



SFMTA

Item 6: Policy Language & Street Safety Tools

Vision Zero Committee

October 28, 2025

What Will be Adopted?



Safe System Approach

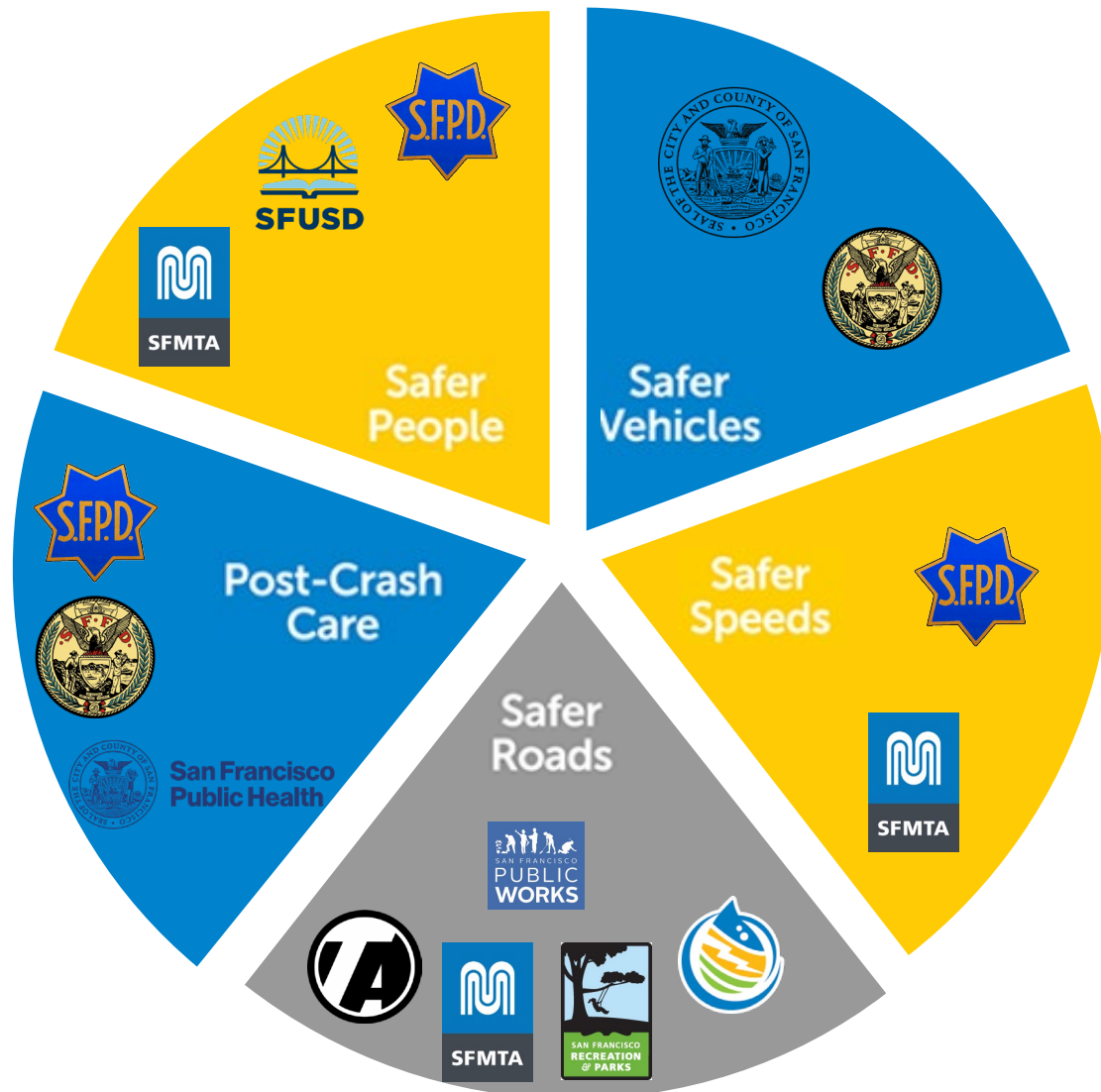


Policy Commitments



Street Safety Tools

Review: Safe System Approach





Draft Policy Language

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.

Revised 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)** 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.



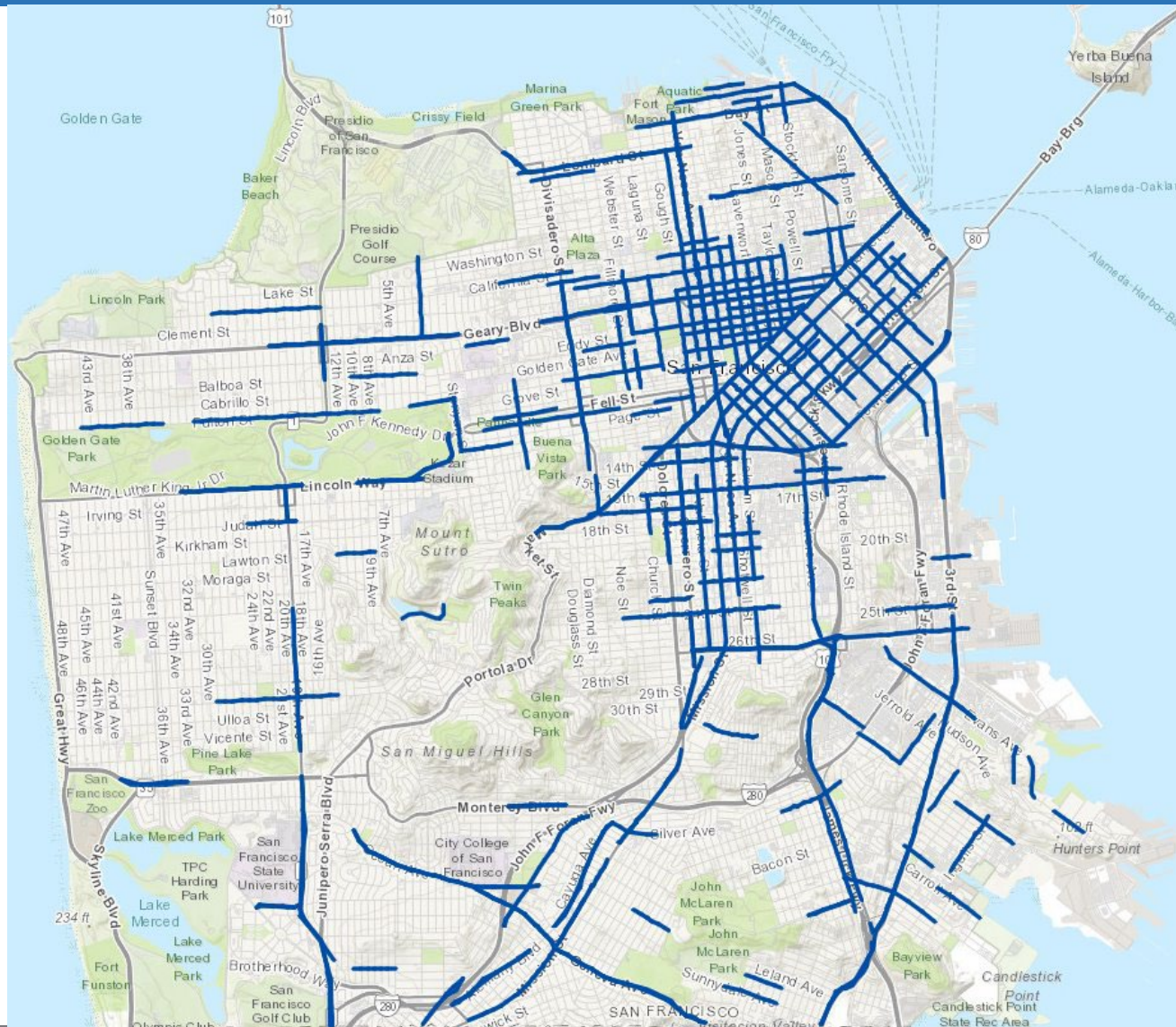
Street Safety Tools

Data-Driven Decision Making

2022 High-Injury Network

12% of City Streets

68% of fatal and severe injuries



Primary Crash Factors

SPEEDING



Slowing Vehicle Speeds

NOT YIELDING

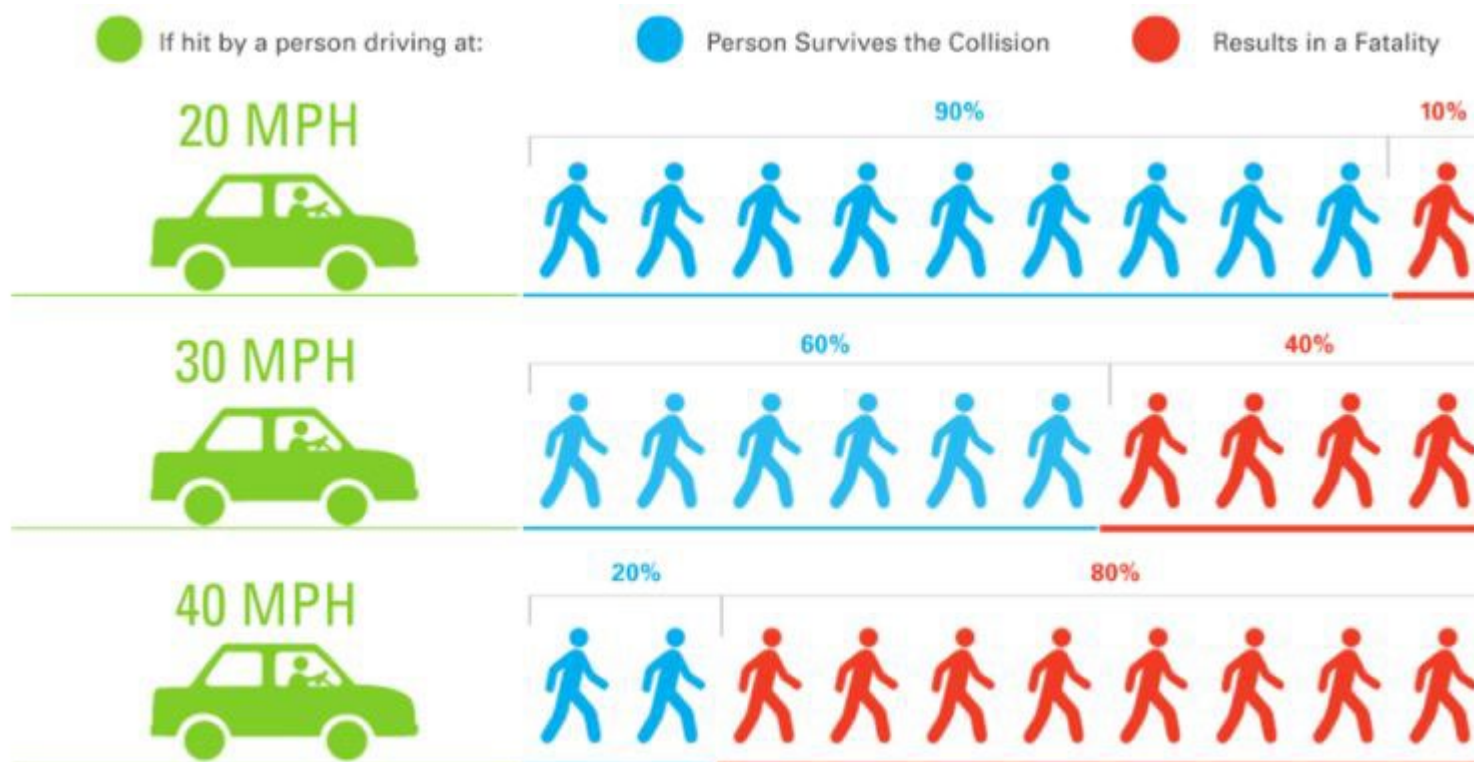


RUNNING REDS



Creating Safer Crossings

Slowing Vehicle Speeds – Why?



Tools to Slow Vehicle Speeds



Quick-Build
Corridors



Reduced
Speed
Limits



Traffic
Calming
Program



Speed
Safety
Cameras

Slowing Speeds: Quick-Build Corridors



Quick-Build Corridors

Implementation:

Quick-Build Corridors are reversible and adjustable improvements using paint, posts, traffic signal timing, and transit boarding islands.

Scale:

Over 40 Quick-Build Projects have been completed on HIN streets to address safety issues.

Evaluation:

- **Vehicle speeds have decreased by 3% to 20%** in project areas after Quick-Build Projects are installed.
- **Crashes involving people on bikes are down 25%** and **crashes involving pedestrians are down 35%** on Quick Build Corridors.

[Vision Zero Quick-Build Program | SFMTA](#)

Slowing Speeds: Reduced Speed Limits

Implementation:

AB 43 allows SFMTA to reduce the speed limit by 5 MPH in commercial corridors, on HIN streets, and in other areas with high concentrations of people walking or biking.

Scale:

Over 100 miles of reduced speed limits have been installed in San Francisco.

Evaluation:

- While the reduction of speed limits alone has a very small impact in reducing vehicle speeds, most drivers drove at or below the speed limit after reductions.
- This tool is significantly more effective when combined with other speed management tools like speed cameras.



Reduced
Speed
Limits

Slowing Speeds: Traffic Calming Program



Traffic Calming Program

Implementation:

Traffic calming involves physical safety improvements like speed humps, speed cushions, raised crosswalks, changes to lane widths, and lane shifting.

Scale:

Over 1,000 traffic calming tools have been installed in neighborhoods across San Francisco.

Evaluation:

- John Muir Raised Crosswalks: **33%** decrease in 85th percentile speed
- Excelsior Neighborhood Traffic Calming (neighborhood-wide speed humps): **13%** decrease in 85th percentile speeds on 10 streets

[Residential Traffic Calming Program | SFMTA](#)

Slowing Speeds: Speed Safety Cameras

Implementation:

AB 645 allowed San Francisco and five other California cities to use speed safety cameras for a five-year pilot period.

Scale:

Camera systems enforcing speeds more than 11 MPH over the posted speed limit have been implemented at 33 HIN streets.

Evaluation:

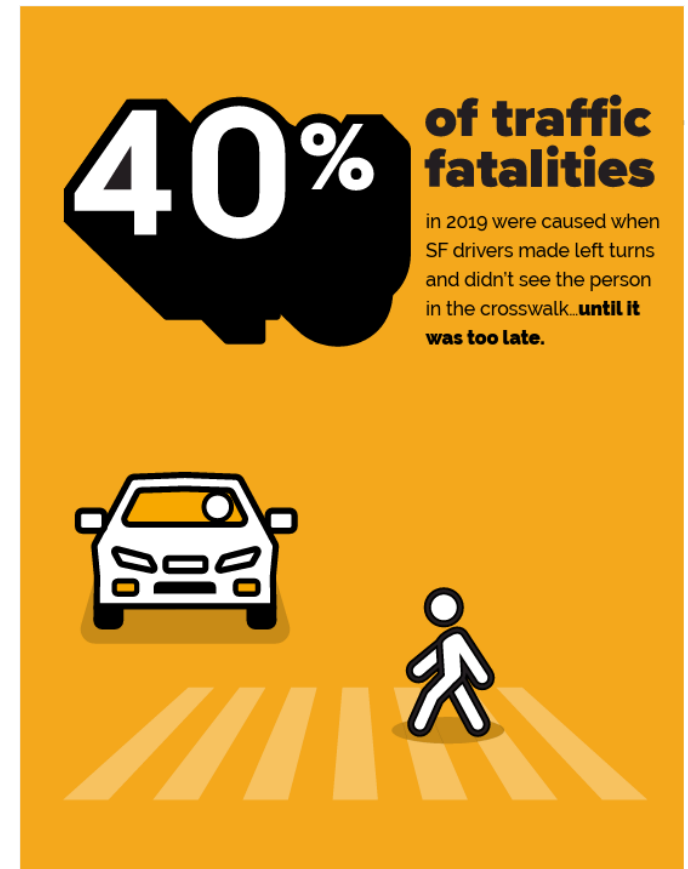
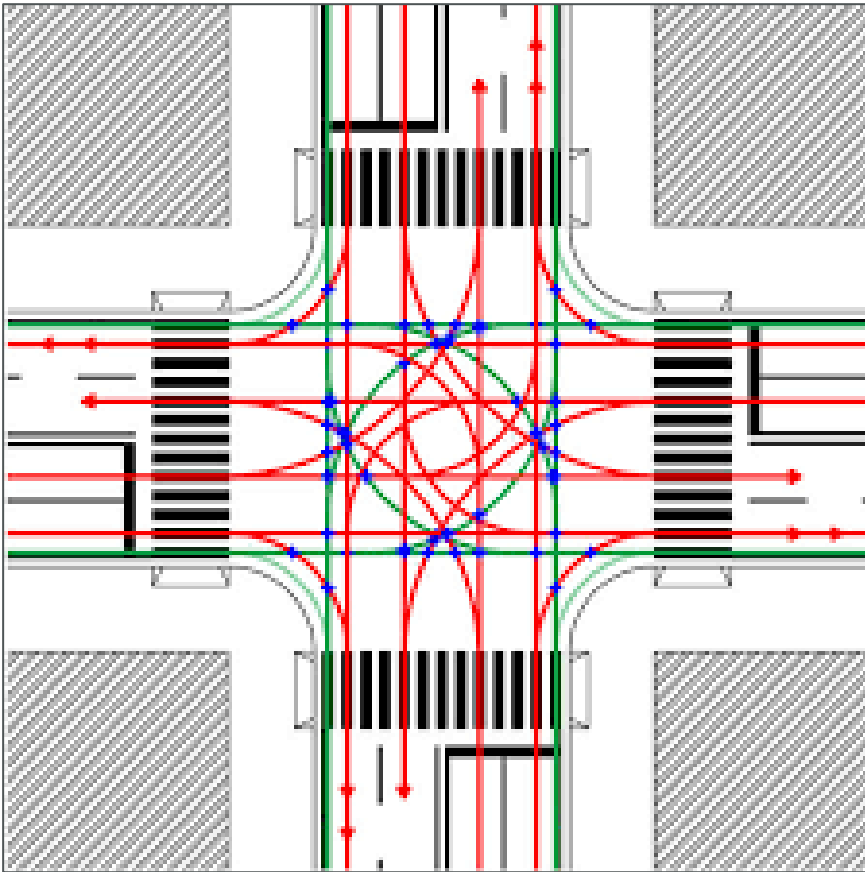
- There has been a **78% average reduction in the number of vehicles speeding** more than 10 MPH at camera locations since cameras were installed.
- The use of this technology has led to a more than **40,000 fewer vehicles** speeding on these streets every day.



Speed
Safety
Cameras

[Speed Safety Cameras | SFMTA](#)

Creating Safer Crossings – Why?



Tools to Create Safer Crossings



Core
Intersection
Safety Tools



Signal
Changes &
Rapid
Flashing
Beacons



Turn Safety
Treatments



Shorter
Crossing
Distances



Daylighting

Creating Safer Crossings: Core Tools



Core Intersection Safety Tools

Implementation:

SFMTA implements a suite of proven safety tools as a part of most street projects. These core intersection safety tools include high-visibility continental crosswalks, advanced limit lines, daylighting, signal retiming, and evaluation for additional treatments like left turn safety or painted safety zones.

Scale:

SFMTA has installed these tools at more than 1,000 high-injury intersections across the City.

Evaluation:

- Each of the core tools is a proven safety countermeasure according to FHWA and NACTO.

[Quick-Build Toolkit | SFMTA](#)

Creating Safer Crossings: Signals

Implementation:

Pedestrian countdown signals, pedestrian head-starts, and signals that give people extra time to cross the street are the standard on HIN streets. Other tools like 12" signal heads improve visibility and bicycle signals improve safety citywide.

Scale:

Of the signals on the HIN, 95% have pedestrian countdown signals, 87% have pedestrian head-starts, and 99% are timed for slower walking speeds.

Evaluation:

- Pedestrian countdown signals are associated with a **25% reduction in pedestrian injury crashes**.
- Pedestrian head-starts have shown to **reduce vehicle-pedestrian crashes by 10% to 20%**.



Signal
Changes &
Rapid
Flashing
Beacons

[Traffic Signals Program | SFMTA](#)

Creating Safer Crossings: Turn Safety



Turn Safety Treatments

Implementation:

Small rubber speed bumps, delineators, and painted safety zone are used to encourage slower left turns and improves visibility.

Scale:

SFMTA has installed 35 left turn safety treatments across the City at intersections with concentrations of crash-related injuries.

Evaluation:

- Following the implementation of turn safety treatments, there was a **17%** reduction in average speed during turns.
- The use of this tool is associated with a **71% reduction in the likelihood of a car turning at speeds over 15 MPH.**
- **100% of treated intersections experienced an average left turn speed below** the safe turn threshold of 15 MPH.

[Left Turn Safety | SFMTA](#)

Creating Safer Crossings: Shorter Distances

Implementation:

Painted safety zones (PSZs), bulb-outs, lane reductions, and median refuge islands are tools that shorten the crossing distance for people walking, while calming the speeds of turning vehicles.

Scale:

These tools have been deployed at hundreds of intersections across San Francisco. PSZs are included in many Quick Build projects because they are reversible, adjustable, and inexpensive to implement.

Evaluation:

- On average when PSZs are installed, **turning speeds decreased by 55%** and the number of **drivers who fully yielded to crossing pedestrians increased by more than 25%**.



Shorter
Crossing
Distances

[Painted Safety Zones | SFMTA](#)

Creating Safer Crossings: Daylighting



Daylighting

Implementation:

AB 413 allows California cities to daylight all intersections. Painting red curbs at intersections can improve visibility between drivers and people crossing the street.

Scale:

Daylighting is present at approximately half of the intersections in San Francisco. It is prioritized at locations on the HIN and around schools.

Evaluation:

- A 2018 analysis of the implementation of daylighting at 80 intersections in the Tenderloin found that there were **14% fewer collisions** at locations where daylighting treatments were implemented.

[Daylighting | SFMTA](#)

What's Next

September 4: Vision Zero Committee Meeting #1

- Vision Zero Review
- Safe System Approach

October 28: Vision Zero Committee Meeting #2

- Policy Commitments
- Safety Tools

Mid-November: Vision Zero Committee Meeting #3

- Workplan
- Communications Strategy

December: SFMTA Board Policy Discussion and Adoption

- Safe System Approach
- Policy Commitments
- Safety Tools, Workplan, and Communications Strategy

