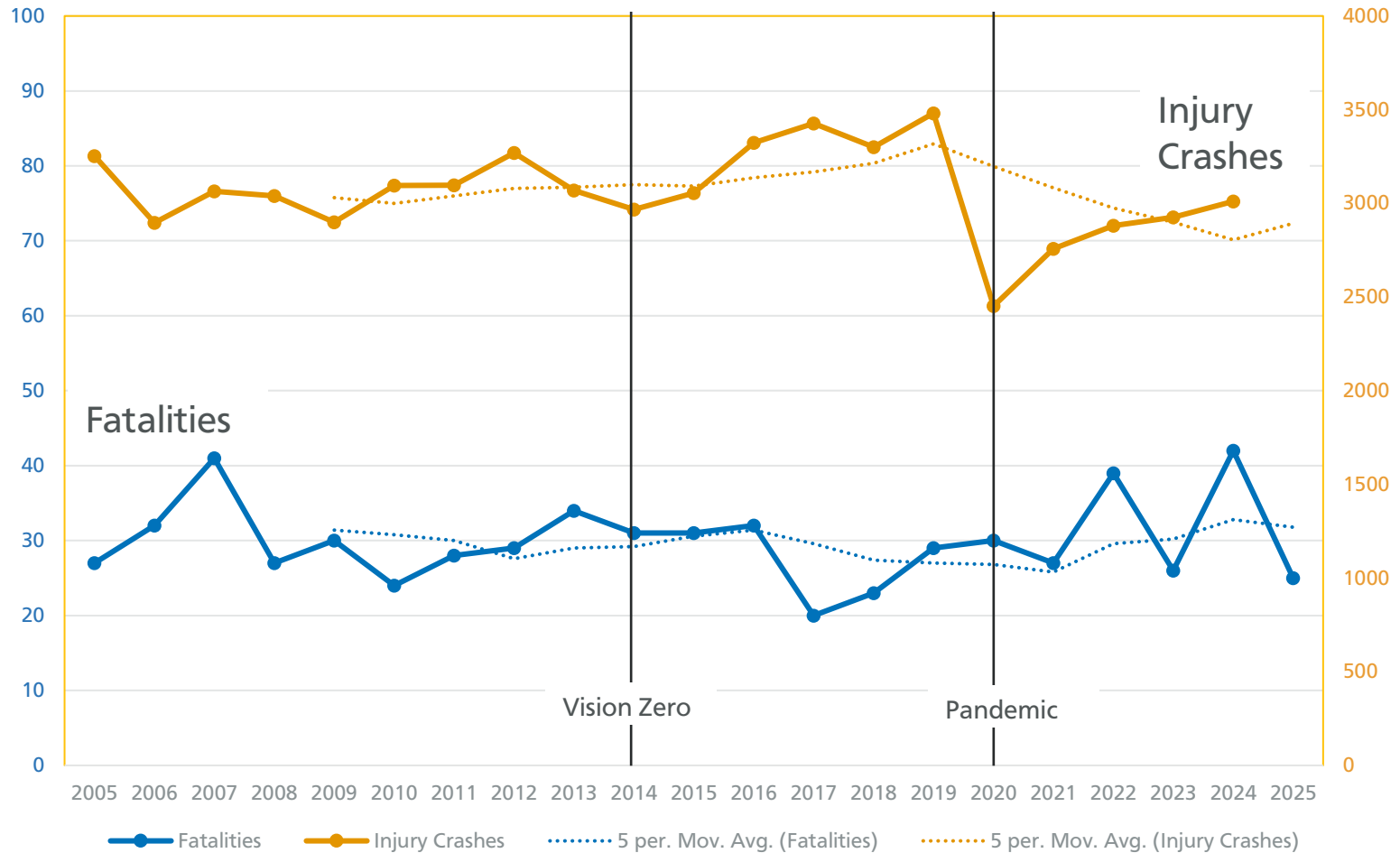
Vision Zero: What We Learned



- **High-quality data drives impact** by focusing resources where they matter most
- **Investments deliver results:** on average across evaluated corridors there is a 16% reduction in crashes overall, with 35% fewer pedestrian crashes, and 25% fewer cyclist crashes
- **Reaching zero requires systemic change**—state and federal policies on vehicle design and speed limits are critical
- **National trends are challenging:** larger, heavier vehicles and increased reckless driving since the pandemic make crashes far more deadly

Street Safety Data

San Francisco Traffic Injury Crashes and Fatalities, 2005-2024



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

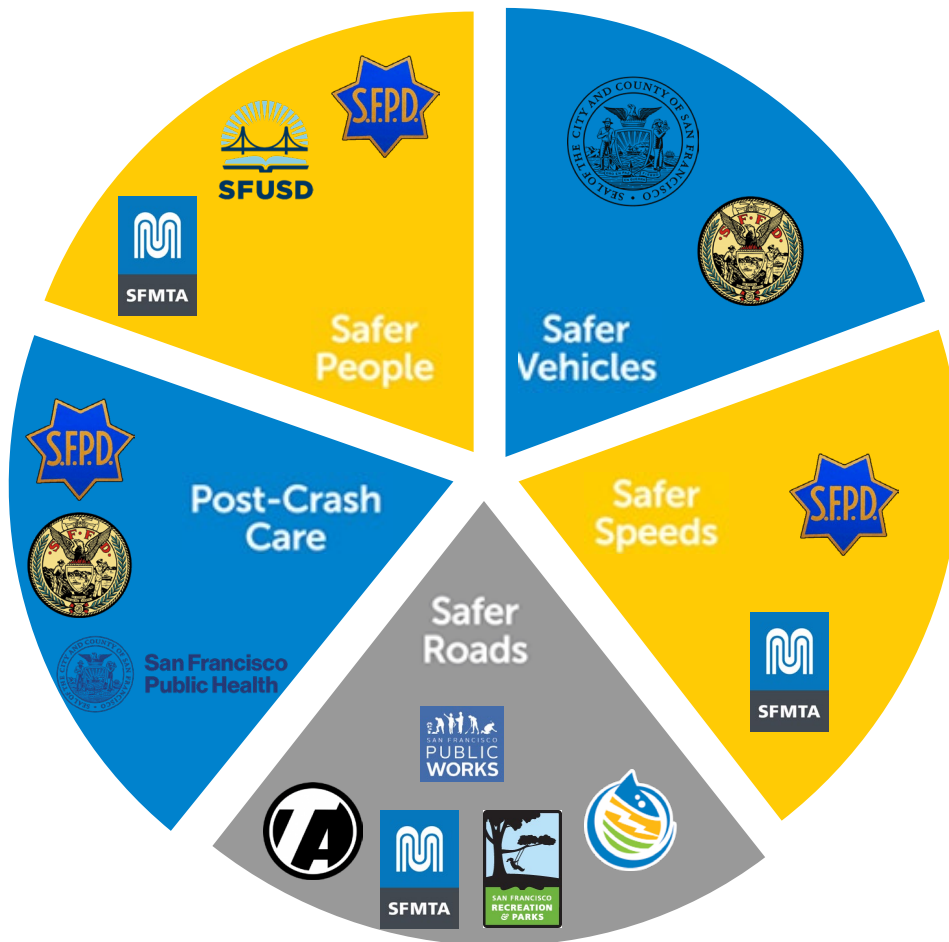


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Next Chapter of Work

Street Safety is Public Safety



The Safe System Approach

- Adopted by USDOT as a national **best practice**
- As with the behavioral health crisis, the public health crisis created by traffic violence requires **a whole of government** approach
- 10 + City departments committed to working together and **leadership needed from state and federal partners**

New Street Safety Initiative: Mayoral Directive

The Street Safety Initiative: A renewed, City-led, inter-agency commitment to, and roadmap for, San Francisco street safety

What the Street Safety Initiative stands for:

- Safety remains a non-negotiable value
- Protection for the most at risk
- Access and safety go hand in hand
- Safer streets are not anti-driving streets; they are safe driving streets
- Shared responsibility between people and systems

What's included:

- City Hall led governance structure: agreed metrics & reporting
- Timebound deliverables



The Street Safety Initiative: 100-Day Actions

Governance & Accountability

Establish the **Street Safety Initiative Working Group**

Identify senior-level leads to join the working group

Working Group to meet regularly & **coordinate metrics/initiatives**

Establish a **process for sharing clear and concise updates** on Safe Streets initiatives

Continue to work with **state and federal officials and elected representatives on street safety efforts outside of** local authority

Data-Led Decision Making

Confirm & publish the **High Injury Network**

Update **framework for identifying, categorizing,** and reporting traffic-related serious injuries and fatalities

Safer Streets

Identify and **implement priority daylighting locations** with vulnerable populations

Ensure that any street changes result in **clear lane markings and signage**

Safer Speeds

Continue to **prioritize electronic enforcement**

Identify priority, **community supported, Quick Builds**

Safer People

Begin and **maintain monthly High Visibility Enforcement**

Continue to **integrate traffic safety citations and crash injury data into station-level reports**

The Street Safety Initiative: 6 Months +

Governance & Accountability

6 Month Actions:

Produce **the draft Street Safety Initiative Dashboard** outlining metrics, sources & reporting cadence

Develop and release a **Traffic Enforcement Strategy** Report

One Year + Actions:
Amend the **Better Streets Plan** and related code to standardize street improvements

Review and update Street Safety Initiative initiatives for the following 12+ months

Data-Led Decision Making

6 Month Actions:

Define a **process for evaluating safety infrastructure improvements** when repaving or conducting other street-level changes

One Year + Actions:
Continue to **collect, analyze, and publish data on crash fatalities** and injuries

Proactively **address high-stress corridors and intersections** as identified by data, residents, and existing plans such as the **Biking and Rolling Plan**

Safer Streets

6 Month Actions:

Publish joint **SFMTA & SFFD Street Design Review Manual** for traffic calming tools

Establish process for **community led murals or other enhancements** in daylight zones

Continue to coordinate **safe pedestrian and bicycle detours** during construction

One Year + Actions:
Release **2025 High Injury Network Plan** to enhance safety using proven tools

Safer Speeds

One Year + Actions:

Release an **updated Residential Traffic Calming Program**

Safer People

6 Month Actions:

Develop a plan for promoting and **enforcing safe e-device operations** and parking

Ensure **consistent vehicle driver training** for city employees

One Year + Actions:
Update the annual traffic enforcement **plan to track and address dangerous behaviors**

Board of Supervisors Street Safety Act



San Francisco
Public Health



San Francisco
County Transportation
Authority

Develop a plan for redesigning streets identified on the 2025 **High Injury Network**

Release a plan to increase enforcement

Publish **High Injury Network and High Risk Network** every 2 years

Design and build safety infrastructure when repaving on the HIN

Develop and implement a **traffic safety school curriculum**

Release written guidelines for acceptable street design tools

Assess the effectiveness and completion of each of these responsibilities

Continue the **Quick Build** program

Conduct High Visibility Enforcement

Collaborate with city agencies to share data to inform policy and safety interventions

Replace **safety features** when repaving

Continue to support the **Safe Routes to School Program**

Establish a maximum review period of 90 days

Host an annual hearing including relevant agencies

Replace **decorative crosswalks** removed for repaving

Include **statistics on traffic safety** in precinct crime reports

Replace decorative crosswalks

Work with SFMTA to **reduce redundant reviews**

Prioritize the use of **electronic enforcement**

Provide timely **crash and victim reports**

Develop a sidewalk condition assessment

Timeline & implementation plan for **citywide daylighting & hardened daylighting** on new HIN

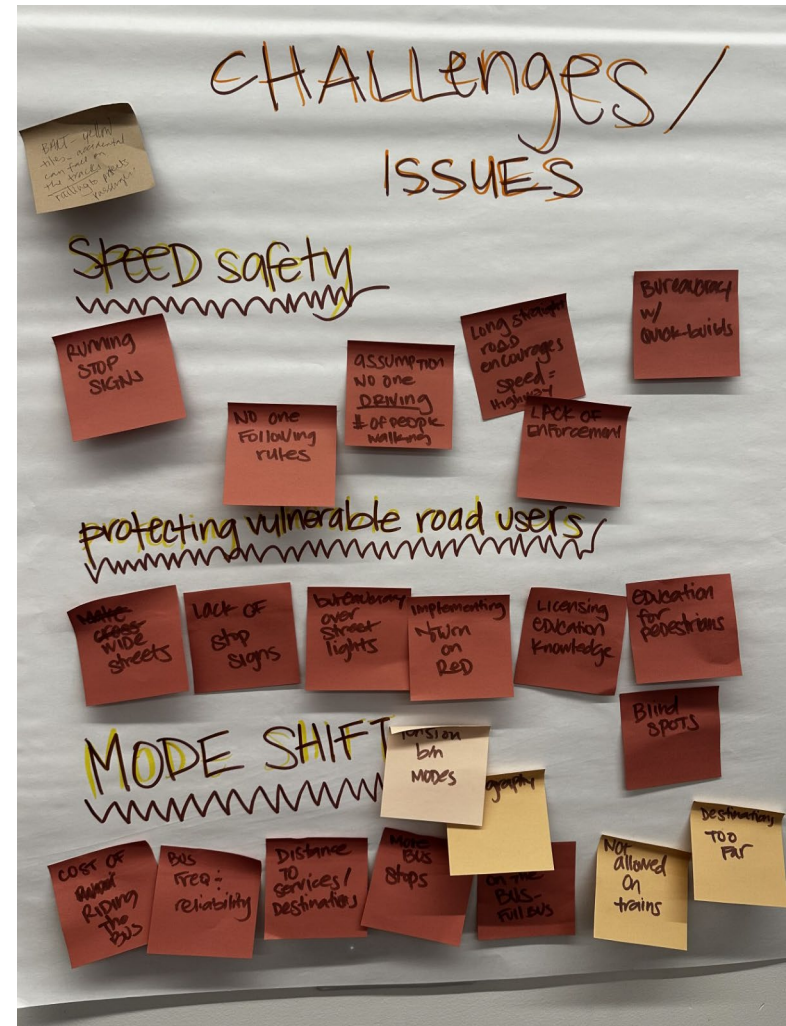
Replace application-based **residential traffic calming** program

Orange text denotes responsibility shared between multiple agencies

Release **quarterly public dashboard with outcomes-based metrics**

Public Engagement

- Beginning May 2024:
 - Interviews with peer Vision Zero cities
 - Interviews with other San Francisco city agencies
 - Community group listening sessions in the Bayview and Tenderloin representing youth and seniors
 - Virtual office hours
- Online survey
 - 700+ responses with a clear focus to slow vehicle speeds and protecting vulnerable road users
- Meetings with district supervisors
- Tabling at citywide SFMTA outreach events
- Meetings with advocacy groups
- Vision Zero Coalition, comprising nearly 40 advocacy groups in San Francisco, issued a “Safe Streets, Strong Neighborhoods” whitepaper
- Four Vision Zero Board Committee meetings



Street Safety Commitments

To improve street safety, the SFMTA commits to:

1. Designing streets and enforcing safe driving behavior to achieve **safe driving speeds**.
2. **Providing protection** for the most vulnerable roadway users, addressing areas of conflict between modes of transportation.
3. **Reducing vehicle miles traveled (VMT)** by improving 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.

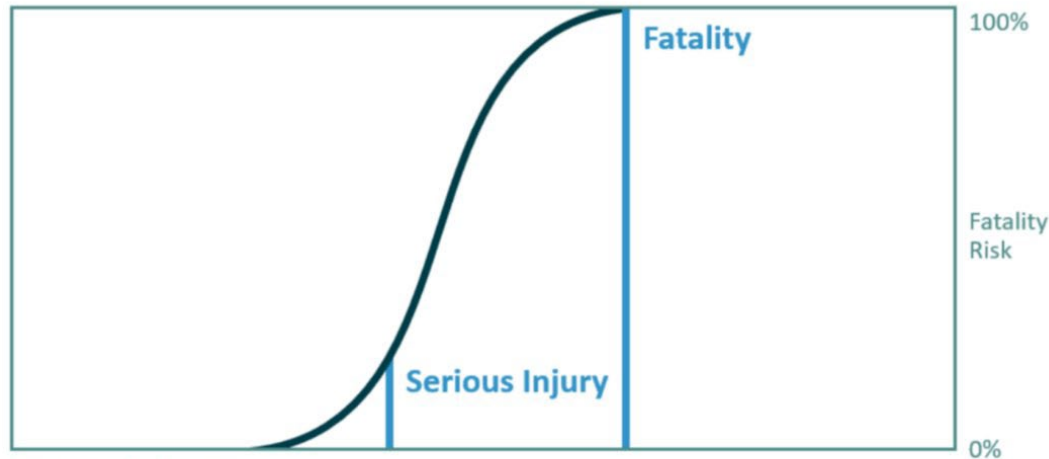


SFMTA

Street Safety Initiative

Street Safety Tools, Draft Workplan, and Metrics

Vehicle Speeds & Kinetic Energy



Small increases in speed **exponentially increases kinetic energy** released in a crash

Crash Kinetic Energy

Source: FHWA



A person hit at 40 mph is **8x more likely to die** than at 20 mph

Tools to Slow Vehicle Speeds



Quick-Build
Corridors



Reduced
Speed
Limits



Traffic
Calming
Program



Speed
Safety
Cameras

Slowing Speeds: Draft Plan

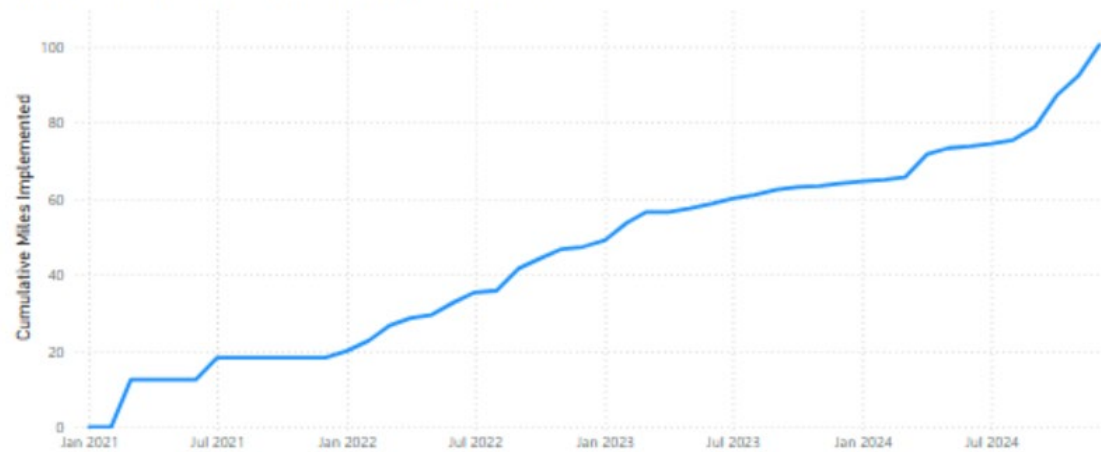
Commitment: To improve street safety, the SFMTA commits to designing streets and enforcing safe driving behavior to achieve **safe driving speeds**.

Action: Draft Implementation Plan Through to June 2027

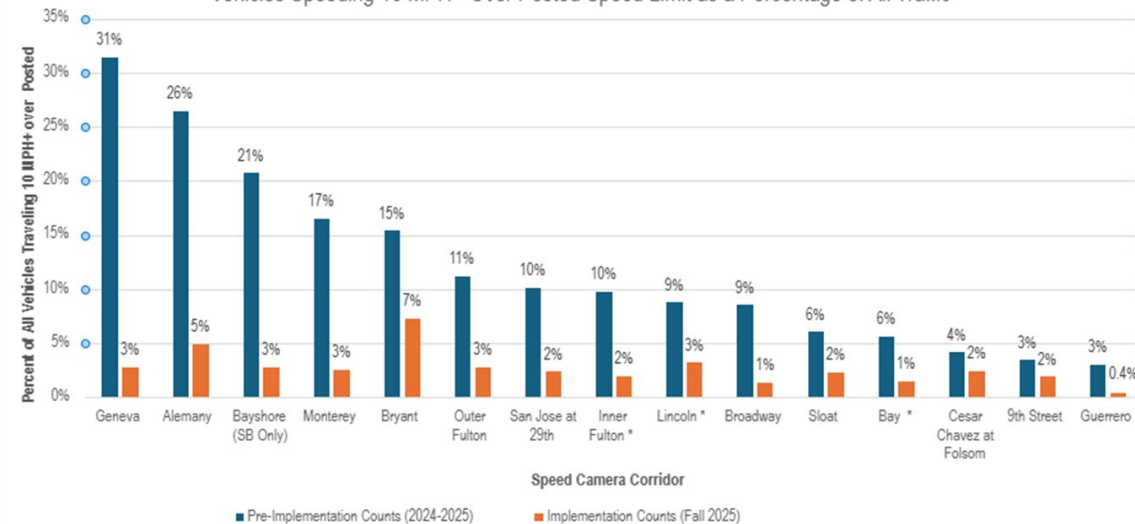
Tool	Total Citywide Completed	Projected Next 18 Months
Quick Build Corridors	40 Quick Builds over 6 years	8 projects through approval process
Speed Limit Reductions	86 corridors with reduced speed limits	35 new corridors with reduced speed limits
Residential Traffic Calming Program	1,190 traffic calming devices installed	Implement 300 treatment and design 100 treatments and release an updated Traffic Calming Program
Slow Streets Corridor Upgrades	19 Slow Streets corridors	Upgrades to 3 of the 19 to meet speed/volume standards

Tracking Progress: Metrics for Slowing Speeds

Speed Limit Reductions in San Francisco (Cumulative Miles)



Vehicles Speeding 10 MPH+ Over Posted Speed Limit as a Percentage of All Traffic



Reduced Speed Limits

Draft dashboard example

Creating Safer Crossings – Why?

Pedestrian Deaths as a Percentage of Total Fatalities



Source: DataSF (30 December 2025). Traffic Fatalities [Data set]. <https://www.sf.gov/data-traffic-fatalities>.

Tools to Create Safer Crossings



Core
Intersection
Safety Tools



Signal
Changes &
Rapid
Flashing
Beacons



Turn Safety
Treatments



Daylighting

Safer Crossings – Draft Plan

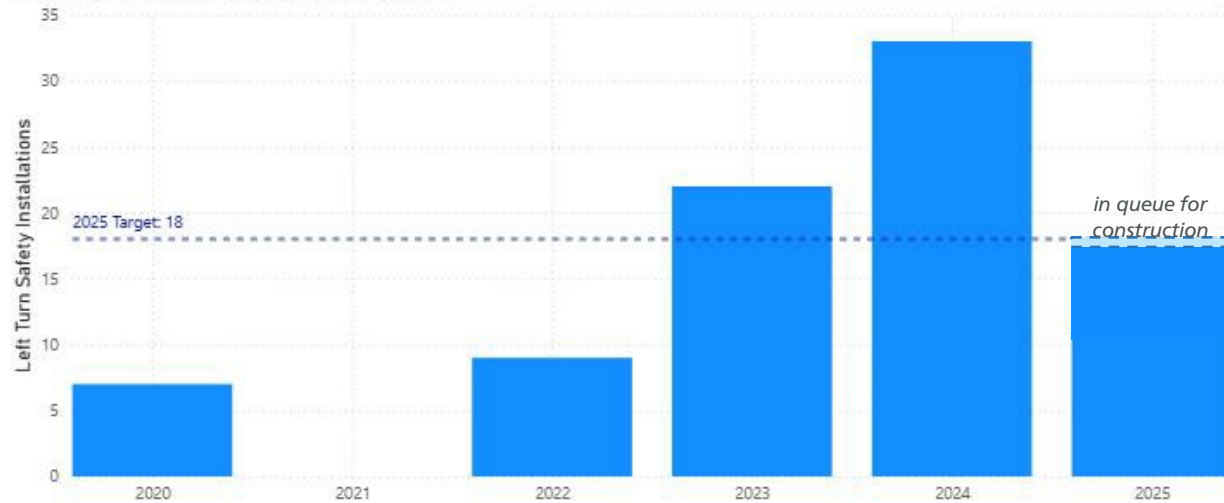
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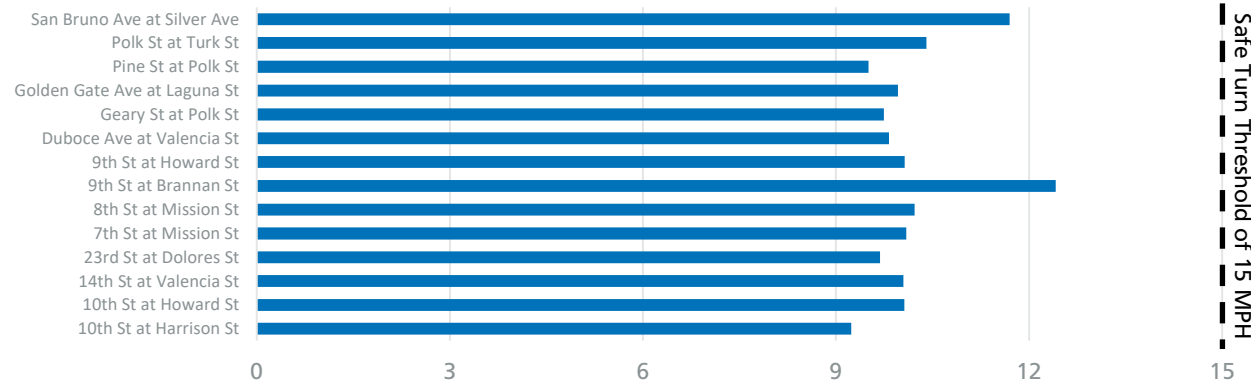
Tool	Total Citywide Completed	Projected Next 18 Months
Core Intersection Safety Tools	All 2022 High Injury Network Streets, ~1,500 intersections	All new 2025 HIN intersections
Signal Changes	1,500 intersections	All new 2025 HIN signalized intersections
Rapid Flashing Beacons	55 locations	10 locations
Turn Safety Treatments	220 intersections	A subset of the 2025 HIN intersections
Daylighting Red Curbs	More than 4,000 intersections	Focus on all new 2025 HIN intersections, institutional land uses and beyond

Tracking Progress: Metrics for Safer Crossings

Left Turn Safety installed in San Francisco



Average Turn Speed (MPH) at Left Turn Safety Intersections



Turn Safety Treatments

Improving Choices – Why?

- **Lower VMT = fewer traffic crashes and fatalities**
- Transportation is the **largest source of emissions driving climate change**
- **Safe, convenient walking, biking, and transit options** are key to cutting Vehicle Miles Traveled
- **Improves air quality** and reduces harmful pollution
- **Aligns with Climate Action Plan** goals for VMT reduction
- More **travel options** for short trips can **cut congestion by up to 30%**



Tools to Improve Choices



Muni
Forward
Toolkit



Biking for
All Ages
and
Abilities



Urban
HOV
Lanes



Bike Share
Locations

Improving Choices: Draft Plan

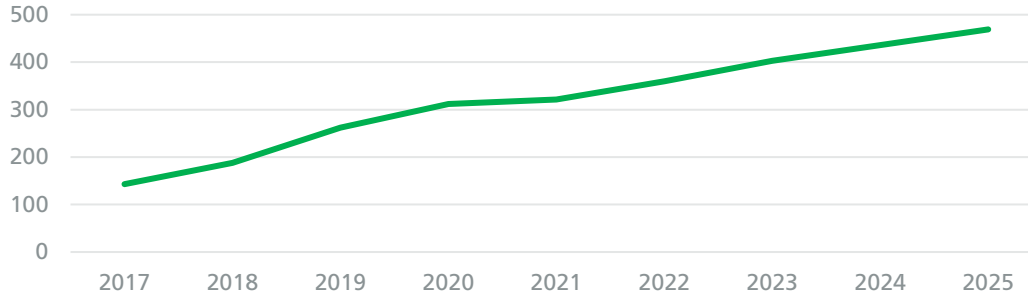
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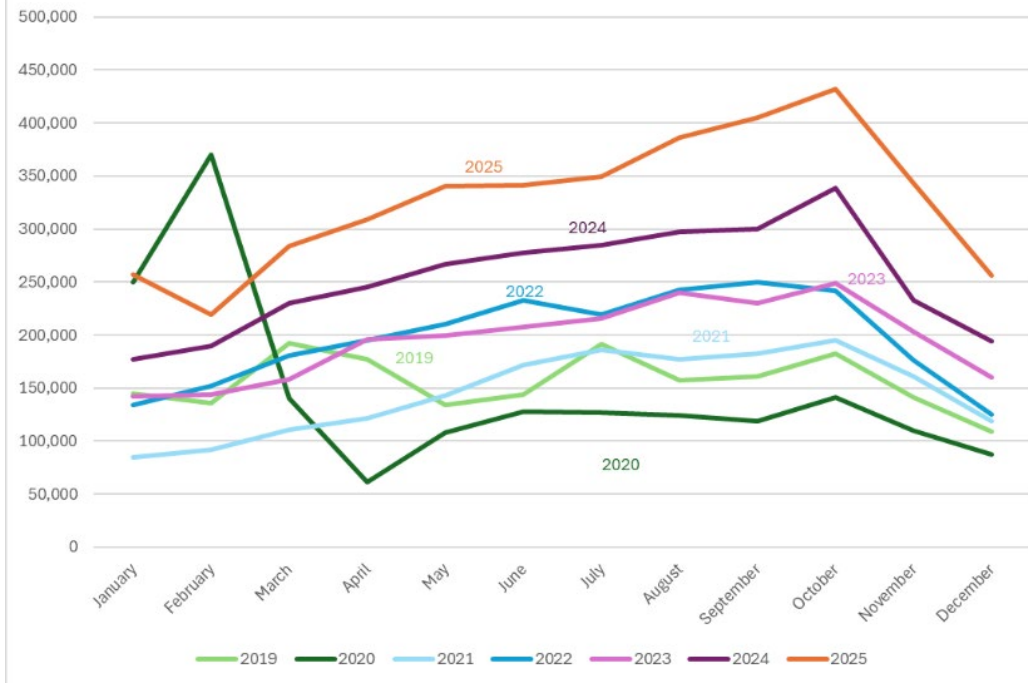
Tool	Total Citywide Completed	Projected Next 18 Months
Muni Forward Toolkit	110 miles	15 miles
Protected Bike Lanes	51 miles	3 miles
Upgrading Existing Bikeways	Under review	6 miles
Urban HOV Lanes	5 miles pilot	5 miles permanent
Bike Share Stations	352 stations	20 stations

Tracking Progress: Metrics for Travel Choices

Bike Share Stations Installed in San Francisco (cumulative)



Bay Wheels Monthly Trips in San Francisco, 2019-2025



Bike Share Stations and Ridership



SFMTA

Street Safety Initiative

Guiding Framework

Guiding Framework

Priority: Safety

Resources



Capital Funding



Staffing Capacity



Economic Forecast



City Departments and Agencies

Community Readiness



Stakeholder Engagement



Citywide Leadership Focus



MTA Board



State & Federal Partners

Technical Feasibility



Street Widths



Curb Demands



Transit Presence



Traffic Volumes & Speeds



Existing Legislation

Today's Action: SFMTA Board Vote

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Thank you!



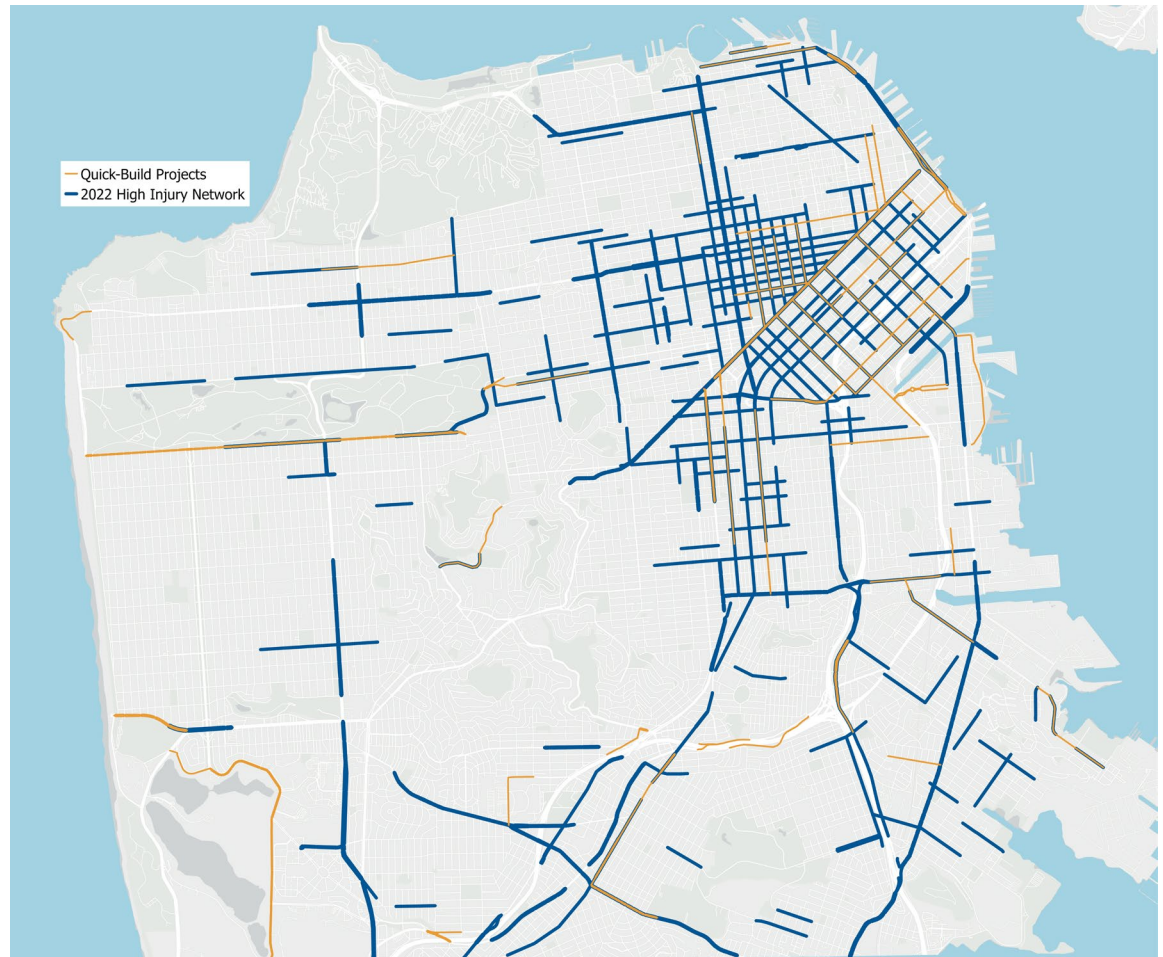
Appendix

Street Safety Initiative

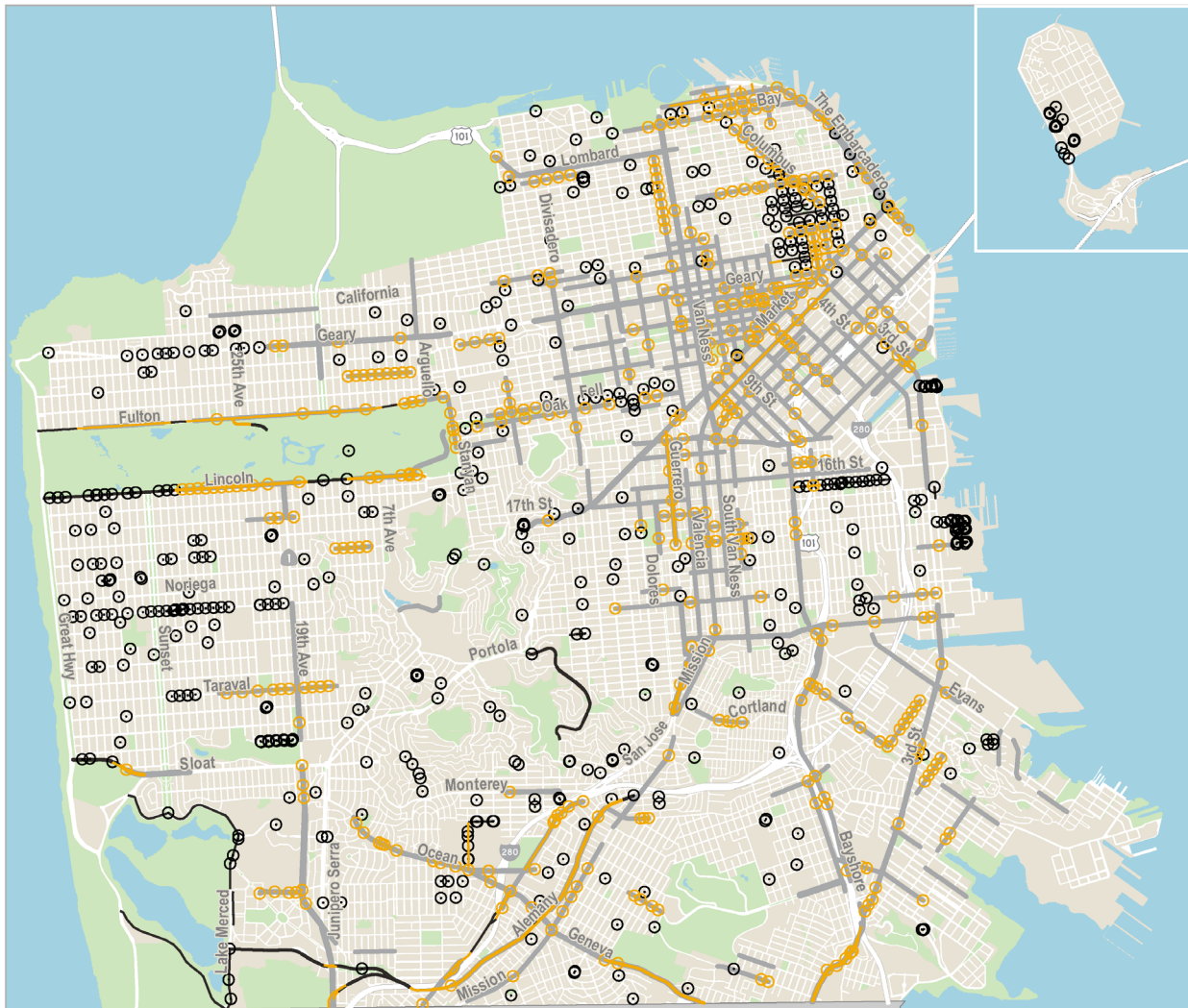
January 20, 2026

Quick-Build Corridor Projects on the HIN

70% of quick-build corridor projects are on the 2022 HIN



Data Driven Decision Making



Street Safety Improvements: San Francisco, California

2024 Completed Citywide Safety Improvements
On and Off the Vision Zero High Injury Network

March 2025

Total Miles Improved Citywide: 46*
Total Miles Improved On the HIN: 26.4* (57%)
Total Miles Improved Off the HIN: 19.6* (43%)

Total Intersections Improved Citywide: 824
Total Intersections Improved On the HIN: 414 (50%)
Total Intersections Improved Off the HIN: 410 (50%)

Total Improvements Citywide: 1,177
Total Improvements On the HIN: 568 (48%)
Total Improvements Off the HIN: 609 (52%)

- Intersection Spot Improvement on HIN (414 Spots)
- Street Segment Improvement on HIN (26.4 Miles*)
- Intersection Spot Improvement Off HIN (410 Spots)
- Street Segment Improvement Off HIN (19.6 Miles*)
- 2022 Vision Zero High Injury Network

*Mileage data derived from corridor projects only.

Source: SFMTA 2024; SFPDPW 2024



Scale 1:48,000

Date Saved: 3/27/2025

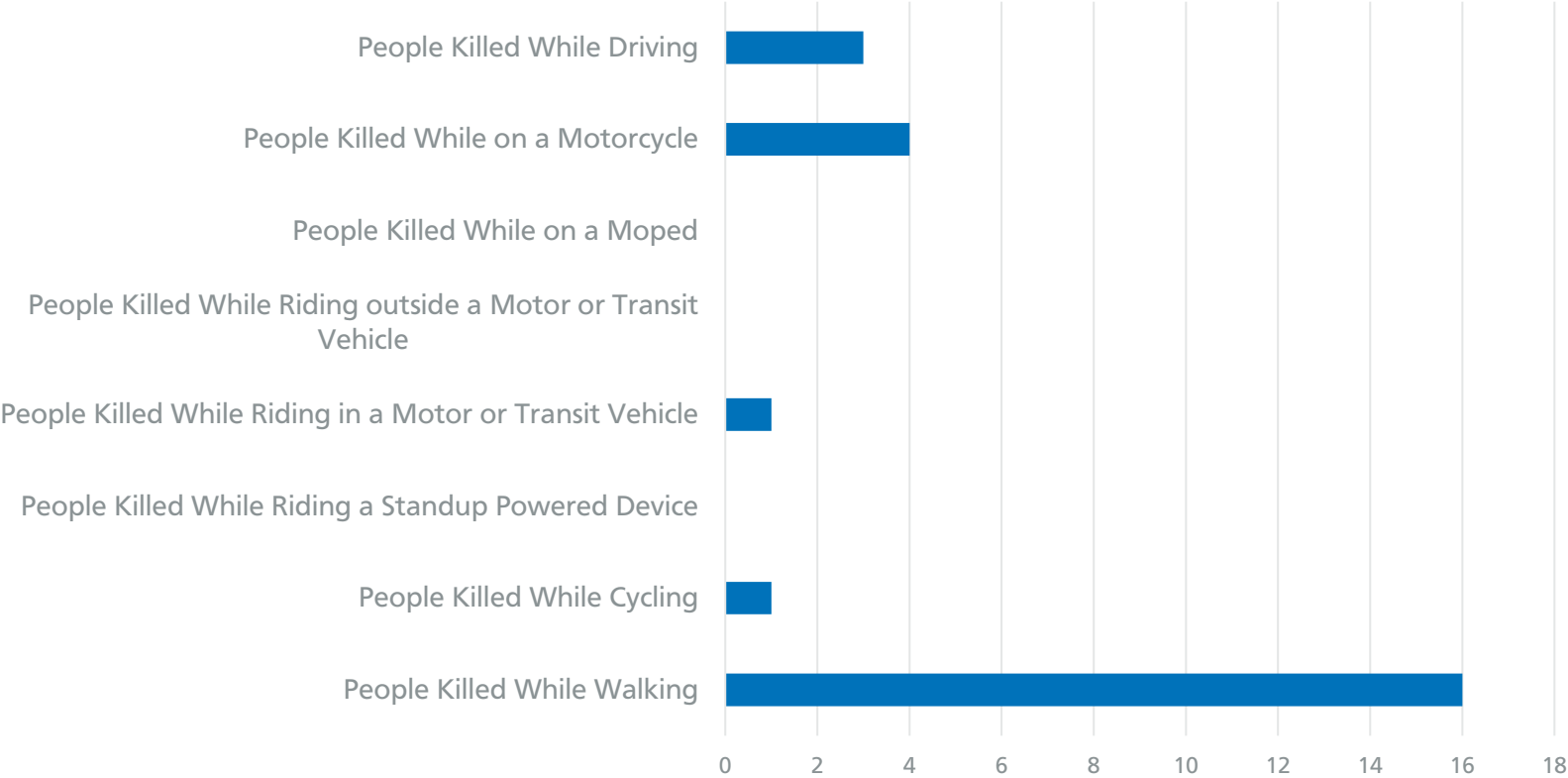
For reference contact: VisionZeroSF@sfmta.com

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2025 Street Safety Data: Overrepresentation of People Killed While Walking

Traffic Fatalities by Mode, 2025



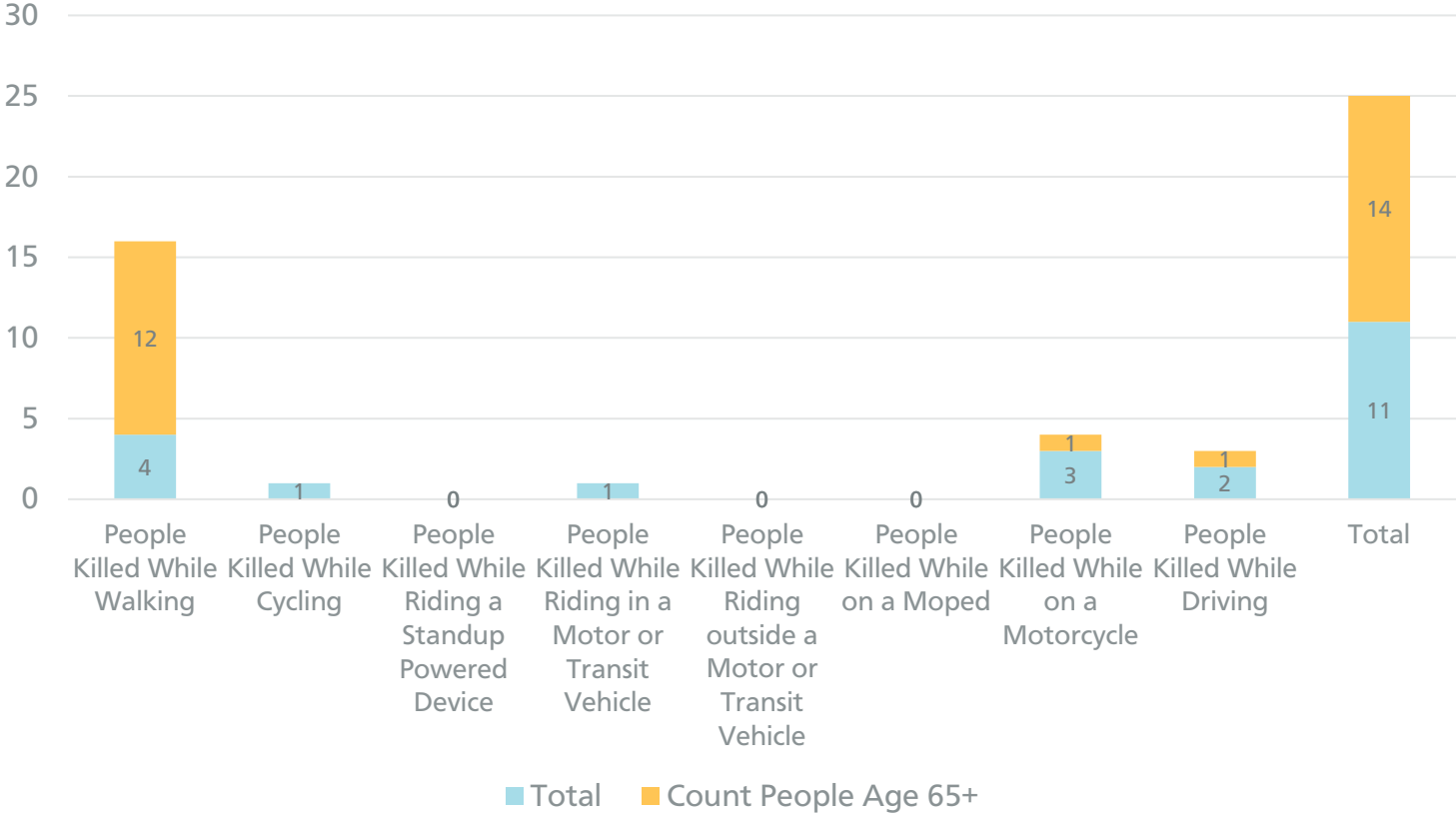
2025 Street Safety Data: Almost Half of Traffic Fatalities Occur in Equity Priority Communities

Traffic Fatalities in Equity Priority Communities, 2025



2025 Street Safety Data: Over Half of People Killed in a Traffic Fatality are Age 65 or Older

Traffic Fatalities of People Age 65 and Older, 2025



2025 Street Safety Data: Nearly 75% of Traffic Fatalities Occur on the HIN

Traffic Fatalities on High Injury Network, 2025

