SFMTA




# **Safe School Connections** November 5, 2026

## SFMTA Citizens' Advisory Council

# Today's presentation




- **Share draft approach to the SFMTA's Safe School Connections** work, which aims to connect schools to the All Ages and Abilities biking and rolling network.

- **Highlight public feedback and next steps** for program development and implementation.

# 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

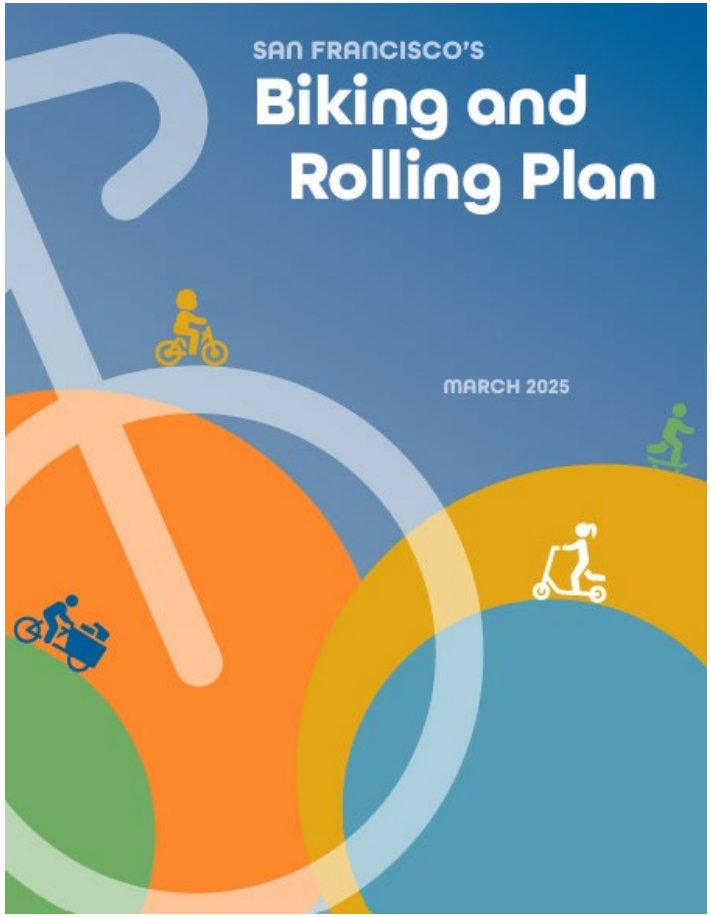
## Muni Support

- 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**.



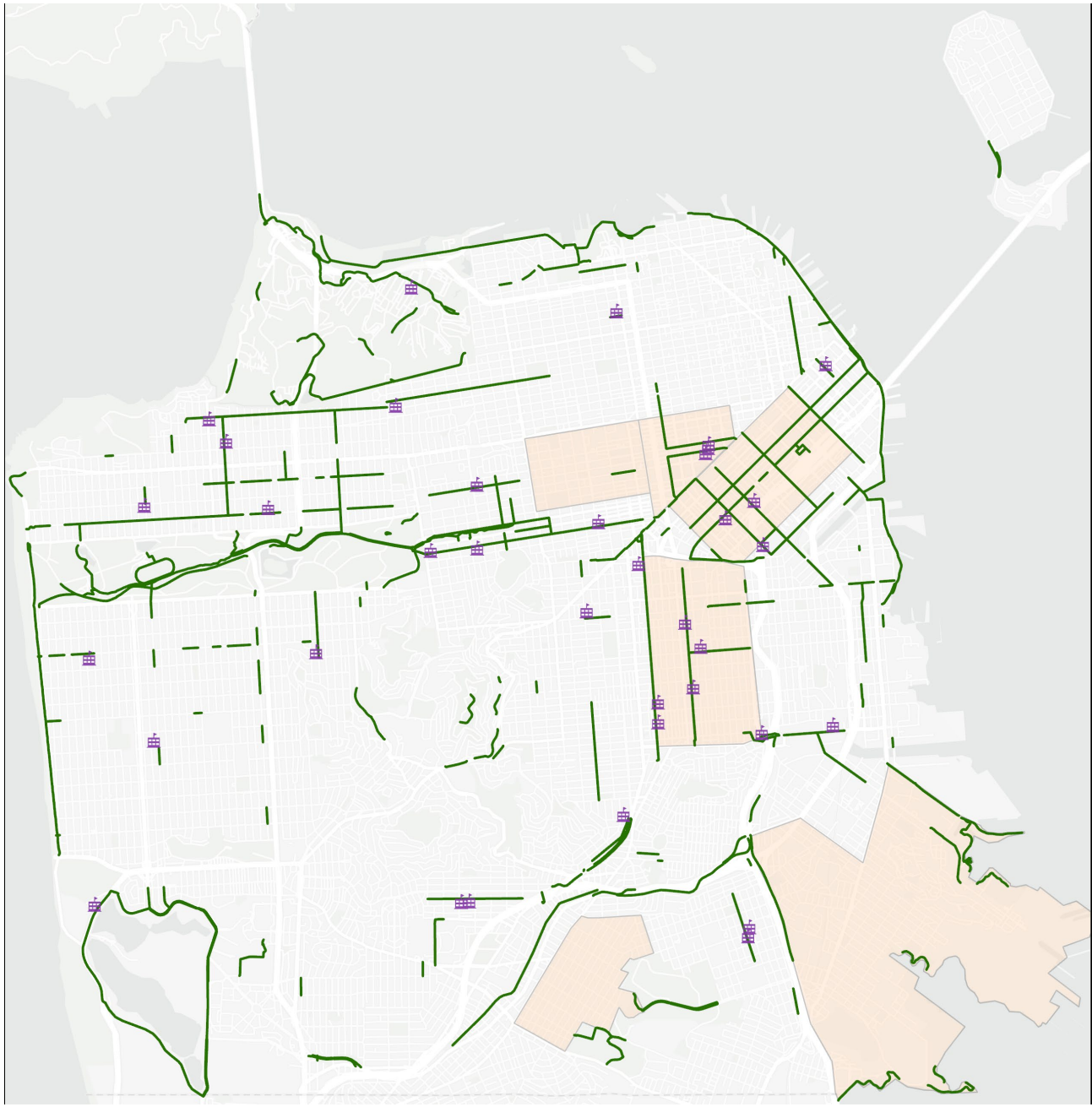


*Schools include all SFUSD schools and private schools that serve kindergarten to high school

**All Ages and Abilities Network includes:
*Separated bikeways, Slow Streets, non-separated bikeways with traffic calming*

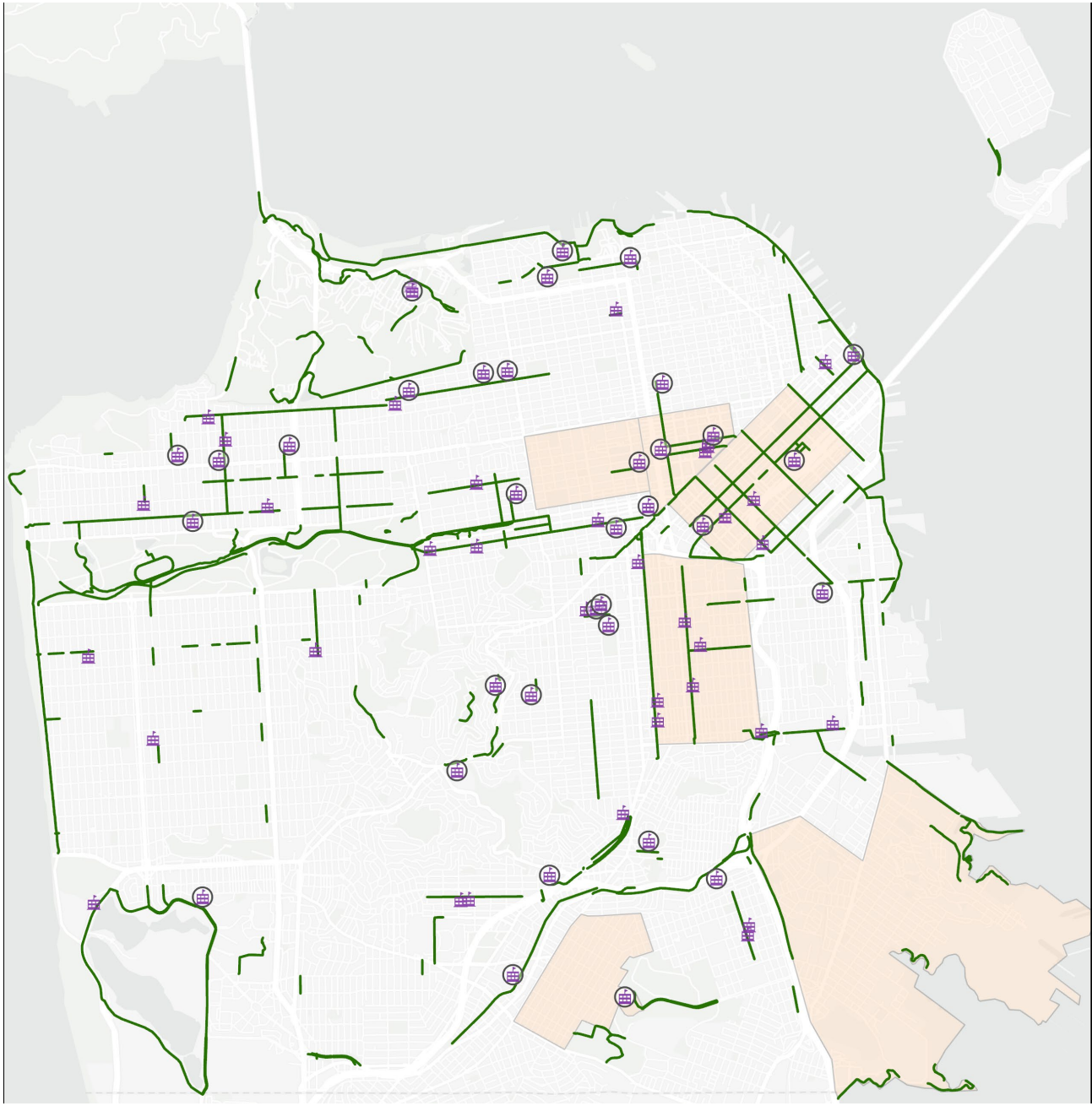
# School connections today

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



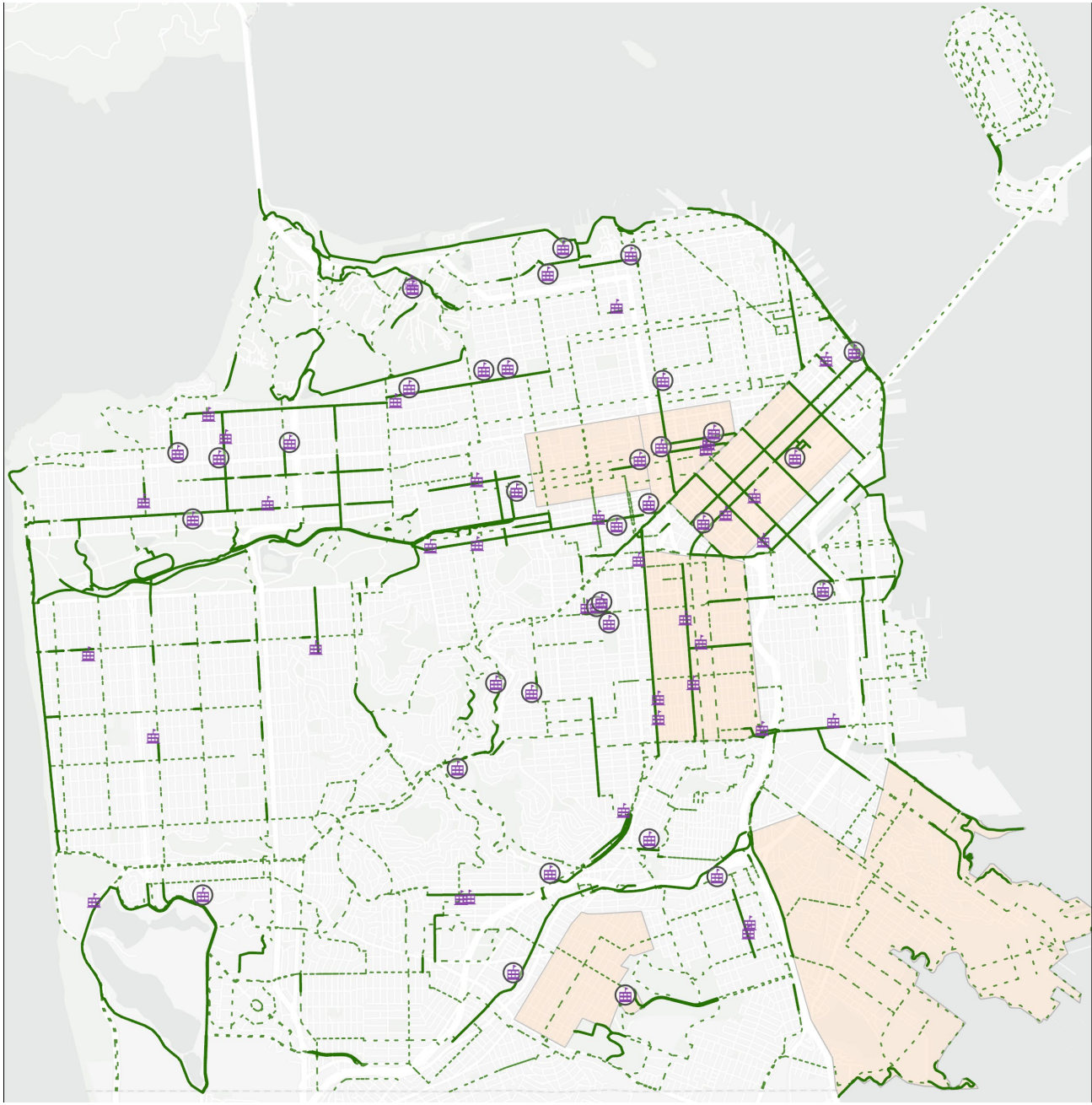
# School connections today

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



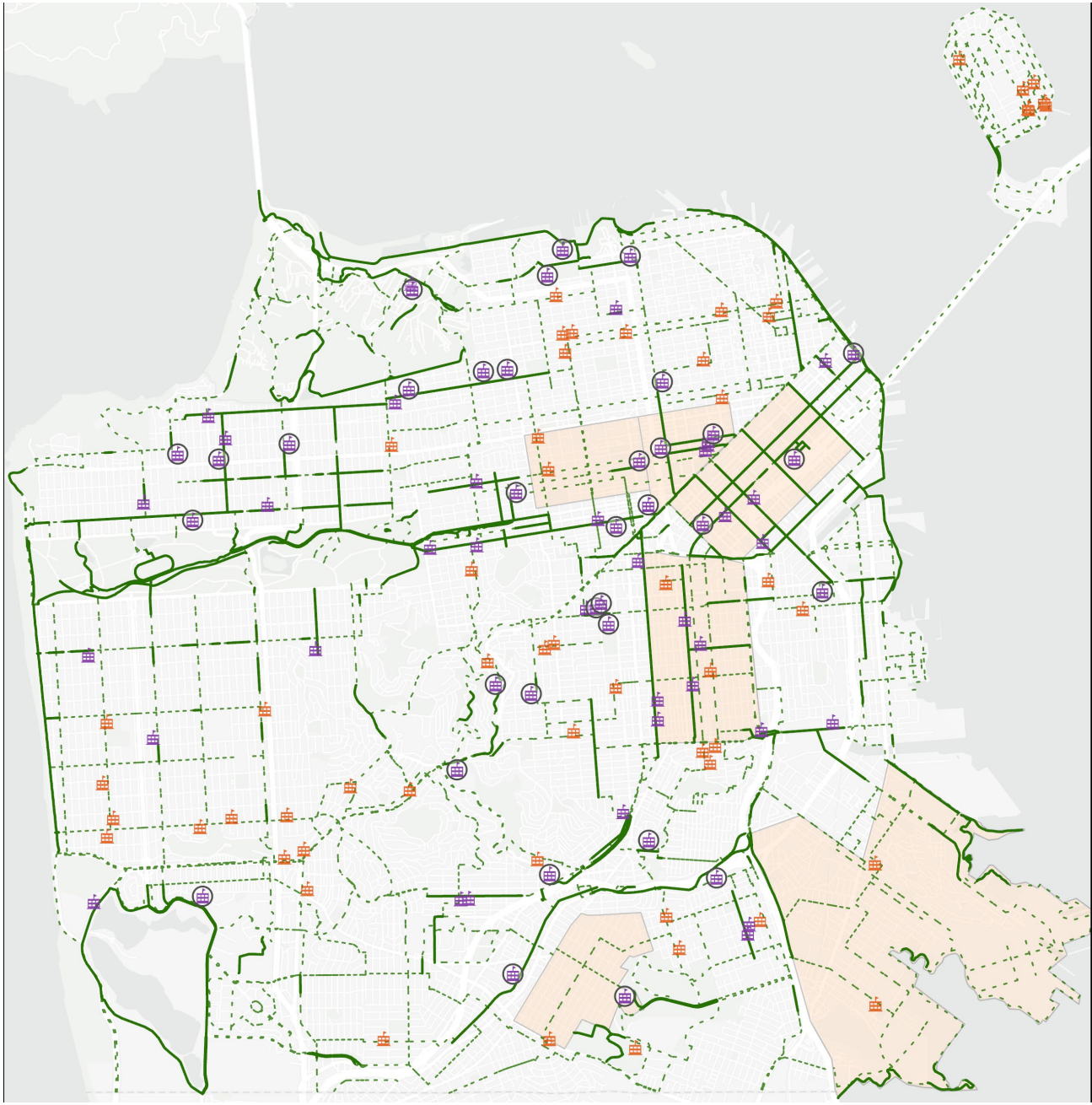
# School connections in the future

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



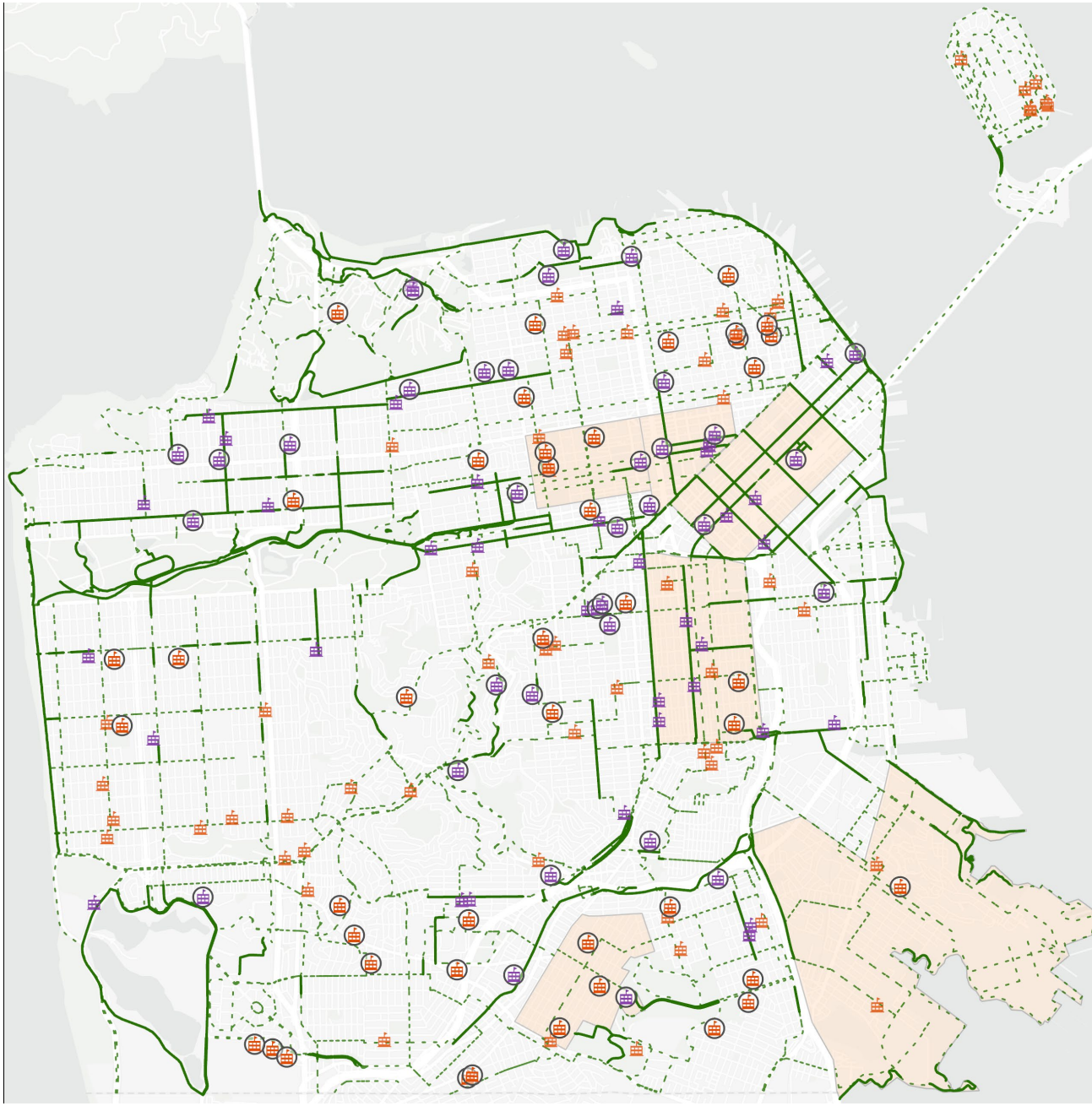
# School connections in the future

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



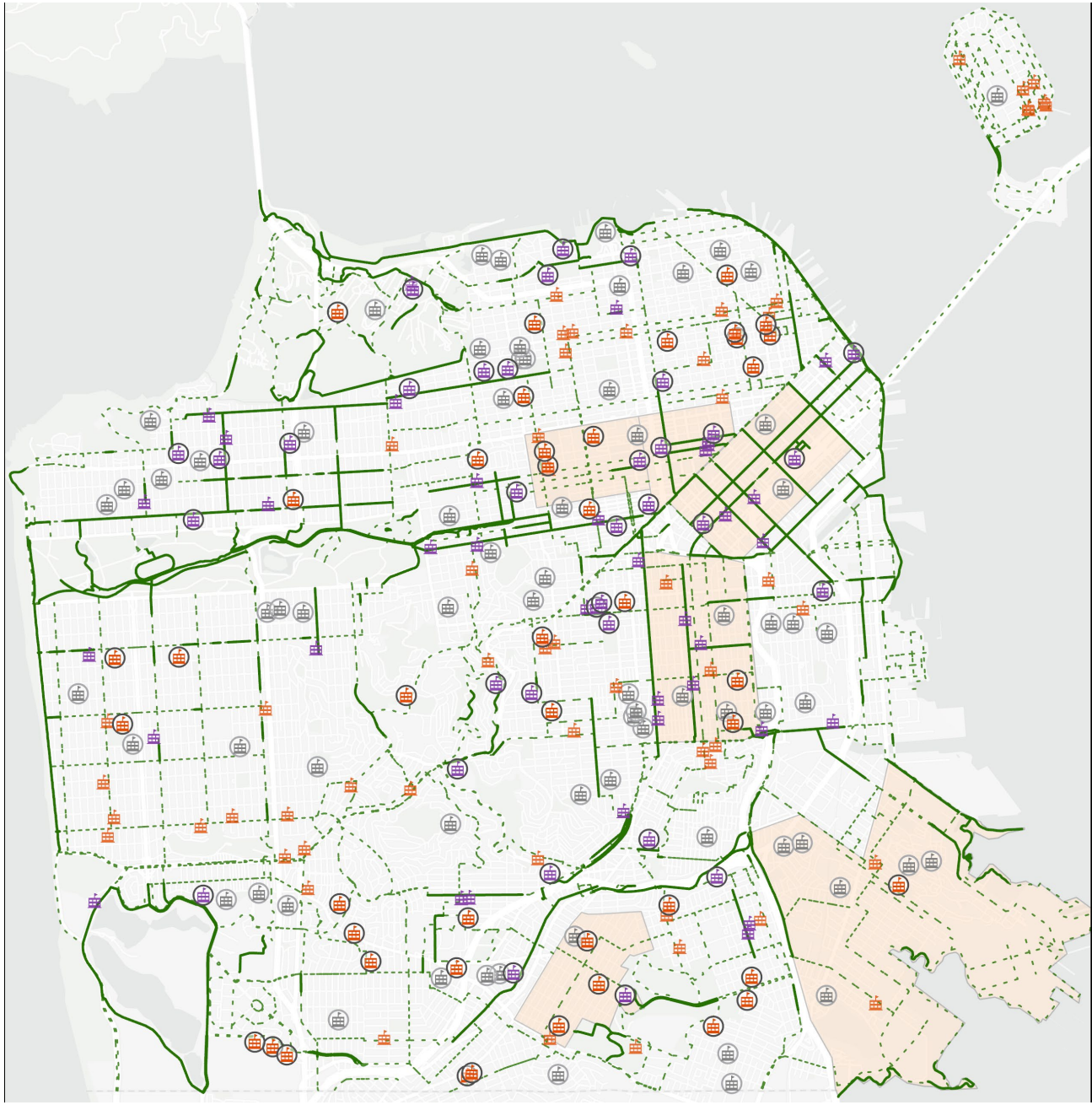
# School connections in the future

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



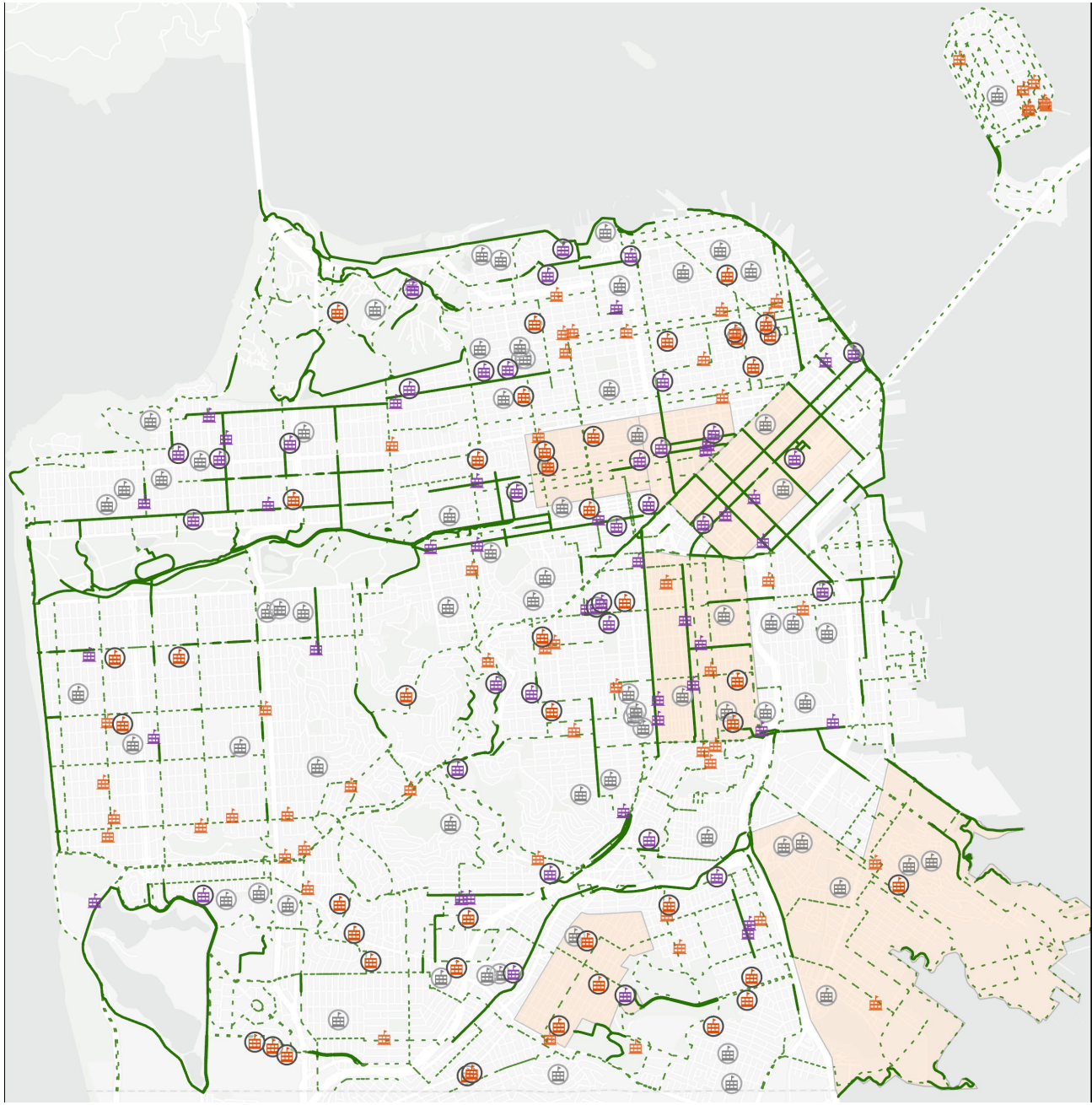
# School connections in the future

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



# School connectivity citywide

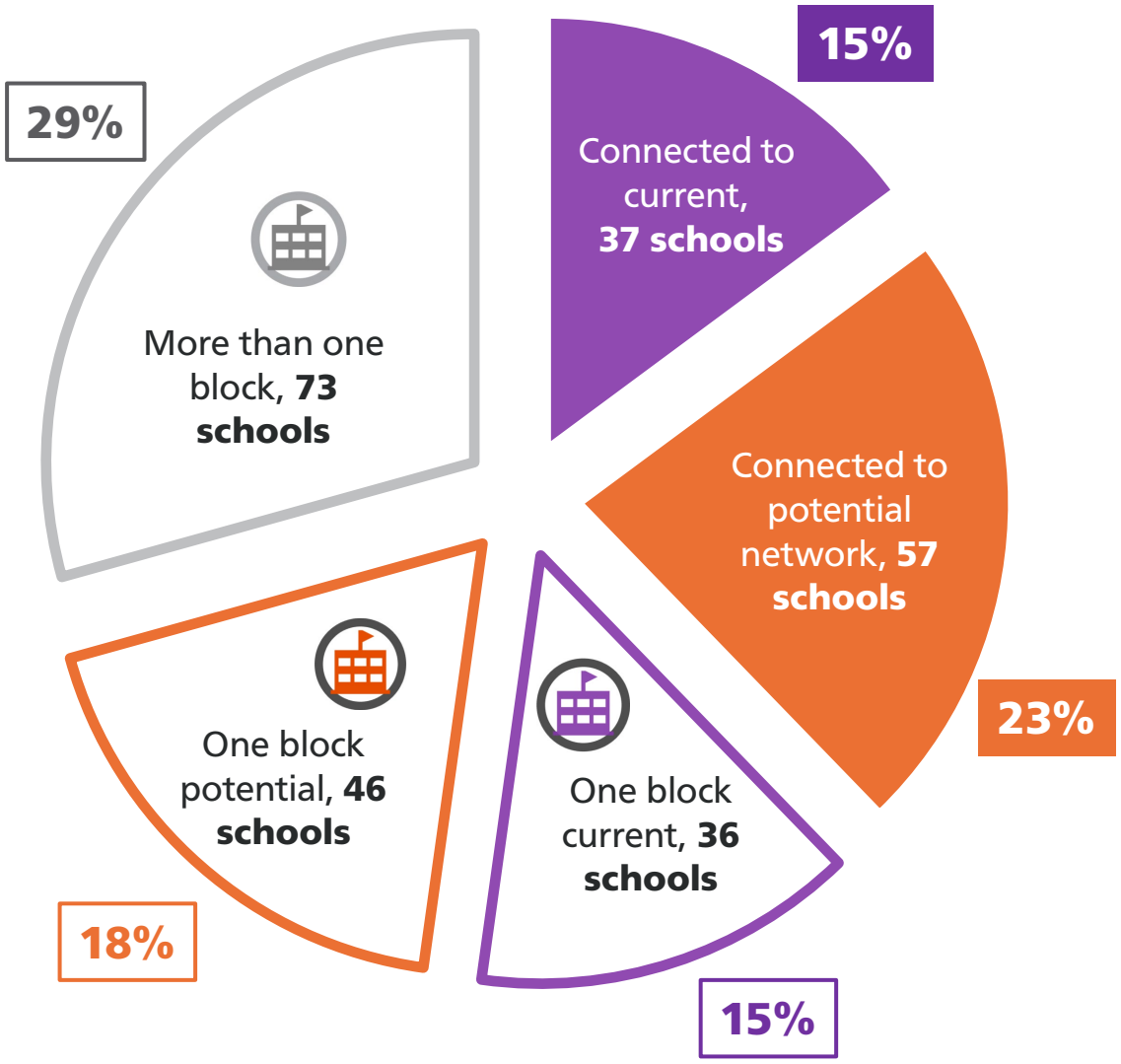
**94 out of 249 schools have existing or planned connections** to the All Ages and Abilities biking and rolling network



# Connecting all schools is a long-term goal

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

- It could take up to 10 years to implement.
- It will require finding more financial and staff resources.



# 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**



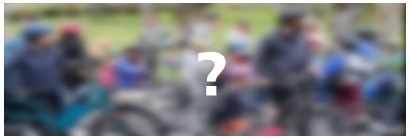
**Encouragement**



**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

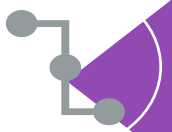


Schools within a block of a segment of the potential All Ages and Abilities Network that may be implemented *in the next five years*.

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

**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

# Feedback on our draft approach to Safe School Connections

**Outreach in September and October**

- Information item at SFMTA Board
- Website with draft approach
- Survey in multiple languages

**Initial outreach feedback**

- Excitement/support for this work and shared goals
- Desire to complete this work asap
- Focus on equity and connecting schools further from network



**"I appreciate that it is a priority for the city to make it safer and more appealing for more families to bike and roll to school. This is a powerful statement of our community values."**

# Next steps

**Late 2026**

- Refine program approach based on public feedback

**Early 2027**

- Present final program approach for approval to SFMTA Board

**Spring 2027**

- Begin creating a list of Potential Connections by incorporating initial conversations with school communities into existing project and program outreach

**Ongoing**

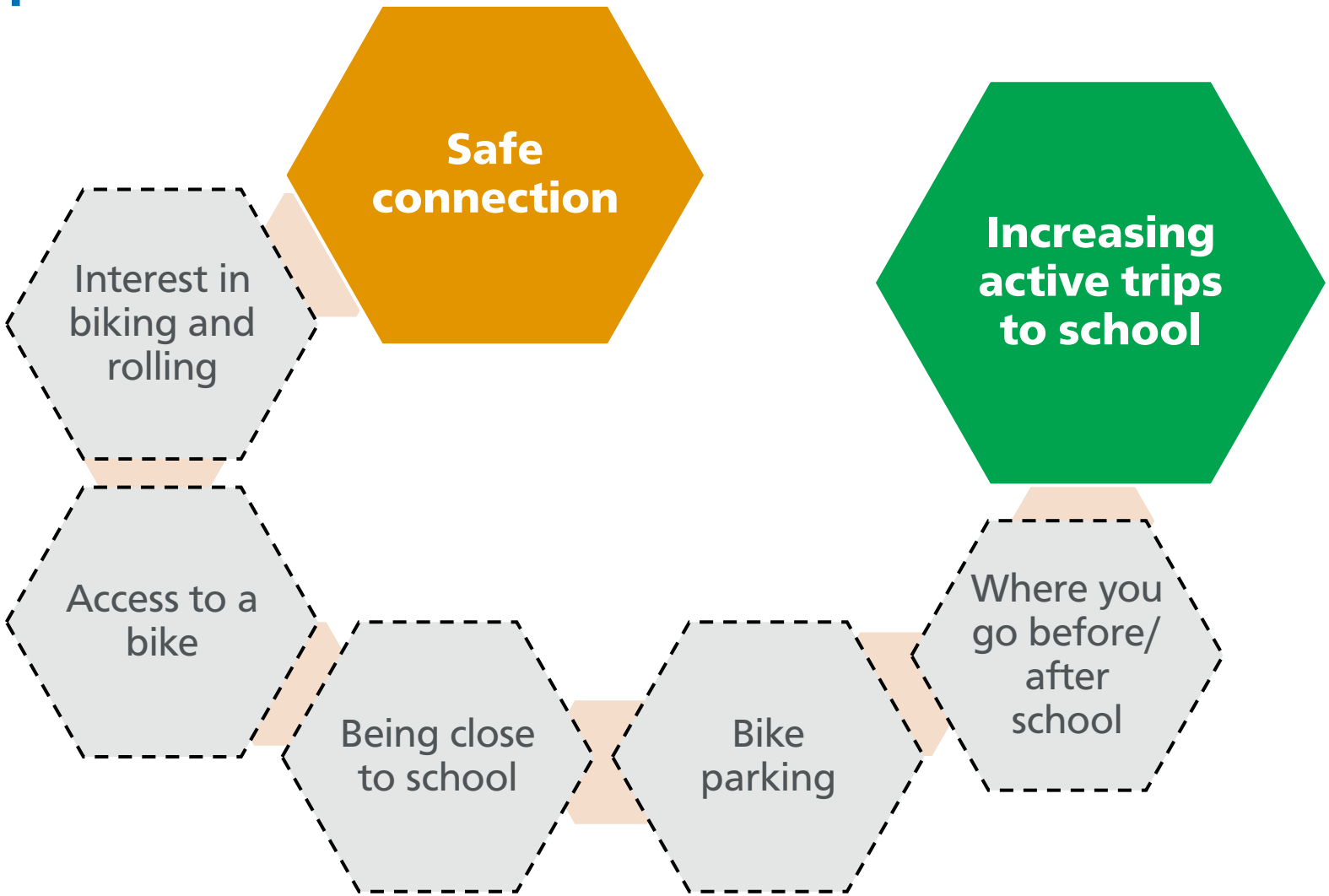
- Fund planning and delivery of Potential Connections through existing and potential new revenue sources



# Appendix



# 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**



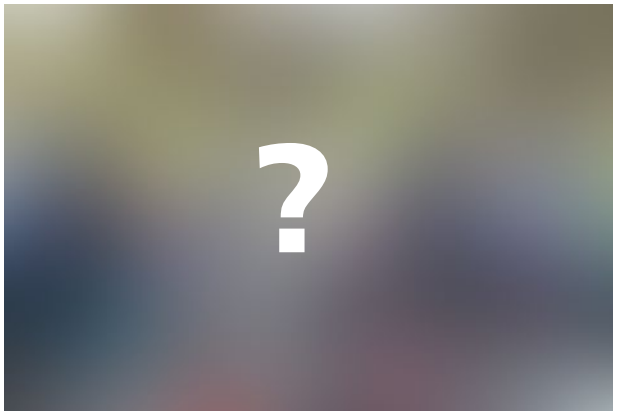
**Encouragement**



**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 | Work with community action plan partners to identify school connections within their communities |
| **Project Co-creation "**Co-create projects with historically marginalized communities, aligning Plan recommendations with their needs and values" | 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"<br><br>**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 |