Street Safety Committee

Street Safety Update and Residential Traffic Calming

San Francisco Municipal Transportation Agency

November 24, 2026

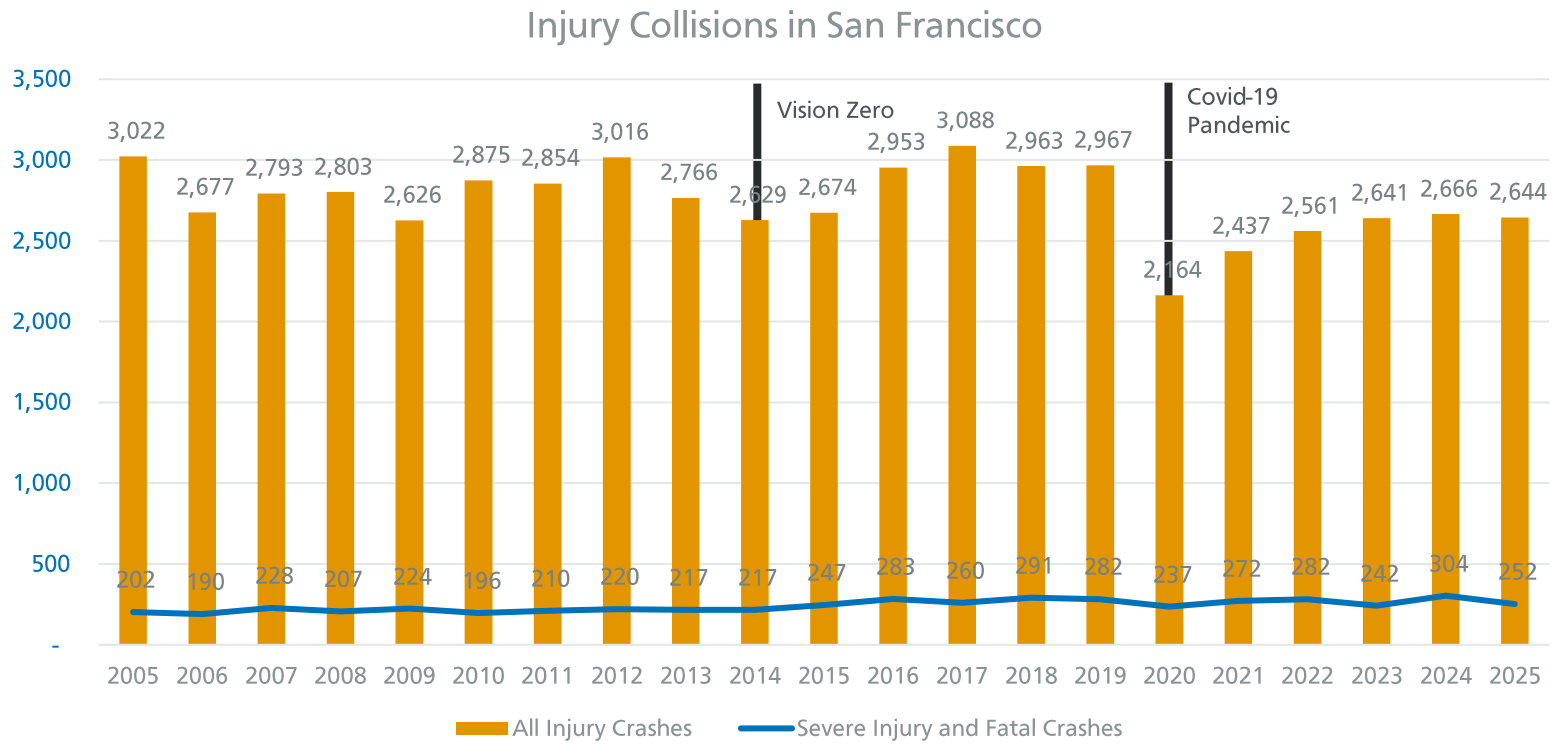
Agenda

- Street Safety Update
    - Street Safety Act & Street Safety Initiative ED
    - Street Safety Data
    - Speed Cameras
    - Daylighting
    - Quick-build update
- Updated Residential Traffic Calming Program

Street Safety Act and Executive Directive Crosswalk

Street Safety Act	Executive Directive	Alignment / Update
1a High Injury Network safety plan	HIN draft safety plan	**Complete**
1b Ongoing Quick-Build design	Priority projects and corridors	Ongoing
1c Speed and red-light cameras	Electronic enforcement	**Complete**
1d Citywide daylighting plan	Priority daylighting	**Complete**
1e Community installations in daylighted zones	Community Corners Pilot Program	**Complete**
1f Replace decorative crosswalks	No direct numbered action	Ongoing
1g Proactive residential traffic calming	Data-driven traffic calming	**Forthcoming**
1h Public quarterly safety dashboard	Dashboard framework	**Collaboration with Controller's Office**

Street Safety Data



Source: Traffic Crashes Resulting in Injury. DataSF. Data.sf.org. Accessed October 20, 2026.

Speed Safety Cameras

At the 18-month mark of operations, San Francisco's Speed Safety Camera Pilot Program is changing driver behavior for good:

- The share of drivers speeding 10 mph or more over speed limit is **down 84% across camera locations**
- The majority of recipients **(62.9%) do not receive a second warning or citation**, suggesting that a single notice is sufficient to change behavior for most drivers.
- Since the program began issuing citations, **egregious speeds** (16 mph over speed limit) **have decreased and are remaining at lower levels**
- Over $2M in net revenue is being reinvested back into San Francisco's streets, with funding primarily going towards an **updated residential traffic calming program**



AB413 Daylighting

- SFMTA has been daylighting crosswalk approaches since before AB413
- Citywide AB413 implementation began in March 2025 with a dedicated team of painters
  - Prioritized by the High Injury Network and Schools
- **Completed** and **on-going** phases
  - 2022 High Injury Network
  - Schools
  - District 5
  - Institutional land uses (i.e., parks, libraries, community centers, senior centers)
- **Current** phase
  - "Remaining" citywide intersections that fall outside the prioritization criteria
- **What's left**
  - Metered and Color Curb work orders and legislation
  - Estimated completion summer 2027

District	Percentage of Intersections that are Compliant or Pending Work Orders
1	75%
2	79%
3	84%
4	72%
5	100%
6	68%
7	79%
8	84%
9	78%
10	63%
11	65%

Protected Daylighting Core Tools

Protecting already established daylighted zones with practical, evidence-based solutions

Painted Safety Zone (PSZ)



Bike Corral



Community Corners



Concrete Island



Turn Safety



Community Corners



Priority Quick-Builds (2026)

Quick-Build Project Corridor	Community Benefit	Current Status	Next Steps
Mission Bay Boulevard	**Safety, connectivity, community driven**	**Completed**	**Evaluation Data Collection scheduled spring 2027**
Brotherhood-Alemany	Safety, connectivity	Preparing for installation	Completion in winter 2027
Jefferson Street	Revitalizing the waterfront, community driven, agency efficiencies	Preparing for installation	Installation in winter 2027
Cesar Chavez Street	Safety, agency efficiencies	Preparing for project approvals	Public hearing and project approvals in fall 2027
Northern Embarcadero	Revitalizing the waterfront, safety, agency efficiencies	Design and outreach	SF Port review
Innes Avenue	Safety, connectivity, agency efficiencies	Design and outreach	Continue outreach
Bosworth-Monterey Connections	Safety Connectivity	Design and outreach	Continue outreach
Point Lobos Avenue	Safety	Preparing for project kickoff	Design and outreach

Holistic Strategy for Safer, Connected School Trips



- **Agency Safety Commitment:** Protect the most vulnerable community members and ensure safe travel choices for all
- **Agency-Wide Strategy:** Align and build on existing programs that support school communities—from crossing guards to slow streets to traffic calming
- **Biking & Rolling Plan Commitment:** delivering early priorities outlined in the plan for safe school access and improved connectivity
- **Plan Goal**: Create safe, accessible, and seamless connections from every school* to the citywide bike network. They will support safer walking and biking for children.
- **Timeline: Finalize approach and present to the public in early 2027**

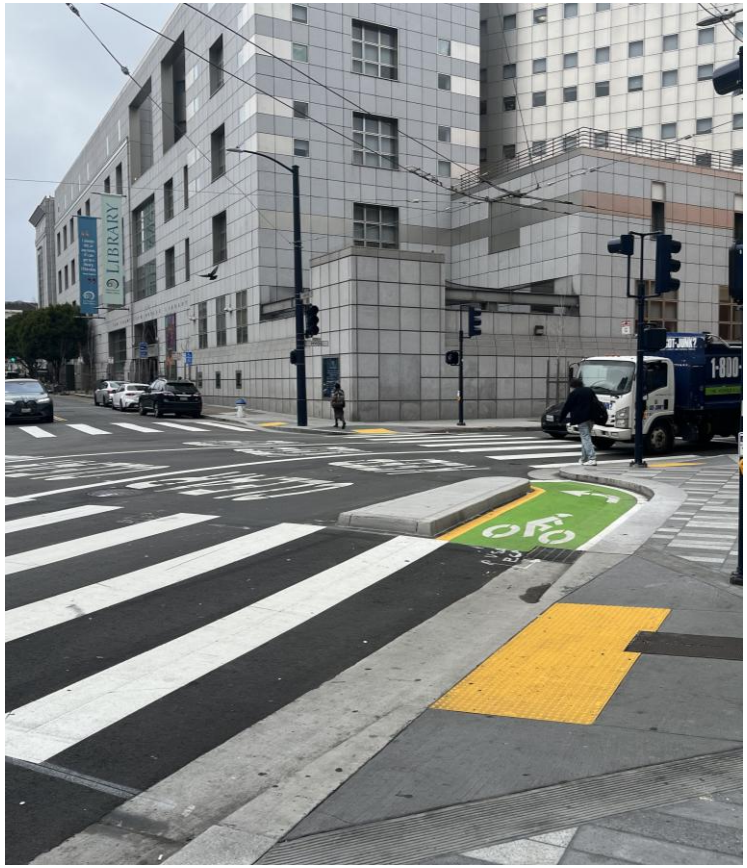
Paving and Safety Coordination

Background

- Currently, there is a project coordination meeting taking place monthly between the agencies that have projects in the public right of way
- This meeting is to comply with Administrative code Subsection 5.63a
- While it does provide a high level of coordination between agencies, it can be improved upon

Improvements

- **Align SFMTA's next 2 years of major projects** with Public Works' 5-year paving plan
- On major corridor projects, complete outreach and Board legislation before paving. **Adjust project schedules together**
- Outside of major projects, add painted safety zones and bike markings using SFCTA Paving and Safety Coordination funding.



First official team meeting anticipated January

Thank you!



What is Residential Traffic Calming?

Residential traffic calming (RTC) primarily utilizes **vertical deflection** and includes:

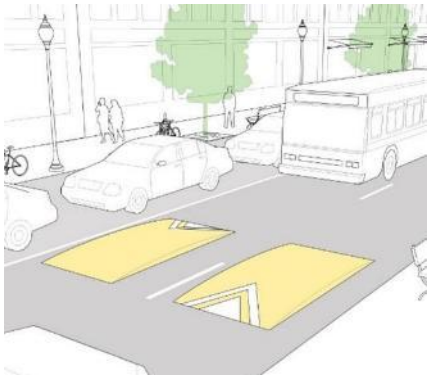
- **Speed humps** – Raised sections across the road
- **Speed cushions** – Raised sections with wheel slots for emergency vehicles and buses
- **Speed tables** – Flat-topped raised areas, often at (raised) crosswalks

Residential streets are generally considered suitable for vertical deflection if they meet the following criteria:

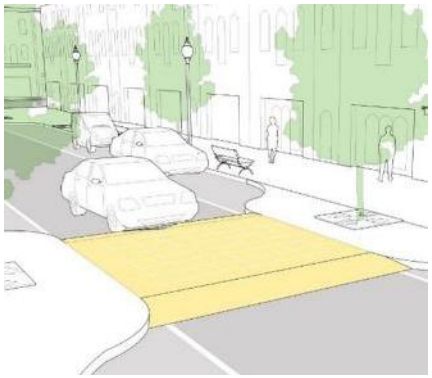
- *Not an arterial (high traffic volume)*
- *No rail lines/tracks*
- *No more than 2 travel lanes*
- *Not above 13% grade*



Speed Hump



Speed Cushion



Speed Table/Raised Crosswalk

RTC Program History

- **2000: Traffic Calming Guidelines Developed and Program Established**
- **2001-2012: Areawide Projects**
  Community planning-based improvements
- **2013-2020: Block-Specific Projects/Application-Based Program**
  Formalized application-based community request program
- **2020: Application-Based Program with less Restrictions**
  Removed petition requirements due to social distancing
- **2025-2026: Focus on Delivering Backlog**
- **2026 - 2027: New Approach**

The SFMTA has installed residential traffic calming for over 20 years through different community-responsive approaches, with the consistent goal to **reduce speeds on residential streets in San Francisco.**

Other Projects and Programs

The formal Residential Traffic Calming Program is just one of many ways we support calm, neighborhood streets.

- Quick-Build Program
- Slow Streets Program
- Schools Engineering/Walk Audits
- Discretionary projects from Board of Supervisors:
  - Neighborhood Transportation Program (NTP)
  - Community Response Team (CRT)
  - Participatory Budgeting (PB)
- Corridor Projects/Miscellaneous



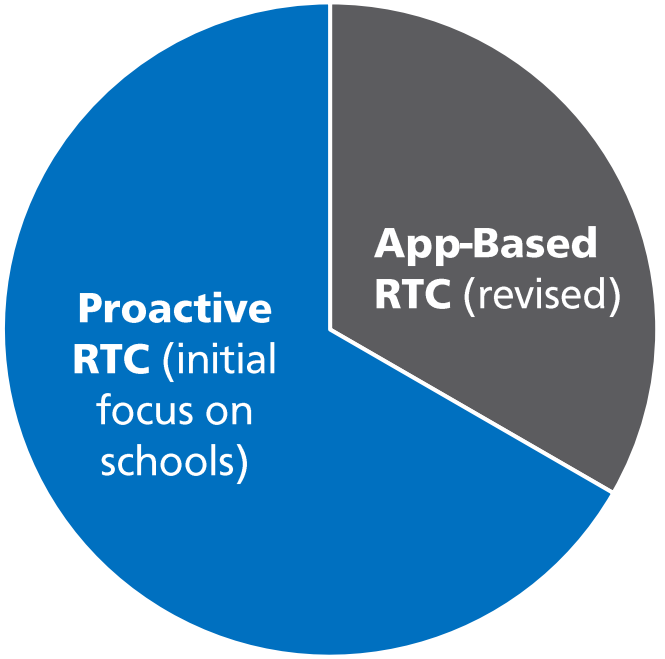
Other Projects and Programs typically account for ~1/3 of all residential traffic calming devices installed each year

Updated RTC Program

Updated Citywide RTC Program includes two main components:

1) **Proactive Residential Traffic Calming:** New city-driven effort to initially focus on traffic calming around schools identified through the Safe School Connections Program *(targeting safety treatments for 50-100 schools starting in mid-2027(~200 devices) with the potential to expand to other schools and citywide safety priorities)*

2) **Revised Application-Based Residential Traffic Calming:** Revised community-request program that uses new evaluation and selection process *(initially targeting at least ~100 traffic calming devices/yr)*



Together, these two efforts can comprehensively and equitably address residential traffic calming needs across the city.

Why New RTC Approach?



Growing need to proactively address safety around schools and other citywide safety priorities



Current app-based evaluation and selection process can be inefficient and unpredictable



Complex approval and construction process can lead to delay for residents

Need to better align the Residential Traffic Calming Program with the City's **commitment to safety, community responsiveness, and agency efficiencies** and specifically fulfill an action in the Street Safety Initiative

Key Strategies



#1 Proactively focus on schools

- Focus planning, approvals, and installation of devices on streets that help connect schools to the All Ages and Abilities Network
- Align directly with Safe School Connections Program
- Focus on other citywide street safety initiatives in the future



#2 Utilize a new efficient, data-driven process to evaluate and select community requests

- Implement more focused and transparent application process
- Develop new evaluation criteria and scoring system using readily-available data to assess and select requests



#3 Streamline approvals and construction

- Streamline review/legislation process where possible through batching
- Simplify delivery through administering a single, SFMTA-led construction contract and using dedicated SFMTA engineering staff to manage process

Proactive RTC: School-Focus

The new **Safe School Connections Program** works to provide safe connections from all 249 schools in San Francisco to the *All Ages and Abilities (AAA) Network** using a range of safety tools including vertical deflection.

Starting in mid-2027, the School Connections program will target improvements that connect 50-100 schools and additional schools as feasible.

The **Proactive RTC program** will deliver ~150-200 devices needed to facilitate these connections, but this number may change as the program develops.

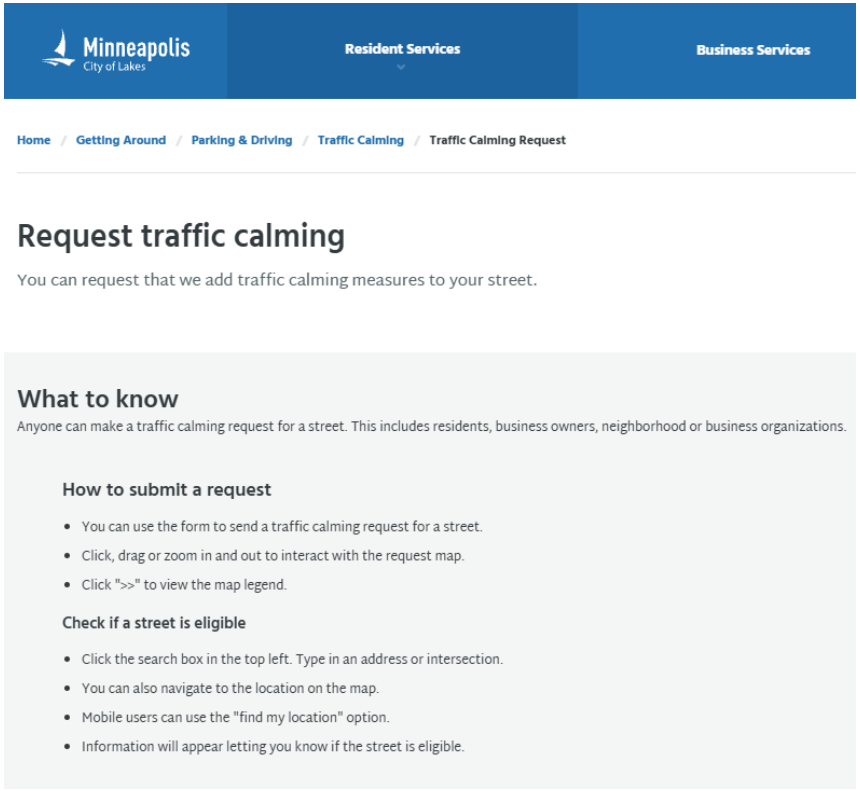


All Ages and Abilities Network is a low-stress street network

Revised Application-Based RTC

Prior to opening revised app-based program, the SFMTA will create and maintain a **new, customer friendly webpage** that includes:

1. Citywide RTC Block Suitability Map that identifies all residential streets as suitable, not suitable, or suitable but review needed.
2. Web-based RTC application form integrated with suitability map.
3. Information on scoring methodology, range of data inputs, and minimum score thresholds.
4. Information on how to request other safety devices such as stop signs, information on application/installation status, and general contact form for SFMTA to document more customized requests.



Minneapolis example of webpage for traffic calming requests with integrated map

Revised Application-Based RTC

STEP 1 : APPLICATION
Resident checks suitability map and applies through new web-based form.

STEP 2 : EVALUATION + SELECTION
SFMTA evaluates applications every selection period using web-based form submittals that are integrated with new data-driven scoring system. SFMTA selects ~100 devices/yr and resident notified of decision.

STEP 3 : LEGISLATIVE APPROVAL
Approved applications move forward for review and legislative approval (public hearing).

STEP 4: CONSTRUCTION
Legislated devices put in SFMTA-managed construction contract for installation.

Time Savers

new selection window w/cap on # of selected devices
+
new evaluation/scoring system
+
new construction contract

Previous Process

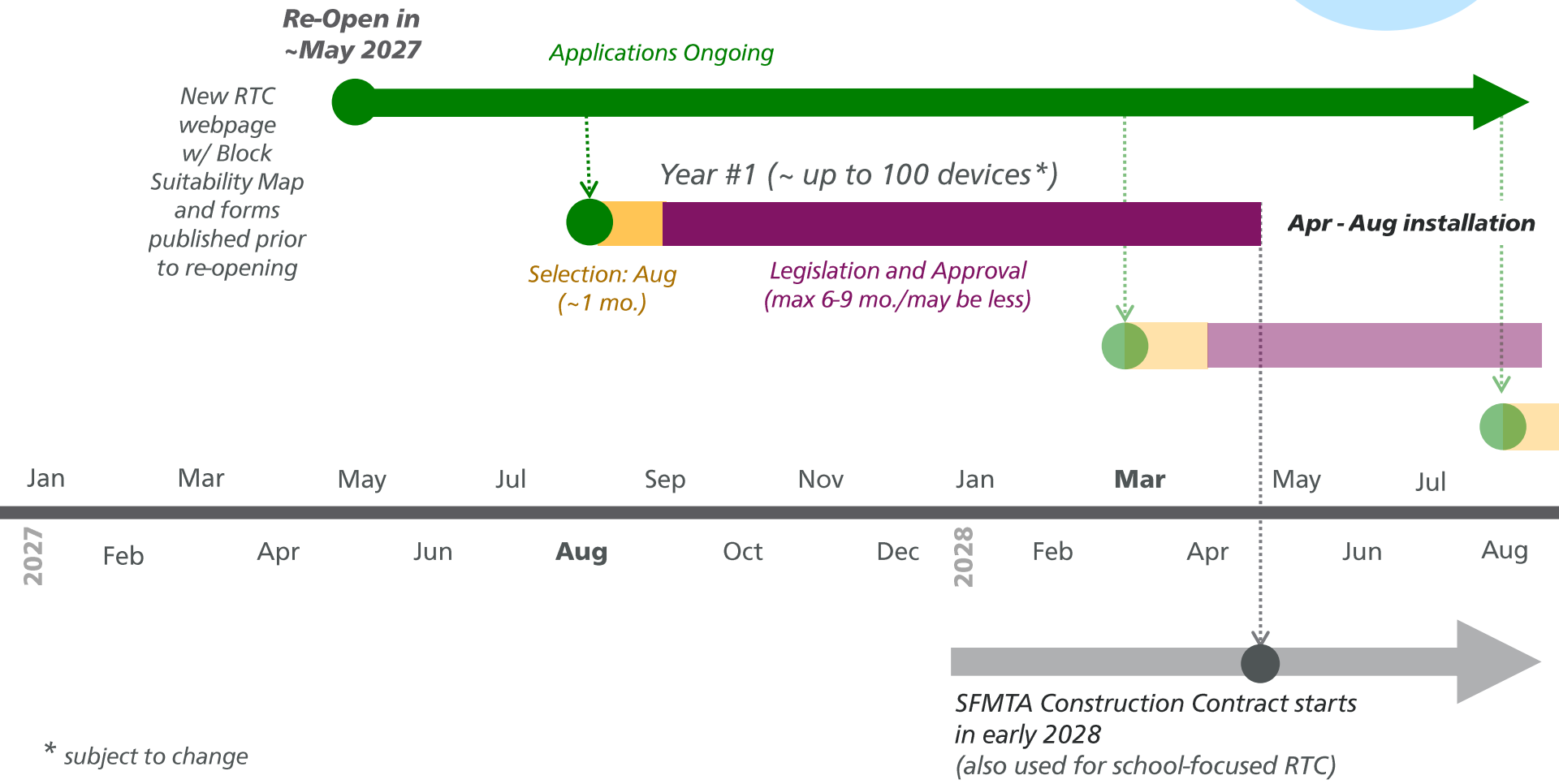
1. *Resident applies for RTC*
2. *SFMTA collects data and if meets vehicle speed/volume thresholds, accepts application and resident notified*
3. *Batched in small groups for legislative approval*
4. *Legislated devices constructed through multiple, small contracts under SFPW*

Revised Application-Based RTC

Devices installed within ~one year of block selection

Typical App-Based Process Timeline (~100 devices/yr*)

(# of devices subject to change)



* *subject to change*

Revised Application-Based RTC

Typical Application-Based Potential Cycles

Selection Period	Estimated Installation Period	Duration	No. of Devices
Aug 2027 Selection	**Summer 2028 Construction**	**~12 mo**	**~100**
Mar 2028 Selection	Spring/Summer 2029 Construction	~18 mo*	~50
Aug 2028 Selection	Summer 2029 Construction	~12 mo	~50
Mar 2029 Selection	Spring/Summer 2030 Construction	~18 mo*	~50
Aug 2029 Selection	Summer 2030 Construction	~12 mo	~50

** Longer time between selection and installation for March Selections due to constraints of rainy season from November - March*

Evaluation Criteria

Criteria will be readily available and can be updated as needed

Draft **evaluation criteria to prioritize applications:**



Safety

High level vehicle speeds
Traffic volumes
Collision history
Uncontrolled stops (safety needs at intersections)



Equity

Census Data
Community Health and Equity Index
Geographic Equity



People Generators

Proximity to parks, transit centers, schools and community destinations



Community Readiness

Community support around need for traffic calming



Integration Factors

Opportunity to coordinate or install through other projects *(such as school-focused effort/quick-builds/Paving Plan)*

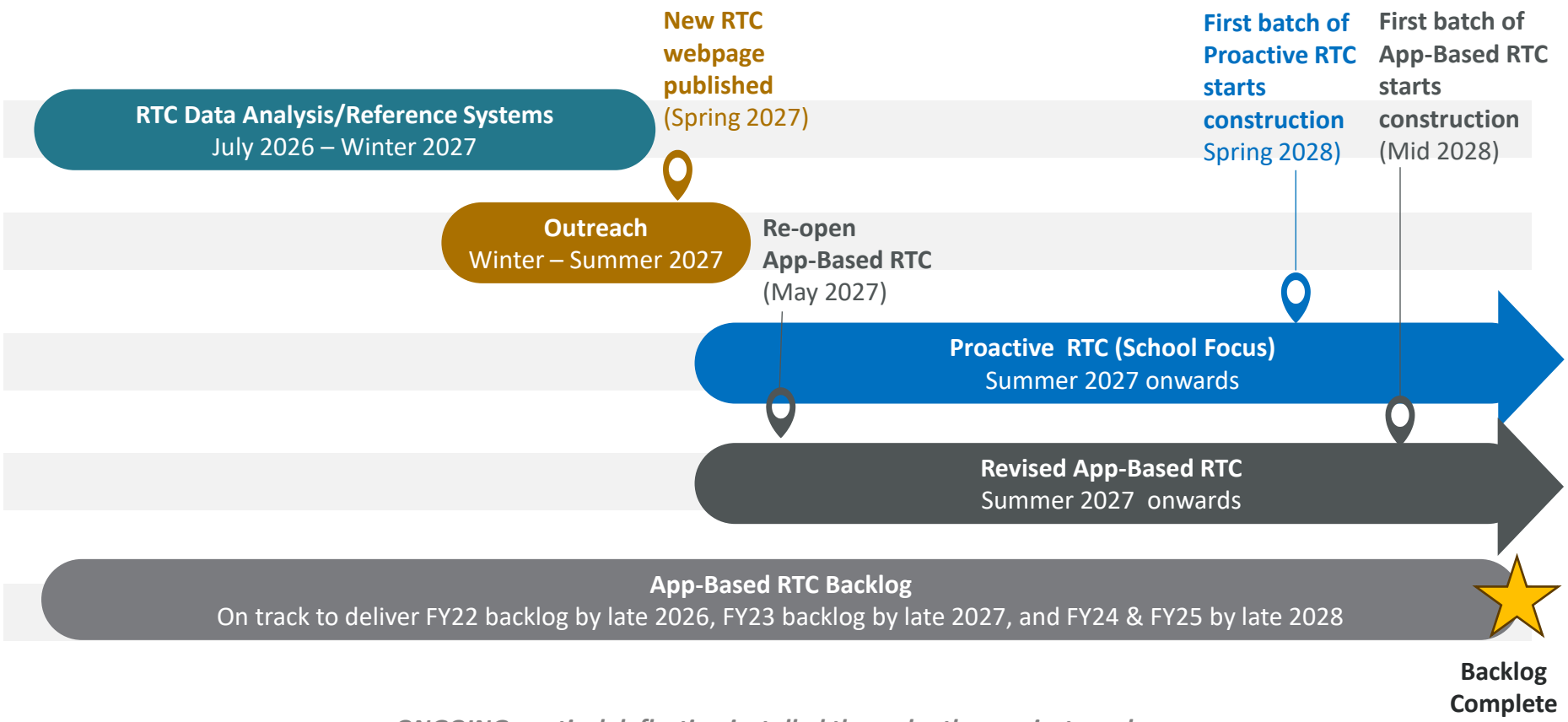
Community Outreach

- SFMTA will start **neighborhood outreach** on new two-pronged RTC approach **in early 2027**

- **Purpose of outreach:**
  - Update the community on new approach and expected efficiencies and benefits
  - Review evaluation criteria and prioritization methodology, particularly feedback on the different data inputs



Updated RTC Program Timeline



ONGOING: vertical deflection installed through other projects and programs

SUMMER-FALL 2026	WINTER-SUMMER 2027	SUMMER-FALL 2027	2028

Key Proposed Efficiencies

Current Process		Proposed Process
Block-by-block data collection and rolling apps result in unpredictable, unprioritized scope (number and location of devices)	→	**New more automated, efficient, and equitable evaluation and selection processes leading to predictable scope**
Block-by-block SFFD approval and legislation	→	**Batch and streamline SFFD/partner approval of upfront scope when possible**
Installation through multiple small contracts under SFPW	→	**SFMTA administered contract for installation of devices and chevrons (large capacity)**
Oversight of construction split between SFMTA shops, SFMTA Streets, and SFPW	→	**Dedicated SFMTA Resident Engineer to oversee RTC contract and coordinate construction**

Thank you!