



SFMTA

San Francisco Municipal Transportation Agency

Vision Zero Committee Meeting

December 18, 2025

Overview

1. San Francisco's New Street Safety Initiative

- New Mayoral Executive Directive
- Street Safety Commitments
- Safety Tools, Draft Workplan and Metrics
- Vote to recommend adoption by full SFMTA Board

2. Committee Requests for Updates

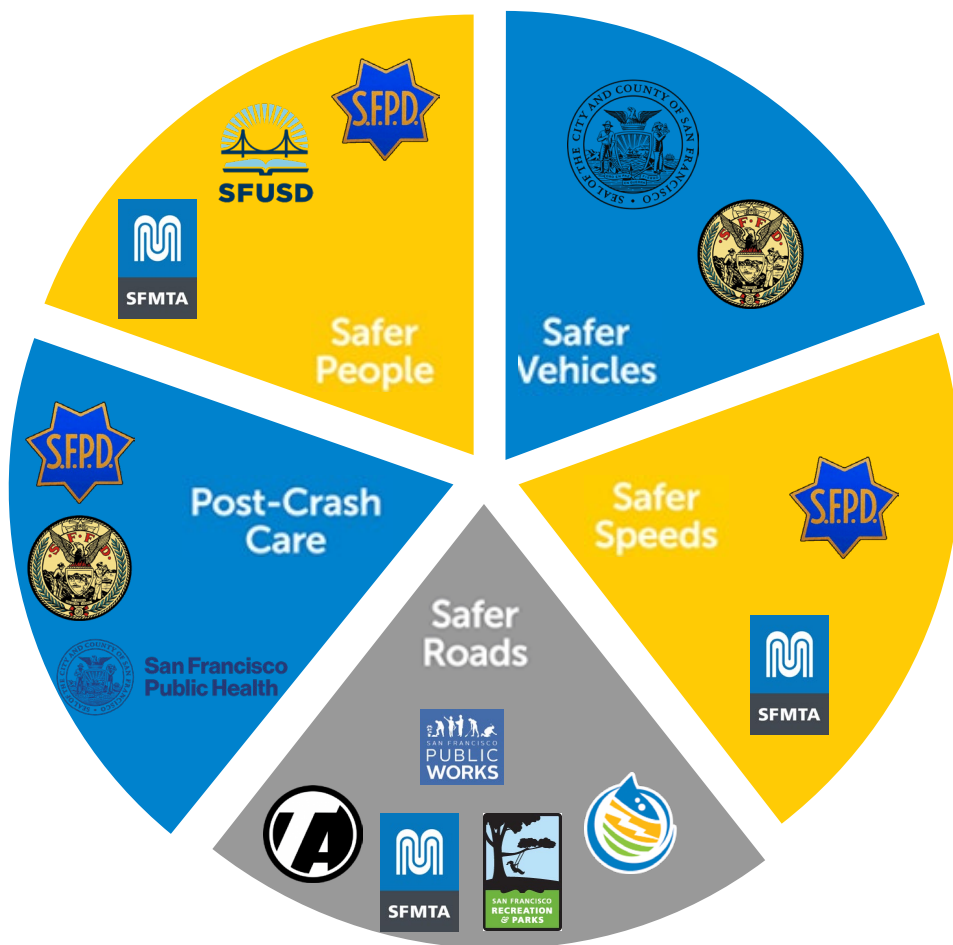
- Daylighting
- PCO work to support street safety
- Red Light Camera Program
- Equity

Today's Action: Committee Vote

To improve street safety, the Vision Zero Committee recommends that the full board:

- A. Adopt the **Safe System Approach** to roadway safety
- B. Commit 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)** and improving mobility choices 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.
- C. Commit to implementing the actions set forth in the **Street Safety Act** and the **Street Safety Initiative**, Mayor Lurie's Executive Directive.

Street Safety is Public Safety



The Safe System Approach

- Adopted by USDOT as a national **best practice**
- As with the behavioral health crisis, the public health crisis created by traffic violence requires a **whole of government** approach
- 10 + City departments committed to working together and **leadership needed from state and federal partners**

New Street Safety Initiative: Mayoral Directive

The Street Safety Initiative: A renewed, City-led, inter-agency commitment to, and roadmap for, San Francisco street safety

What the Street Safety Initiative stands for:

- Safety remains a non-negotiable value
- Protection for the most at risk
- Access and safety go hand in hand
- Safer streets are not anti-driving streets; they are safe driving streets
- Shared responsibility between people and systems

What's included:

- City hall led governance structure: Agreed metrics & reporting
- Timebound deliverables



The Street Safety Initiative: 100-Day Actions

Governance & Accountability

Establish the **Street Safety Initiative Working Group**

Identify senior-level leads to join the working group

Working Group to meet regularly & **coordinate metrics/initiatives**

Establish a **process for sharing clear and concise updates** on Safe Streets initiatives

Continue to work with **state and federal officials and elected representatives on street safety efforts outside of** local authority

Data-Led Decision Making

Confirm & publish the **High Injury Network**

Update **framework for identifying, categorizing,** and reporting traffic-related serious injuries and fatalities

Safer Streets

Identify and **implement priority daylighting locations** with vulnerable populations

Ensure that any street changes result in **clear lane markings and signage**

Safer Speeds

Continue to **prioritize electronic enforcement**

Identify priority, **community supported, Quick Builds**

Safer People

Begin and **maintain monthly High Visibility Enforcement**

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

The Street Safety Initiative: 6 Months +

Governance & Accountability

6 Month Actions:

Produce **the draft Street Safety Initiative Dashboard** outlining metrics, sources & reporting cadence

Develop and release a **Traffic Enforcement Strategy** Report

One Year + Actions:
Amend the **Better Streets Plan** and related code to standardize street improvements

Review and update Street Safety Initiative initiatives for the following 12+ months

Data-Led Decision Making

6 Month Actions:

Define a **process for evaluating safety infrastructure improvements** when repaving or conducting other street-level changes

One Year + Actions:
Continue to **collect, analyze, and publish data on crash fatalities** and injuries

Proactively **address high-stress corridors and intersections** as identified by data, residents, and existing plans such as the **Biking and Rolling Plan**

Safer Streets

6 Month Actions:

Publish joint **SFMTA & SFFD Street Design Review Manual** for traffic calming tools

Establish process for **community led murals or other enhancements** in daylight zones

Continue to coordinate **safe pedestrian and bicycle detours** during construction

One Year + Actions:
Release **2025 High Injury Network Plan** to enhance safety using proven tools

Safer Speeds

One Year + Actions:

Release an **updated Residential Traffic Calming Program**

Safer People

6 Month Actions:

Develop a plan for promoting and **enforcing safe e-device operations** and parking

Ensure **consistent vehicle driver training** for city employees

One Year + Actions:
Update the annual traffic enforcement **plan to track and address dangerous behaviors**

Board of Supervisors' Street Safety Act



San Francisco
Public Health



San Francisco
County Transportation
Authority

Develop a plan for redesigning streets identified on the 2025 **High Injury Network**

Continue the Quick Build program

Prioritize the use of **electronic enforcement**

Explore hardened daylighting & **replace decorative crosswalks**

Replace application-based **residential traffic calming** program

Release **quarterly public dashboard with outcomes-based metrics**

Release a plan to increase enforcement

Conduct High Visibility Enforcement

Include **statistics on traffic safety** in precinct crime reports

Provide timely **crash and victim reports**

Publish **High Injury Network and High Risk Network** every 2 years

Collaborate with city agencies to share data to inform policy and safety interventions

Design and build safety infrastructure when repaving on the HIN

Replace **safety features** when repaving

Replace decorative crosswalks

Develop a sidewalk condition assessment

Develop and implement a **traffic safety school curriculum**

Continue to support the **Safe Routes to School Program**

Release written guidelines for acceptable street design tools

Establish a maximum review period of 90 days

Work with SFMTA to **reduce redundant reviews**

Assess the effectiveness and completion of each of these responsibilities

Host an annual hearing including relevant agencies

Orange text denotes responsibility shared between multiple agencies

SFMTA 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)** and improving mobility choices consistent with the draft San Francisco Climate Action Plan.
4. Balancing the **efficiency of transportation modes** to allow for choice while ensuring safety throughout the system.

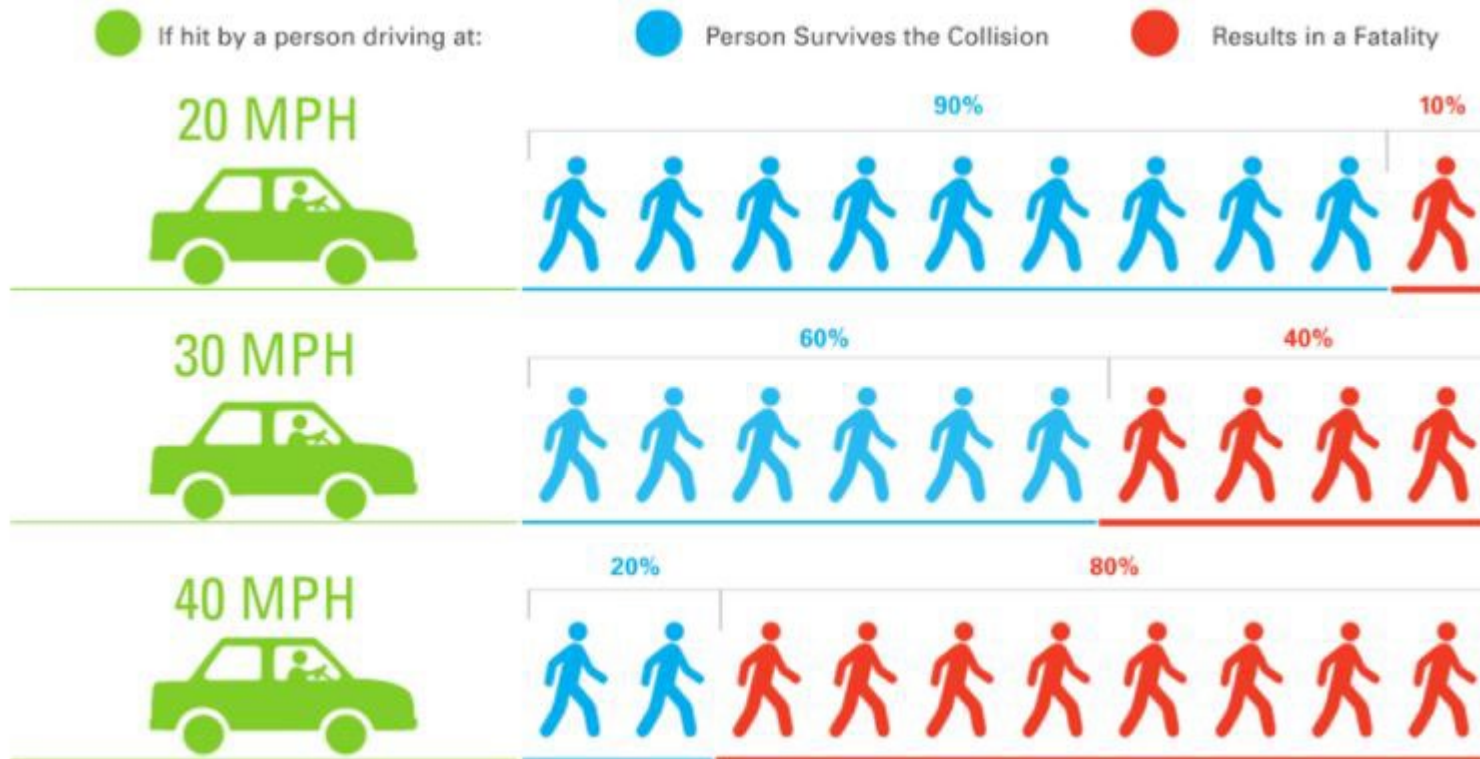


SFMTA

Street Safety Initiative

Street Safety Tools, Draft Workplan and Metrics

Slowing Vehicle Speeds - Why?



Tools to Slow Vehicle Speeds



Quick-Build
Corridors



Reduced
Speed
Limits



Traffic
Calming
Program



Speed
Safety
Cameras

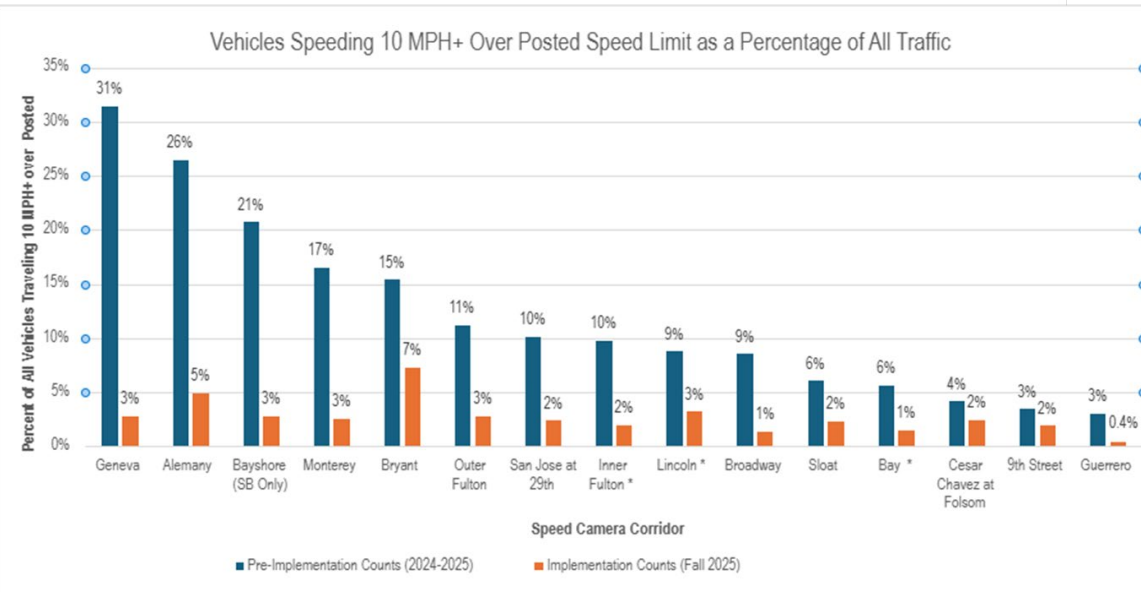
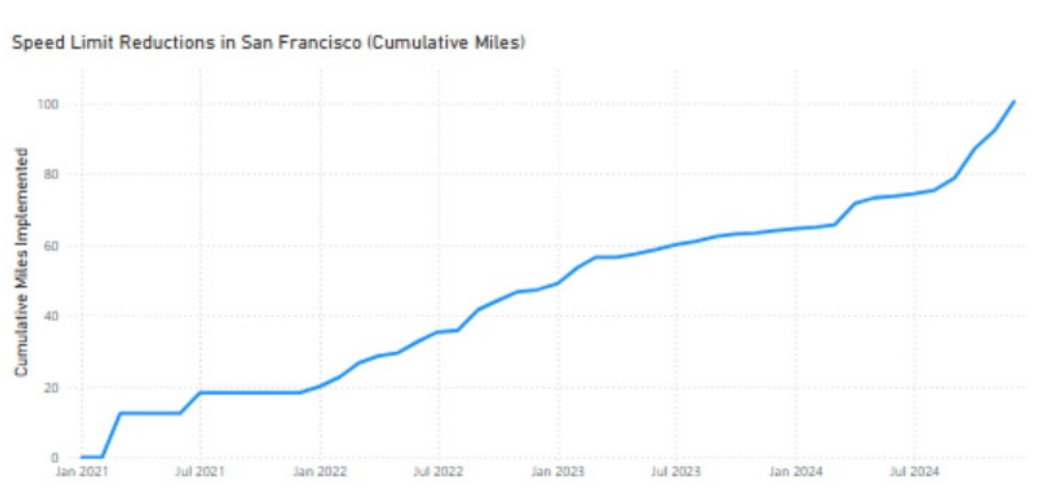
Slowing Speeds: Draft Plan

Commitment: To improve street safety, the SFMTA commits to designing streets and enforcing safe driving behavior to achieve **safe driving speeds**.

Action: Draft Implementation Plan Through to June 2027

Tool	Total Citywide	Projected Next 18 Months
Quick Build Corridors	40 Quick Builds over 6 years	8 projects through approval process
Speed Limit Reductions	86 corridors with reduced speed limits	35 new corridors with reduced speed limits
Residential Traffic Calming Program	1,190 traffic calming devices installed	Implement 300 treatment and design 100 treatments and release an updated Traffic Calming Program
Slow Streets Corridor Upgrades	19 Slow Streets corridors	Upgrades to 3 of the 19 to meet speed/volume standards

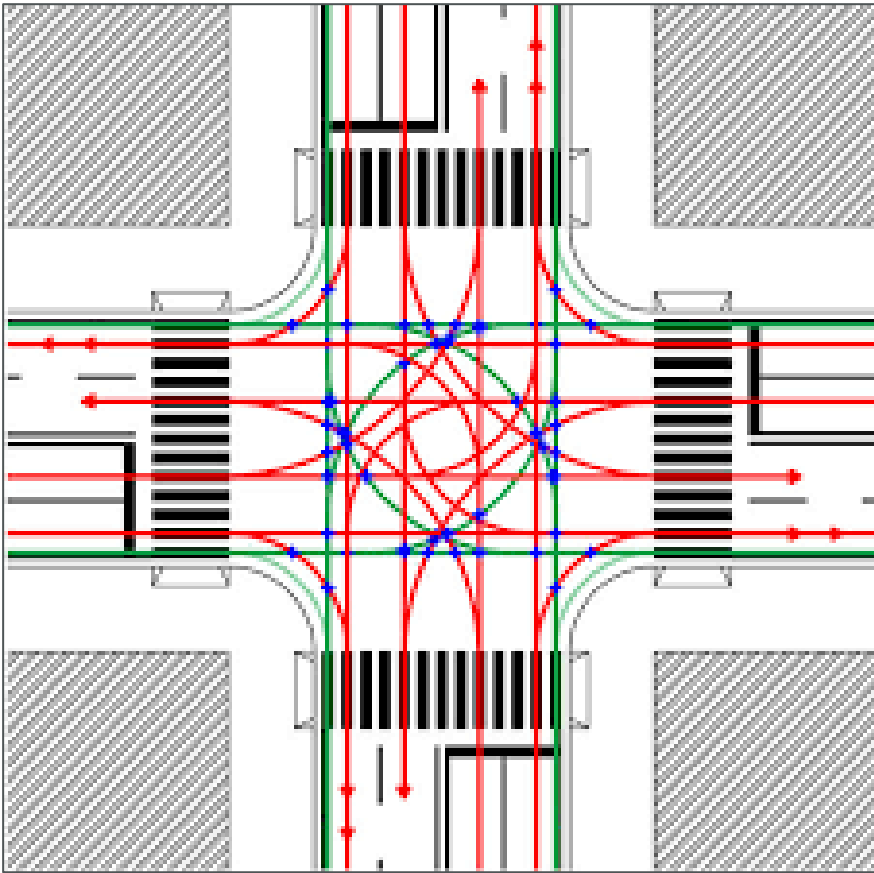
Tracking Progress: Metrics for Slowing Speeds



Reduced Speed Limits

Draft dashboard example

Creating Safer Crossings – Why?



40% of traffic fatalities in 2019 were caused when SF drivers made left turns and didn't see the person in the crosswalk **until it was too late.**

Tools to Create Safer Crossings



Core
Intersection
Safety Tools



Signal
Changes &
Rapid
Flashing
Beacons



Turn Safety
Treatments



Daylighting

Safer Crossings – Draft Plan

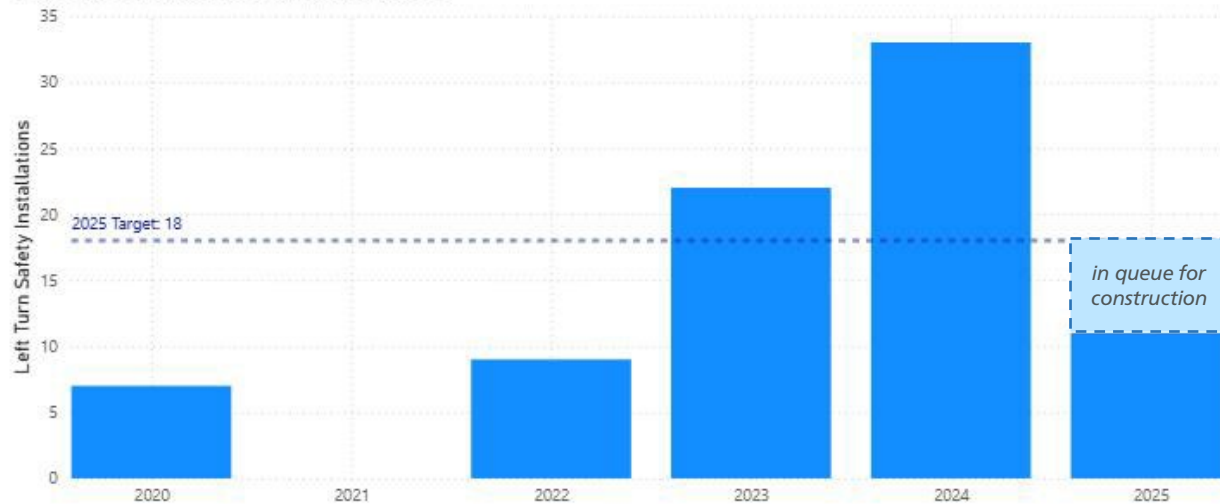
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Action: Draft Implementation Plan Through to June 2027

Tool	Total Citywide	Projected Next 18 Months
Core Intersection Safety Tools	All 2022 High Injury Network Streets, ~1,500 intersections	All new 2025 HIN intersections
Signal Changes	1,500 intersections	All new 2025 HIN signalized intersections
Turn Safety Treatments	220 intersections	A subset of the 2025 HIN intersections
Daylighting Red Curbs	More than 4,000 intersections	Focus on all new 2025 HIN intersections, institutional land uses and beyond

Tracking Progress: Metrics for Safer Crossings

Left Turn Safety installed in San Francisco



Draft dashboard example



Turn Safety
Treatments

Improving Choices – Why?

- **Lower VMT = fewer traffic crashes and fatalities**
- Transportation is the **largest source of emissions driving climate change**
- **Safe, convenient walking, biking, and transit options** are key to cutting Vehicle Miles Traveled
- **Improves air quality** and reduces harmful pollution
- **Aligns with Climate Action Plan** goals for VMT reduction
- More **travel options** for short trips can **cut congestion by up to 30%**



Tools to Improve Choices



Muni
Forward
Toolkit



Protected
Bike
Lanes



Urban
HOV
Lanes



Bike Share
Locations

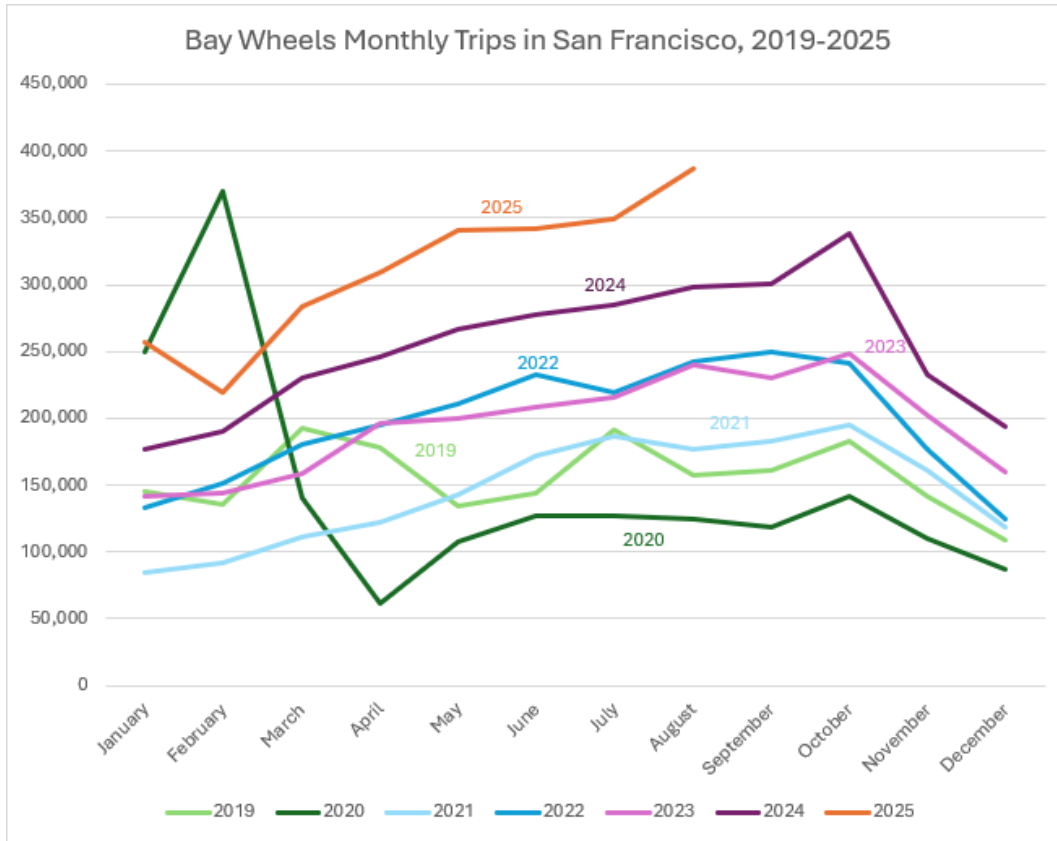
Improving Choices: Draft Plan

Commitment: To improve street safety, the SFMTA commits to **reducing vehicle miles traveled (VMT)** and **improving mobility choices** consistent with the draft San Francisco Climate Action Plan.

Action: Draft Implementation Plan Through to June 2027

Tool	Total Citywide	Projected Next 18 Months
Muni Forward Toolkit	110 miles	15 miles
Protected Bike Lanes	51 miles	3 miles
Urban HOV Lanes	5 miles pilot	5 miles permanent
Bike Share Stations	352 stations	20 stations

Tracking Progress: Metrics for Travel Choices



Draft dashboard example

Timeline

Today, December 18: Recommendation to full SFMTA Board to Adopt Safe Safety System Approach, the Street Safety Commitments and commit to implementing the actions set forth in the **Street Safety Act** and the **Street Safety Initiative**, Mayor Lurie's Executive Directive.

Targeting January: SFMTA Board policy discussion and adoption of Street Safety Commitments

2026 Actions:

- New HIN will inform priorities
- Workplan implementation
- Progress updates in the Streets Quarterly Report to MTAB
- Continued collaboration with essential city partners

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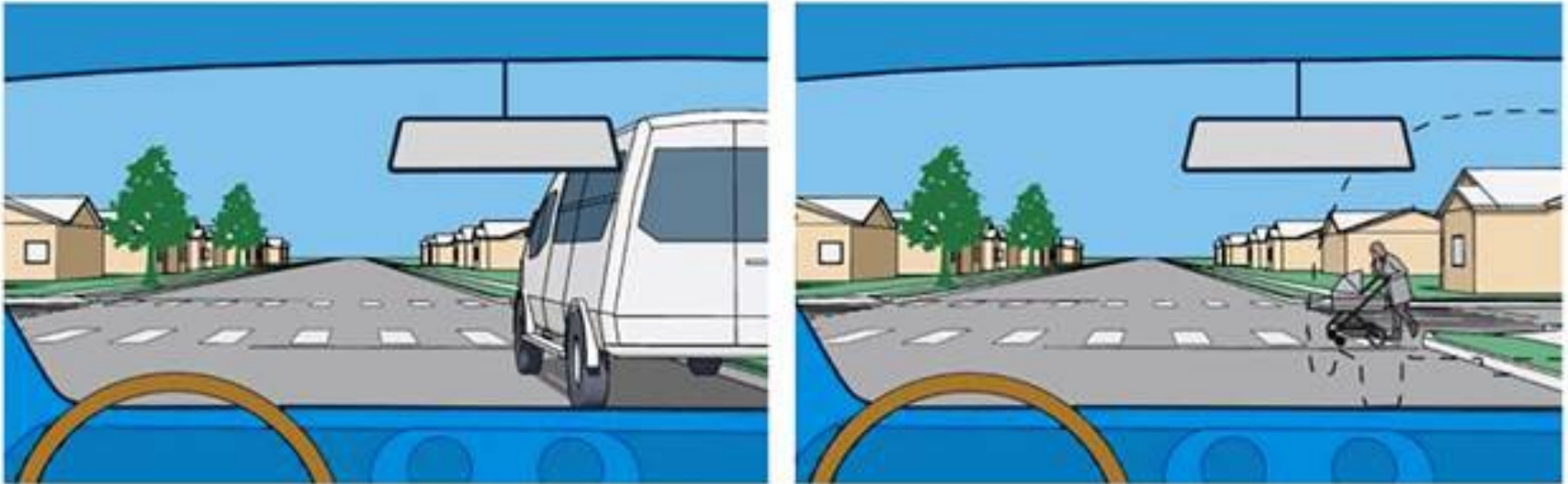


SFMTA

Street Safety Updates

Committee Requests

Creating Safer Crossing – Why use Daylighting?



Proven Safety Practice:

- **Low-cost safety tool** that helps drivers more easily see pedestrians and other cars at intersections
- Adopted across the U.S. for decades; **40+ states** have daylighting laws
- SFMTA analysis has shown a **14% reduction in collisions** at daylit intersections

Daylighting Progress & Next Steps

Approach:

- Protect the most vulnerable people
- Prioritize locations where data indicate the greatest need
- No surprises for drivers; enforced at red curbs only

Implementation to Date:

- 2022 High Injury Network
- School zones – all non-metered intersections complete (77% of total)
- District 5 - 90% complete
- 3,400 of 8,900 intersections citywide have been daylighted

2026 Priorities:

- New High Injury Network
- Institutional land uses (e.g., parks, libraries, senior centers)



Red Light Camera Program is Expanding

- **Purpose:** Enforces compliance with red-light signals to prevent dangerous violations
- **Program Success:** 66% drop in injury collisions from red-light running since 1997
- **Current Coverage:** 19 enforced approaches at 13 intersections
- **Expansion:** Six new locations, construction started this month; operational by Fall next year



Parking Enforcement Keeps Streets Safe

License Plate Covers are a Safety Risk:

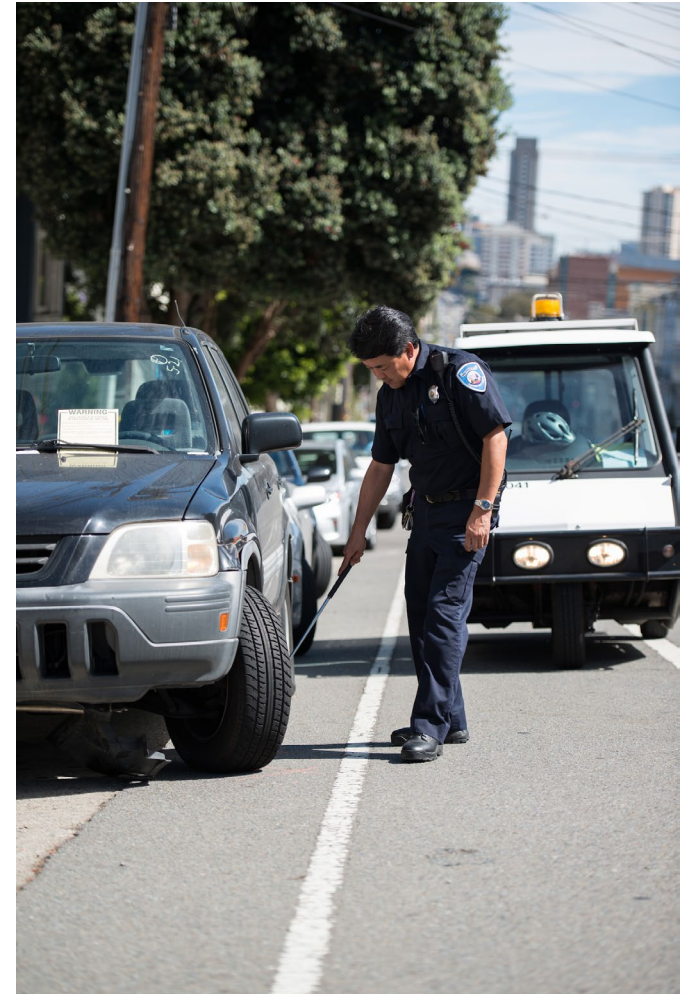
- License plate covers block cameras from issuing tickets for speeding and red-light violations
- No tickets = less deterrence → more risky behavior

What We Do:

- Parking Control Officers (PCOs) can enforce against plate covers to keep enforcement tools effective

Impact so Far:

- Over 2000 citations issued for plate covers between July 2024 – July 2025

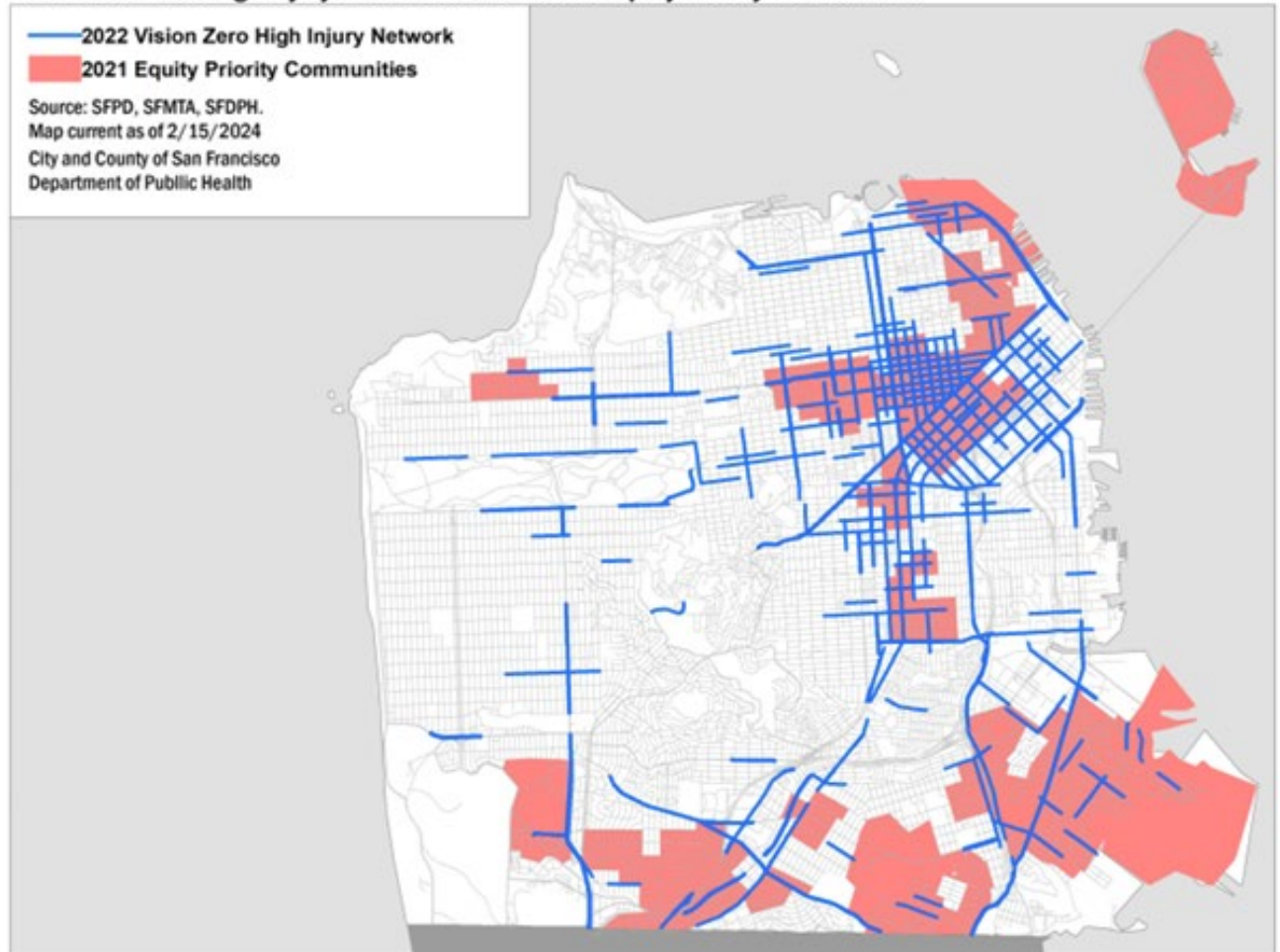


Street Safety and Equity

Half of the 2022 **High Injury Network** is located in neighborhoods defined as **Equity Priority Communities**

A quarter of all fatalities in 2024 occurred in Equity Priority Communities

2022 Vision Zero High Injury Network and 2021 MTC Equity Priority Communities





Thank you!