

THIS PRINT COVERS CALENDAR ITEM NO.: 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Amending Division II of the Transportation Code to establish the Community Corners Program (Program), a two-year pilot registration program for sponsors to adopt and enhance daylight intersections with planters and/or street murals in painted safety zones as part of the SFMTA's Safety Zone Program of proactive capital improvements and community placemaking; authorizing the Director of Transportation to implement the Program and issue rules and regulations, registration conditions, and design requirements for the Program; and establishing a registration fee of \$50 for the Program.



SUMMARY:

- Daylighting improves safety at intersections by creating a better line of sight between people driving and people at the curb or in crosswalks.
- In accordance with California Assembly Bill 413, Mayor Daniel Lurie's Streets Safety Initiative, and the Board of Supervisors Streets Safety Act, this program addresses safety and compliance issues in existing daylight zones and provides opportunities for community placemaking.
- The SFMTA is approaching safety at daylight zones through the Safety Zone Program which includes proactive capital improvements and community placemaking.
- The proposal would create the Community Corners Registration Program, a request-based registration process for organizations to enhance and maintain daylight intersection corners with street murals and/or planters in painted safety zones.
- The SFMTA has determined that the proposed parking modifications are categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code Amendment

APPROVALS:

		DATE
DIRECTOR	 _____	<u>June 11, 2026</u>
SECRETARY	 _____	<u>June 11, 2026</u>

ASSIGNED SFMTAB CALENDAR DATE: June 16, 2026

PURPOSE

Amending Division II of the Transportation Code to establish the Community Corners Program (Program), a two-year pilot registration program for sponsors to adopt and enhance daylight intersections with planters and/or street murals in painted safety zones as part of the SFMTA's Safety Zone Program of proactive capital improvements and community placemaking; authorizing the Director of Transportation to implement the Program and issue rules and regulations, registration conditions, and design requirements for the Program; and establishing a registration fee of \$50 for the Program.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 4: Make streets safer for everyone

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling

Goal 7: Build stronger relationships with stakeholders

This action will support the following Transit First Policy Principles:

- 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.
- Decisions regarding the use of 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.
- 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.

BACKGROUND

Daylighting is the practice of keeping the area near crosswalks clear of vehicles to increase visibility. Daylighting improves safety at intersections by creating a better line of sight between people driving and people at the curb or in crosswalks. Daylighting has existed around the country for decades, with the state of California, until recently, being one of the only states not daylighting intersections. In May 2019, the San Francisco Board of Supervisors adopted a resolution urging the SFMTA to create a daylighting plan and to systematically implement daylighting on the High Injury Network, the 13% of city streets that account for 74% of severe and fatal traffic crashes. In 2023, California formally adopted a statewide Daylighting law, Assembly Bill (AB) 413, which makes it illegal statewide to park within 20 feet of the approach of any marked or unmarked crosswalk, even if the approach does not have any red curbs

painted. The SFMTA is implementing the state law in San Francisco in several phases by completing painted daylighting for the entire High Injury Network, daylighting all intersections in a 600-foot radius around schools, daylighting intersections near land uses such as libraries and parks, and finally daylighting the remaining locations citywide.

In September 2025, the Board of Supervisors passed the [Street Safety Act](#), authored by Supervisor Myrna Melgar, which calls for hardened daylighting on the High Injury Network. Then in December 2025, Mayor Daniel Lurie signed the [Street Safety Initiative](#) as the next phase of San Francisco's roadway safety strategy. Under the six-month action plan, the initiative set forth a goal to "develop a process and prototypes to allow residents or community groups to install protected murals or other infrastructure enhancements to reinforce established daylit zones."

To address the need and demand for intersection treatments, the SFMTA is implementing the Safety Zone Program to upgrade standard daylighting at select locations to protected, reinforced daylighting through the installation of physical infrastructure within painted safety zones. The Safety Zone Program includes a two-pronged approach:

1. Proactive Capital Improvements: Implementation of intersection capital improvements determined by staff, such as concrete islands, bike corrals, turn safety treatments, and Painted Safety Zone (PSZ) marking; and
2. Community Corners: a partnership model leveraging community-led requests to sponsor an upgrade to a daylit zone.

DESCRIPTION

The citywide Safety Zone Program and proposed Community Corners Pilot are intended to improve safety at intersections by creating a better line of sight between people driving and people at the curb or in crosswalks. This program addresses compliance issues in existing daylit zones and provides opportunities for community placemaking through physical infrastructure within daylit zones.

The SFMTA currently has tools and processes to upgrade standard daylighting, ranging from only red paint on curbs to protected areas that make parking or stopping more difficult. These types of infrastructure enhancements would include, for example, painted safety zones (PSZ), bike corrals, concrete islands, and turn safety treatments. As part of proactive protected daylighting, staff will identify locations to deploy these improvements based on data factors like location on the High Injury Network, collision history, and nearby land uses and transportation amenities.

Furthermore, staff are proposing a two-year pilot program for neighborhood beautification of daylit spaces. The proposed Community Corners Pilot Program is meant to create the structure and partnership model for placemaking and allow communities to further benefit from the additional public realm space created by daylighting. It would allow eligible sponsors to

enhance daylight intersections with neighborhood amenities within a PSZ.

The proposed amendment to Division II of the Transportation Code will establish the Community Corners Pilot Program and associated registration requirements to allow for the installation of planters and/or street murals in PSZs; and delegate authority to the Director of Transportation to implement the program and issue rules and regulations, registration conditions, and design requirements so that community members may register neighborhood amenities.

Community Corners Registration Process and Requirements

Registration would be allowed based on criteria identified in program requirements. To register a planter or mural, an organization would submit their proposed location through an online portal. Eligible registrants would be limited to organizations, such as nonprofits, community business districts, merchant associations, and established community-based organizations, or adjacent businesses, who maintain an insurance policy set by the Director of Transportation in consultation with the Risk Manager. Streamlining the registration process and delegating responsibility for installing elements in the public right of way results in SFMTA relying more heavily on registrant accountability.

Eligible Community Corners may only be nearside at daylight intersections. Staff have developed comprehensive program and design requirements, which will be established under authority granted to the Director through the proposed legislation. Those program and design requirements are currently envisioned to further limit eligible locations to relatively low-volume streets (those with less than 2,000 vehicles per day), without bus stops, or tow-away no stopping lanes, at stop-controlled intersections, and to ensure that no utilities are blocked. Corners adjacent to commercial loading zones may not be eligible if the space needs to be kept clear for trucks. Other important design requirements to be established by the Director are proposed to include:

- No platforms, benches, or materials affixed to the street.
- Planters no greater than 24'' in height with plantings maintained no greater than 36'' in height to ensure required visibility.
- Beautification with planters require the PSZ be flanked by delineators (white plastic posts) to further reinforce that this area should be kept clear for visibility.
- Corner murals must not depict any traffic control elements and must be approved by San Francisco Arts Commission.
- Nothing affixed to utility poles and proper clearances from fire hydrants and other utilities.

The PSZ serves as the foundation for neighborhood amenities, which include beautifying with murals or planters. The white striping of the PSZ provides a clear envelope and footprint for beautification and makes pedestrian crossing intersections more visible to people driving.

Existing and planned PSZs will be mapped and available online. Registering for a location with an existing or planned PSZ is more cost effective and streamlined for the applicant. If no PSZ is present at the proposed daylight location, the proposed legislation would allow the Director of Transportation to issue rules and regulations to allow registrants to install, at their sole expense, a PSZ at their chosen Daylight Zone. Under this authority, the Director may allow registrants to hire a licensed contractor to install a PSZ themselves; the implementation timeline will vary based on unique site conditions as the site plan requires more effort if no striping drawing exists.

The program is being proposed as a two-year pilot to evaluate program requirements and efficacy. During the two-year pilot phase, staff will monitor how well the design requirements serve the goal of improving intersection visibility and restricting illegal parking. Staff will assess how the streamlined intake process results in staff time demands and if process improvements are needed. Staff will assess compliant installations and how ongoing maintenance is managed. The program will expire two years after approval unless extended by the SFMTA Board of Directors.

STAKEHOLDER ENGAGEMENT

Staff coordinated with interagency and intra-agency partners to assess registration requirements, constraints, streetscape design considerations, and maintenance responsibility. This includes Streets Division Traffic Engineering and Livable Streets to develop Community Corners design requirements and protected daylighting. Additionally, staff heard from community members that there is strong desire to formalize a process to adopt and beautify intersection corners beyond daylighting and red curb paint. Staff worked with community stakeholder groups on program development to understand the types of beautification elements they are interested in piloting and solicit feedback on the intake process. SFMTA piloted a location in District 9 on Cortland Avenue to demonstrate how the activation functions. This facilitated how the organization would work with the community and how installed beautification elements meet proposed program requirements.

ALTERNATIVES CONSIDERED

Staff considered the “no action” alternative but rejected it to expand the deployment of intersection safety and beautification treatments. Deploying this program is in alignment with Mayor Daniel Lurie’s Streets Safety Initiative and the Agency’s safety goals.

Staff considered leveraging the Shared Spaces program to enable the permitting of Community Corners. Community stakeholders provided feedback that the Shared Spaces permitting process was less compatible with the proposed use cases. In addition, the Shared Spaces fee and specific insurance requirements were noted as a barrier to entry.

Staff also considered allowing community members to install their own PSZs, like Oakland

Department of Transportation's program is piloting due to limited city resources. The Oakland model requires community members to provide detailed engineering drawings, staff time to review and stamp drawings, and higher permit fees, all resulting in higher barrier of entry to prospective sponsors.

FUNDING IMPACT

The proactive installation of specific intersection safety treatments is part of the SFMTA Capital Plan. Community Corner registrants will be responsible for all associated costs for the installation, operation, maintenance, and repair of their neighborhood amenities in painted safety zones. If no PSZ is present at the proposed daylight location, registrants may be allowed to hire a licensed third-party contractor and pay for the installation of a PSZ themselves. Staff are proposing a \$50 registration fee for the Community Corners Program which does not cover the costs of program administration. Existing SFMTA staff will be responsible for the registration program, including 0.3 FTE Planner I to review and approve registration requests and 0.1 Planner IV for program oversight. An estimated 0.15 5203 Assistant Engineer time would support striping drawing and technical work required for PSZs that may be installed by registrants.

ENVIRONMENTAL REVIEW

The proposed Community Corners Program is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities pursuant to Title 14 of the California Code of Regulations Section 15301.

On May 21, 2026, the Planning Department determined that the Community Corners Program (Case No. 2026-004418ENV) is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

PUBLISHED NOTICE

Charter Section 16.112 requires published notice and a hearing before the SFMTA may institute or change any schedule of rates or charges that affect the public. In compliance with Charter Section 16.112, advertisements ran in the City's official newspaper, the San Francisco Examiner, on June 4, 2026 and June 10, 2026 to provide notice that the Board of Directors will

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hold a public hearing on June 16, 2026, to establish a registration fee of \$50 for the Community Corners Program.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this report.

RECOMMENDATION

Staff recommend that the SFMTA Board of Directors amend Division II of the Transportation Code to establish the Community Corners Program (Program), a two-year pilot registration program for sponsors to adopt and enhance daylight intersections with planters and/or street murals in painted safety zones as part of the SFMTA's Safety Zone Program of proactive capital improvements and community placemaking; authorize the Director of Transportation to implement the Program and issue rules and regulations, registration conditions, and design requirements for the Program; and establish a registration fee of \$50 for the Program.

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

RESOLUTION No. _____

WHEREAS, San Francisco has adopted the Safe System approach and made Street Safety commitments to improve the safety of our intersections; and,

WHEREAS, Daylighting is the practice of keeping the area near crosswalks clear of vehicles to increase visibility; and,

WHEREAS, Daylighting improves safety at intersections by creating a better line of sight between people driving and people at the curb or in crosswalks; and,

WHEREAS, In 2023, California formally adopted a statewide Daylighting law, Assembly Bill (AB) 413, which makes it illegal statewide to park within 20 feet of the approach of any marked or unmarked crosswalk, even if the approach does not have any red curbs painted; and,

WHEREAS, In 2025, the Board of Supervisors passed the Street Safety Act which calls for hardened daylighting on the high-injury network, and Mayor Lurie signed the Street Safety Initiative which set the goal of developing a process and prototypes to allow residents or community groups to install protected murals or other infrastructure enhancements to reinforce daylight zones; and,

WHEREAS, The SFMTA is implementing daylighting in San Francisco in phases, including through the Safety Zone Program which seeks to upgrade standard daylighting through proactive capital improvements and community placemaking; and,

WHEREAS, SFMTA's proactive enhancement of intersections corners will help improve safety and address compliance issues in existing daylight zones; and,

WHEREAS, The Community Corners Program is proposed as two-year pilot, request-based registration process for eligible registrants to enhance and maintain nearside intersection corners with murals and/or planters in painted safety zones, and provide opportunity for community placemaking; and ,

WHEREAS, The SFMTA has determined that the proposed Community Corners Pilot Program is categorically exempt from the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities pursuant to Title 14 of the California Code of Regulations Section 15301, and,

WHEREAS, On May 21, 2026, the Planning Department determined that the Community Corners Program (Case No. 2026-004418ENV) is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanning.org/environmental-review-documents> or 49 South Van Ness Avenue, Suite 1400 in San Francisco; and,

WHEREAS, The public has been notified about the proposed modifications by advertisements ran in the City's official newspaper, the San Francisco Examiner, on June 4 2026, and June 10, 2026; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Division II of the Transportation Code to establish the Community Corners Program and authorizes the Director of Transportation to implement the Program and issue rules and regulations, registration conditions, and design requirements for the Program; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors sets forth the following program fees for the Community Corners Program subject to adjustment by an Automatic Index under the provisions in Transportation Code Section 301(b) and authorizes the Director of Transportation to set forth the program fees in the SFMTA Fee and Fine Schedule: a Community Corners Program Registration fee of \$50.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 16, 2026.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code - Community Corners Registration Program; Neighborhood Amenities in Street Curb Daylight Zones]

Resolution amending Division II of the Transportation Code to establish the Community Corners Pilot Program for community groups and adjacent businesses to register and place planters and murals in daylight curb zones that state law requires to be no stopping, standing, or parking zones.

NOTE: **Additions** are in *single-underline italics Times New Roman font*.
Deletions are in *strike-through italics Times New Roman font*.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 900 of Division II of the Transportation Code is hereby amended by adding Section 919, to read as follows:

SEC. 919. COMMUNITY CORNERS REGISTRATION PROGRAM.

*(a) **Definitions.** As used in this Section 919, the following words and phrases shall have the following meanings:*

***Daylight Zone.** Curb-space as defined by California Vehicle Code Section 22500(n).*

***Director.** The Director of Transportation or the Director's designee.*

***Neighborhood Amenities.** Planters and street murals placed in the Daylight Zone within a Painted Safety Zone.*

***Eligible Registrant.** A nonprofit organization, community benefits district, merchants' association, or an established community-based organization, serving the area where a Neighborhood*

Amenity is proposed to be placed on a business with a physical place of business adjacent to the Daylight Zone where a Neighborhood Amenity is proposed to be placed.

Painted Safety Zone or PSZ. A painted pavement white box line surrounding the Daylight Zone and, where planters are installed, flanked by flexible vertical delineators.

Planter. An enclosed vessel used and maintained regularly for planting vegetation that complies with the dimensional, clearance, and other requirements established by the Director.

Registrant. An Eligible Registrant who has registered a Neighborhood Amenity.

Street Mural. A picture or design painted on or affixed to the street within the designated area of a Daylight Zone. No street mural may contain or constitute advertising of any kind.

(b) General Program Requirements.

(1) Director's Authority.

(A) The Director is authorized to implement the Community Corners Program for registration of Neighborhood Amenities in Daylight Zones consistent with this Section 919.

(B) The Director may issue rules and regulations to implement the Community Corners Program, and may impose registration conditions and design requirements that the Director determines are necessary to protect the public convenience and safety.

(2) Registration Required.

(A) Only Eligible Registrants may register Neighborhood Amenities.

(B) Eligible Registrants must register their proposed Neighborhood Amenities and pay the fee established by the SFMTA Board of Directors before placing a Neighborhood Amenity in the Daylight Zone.

(C) Registration shall be on a form prescribed by the Director that meets the requirements of this Section 919.

(D) All Neighborhood Amenities must comply with this Section 919 and any rules and regulations, registration conditions, and design requirements established by the Director.

(c) **Term.** Registration shall be valid for one year and must be renewed annually.

(d) **Revocation and Modification.**

(1) The Director may revoke or modify a registration under this Section 919 at any time.

(2) A Registrant may request review of the Director's decision to revoke or modify a registration of a Neighborhood Amenity according to procedures issued by the Director governing the hearing and review of those decisions. The decision following the review process shall be final.

(e) **Conditions.** Registrants shall be subject to the following conditions and requirements:

(1) **PSZ Required.** Neighborhood Amenities may only be installed in a Daylight Zone with a PSZ. If a PSZ is not already in place, the Director is authorized to allow, through rules and regulations, Registrants to install, at their sole expense, a PSZ at their chosen Daylight Zone.

(2) **Placement, Maintenance, and Removal.** Registrants shall, at their own expense, be solely responsible for placing, maintaining, and removing their Neighborhood Amenity.

(3) **Hold Harmless; Indemnification.**

(A) Neither the City nor any of its officers, agents or employees shall be liable for any damages, claims, or liability resulting to persons or property arising from the Registrant's placement or operation of a Neighborhood Amenity.

(B) Registrants shall agree to hold harmless, defend, and indemnify the City, including, without limitation, each of its commissions, departments, officers, agents, and employees, from and against all losses, liabilities, expenses, actions, claims, demands, injuries, damages, fines, penalties, suits, costs, or judgments, including, without limitation, attorneys' fees and costs (collectively, "Claims"), caused by reason of the placement or maintenance of a Neighborhood Amenity in the public right-of-way, regardless of the negligence of the City, and the Registrant shall be solely liable for any Claims occasioned by any act or neglect in respect to the placement or maintenance of a Neighborhood Amenity in the public right-of-way.

(4) **Insurance.** Registrants shall, at their own expense, maintain in full force and effect an insurance policy or policies at a level set by the Director in consultation with the Risk Manager, and shall submit proof of insurance at the time of registration.

(5) **No Transfer.** Registrants are prohibited from assigning or transferring an annual registration.

(f) **Other Approvals.** Notwithstanding the above, this Section 919 does not waive or replace any other permissions or review that may be required from another City department, including, but not limited to, the Arts Commission, before placement of a Neighborhood Amenity in the Daylight Zone.

Section 2. Expiration. This Section 919 shall expire by operation of law two years from the effective date unless extended by the San Francisco Municipal Transportation Agency Board of Directors. Upon expiration of this Section, the City Attorney is authorized to cause the removal of this Section 919 from the Transportation Code.

Section 3. Scope of Resolution. In enacting this resolution, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

Section 3. Effective Date. This resolution shall become effective on the 31st day after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this resolution.

APPROVED AS TO FORM:
DAVID CHIU, City Attorney

By: _____
LILLIAN A. LEVY
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 16, 2026.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency