



SFMTA



Safe School Connections

September 1, 2026

SFMTA Board of Directors

Purpose of today's item



- **Share draft approach to the SFMTA's Safe School Connections** work. It aims to connect schools to the All Ages and Abilities biking and rolling network.
- **Hear feedback from the SFMTA Board and launch outreach period** before bringing a final proposal to the SFMTA Board by early next year.

Safety is a top priority for the SFMTA, especially near schools



More than transportation

- Active trips, such as biking, rolling and walking to school, **help youth develop confidence, independence and autonomy**. They learn **proper use of the transportation system** and how to be safe and considerate of others on the street.
- Research shows **improved physical and mental health outcomes** for youth that participate in regular physical activity.
- When kids can travel actively and independently, **San Francisco becomes more livable for families**.



Our ongoing work shows it

Capital Improvements

Daylighting and Safety Zone Program

Speed Management Strategies – speed limit signs, speed safety cameras, traffic calming program (including Walk Audits)

Bike and pedestrian capital projects and planning

Response to school-related requests

Education, Encouragement, and Community Support

Safe Routes to School Program

School Crossing Guard Program

Muni Support

Free Muni For Youth

Muni Ambassadors

School Peak Service and School Tripper Service

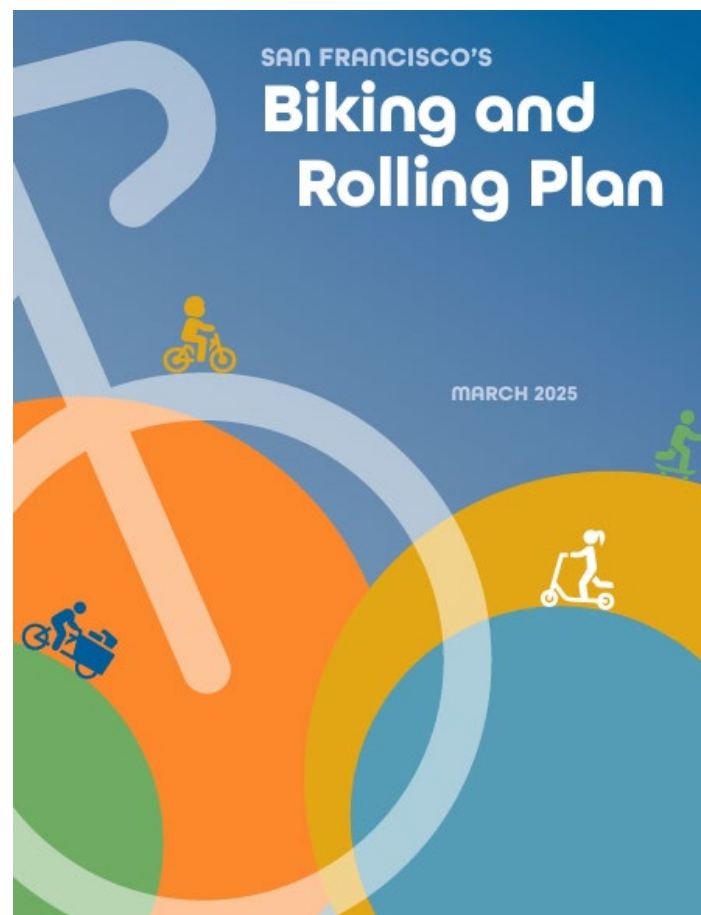
Aligning with policy directives

San Francisco's Biking and Rolling Plan – approved by SFMTA Board March 2025

- *SFMTA Board directed staff to develop a plan to connect schools to the bike and roll network for public and MTAB review*

Citywide safety initiatives:

- San Francisco's Street Safety Act – Board of Supervisors – Sept 2025
- Mayor's Street Safety Executive Directive – Dec 2025



Safe School Connections goal

- **Goal:** To establish a safe, accessible and seamless connection from all 249 schools in San Francisco* to the biking and rolling network for users of all ages and abilities**.



*Schools include all SFUSD schools and private schools that serve kindergarten to high school

**All Ages and Abilities Network includes:

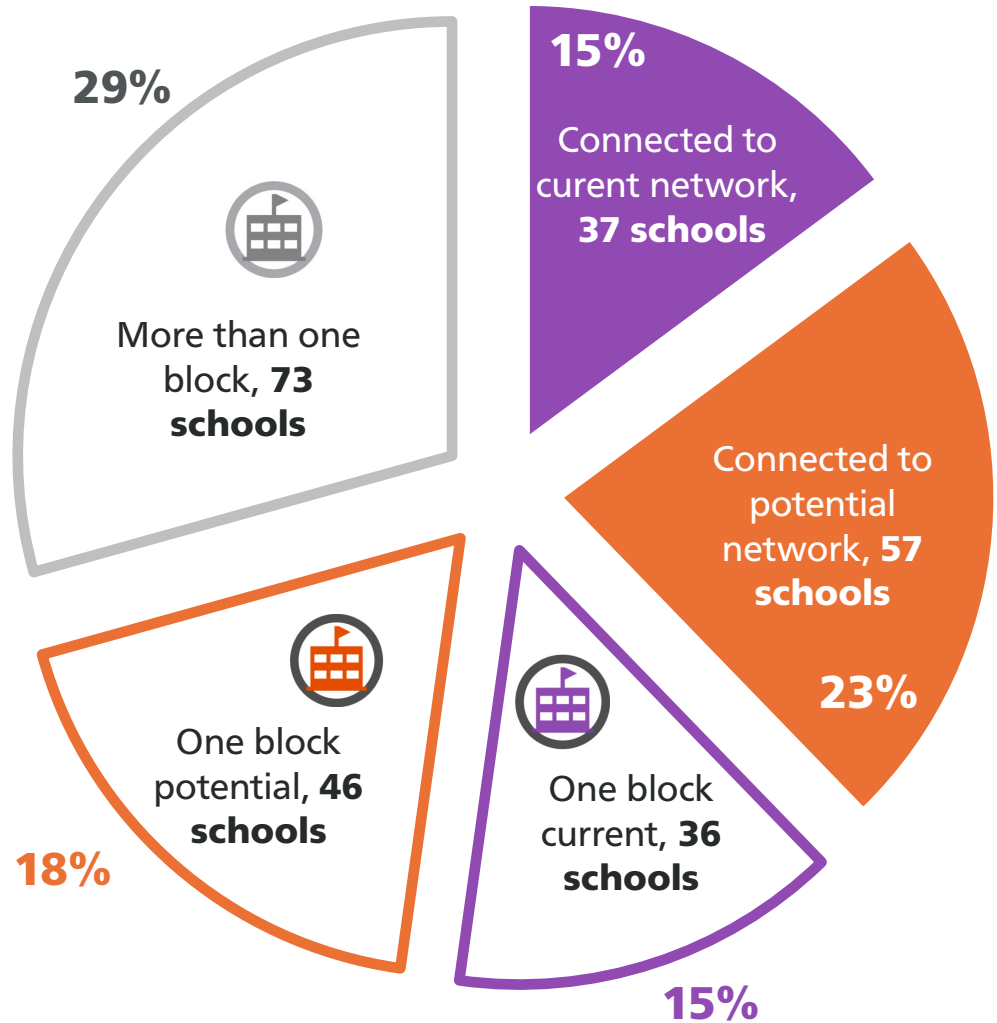
Separated bikeways, Slow Streets, non-separated bikeways with traffic calming

Connecting all schools is a long-term goal

It could take up to 10 years to implement.

It will require finding more financial and staff resources.

That's why we're breaking down the work into manageable pieces.



Safe School Connections elements



1. **Partner more effectively with school communities** by unifying our efforts



2. **Identify the best paths** to link schools to the biking and rolling network



3. **Plan and build connections** using a proven toolkit of options

1. Partner more effectively with school communities by unifying our efforts

- **New Schools Coordination Program** will be the main point of contact between the SFMTA and school administrations
- **Connect and organize all school-related work** within the SFMTA
- Align SFMTA leadership on school-related work to **prioritize improvements as needed**
- **Build stronger relationships** with school communities



2. Identify the best paths to link schools to the biking and rolling network

School Walk Audit program

Youth Transportation
Advisory Board program

School collaborations

School Street events

Planning and capital projects



3. Plan and build connections using a proven toolkit of options

Connections from schools to the All Ages and Abilities network are **School Connector streets**.

- A combination of **physical infrastructure and community building** through education and encouragement.
- **Planned with school community**, selecting treatments from a School Connector toolkit.



School Connector Toolkit

Physical Infrastructure

Biking and Rolling

(ex) Separated bike lanes



Traffic Calming

(ex) Speed humps



Placemaking

(ex) Gathering spaces



Community Building

Education



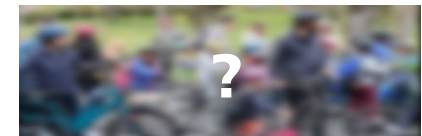
Encouragement



School Street Events



New Ideas!



How we'll prioritize which potential connections to advance into planning and delivery



Community readiness



Located on High Injury Network



Safe Routes to School
"Focus School"



Fulfills **Community Action Plan** priorities



Project integration opportunity



*criteria are not in order of priority

Getting started:

Where our work will focus

In 2027, we plan to identify the first potential connections from some of the:



Schools within a block of the existing All Ages and Abilities Network and

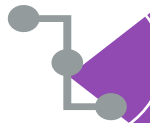


Schools within a block of a segment of the potential All Ages and Abilities Network that may be implemented *in the next five years*.

We will then **advance an implementation strategy** and funding for an initial set of schools.

Measuring success

Success of connecting schools to the All Ages and Abilities biking and rolling network will be measured by:



Increased number of schools connected to network

- Overall schools connected
- Schools along High Injury Network
- Schools in Equity Priority Communities



Increased active trips to schools: biking, rolling, walking, transit



Closed gaps in the citywide biking and rolling network



Advanced equity policies from Biking and Rolling Plan

Working with community

Thank you to those whose feedback helped shape the draft program approach!

Biking and Rolling Plan Community Action Plan partners

- *New Community Leadership Foundation*
- *PODER*
- *South of Market Community Action Network*
- *Tenderloin Community Benefit District*

Street safety organizations

- *SEIU School Crossing Guard Rep*
- *Walk SF*
- *SF Bicycle Coalition*
- *Streets For All*

We heard:

- Support for the SFMTA's new school coordination focus
- Interest in scaling the program as quickly as possible
- Importance of understanding broader community context
- Interest in new opportunities for crossing guard staffing

Public outreach throughout September

Visit [SFMTA.com/SafeSchoolConnections](https://www.sfmta.com/SafeSchoolConnections) now through September 30.

We are asking community members to:

- Read the draft program overview online
- Provide feedback using the online form

Feedback will be incorporated into final approach to be presented to the SFMTA Board for approval.



Next steps

September

- Public outreach period on draft program approach

October/November

- Refine program approach based on public feedback

Late 2026/Early 2027

- Present final program approach for approval to SFMTA Board

2027

- Identify first potential school connections
- Advance implementation strategy and fund initial set of school improvement planning/design/implementation



Discussion areas

Starting point

- Focusing first on schools within one block of the existing or potential All Ages and Abilities network

Prioritization

- Factors for deciding which school connections advance first – *community readiness, High Injury Network, Safe Routes to School “Focus Schools”, Community Action Plan priorities, project integration*

Measures of success

- Measures of success: *schools connected, network gaps closed, equity goals advanced, and increases in active trips*



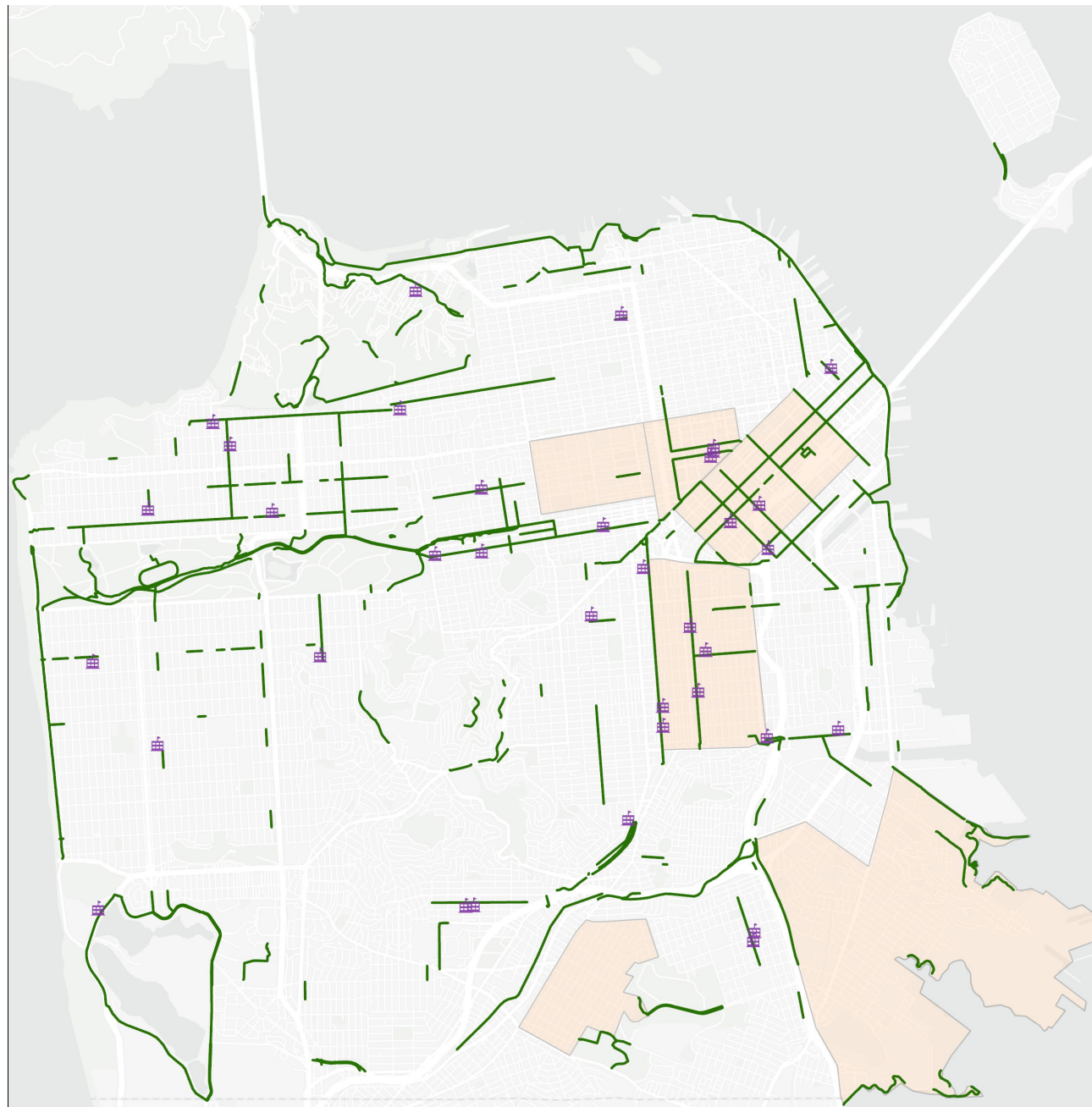
Appendix



School connections today

37 out of 249 schools are connected to an existing segment of the All Ages and Abilities network

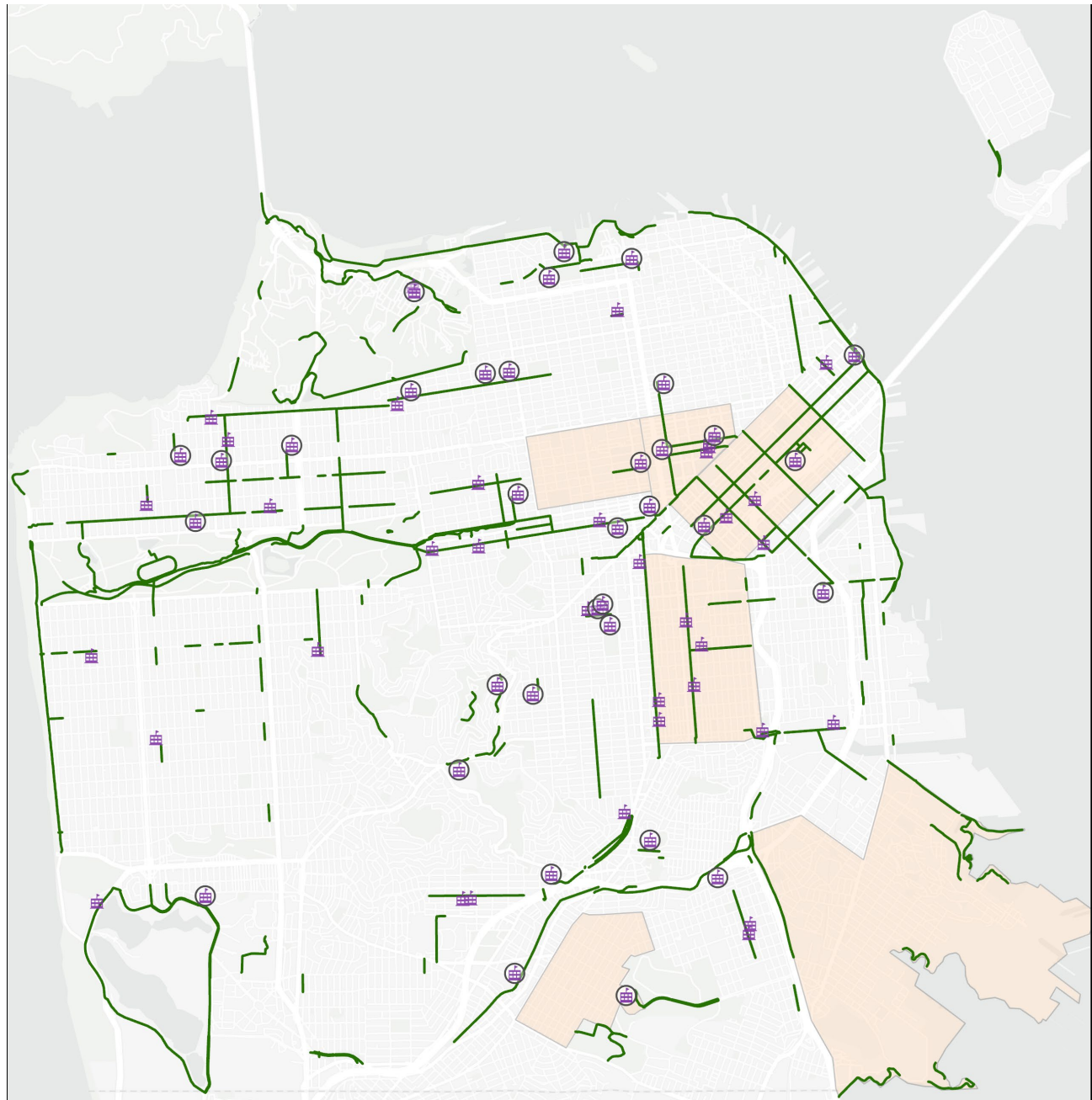
-  Schools on existing network (37)
-  Existing All Ages and Abilities Network
-  Community Action Plan Boundaries



School connections today

36 out of 249 schools are about a block away from the existing network

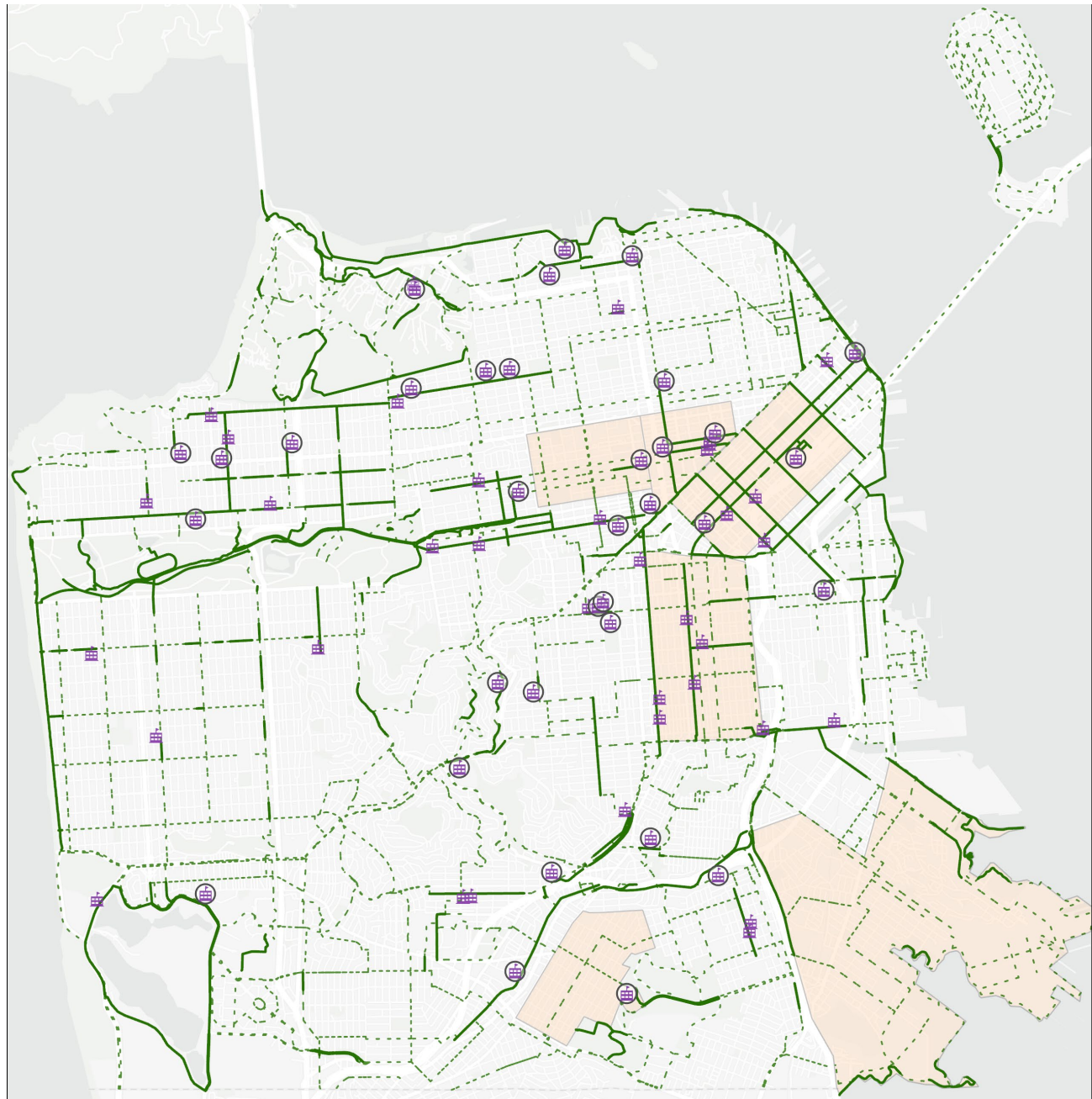
-  One Block From Existing Network (36)
-  Schools on existing network (37)
-  Existing All Ages and Abilities Network
-  Community Action Plan Boundaries



School connections in the future

The Northstar biking and rolling network aims to build an All Ages and Abilities network across the city

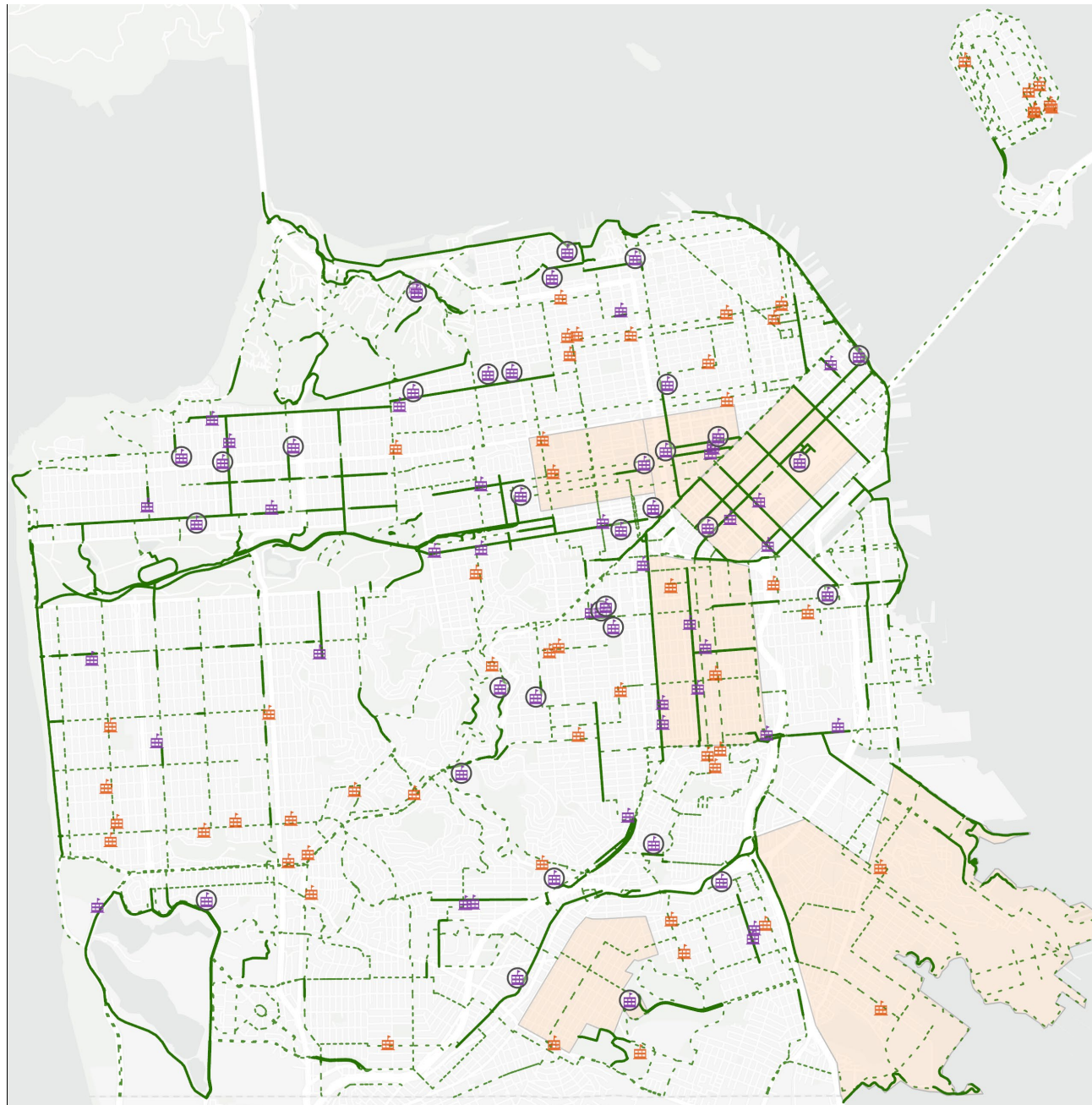
-  One Block From Existing Network (36)
-  Schools on existing network (37)
-  Existing All Ages and Abilities Network
-  Potential All Ages and Abilities Network
-  Community Action Plan Boundaries



School connections in the future

When this potential network is completed, another 57 out of 249 schools are connected

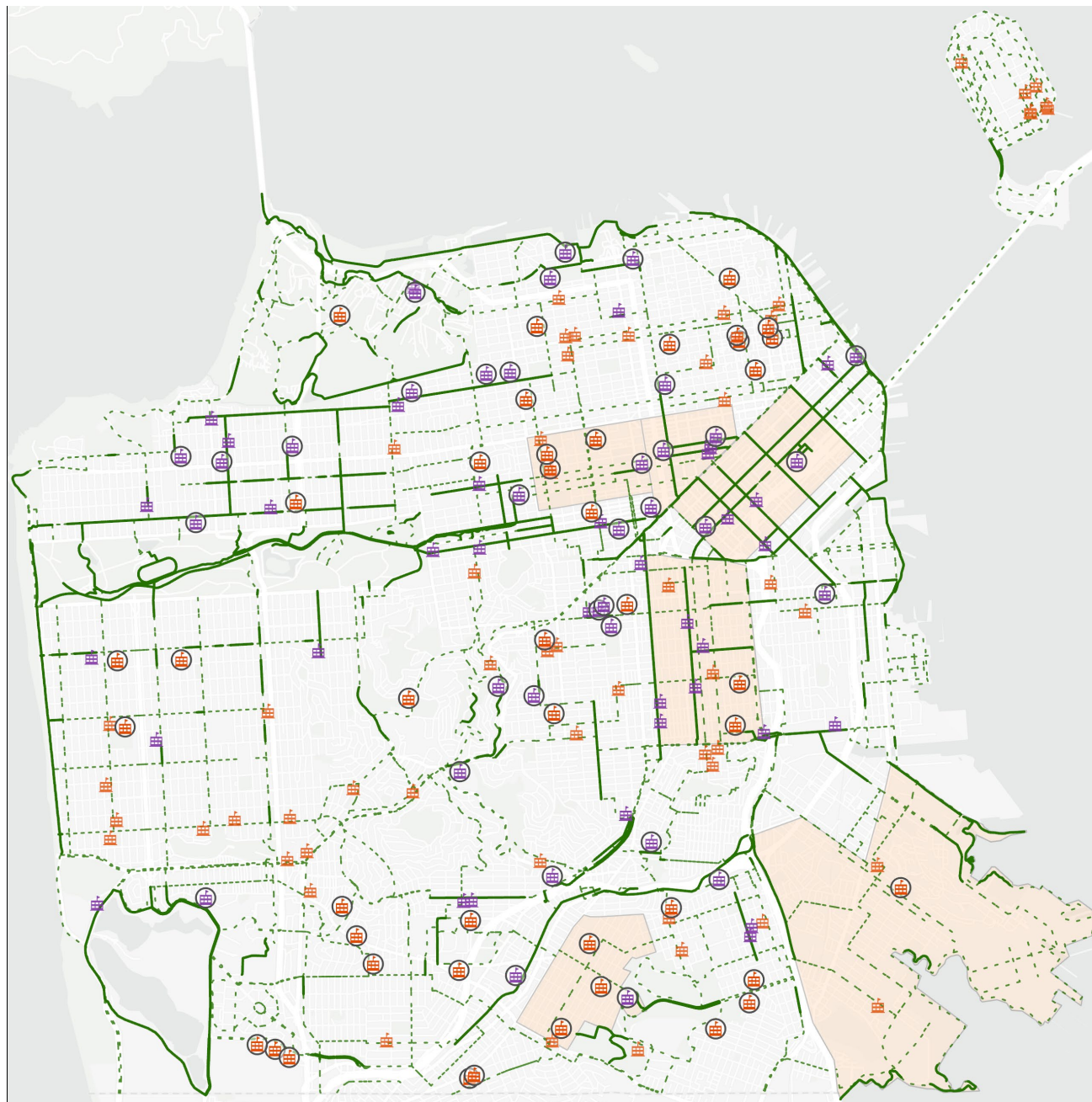
-  On Potential Network (57)
-  One Block From Existing Network (36)
-  Schools on existing network (37)
-  Existing All Ages and Abilities Network
-  Potential All Ages and Abilities Network
-  Community Action Plan Boundaries



School connections in the future

46 out of 249 schools are about one block away from the potential network

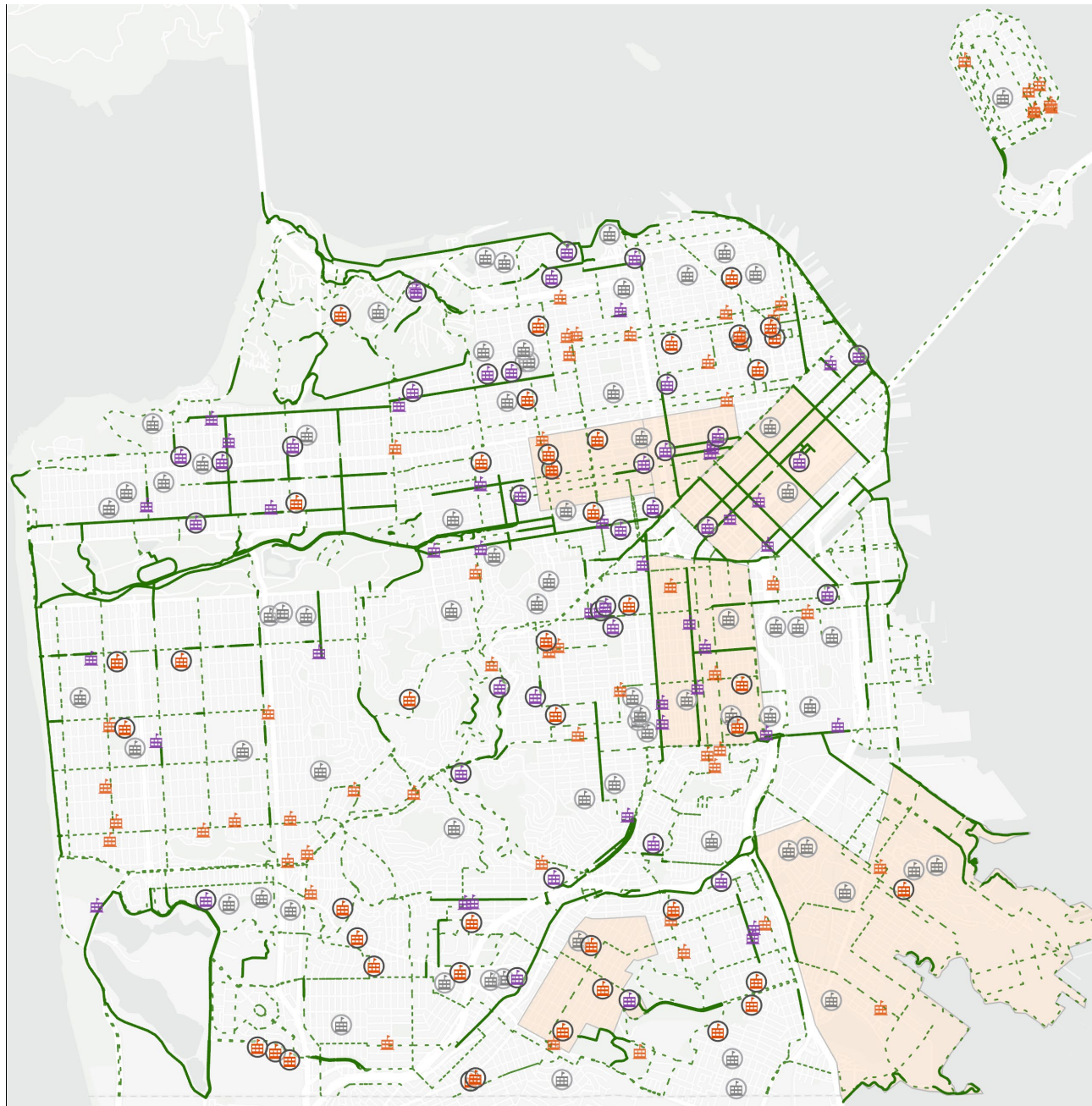
-  One Block from Potential Network (46)
-  On Potential Network (57)
-  One Block From Existing Network (36)
-  Schools on existing network (37)
-  Existing All Ages and Abilities Network
-  Potential All Ages and Abilities Network
-  Community Action Plan Boundaries



School connections in the future

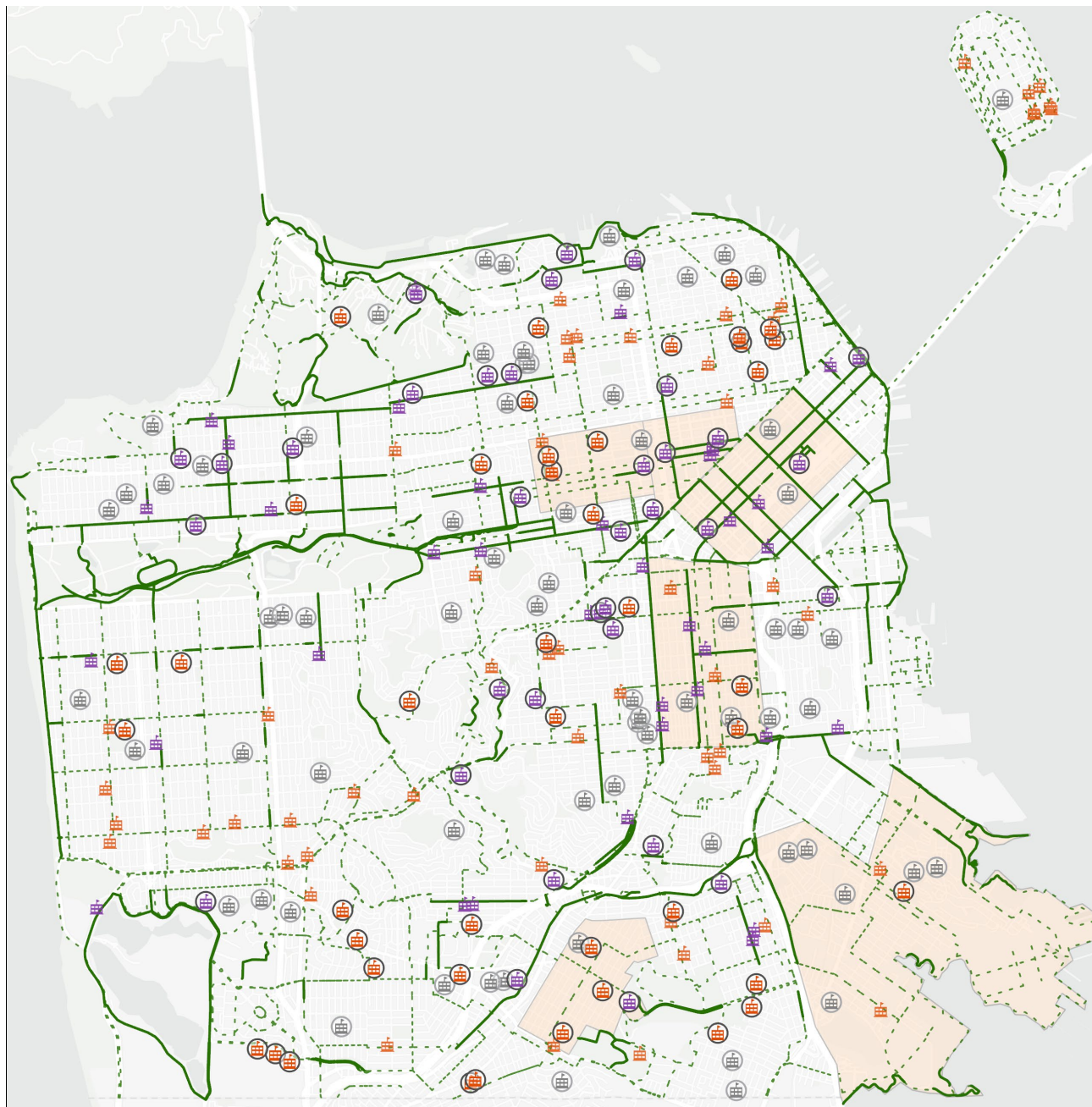
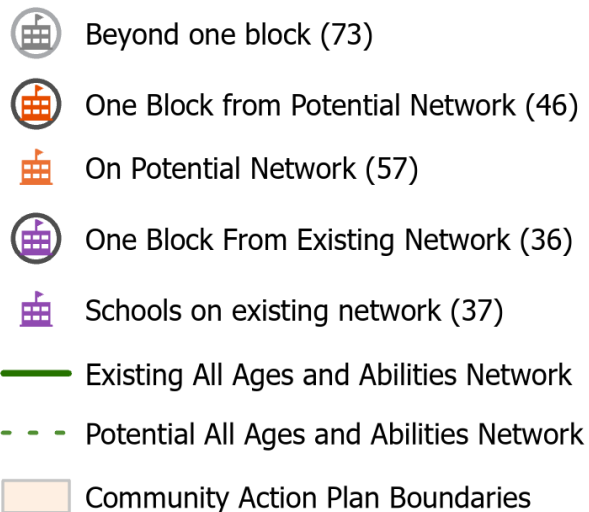
The remaining 73 out of 249 schools are more than one block away, most within ¼ mile.

-  Beyond one block (73)
-  One Block from Potential Network (46)
-  On Potential Network (57)
-  One Block From Existing Network (36)
-  Schools on existing network (37)
-  Existing All Ages and Abilities Network
-  Potential All Ages and Abilities Network
-  Community Action Plan Boundaries

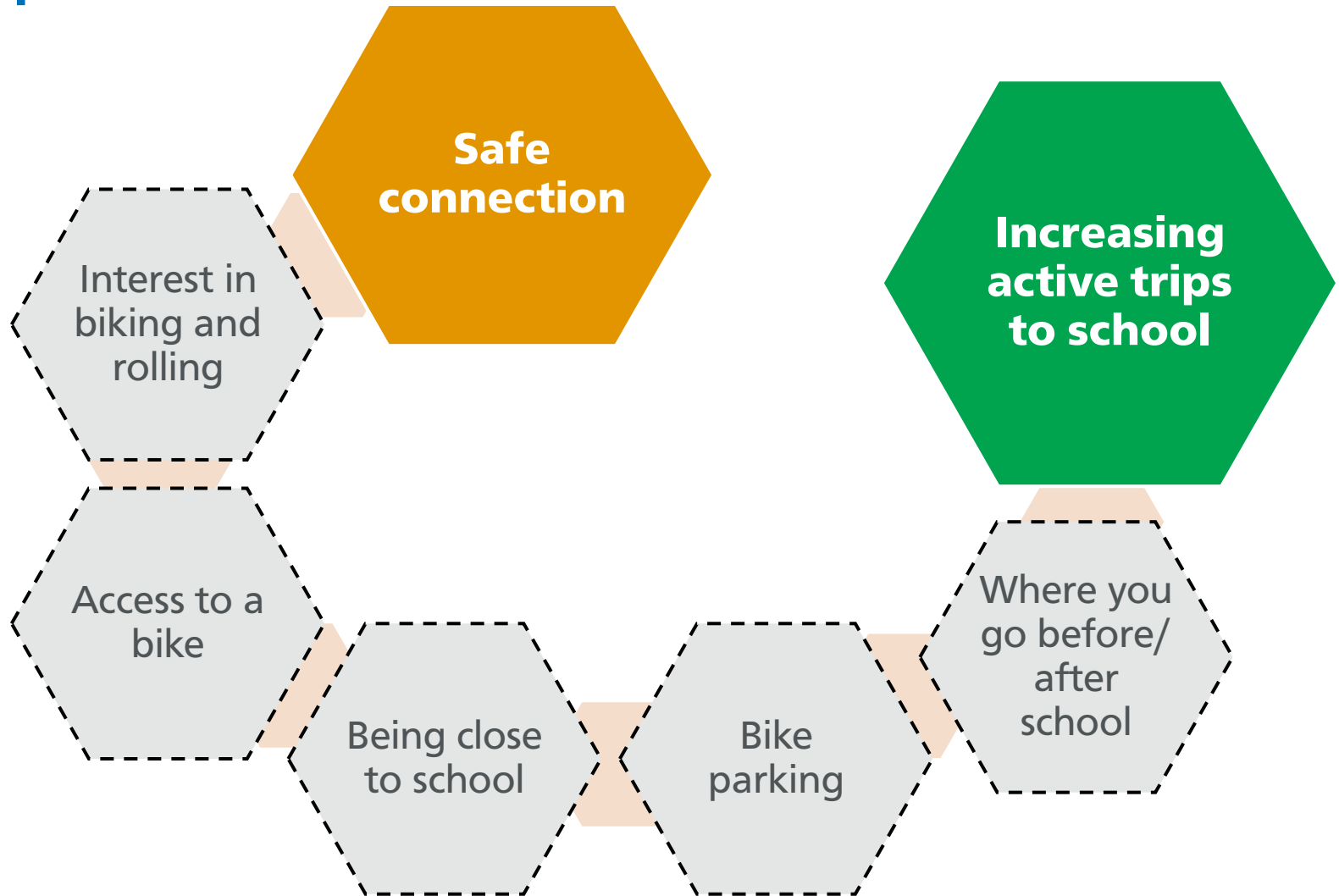


School connections in the future

94 out of 249 schools have existing or planned connections to the All Ages and Abilities biking and rolling network



Safe School Connections takes on one piece of the puzzle



Toolkit for School Connector streets - physical infrastructure

Biking and Rolling

Separated Bike Lanes provide a dedicated space for those biking and rolling



Paint and Signs to help communicate presence of bikes on the street



Traffic Diverters allow bicycle through traffic and reduce vehicle "cut-through" traffic



Traffic Circles make people driving approach intersections at slower speeds and provide more visibility for all street users



School Street Activations remove cars from streets next to a school during school hours



Speed Humps/Tables to encourage slow and calm vehicle traffic



Traffic Calming

Rectangular Rapid Flashing Beacons to increase awareness of people in the crosswalk



Corner Bulbouts to increase visibility, reduce crossing distance, and slow turning vehicles



Painted Safety Zones to increase visibility of pedestrians



Raised Crosswalks slow traffic at the intersection and increase visibility of crosswalk.



Placemaking

Placemaking
Elements, such as gathering spaces, seating, and nature/garden spaces add human design and use to streets



Decorative Streetscape
designs promote community identity and awareness



Toolkit for School Connector streets

- community building, education, and encouragement

- Adapt **education and encouragement** into experience, connecting youth and families to biking and rolling.
- **Socialize** and reinforce community awareness of **school population presence** and travelling on these streets.
- **What else?** SFMTA wants to work with schools, PTAs, and youth organizations to bring new ideas to life where feasible

Education



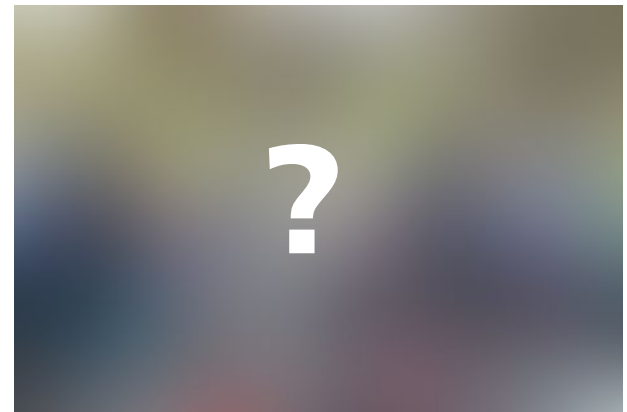
Encouragement



School Street Events



New Ideas



Potential School Connections funding

- SFMTA's Fiscal Year 2027-2031 Capital Improvement Program's Streets Program
 - Can fund physical infrastructure for school connectors
- SFMTA's existing Safe Routes to School program.
 - Can fund school programming, education and community building efforts for public schools
- Local, state and federal grants
 - Potential future funding based on project

Applying Bike and Roll Plan equity policies to this work

Biking and Rolling Plan equity policies	Ways this work aims to support these policies
Community Planning “Prioritize the needs, trip patterns and mobility options of equity priority communities by closing gaps in the network as outlined in community action plans and community-based transportation plans” and Project Co-creation “Co-create projects with historically marginalized communities, aligning Plan recommendations with their needs and values”	Work with community action plan partners to identify school connections within their communities When SFMTA develops new community-based transportation plans, consider using these processes to identify school connections, based on partner community-based organizations priorities

Applying Bike and Roll Plan equity policies to this work

Biking and Rolling Plan equity policies	Ways this work aims to support these policies
Remove Barriers “Work with community members and community-based organizations to identify, address, and remove barriers to access the biking and rolling network” Community Health “Promote community health by prioritizing active transportation projects and neighborhood planning efforts that enable community freedom, excitement, and discovery as part of everyday life to elevate the quality of life for people in San Francisco”	Include a “community building, experiential education, and encouragement” toolkit to program school connector streets in partnership with community in a way that acknowledges cultural barriers and past harms