



Through Vision Zero SF we commit to
working together to prioritize street safety and
eliminate traffic deaths in San Francisco.

VISION ZERO COMMITTEE

September 2025

OUR CONTINUED STREET SAFETY WORK (2024 – 2025)



Quick-Build Toolkit

925 intersections
(100% of 2022 HIN)



Quick-Build Corridors

17 corridors



Turn Safety Treatments

18 intersections



Speed Cameras

33 cameras



Daylighting

1,990 intersections near schools
235 intersections in D5



Reduced Speed Limits

19 corridors

Installing New
Rapid
Flashing
Beacons

Repainting
and Upgrading
Crossings

Upgrading
Sign
Reflectivity

Proactive
Traffic
Calming

Capital
Streetscape
Projects

Traffic Signal
Upgrades

Transit
Safety
Projects

Installing
New Painted
Safety Zones

Upgrading
Slow Streets
Signs and
Materials

SAFE SYSTEM APPROACH, NATIONAL POLICY



- **Urban Adoption:** Adopted by over 70 major cities across the country
- **State Policy:** Adopted by State of California in 2022
- **National Policy:** Adopted by United States Department of Transportation in 2022

NATIONAL TRENDS

Vehicle deaths per 1 million residents, in 20 rich countries

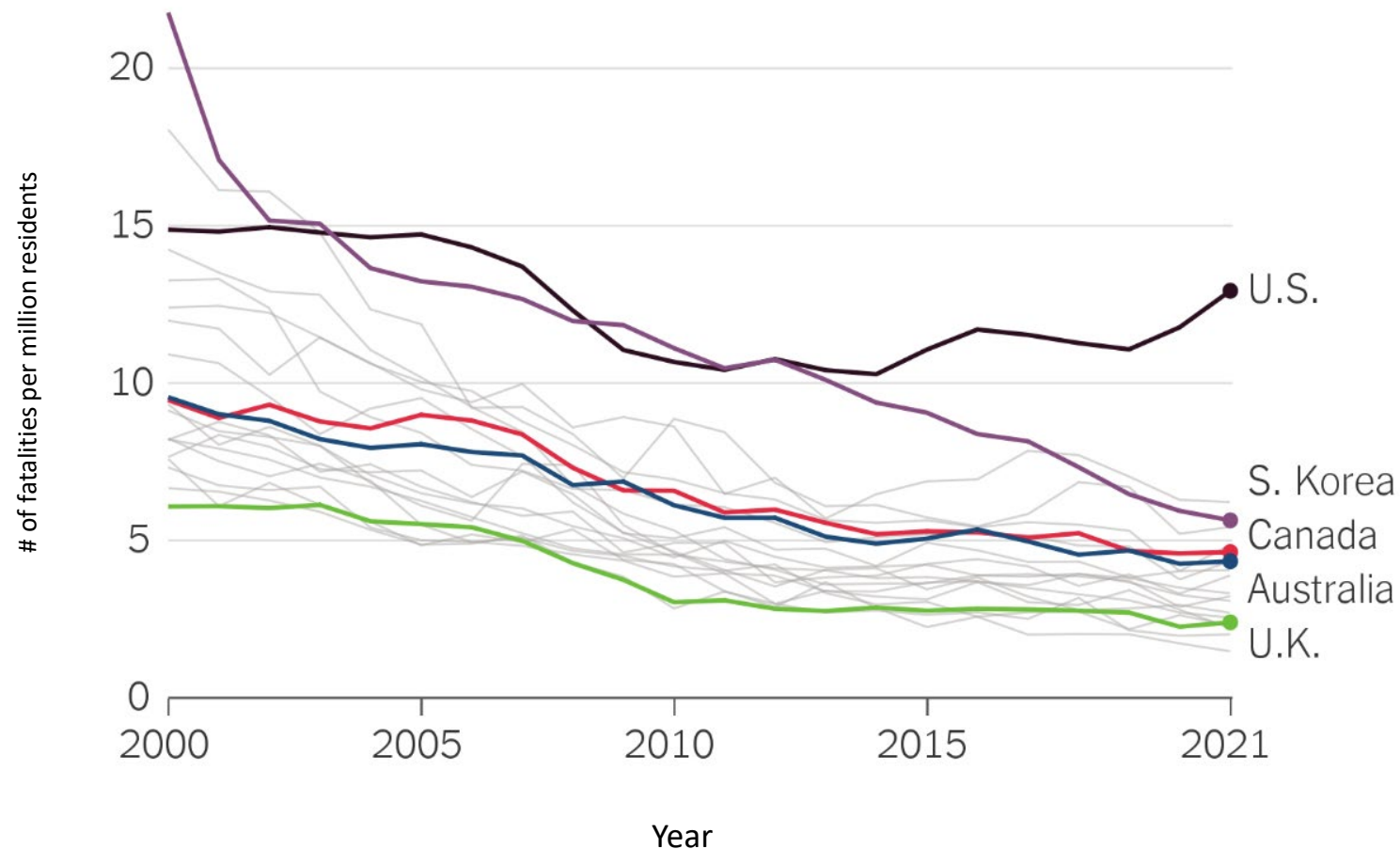
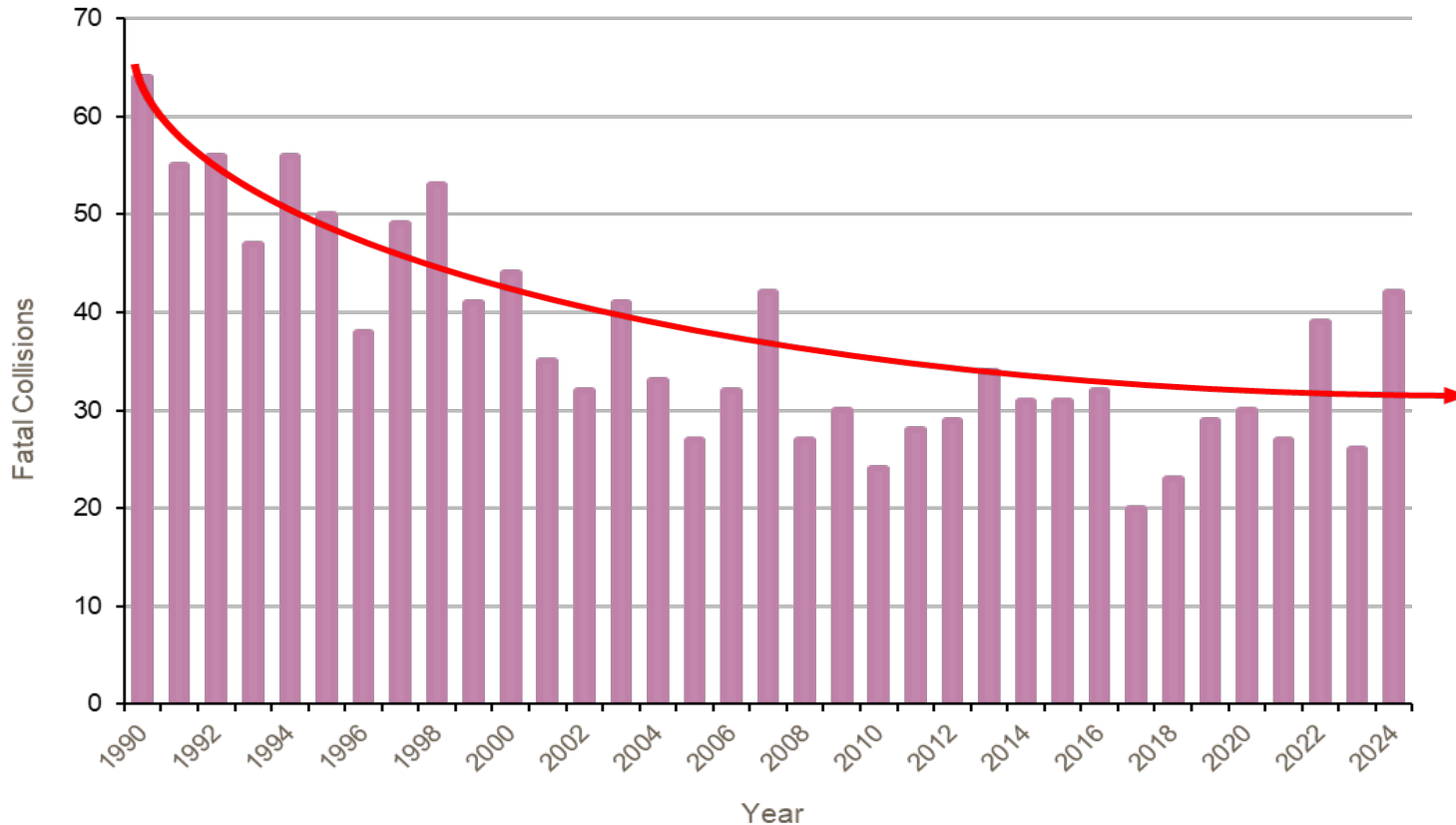


Figure 1. Trends in traffic fatalities per 1 million residents (by the New York Times, Source OECD)

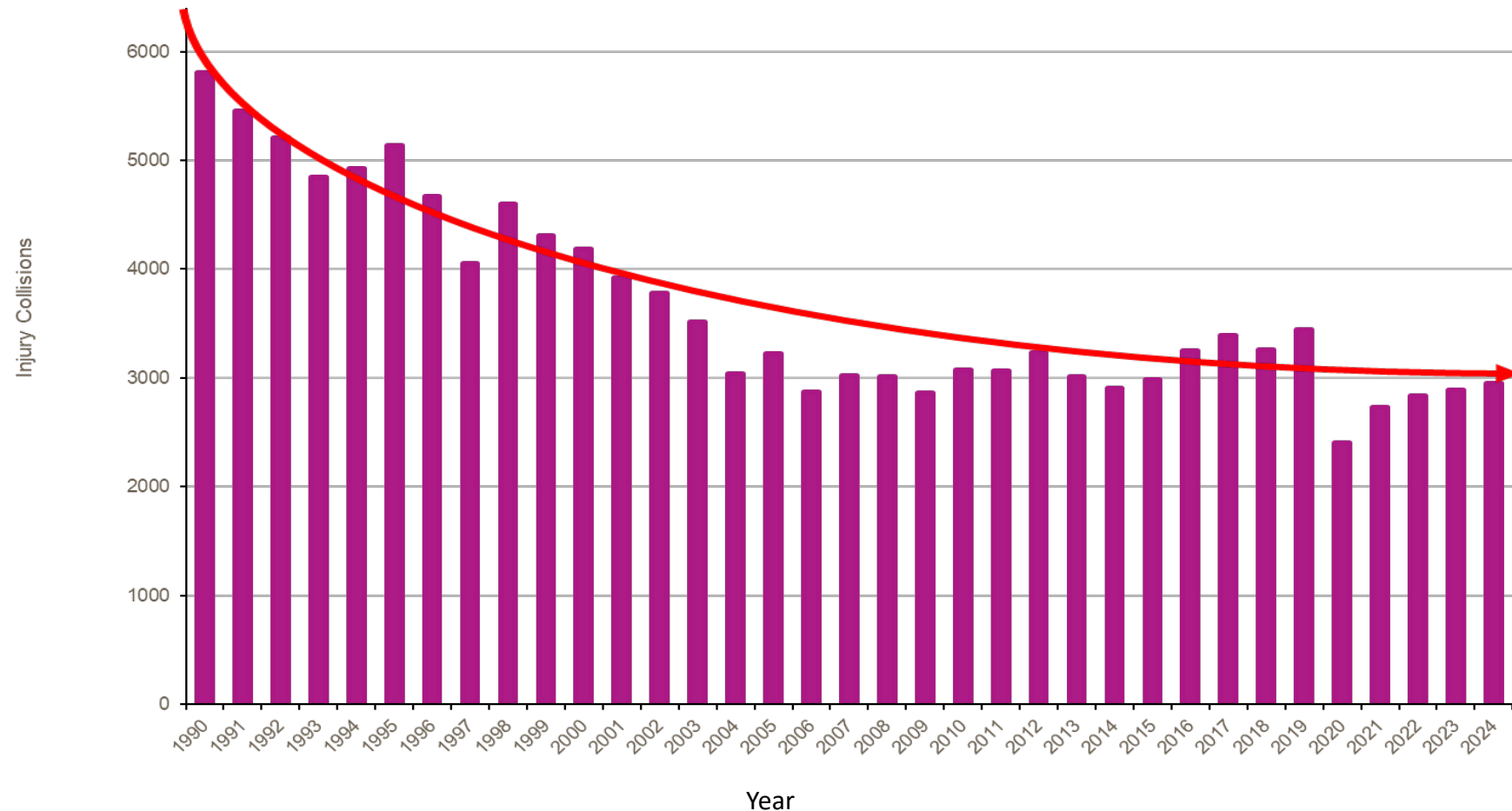
- **Road traffic fatalities have continued to rise in the U.S.**, while other OECD countries have seen fatalities plateau—or decline—over the same period.
- **U.S. traffic fatalities increased by ~20%** and California's by ~30% between 2014 and 2024

SAN FRANCISCO FATALITY TRENDS



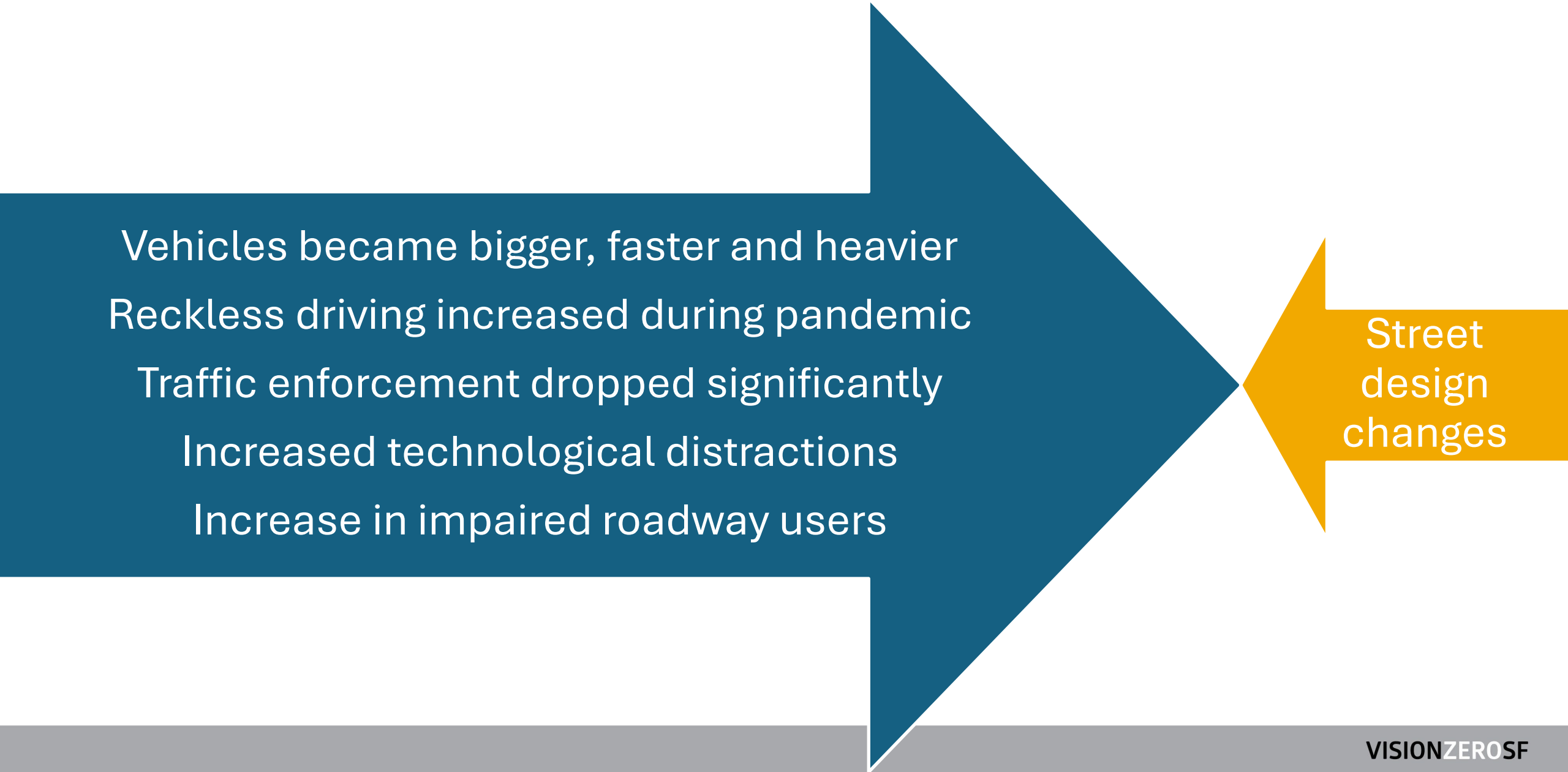
- **Plateau effect:** Same or increased effort does not lead to same results.
- **Progress is not linear:** More difficult to achieve fatality reductions going forward
- **"Low Hanging Fruit":** Early actions achieve more reductions than later ones.

SAN FRANCISCO INJURY TRENDS



- **Lowest levels on record:** The five lowest years for injury collisions in San Francisco—all under 3,000—have occurred since 2019
- **Recent uptick:** While injury collisions remain historically low, they have slightly increased since 2020.

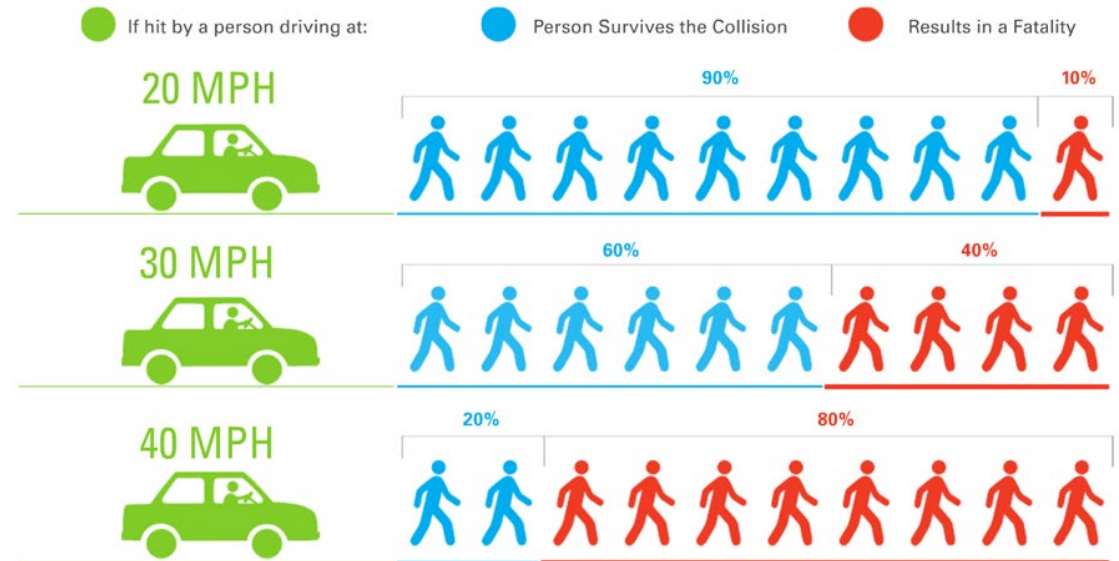
WHAT WE DIDN'T SEE COMING



Vehicles became bigger, faster and heavier
Reckless driving increased during pandemic
Traffic enforcement dropped significantly
Increased technological distractions
Increase in impaired roadway users

Street
design
changes

WHY DO WE FOCUS ON SPEED?



WHAT WORKED: SAFE STREETS

- **13,000 street safety treatments**, including signals, signs, traffic calming, and road diets
- **Quick-Build Projects**: 50 miles of improvements on 34 corridors
- **Reduced Speed Limits**: 46 miles on 70 streets
- **Intersection Improvements**: countdown signals, increased crossing times and LPIs, and high-visibility crosswalks

When We Install	We See
Left Turn Safety	A 17% reduction in average turning speeds
Painted Safety Zones	A 25% increase in drivers fully yielding to pedestrians
Daylighting	A 14% lower rate of collisions at intersections
20 MPH Zones	Most drivers driving at or below the posted speed limit
Quick-Build Treatments	A 35% reduction in pedestrian collisions, a 25% reduction in bicycle collisions, and an 18% reduction in all collisions
Quick-Build Corridors	A 62% decrease in bicycle-vehicle close calls and a 38% decrease in pedestrian-vehicle close calls
No Turn on Red Restriction	A compliance rate of 92% overall , with 70% of drivers not encroaching onto a crosswalk

More info: <https://www.sfmta.com/safe-streets-evaluation-program>

WHAT WE LEARNED



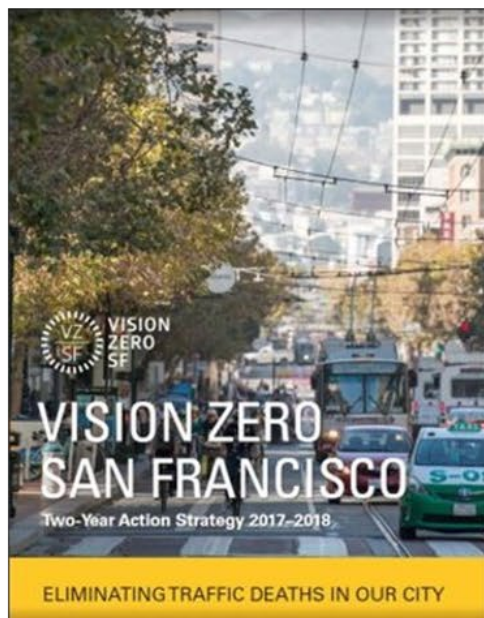
- **Cities need help** to address larger system factors such as vehicle design
- **Capital projects** take too long to implement and funding is insufficient
 - **Legislative change is hard** and time-consuming to approve and execute
 - **Lack of compliance** with road design changes decreases their effectiveness
- **Police enforcement** resources are limited
- **Emergency response** concerns from traffic calming and street changes

SAN FRANCISCO'S VISION ZERO TIMELINE



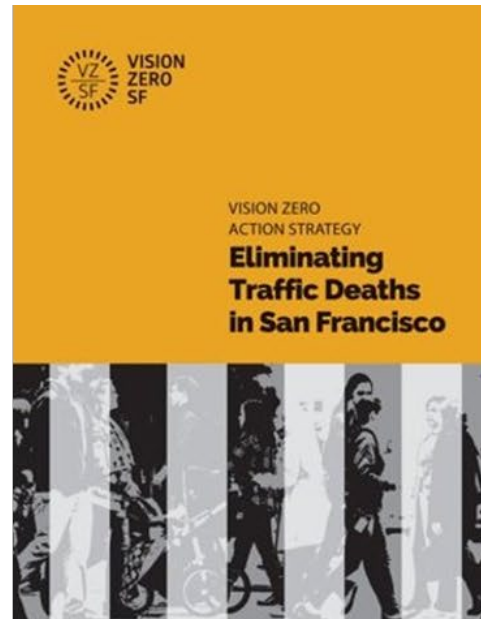
2015

What is Vision Zero?



2017

Defining a Safe System Approach



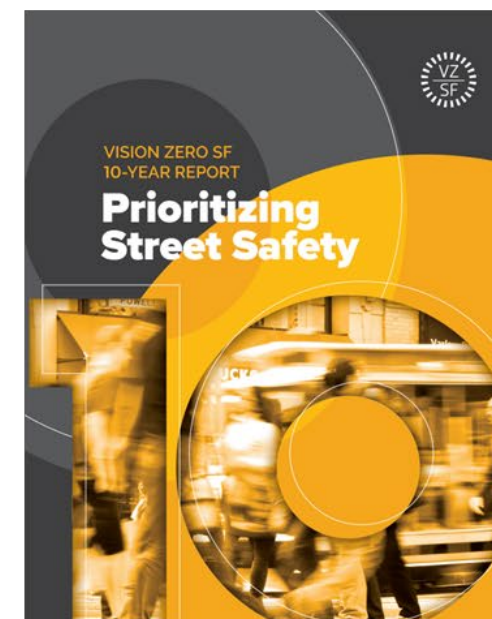
2019

Advancing Transformative Policies



2021

Vision Zero Action Strategy Update



2024

Looking Back and What's Next

OUTREACH COMPLETED IN 2024

Online Survey	Vision Zero Listening Sessions	Other Listening Sessions
<ul style="list-style-type: none">• Link shared on website, press releases, email lists, District offices• 700 responses• Asked for feedback on prioritizing high-level goals	<ul style="list-style-type: none">• August 13: Southeast Community Center• August 15: Virtual Office Hours• August 20: Virtual Office Hours• August 22: 1 South Van Ness	<ul style="list-style-type: none">• Biking & Rolling Plan meetings• Supervisor staff meetings• Attended more than a dozen external meetings (Vision Zero Coalition, Families for Safe Streets, SFCTA CAC)

- [23%] Speeding
- [11%] Running stops/redlights
- [9%] Lack of traffic enforcement

1. [36%] Protecting vulnerable road users
2. [29%] Developing policies and programs to make transportation safe, comfortable, and convenient
3. [27%] Addressing the most dangerous behaviors in fatal and severe crashes





SFMTA'S DRAFT 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. Ensuring that walking, biking, scooting, riding transit, and driving are **safe, comfortable, convenient, and affordable** ways of getting around the city for people in accordance with San Francisco's climate action goals.

NEXT STEPS

September

SFMTA Committee
meeting #1

October

SFMTA Committee
meeting #2

End of 2025

SFMTA Board adopts policy

SUPERVISOR MELGAR'S 2025 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**

Continue the Quick Build program

Explore hardened daylighting & **replace decorative crosswalks**

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

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

Release a plan to increase enforcement

Conduct High Visibility Enforcement

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

Provide timely **crash and victim reports**

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

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

Design and build safety infrastructure when repaving on the HIN

Replace **safety features** when repaving

Replace decorative crosswalks

Develop a sidewalk condition assessment

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

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

Release written guidelines for acceptable street design tools

Establish a maximum review period of 90 days

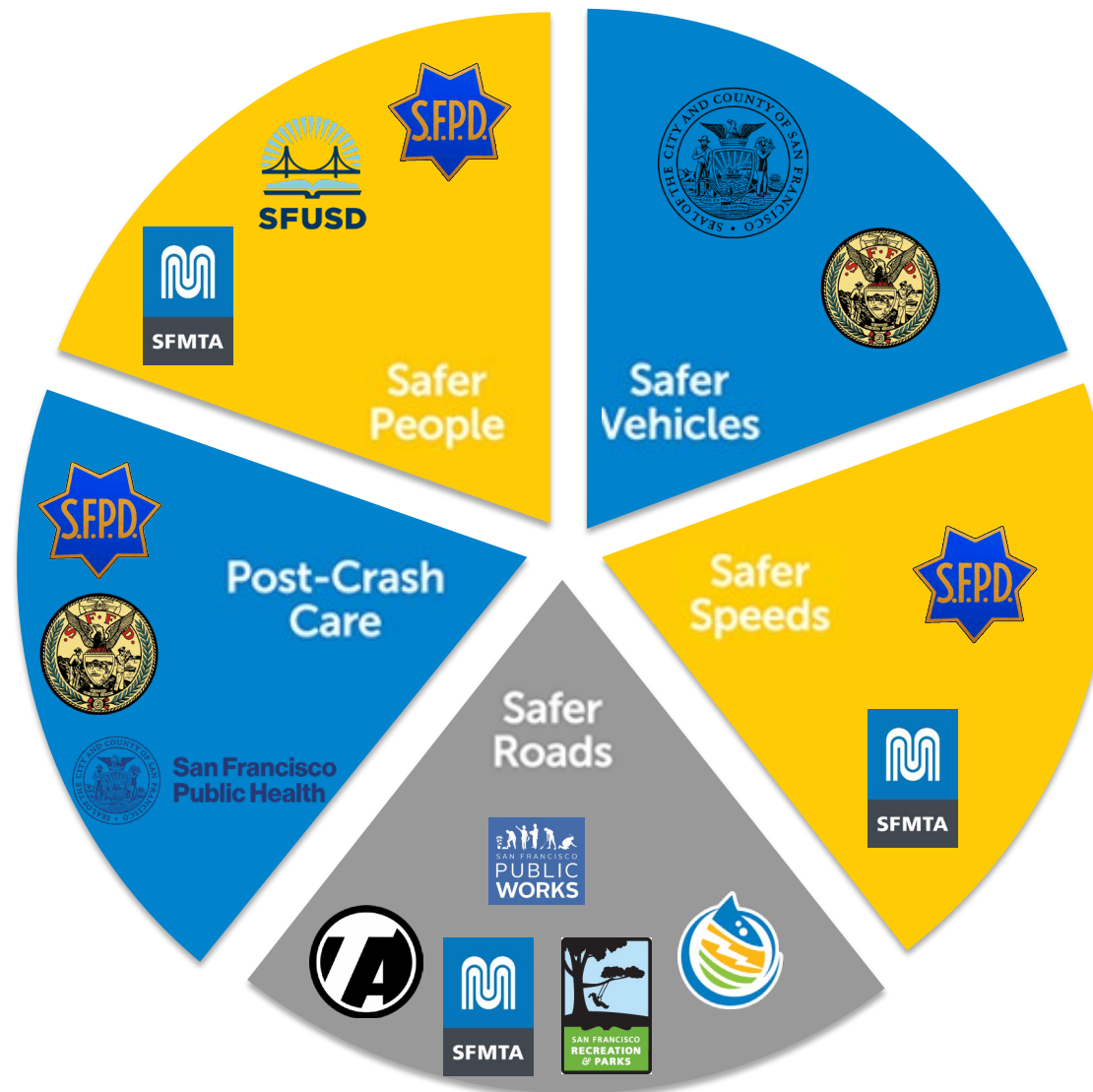
Work with SFMTA to **reduce redundant reviews**

Assess the effectiveness and completion of each of these responsibilities

Host an annual hearing including relevant agencies

Orange text denotes responsibility shared between multiple agencies

SAFE STREETS SF





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Thank you!