



SFMTA

Vision Zero Committee

Street Safety Initiative – First 100-Day Actions

May 6, 2026



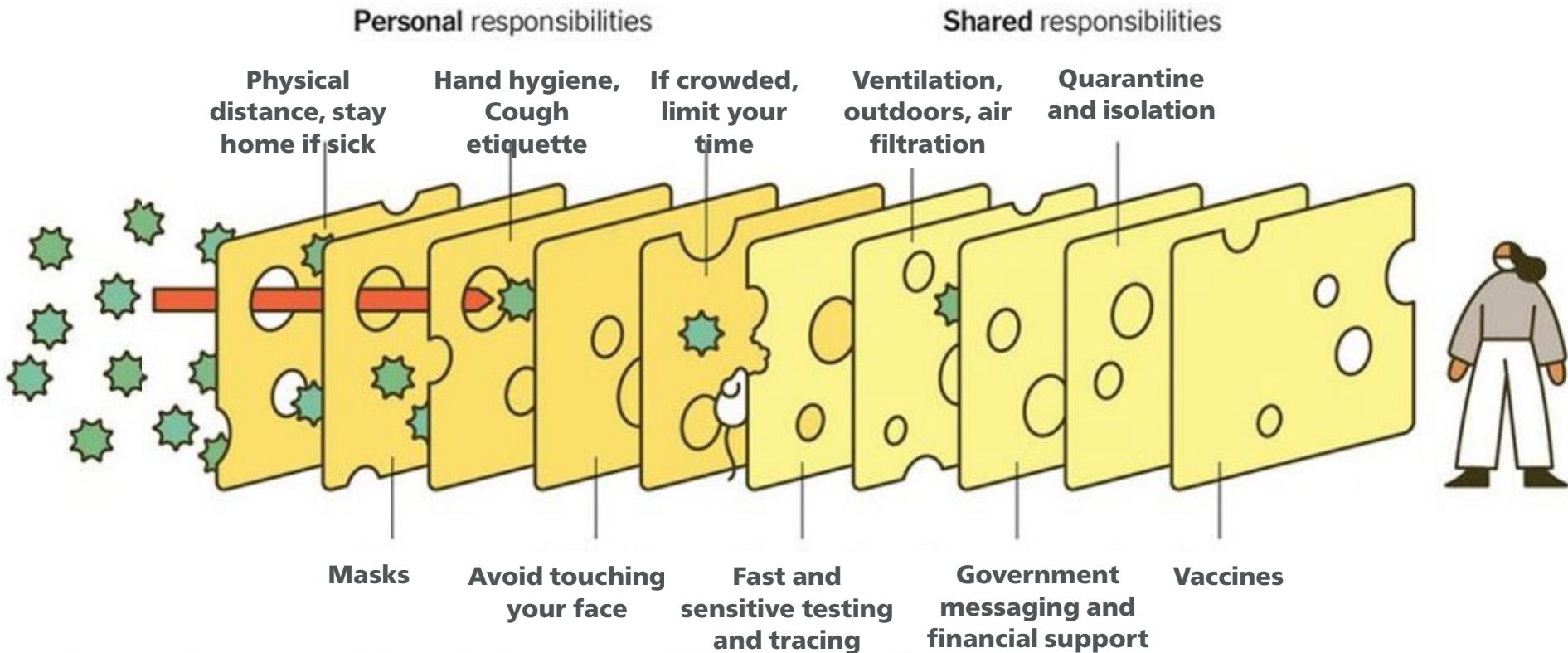
Overview

- **Safe System Approach**
- **Street Safety Initiative First 100-Day Actions**
 - **High Injury Network**
 - **Priority list of quick-builds**
 - **Priority daylighting locations**
 - **Electronic enforcement tools**
- **Look Ahead**
 - **6-Month and 1-Year and Beyond Actions**
- **Committee Name & Future Meetings**

Safe System Approach

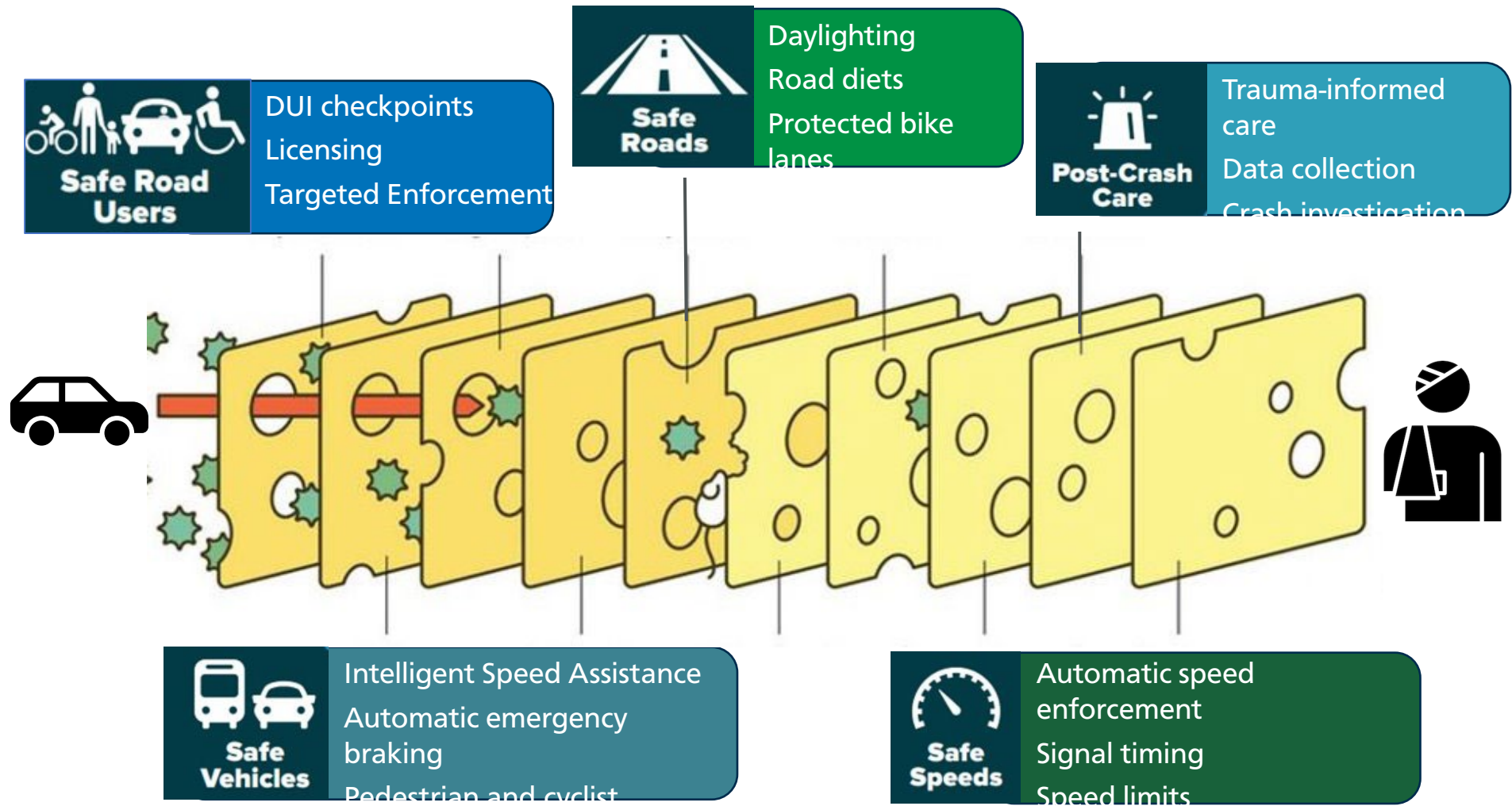


The Swiss Cheese Model of Safety



Source: Ian M. Mackay, "The Swiss Cheese Model of Pandemic Defense," featured in The New York Times, December 5, 2020.

The Swiss Cheese Model of Safety



Street Safety Initiative 100-Day Actions

Action 1. Establish the **Street Safety Initiative Working Group**

Action 2. Identify **senior-level leads** to join the Working Group

Action 3. Meet regularly to **identify and coordinate department initiatives and metrics**

Action 4. Confirm the **2024 High Injury Network**

Action 5. Review and update the **city's framework for identifying, categorizing, and reporting traffic-related serious injuries and fatalities** to support accurate trend analysis, operational response, and performance accountability

Action 6. Identify a focused list of priority list of **quick-build projects**

Action 7. Identify and implement priority **daylighting locations**

Action 8. Continue to prioritize the deployment of **electronic enforcement tools**

Action 9. Begin and maintain monthly **High Visibility Enforcement**

Action 10. Continue to integrate traffic safety citations and crash injury data into **station-level reports**

Action 11. Continue to ensure **clear lane markings**

Action 12. Continue to work **with state and federal officials and elected representatives**

Action 13. Establish a process for **sharing clear and concise updates**

Action 4.

Confirm the 2024 High Injury Network (HIN)



No one solution in the Safe System Approach

HIN is a transparent planning and prioritization tool

Other planning tools include: community input, network connectivity and closing gaps

13% of city street miles and 74% of severe and fatal injuries

HIN directs investments in Enforcement, Street Safety Interventions, Education Campaigns, etc.

What it isn't:

Not a predictive model

Not a 1:1 map of causation

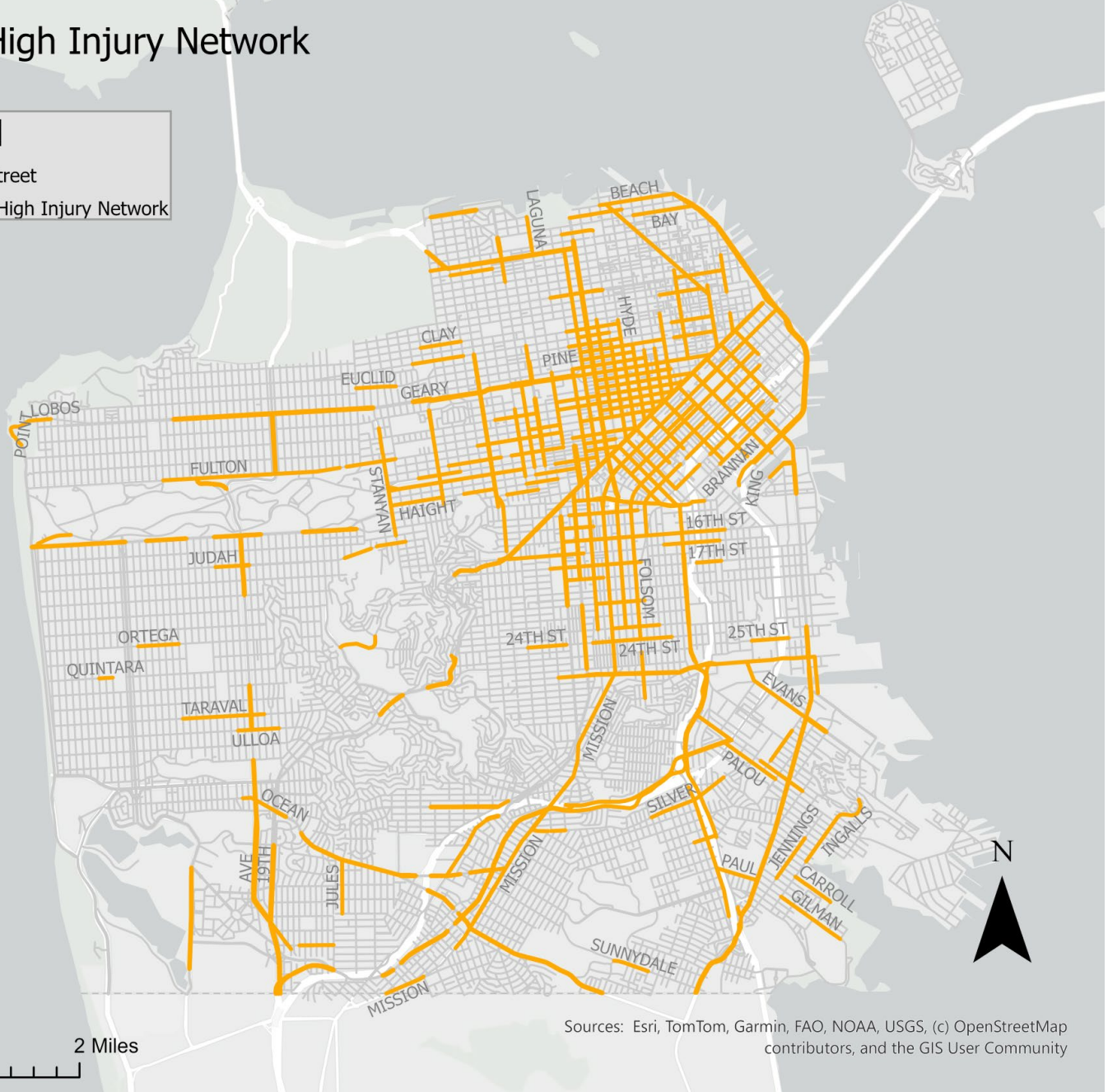
Does not tell us the why's, how's, and collision factors

Not a reflection of all progress

2024 High Injury Network

Legend

- City Street
- 2024 High Injury Network



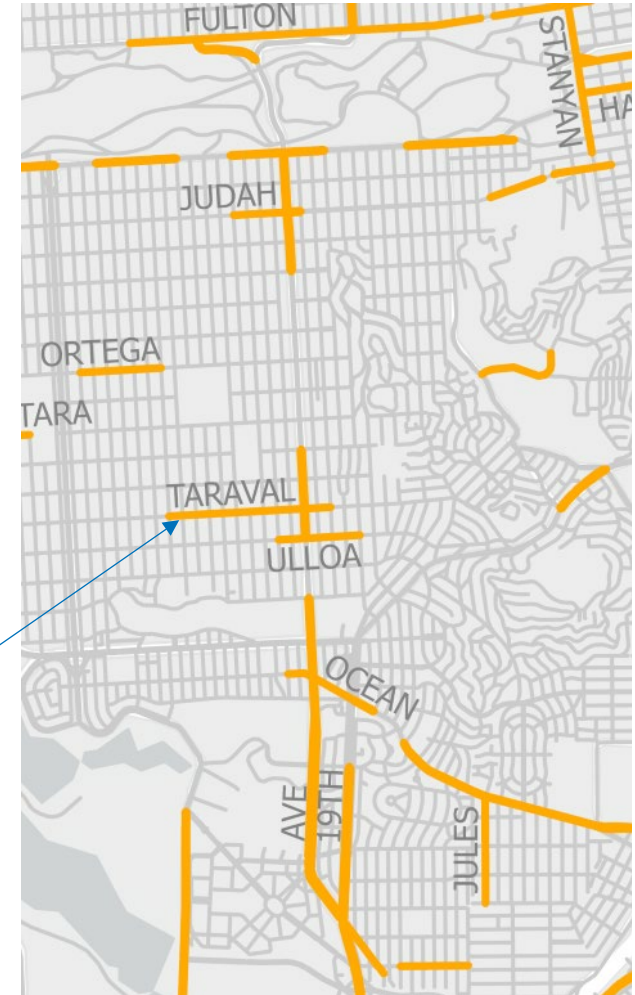
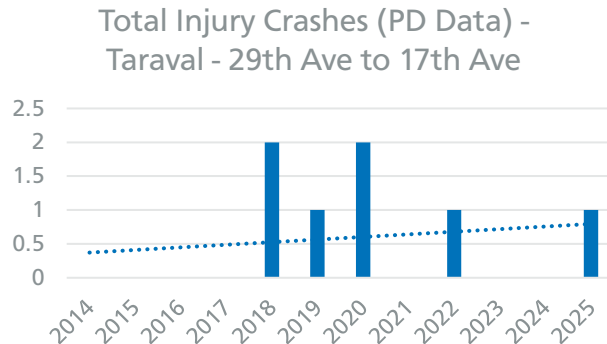
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

How we use the High Injury Network – When a segment stays on the map

Taraval – 29th Ave to 17th Ave

- Safer train boarding
- Improved pedestrian crossings
- More efficient transit
- Smoother & quieter train rides
- Utility upgrades
- Streetscape improvements
- Newly repaved roads

**Further analysis in crash and environmental factors
needed to indicate which citywide resources needed**



How we use the High Injury Network – When a segment comes off the map

Townsend 3rd St to 8th St

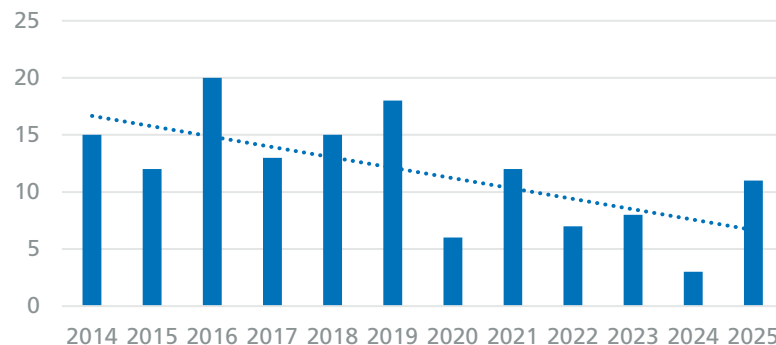
- Separated Bikeway
- Pedestrian Pathway
- Bike signal
- Left-turn traffic calming
- Parking and loading changes
- Transit and passenger boarding island

Improvements made, most urgent concerns have been addressed

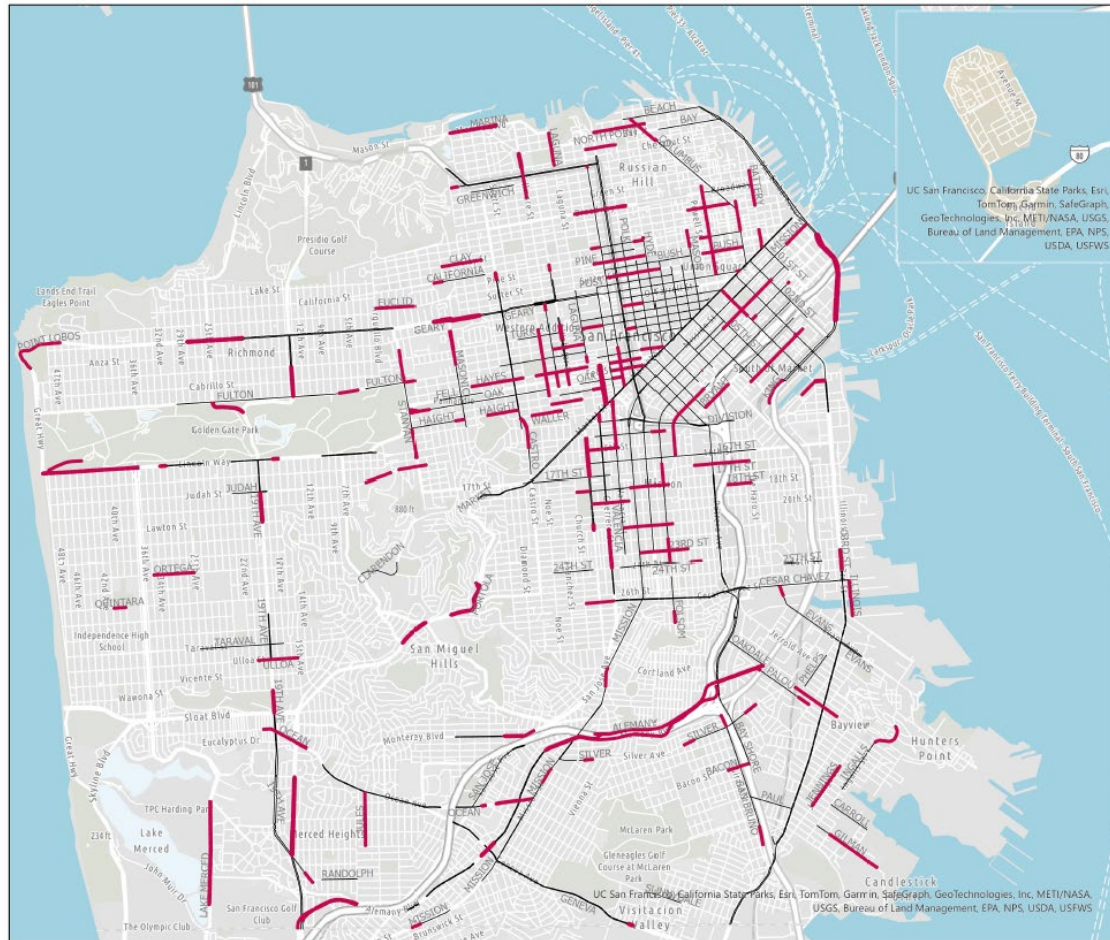
Citywide resources can shift to other locations on the HIN*

*Not being on the HIN does not preclude work from happening there again

Townsend Street (PD crash Data) - 3rd St to 8th St



New Segments on the 2024 HIN

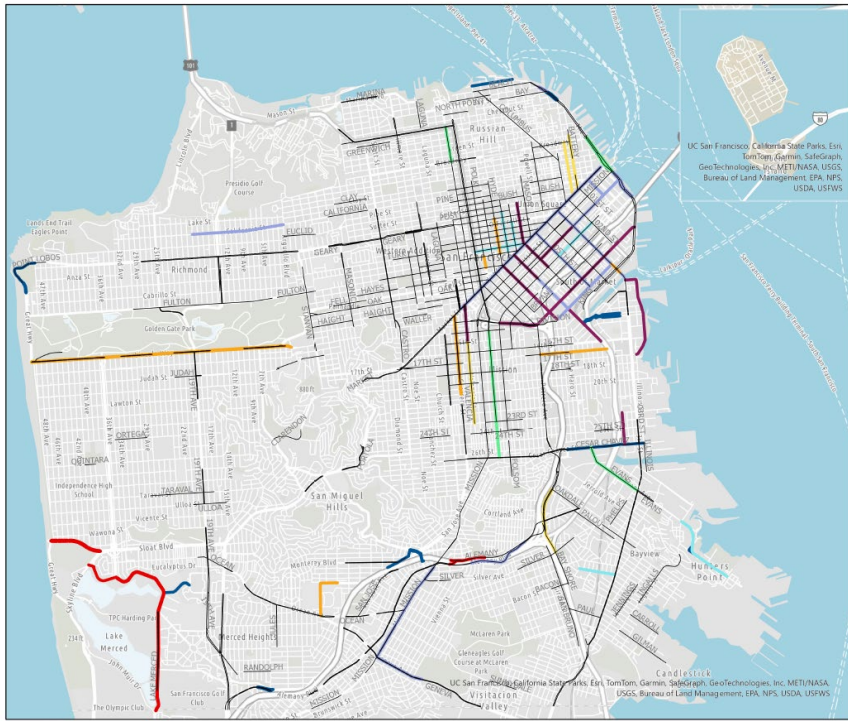


LEGEND

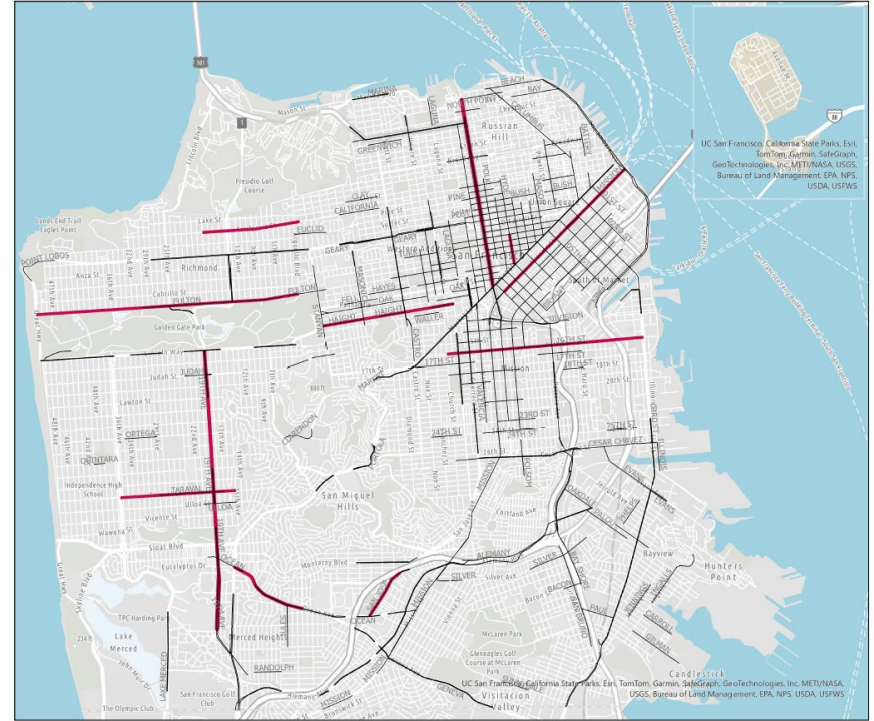
Total HIN added = 39.9 miles

Existing and Progressing Work on the 2024 HIN

Quick-Build Corridors – 22.2 miles



Muni Forward – 12.4 miles



LEGEND

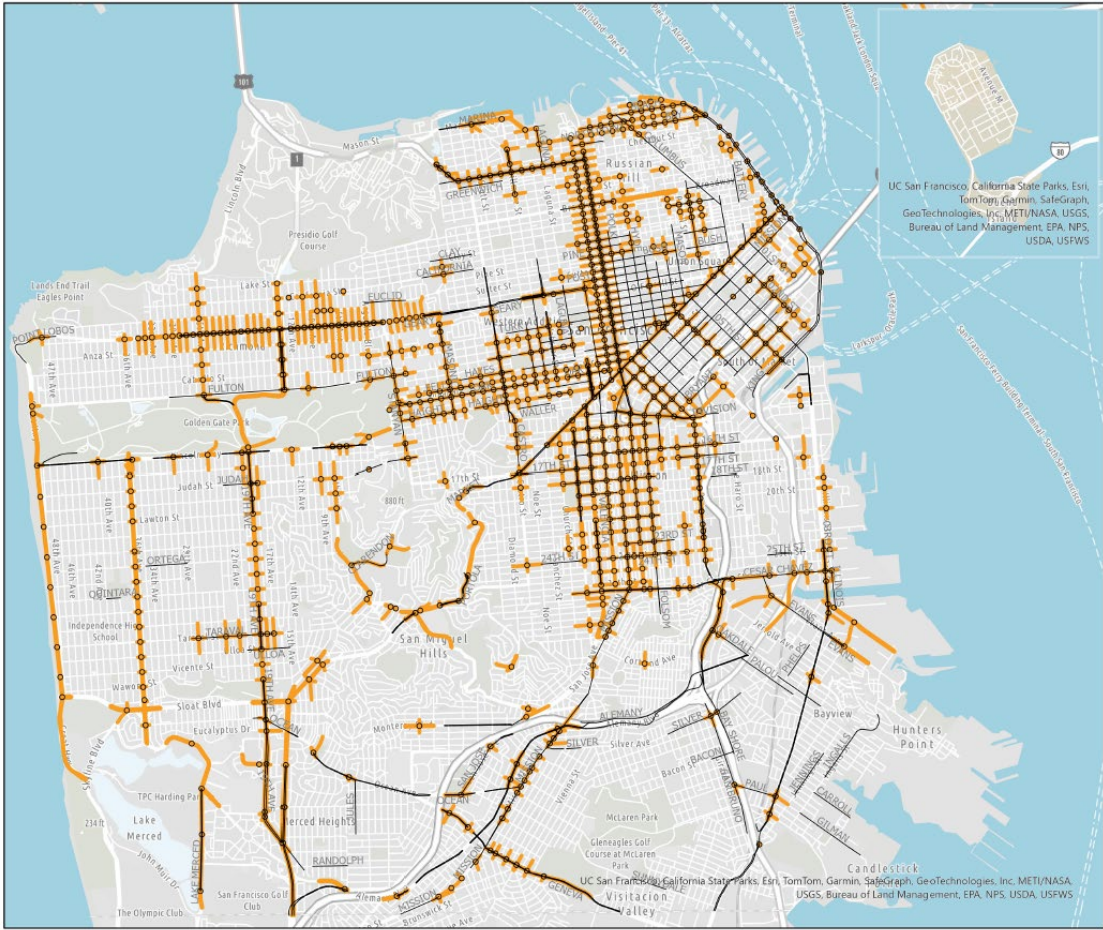
- 2015 - 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- QB Projects In Progress
- 2024 High Injury Network

LEGEND

- Transit Projects (2020-now)
- 2024 High Injury Network

Existing and Progressing Work on the 2024 HIN

Signal Retiming Projects – 470 signals

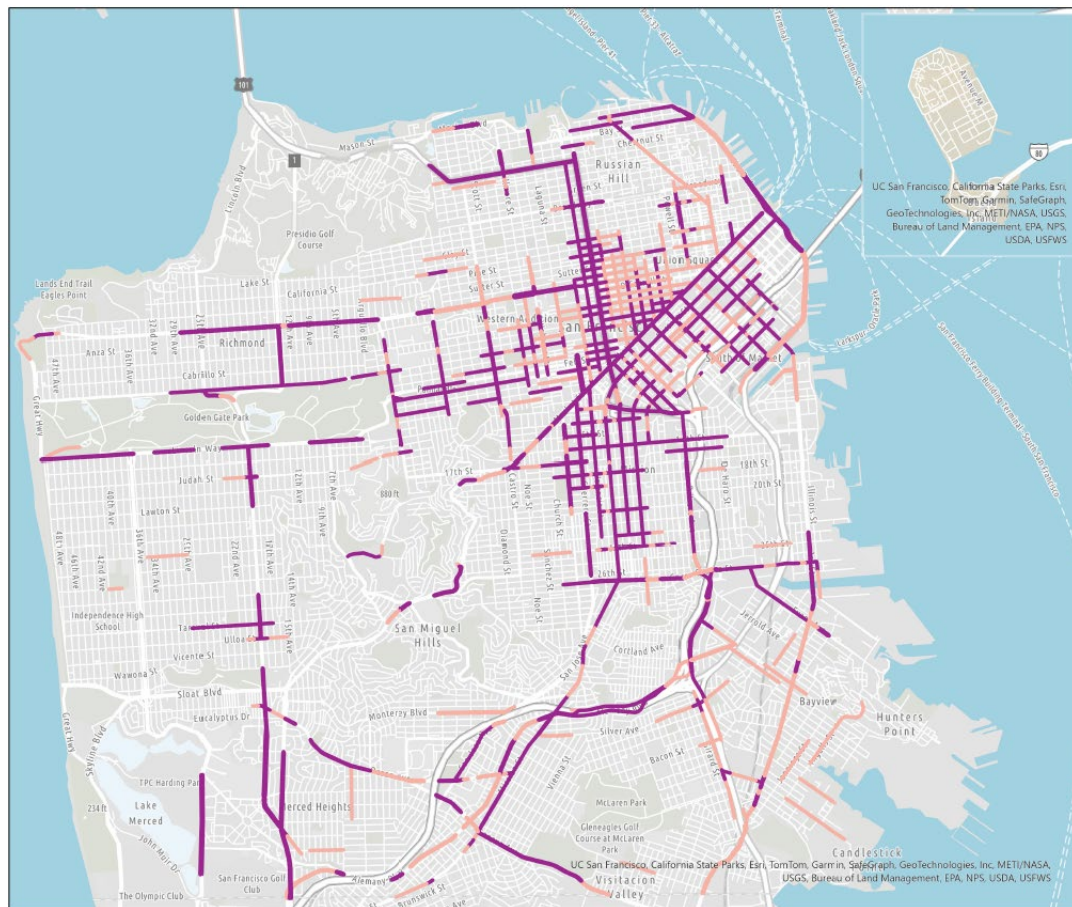


LEGEND

- Signal Retiming (2020-2025)
- Signal Retiming (2020-2025)
- 2024 High Injury Network

Agency Priorities and the HIN

- All projects are vetted for safety, community responsiveness, connectivity, economic revitalization, agency efficiencies
- **62%** of the 2024 HIN is funded through the next 5 years in the Capital Improvement Program (CIP)
- Not mapped here are **programs that also contribute to street safety**, such as daylight hardening and funding for the Biking and Rolling Plan



*Projects include streetscapes and transit at various stages of outreach and planning

Action 6.

Identify a Focused List of Priority Quick-build Projects

Priority projects are at different stages – some have already gone through design and community review, while others are just beginning the process to ensure the approach fits the corridor and community needs.

QB Corridor Project	Current Phase	Community Benefit	Next Step in Community Process	Description
Mission Bay Blvd	Construction now	Safety, connectivity, community driven	Construction outreach	Supporting safe access for students when the new school opens, community-driven
Brotherhood-Alemany	Nearing end of outreach period	Safety, connectivity	Public hearing in late spring or early summer 2026	Complex intersection, improving safety and crossings
Cesar Chavez Street	Nearing end of outreach period	Safety, agency efficiencies	Public hearing in summer or fall 2026	Heavy freight activity and complex turning; Construction coordination with Caltrans
Jefferson Street (Fisherman's Wharf)	Early Outreach	Revitalizing the waterfront, community-driven, agency efficiencies	Continued engagement with Fisherman's Wharf CBD & SF Port	High activity area, frequent deliveries, closing gaps in network, construction coordination with SF Port
Bosworth-Monterey	Early Outreach	Safety, connectivity	Continued engagement with community groups and neighbor residents	Community safety concerns and network gaps
Innes Ave	Early Outreach	Safety, connectivity, agency efficiencies	Continued engagement with RPD, community groups, merchant group and neighborhood residents	Construction coordination with Recreation & Parks Department, Strengthens connections to India Basin Waterfront Park
Northern Embarcadero	Early Outreach	Revitalizing the waterfront, safety, agency efficiencies	Continued engagement with SF Port and tenants; Start of outreach summer 2026	Improving safety and network connectivity, construction coordination with SF Port
Point Lobos Ave	Identified, Not Started	Safety	Outreach to begin towards end of 2026	Concerning crash patterns between drivers and bicyclists, including 4 severe injuries between 2020-2023

Safety, Connectivity, Community Benefit: Making School Trips Safer

Mission Bay Boulevard Quick-Build Project, 7th Street to 4th Street

CURRENT PHASE: Construction happening now, full completion August 2026

COMMUNITY-DRIVEN: Project developed with community input through the SFCTA school access plan

WHY: Children are our most vulnerable road users. With a new school opening this summer, safe, traffic-calmed school streets are a priority for kids' safety

SCOPE: Traffic calming, stop signs, speed limit reductions, and high-visibility crosswalks to improve safety and connectivity along school travel routes

[SFMTA.com/MissionBayQB](https://www.sfcta.com/MissionBayQB)



Safety, Connectivity, Community Benefit: Working with Businesses, Revitalizing the Waterfront

Jefferson Street Quick-Build Project, Hyde Street to Powell Street

CURRENT PHASE: Early outreach

COMMUNITY-DRIVEN: Kickoff meeting held with Fisherman's Wharf CBD and Pier 39

WHY: Tourist destination with frequent deliveries, serving residents, workers, and visitors, and designated on the 2022 High-Injury Network

CONNECTIVITY: Connect to and close gaps in the bike network and ensuring safe access

[SFMTA.com/JefferonQB](https://www.sfmta.com/jeffersonqb)



Safety, Connectivity, Community Benefit: Safer Speeds and Waterfront Park Access

Innes Avenue Project, Hunters Point Blvd/Hawes St to Donahue Street

CURRENT PHASE: Early outreach

WHY: Strengthen connections and park access to India Basin Waterfront Park to address ongoing speeding concerns and recent injury collisions along the corridor, in coordination with SF Recreation and Parks

CONNECTIVITY: A critical link to India Basin Waterfront park and citywide bike and pedestrian networks—closing gaps and improving predictability

[SFMTA.com/InnesQB](https://www.sfmta.com/InnesQB)



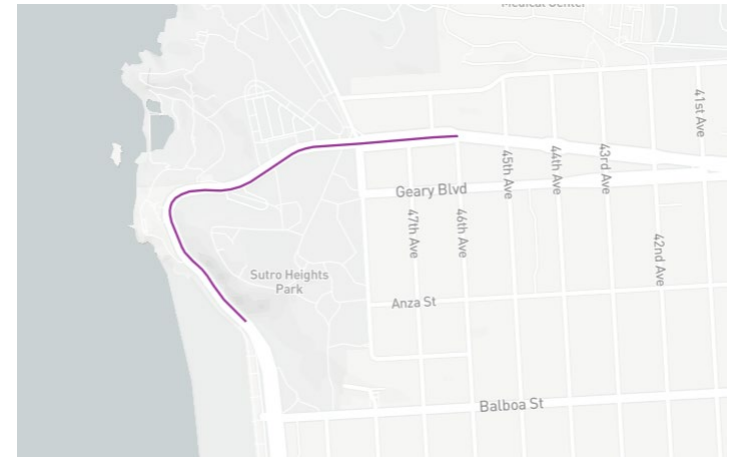
Safety, Connectivity, Community Benefit: Proactive on Emerging Safety Needs

Point Lobos Avenue Quick-Build Project, 48th Avenue to Balboa Street

CURRENT PHASE: Identified, not yet started

WHY: Observed crash patterns with 4 severe injuries between 2020-2023, now on 2024 HIN

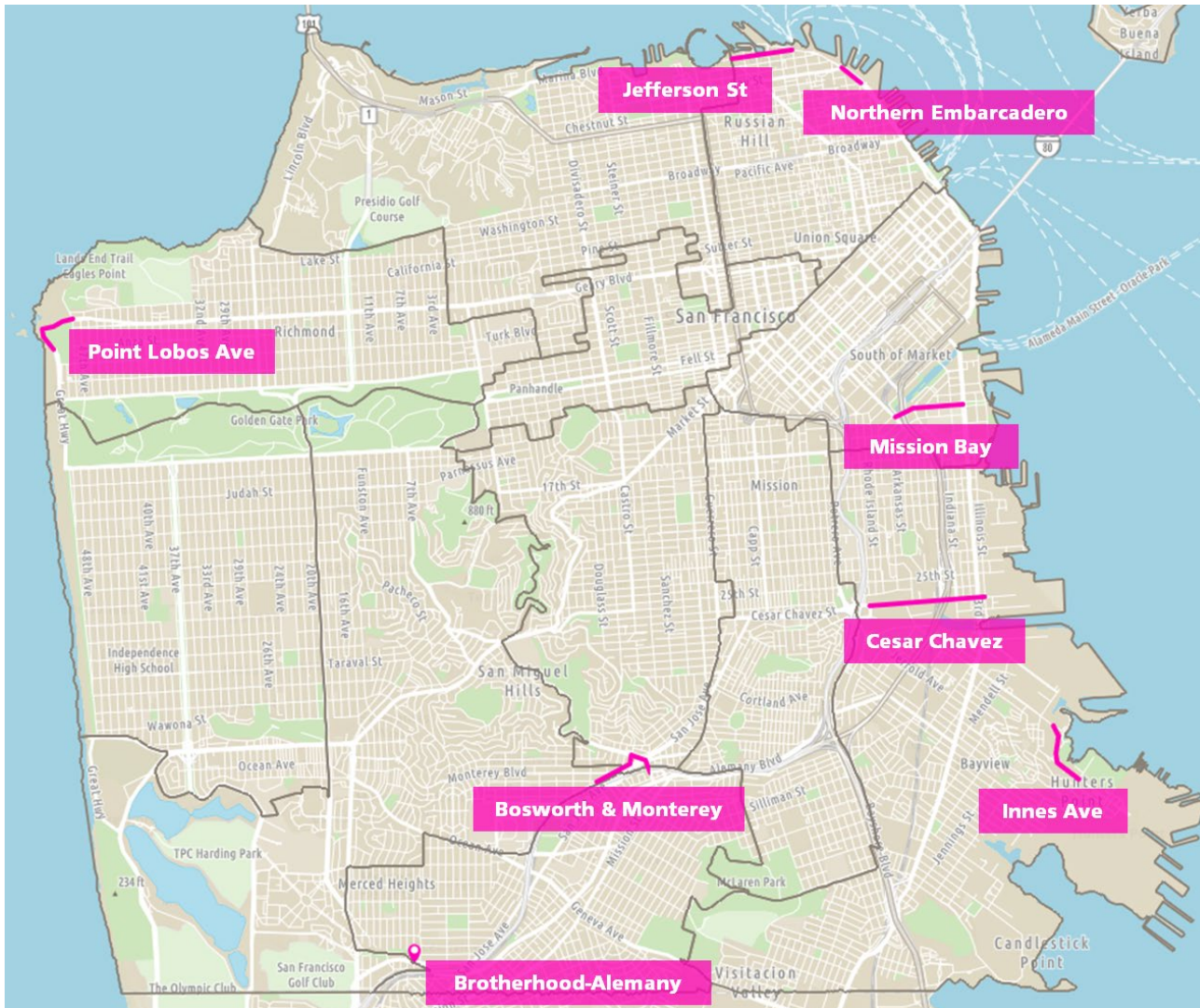
WHAT: Scope development following community outreach



2024 High Injury Network



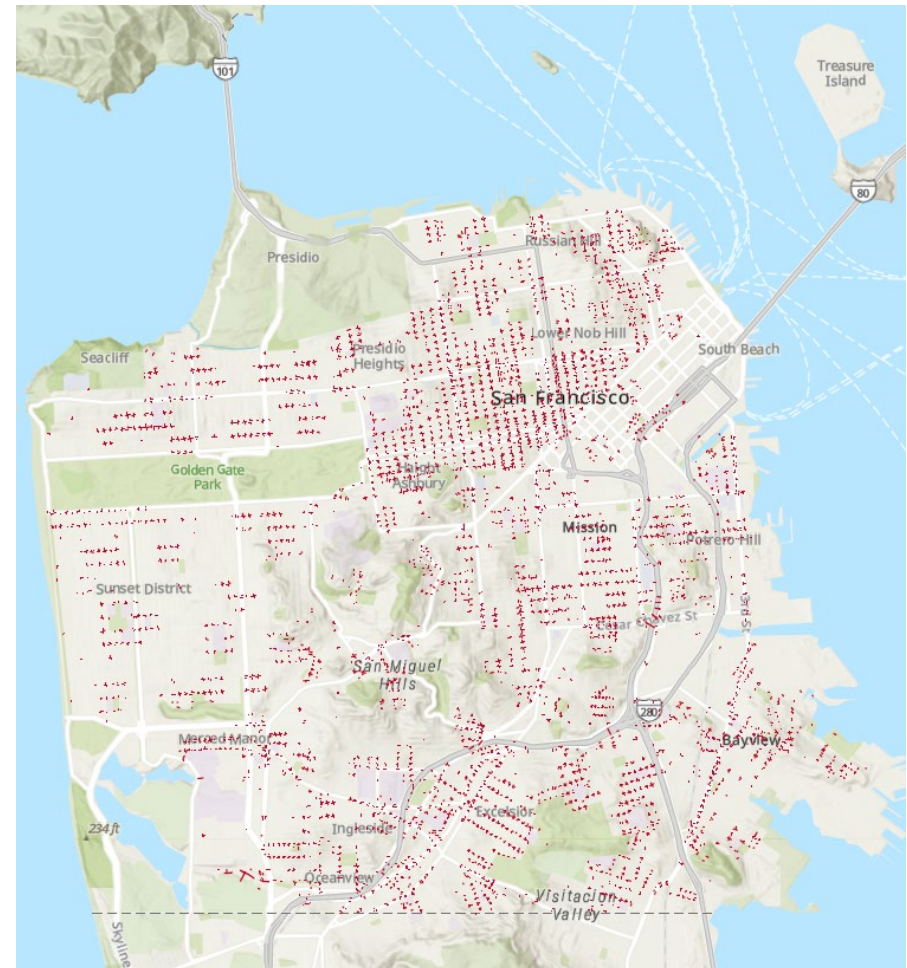
Priority Quick-Build Locations



Action 7.

Identify and Implement priority daylighting locations

- **57%** of intersections complete citywide
- Daylighting **completed at all 2,300 school intersections**
- **Current phase: Institutional Daylighting** (parks, libraries, senior center and community centers) **and** locations on the **2024 HIN** that were not previously covered
- Remaining intersections in 2027



Action 8. Continuing Electronic Enforcement Tools

Automated Speed Enforcement

- One year after launch, the share of **drivers speeding 10 mph or more is down nearly 80 percent** across camera locations compared to pre-implementation
- **Speed cameras are working to slow drivers down**

Red Light Camera Enforcement

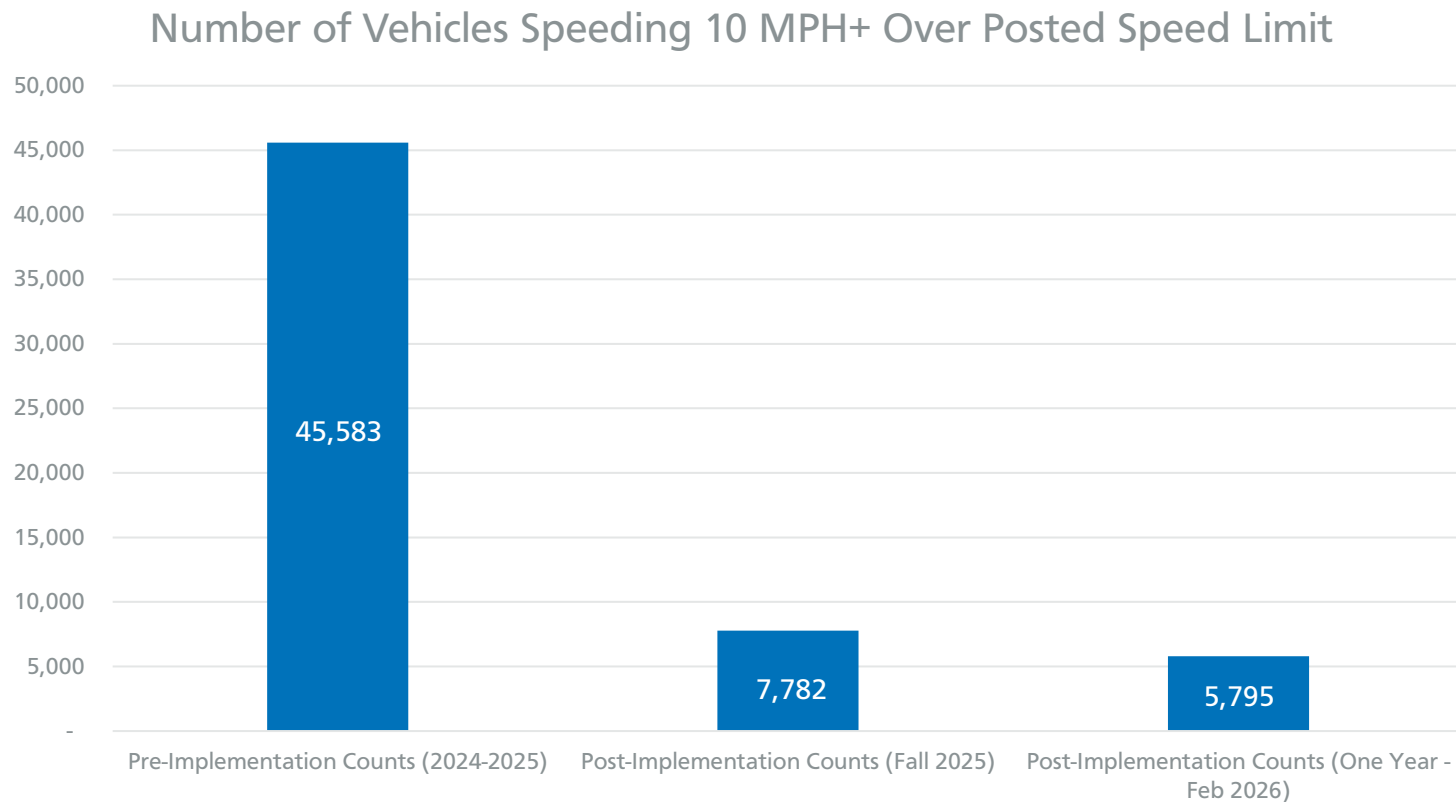
- 19 camera systems at 13 intersections
- 6 additional camera systems under construction with activation expected Summer 2026



Behavior Trends – Speed Study

One year after launching speed cameras in San Francisco, the share of drivers speeding 10 mph or more is down nearly 80 percent across camera locations compared to pre-implementation.

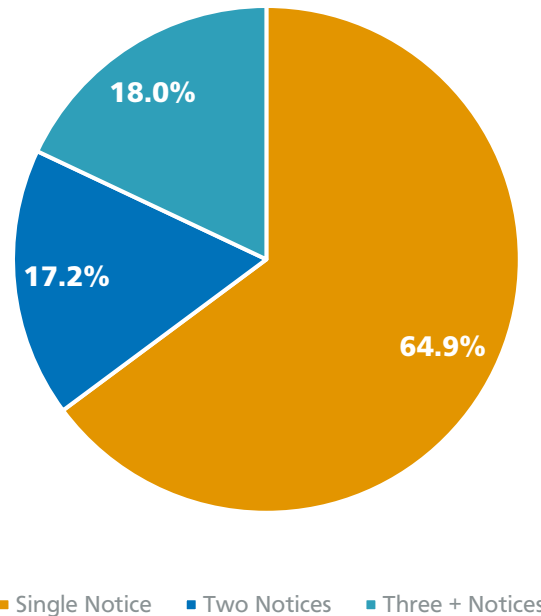
The data shows that speed cameras are working to slow drivers down.



Issued Violation Trends

Early data shows strong compliance and shifting driver behavior.

- **65%** of owners who receive a warning or citation **do not receive a second**
- **82%** of recipients **receive two or fewer** notices

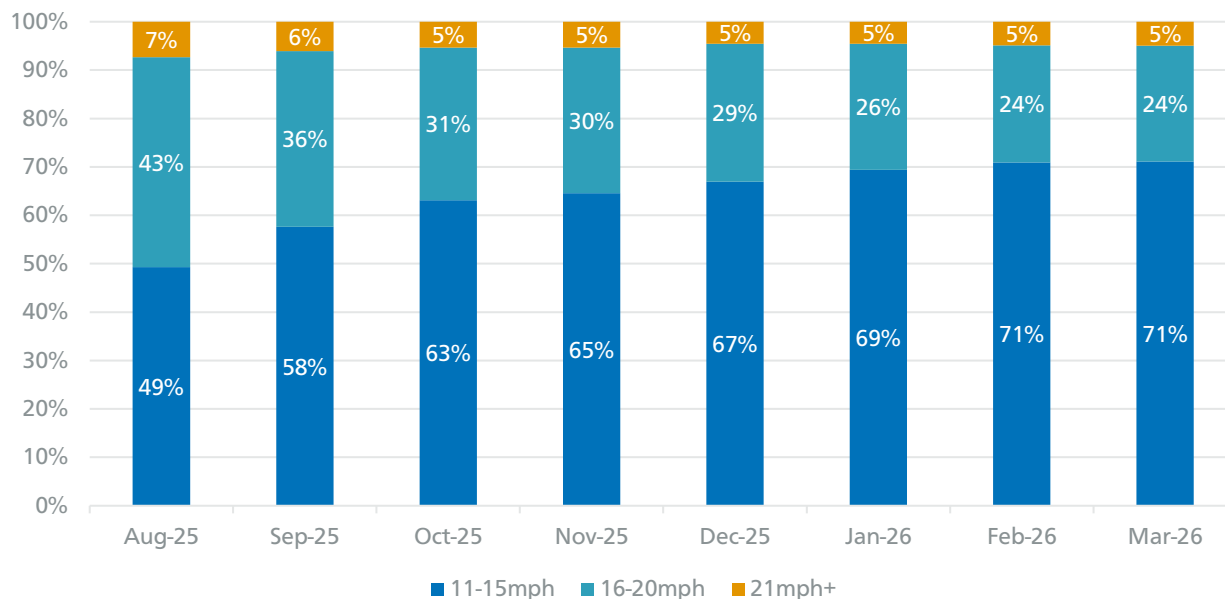


Issued Violation Trends

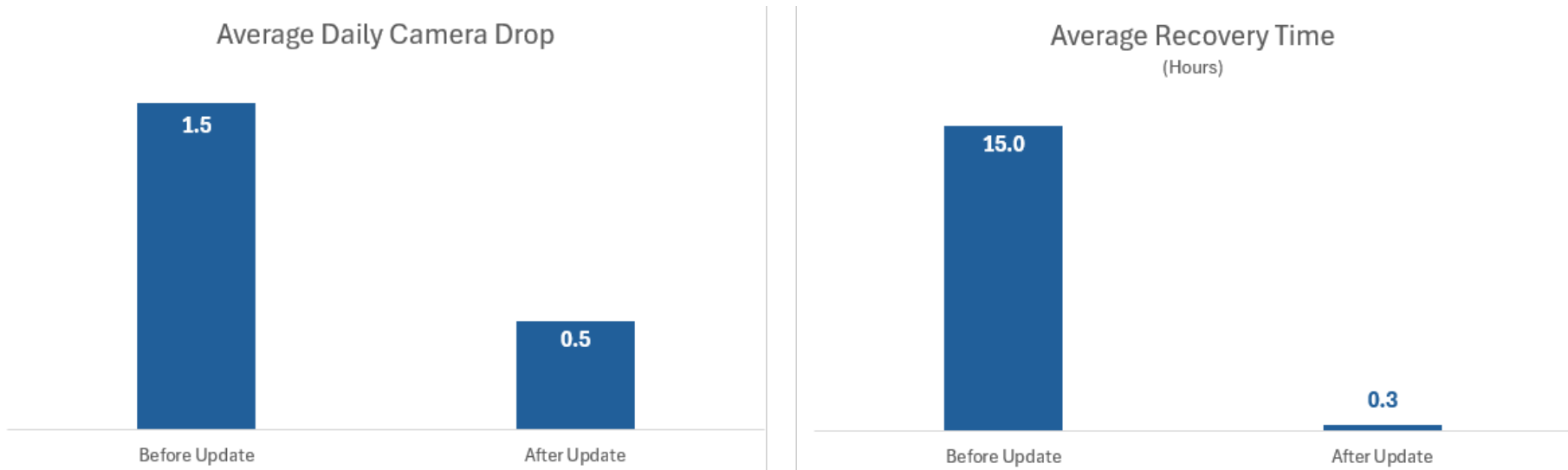
Since the program began issuing citations in August 2025, **the percentage of drivers receiving citations for the most egregious speeds has continued to decrease.**

- The percentage of citations issued to drivers 16+ mph over the posted speed limit has decreased from over 50% at program launch to less than 30% today.

Percentage of Issued Citations by Speed Category



Camera Improvement



- Previously 8 out of 33 (14%) sites experienced camera drops per month
- Average site experienced 1.5 camera drops/day vs 0.5 camera drops on the new firmware
- New firmware reduces camera recovery time from 15 hours to 20 min

Program Funding

Program net revenue is being reinvested back into San Francisco's streets. That means funding for rectangular rapid flashing beacons and other traffic calming efforts to support pedestrian safety citywide.

First Program Year Start-up Costs

- Vendor Contract: ~\$1.5M/year
- MTA Labor Costs: ~\$2.5M (Nov 2023 – June 2026)
- Miscellaneous Costs: ~\$0.2M/year

First Year Total Expenditure: ~\$4.2M

First Year Projected Revenue: ~\$7.2M

Estimated Allocation to Traffic Calming: ~3M/year

- \$2M programmed for RRFB Program (all excess revenue will be used on traffic calming as required by AB645)

Speed safety cameras are designed to deter speeding and save lives, not generate fines.

Next Steps for ASE

- Jan-March 2026 program data available on DataSF published later this week at www.data.sfgov.org
- **Evaluation of system effectiveness** at 18-months (September 2026 for San Francisco). Each site must meet one or more effectiveness criteria:
 - Reduction in 85th percentile speed
 - 20% reduction in speeding vehicles
 - 20% reduction in number of repeat offenders
- **Policy change** – exploring expansion of number of locations, extend duration, and for improved long term financial feasibility
- Continued coordination with other pilot cities and state partners to share lessons learned and ensure consistency between California programs
- Regional education campaign to launch once all Bay Area programs are up and running

Look Ahead

- **Fatal and severe injuries report**
 - End of year
 - What it will include
 - Analysis of severe injuries and fatalities including 2025 data
- **6-month Actions – mid June**
 - **Action 14.** Promoting and enforcing safe e-device operations and parking
 - **Action 15.** Street Safety Initiative Dashboard
 - **Action 16.** Identify a process for Safety Infrastructure improvements when repaving
 - **Action 17.** SFMTA and SFFD Street Design Review Manual – Complete ✓
 - **Action 18.** Install protected murals or other infrastructure enhancements to reinforce established daylight zones
 - **Action 19.** Detours during construction
 - **Action 20.** Traffic Enforcement Strategy Report
 - **Action 21.** Vehicle driver training for city employees
- **1-Year and Beyond Actions**
 - **Action 22.** 2024 High Injury Network Draft Plan
 - **Action 23.** Residential Traffic Calming Program
 - **Action 24.** Continue to publish data on crash fatalities and injuries
 - **Action 25.** Continue to proactively address high-stress corridors and intersections
 - **Action 26.** Amend Better Streets Plan
 - **Action 27.** Traffic enforcement plan
 - **Action 28.** Review and update the Street Safety Initiative

Committee

- **Action for today:** Vote to recommend a name change at the full Board
- Recommendation: **Street Safety Committee**
 - New name aligns with renewed commitment to street safety by the Mayor's Office and Board of Supervisors
- **Goal is still zero traffic fatalities**
 - Staff continues to participate in Vision Zero working groups and networks
- Meeting frequency:
 - Recommendation to meet quarterly
- Topics board members would like to cover

Thank you!

Appendix

Action 15.

Street Safety Initiative Dashboard Framework

Lead: Controller's Office

- **Cohesive set of street safety metrics** to help departments, policymakers, and the public use data to understand where the City is and is not making progress against policy goals
- Available mid- June as part of 6-month actions
- SFMTA staff participating as working group members



2022 Vision Zero High Injury Network

