Safe Streets Summit

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San Francisco Municipal Transportation Agency

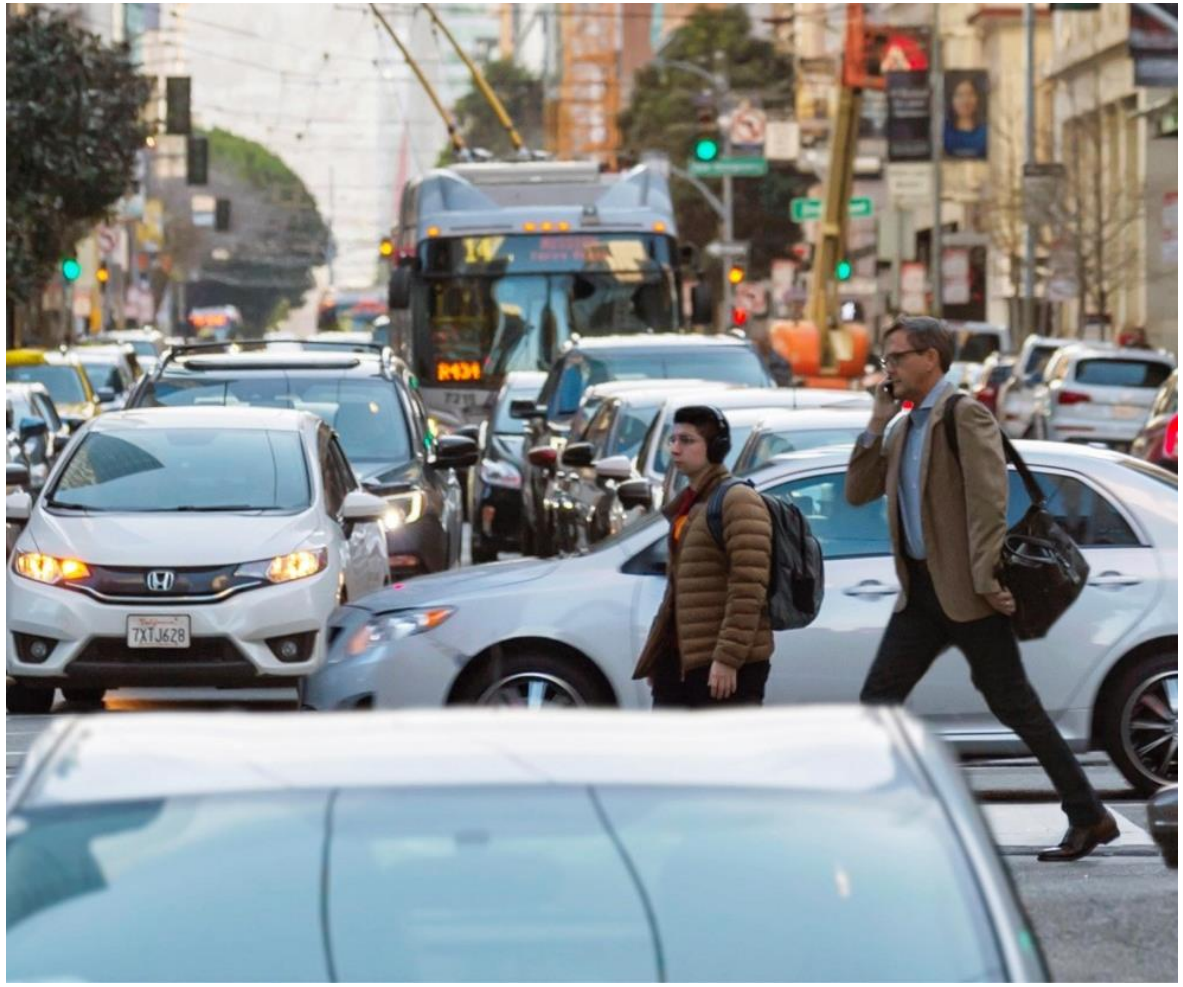
WHY SAFE STREETS MATTER

Safe, healthy, and vibrant streets for all—serving every age, ability, and neighborhood. Streets that bring people together, foster connections, and enhance livability, with safety as the foundation.

Status Quo: No Where to Go

	City	Average minutes of travel time per mile	Average congestion level
1	New York	5.0	30%
2	**San Francisco**	**4.3**	**32%**
3	Honolulu	3.3	34%
4	Chicago	3.2	31%
5	Philadelphia	3.2	22%
6	New Haven	3.1	24%
7	Columbia	3.1	23%
8	Washington	3.0	25%
9	Miami	2.9	33%
10	New Orleans	2.9	26%
11	Anchorage	2.8	21%
12	Los Angeles	2.7	43%
13	Seattle	2.7	31%
14	Boston	2.7	30%
15	Boise	2.7	26%
16	Pittsburgh	2.6	28%
17	Allentown	2.6	22%
18	Charleston	2.5	26%
19	McAllen	2.5	25%
20	Las Vegas	2.5	23%

*The congestion level is the average additional time (in percentage) lost to traffic in 2024, compared to driving in free-flow conditions.*Table: Evan Wyloge Source: TomTomGet the data Created with Datawrapper. Featured in SF Examiner, January 17, 2025



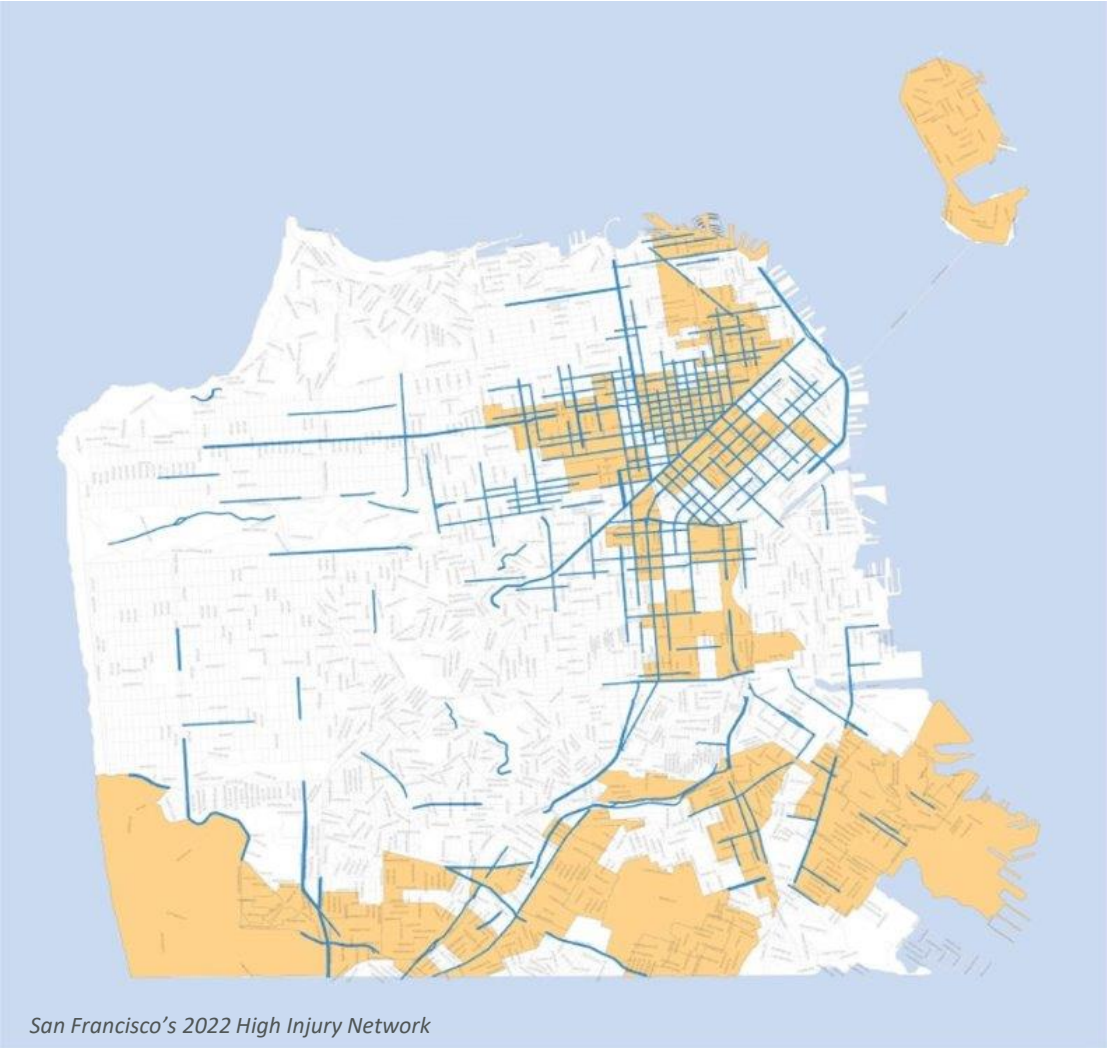
Safe Streets Toolkit

Corridor Projects

Intersection Improvements

Speed Management

High Injury Network



San Francisco's 2022 High Injury Network

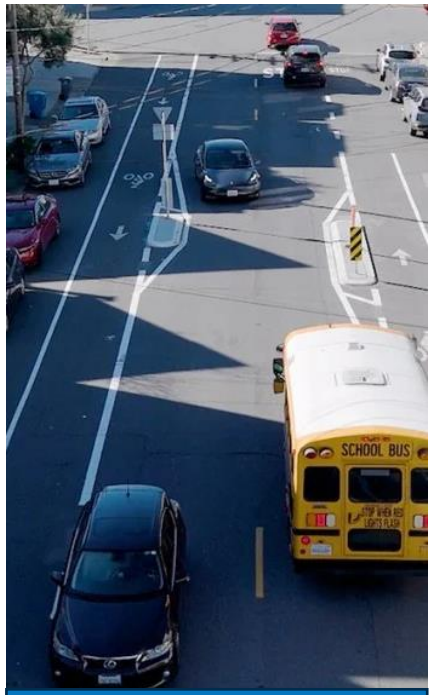
2022 High Injury Network revealed that the Network represents **12% of city street miles** and captures **68% of severe and fatal injuries**

Streets on the High Injury Network

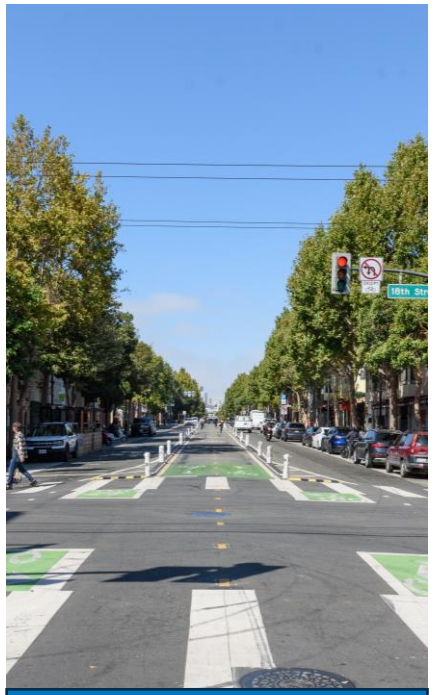
Equity priority communities

Toolbox: Types of Corridor Projects

Types of Corridor Projects



Demonstration

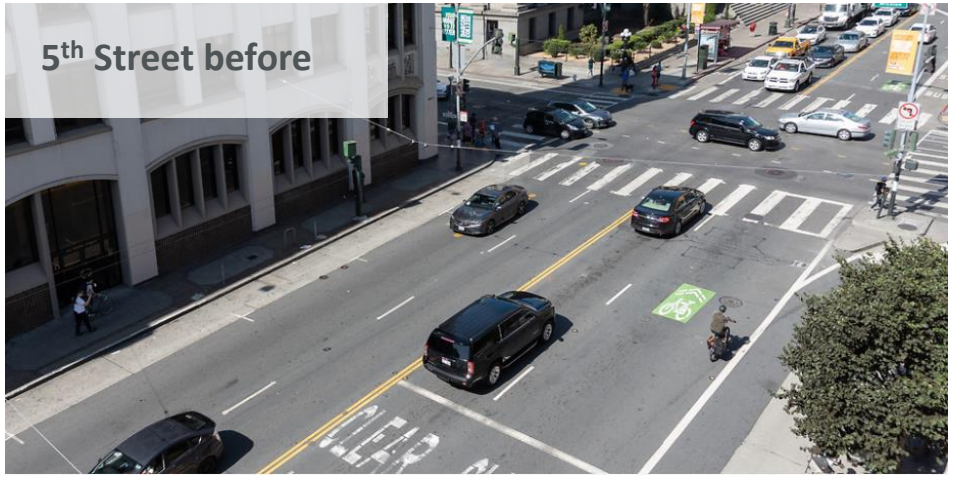


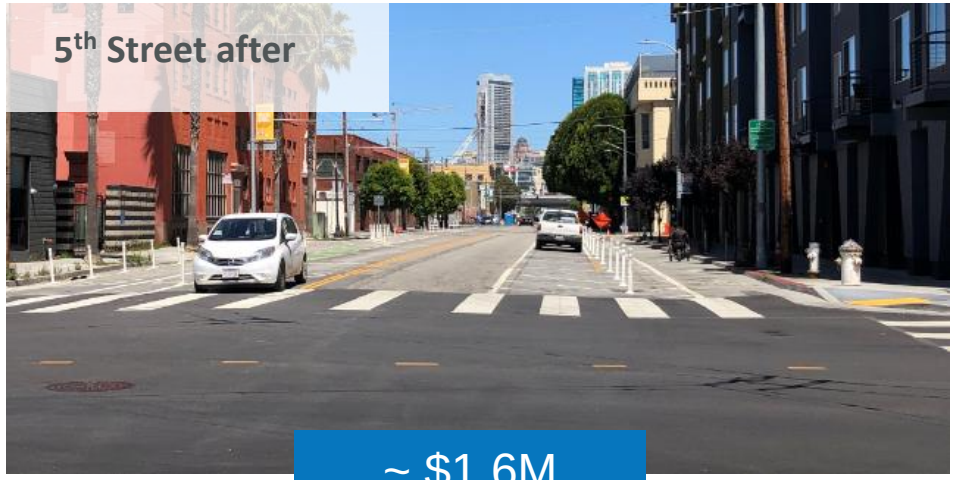
Pilot

Quick Build

Capital

Quick Builds VS Streetscape Projects



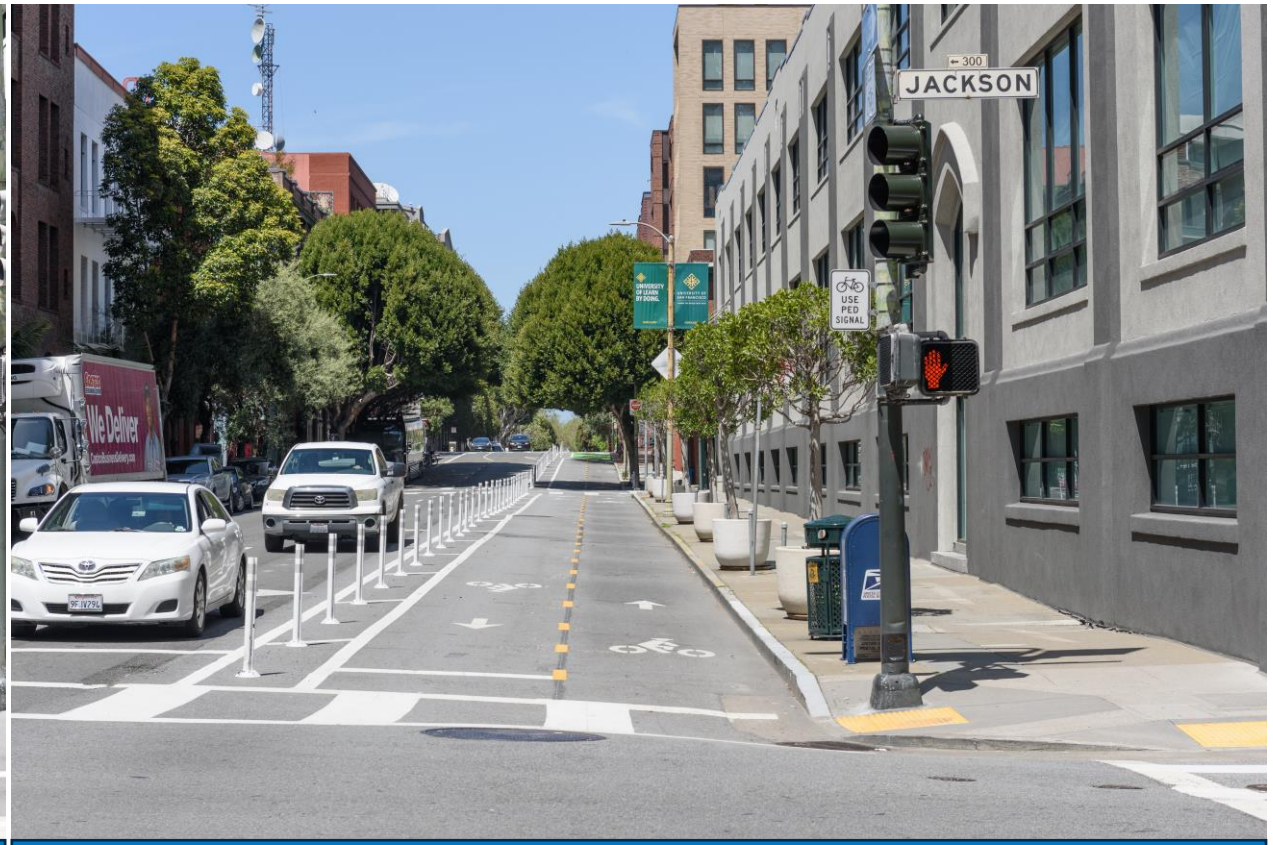


~ $1.6M
Quick-Build

~ $20M
Streetscape

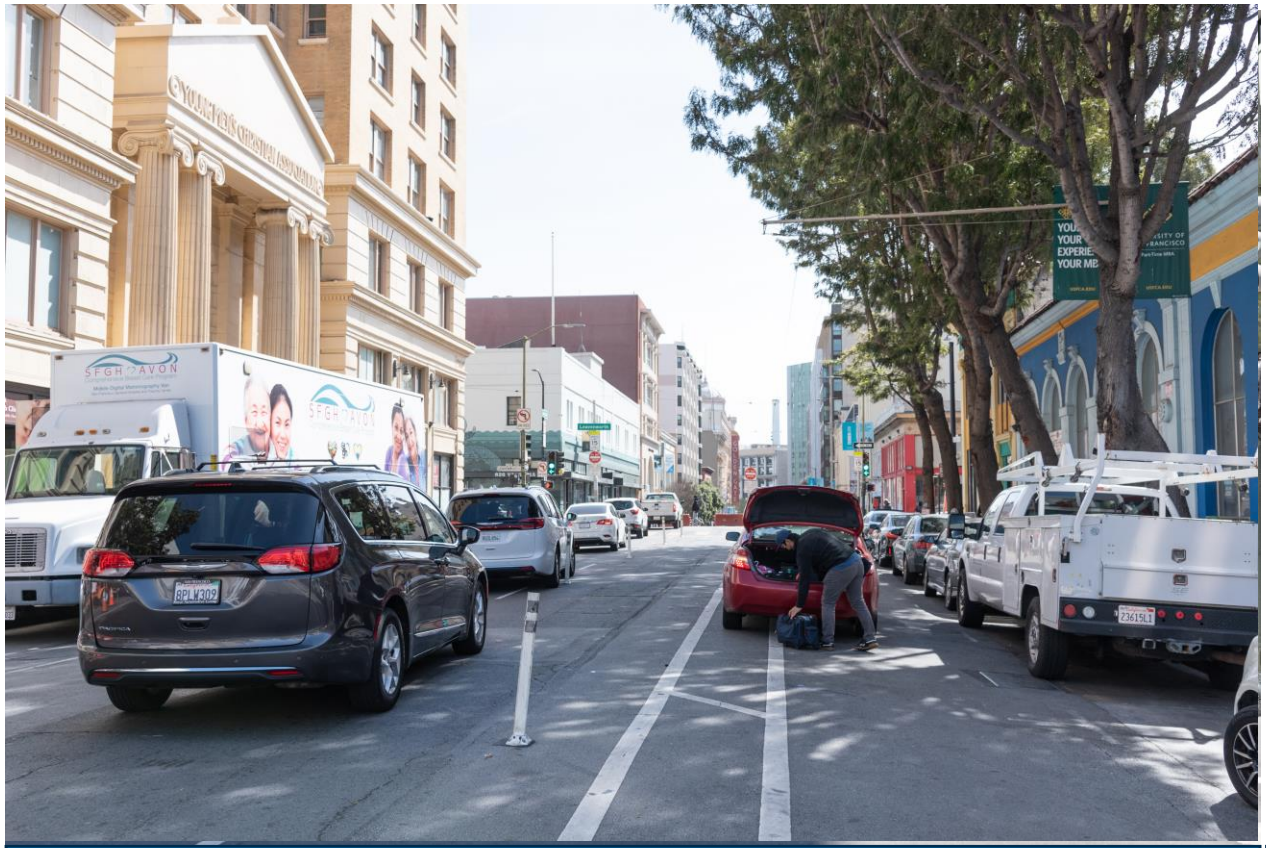
Battery Street Quick Build

Battery Street Before

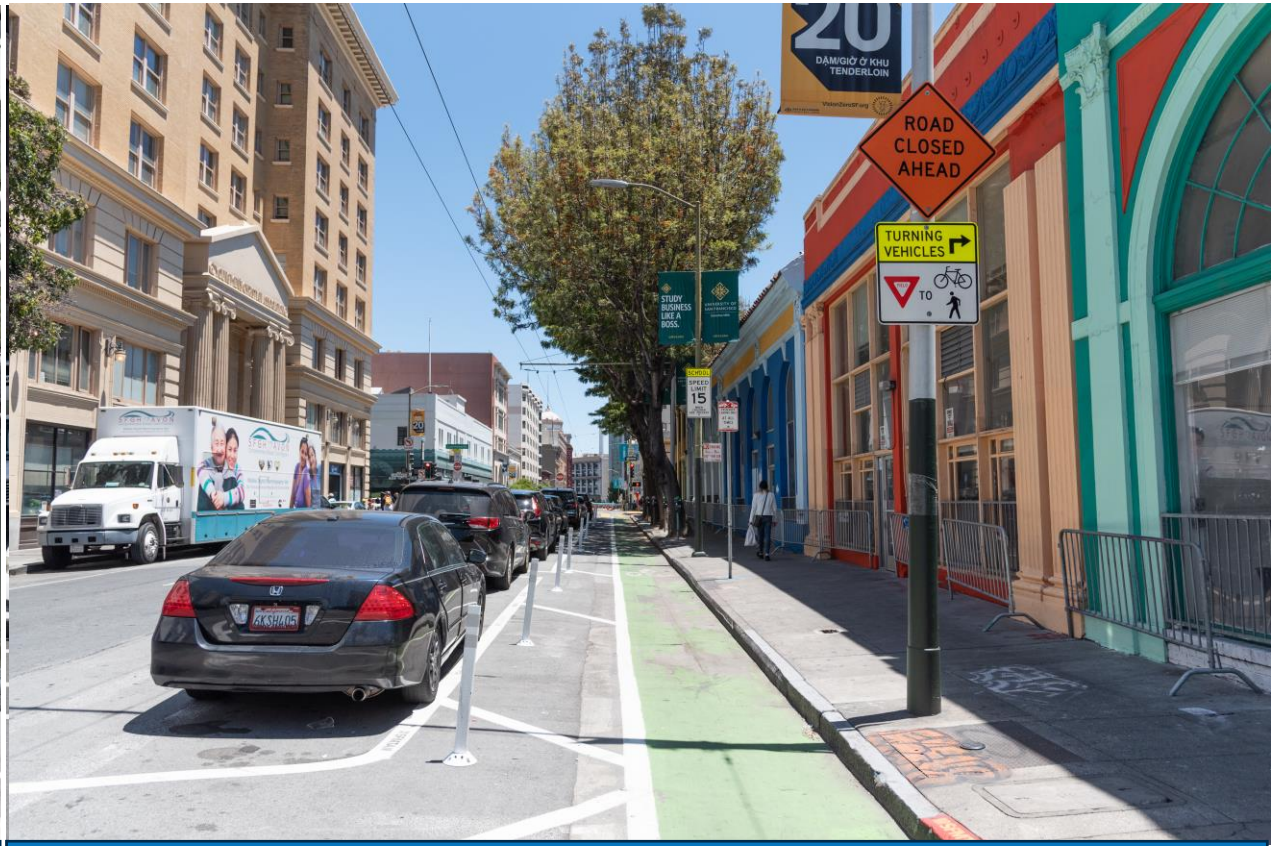


Battery Street After

Golden Gate Avenue



Golden Gate Avenue Before



Golden Gate Avenue After

Goodlett Place

Goodlett Place Before

Goodlett Place After

Toolbox: Intersection Improvements

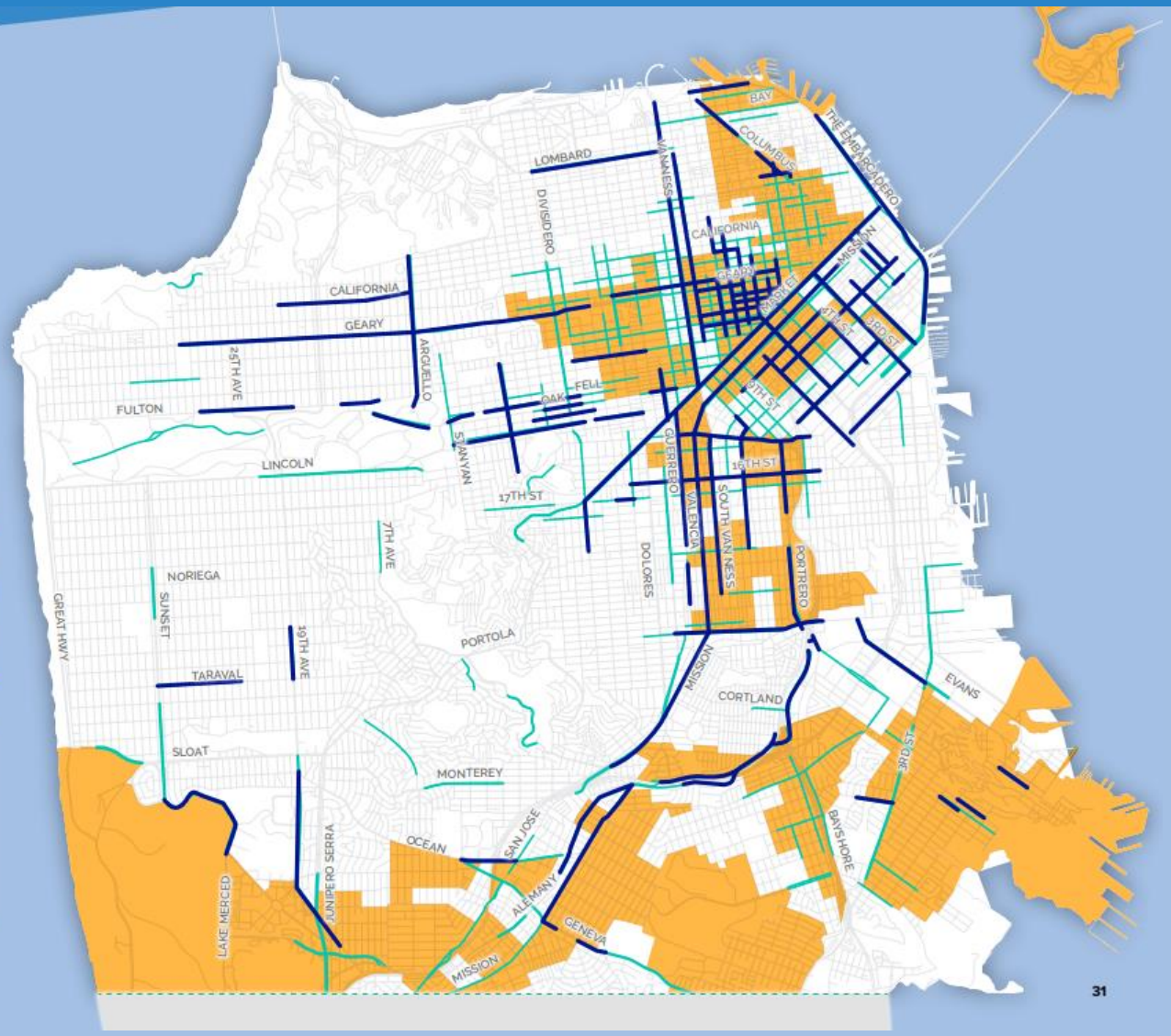
Vision Zero 2021 Action Strategy

Applying the Quick-Build Toolkit to the High Injury Network

Since 2014, approximately 80 miles of corridor-level improvements have been completed or are in planning or construction. The City has approximately 80 miles remaining on the High Injury Network that need to be updated with safety improvements. This strategy commits the City to making these core safety improvements using the Quick-Build toolkit—which can include tools such as continental crosswalks, painted safety zones, daylighting, traffic signal retiming, and protected bike lanes.

SF is committed to applying the Quick-Build toolkit to the High Injury Network

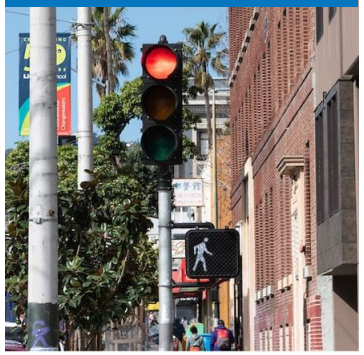
- 80 MILES OF CORRIDOR-LEVEL IMPROVEMENTS COMPLETED OR ARE IN PLANNING OR CONSTRUCTION
- 80 MILES OF HIGH INJURY NETWORK REMAINING TO BE UPDATED WITH SAFETY IMPROVEMENTS
- COMMUNITIES OF CONCERN



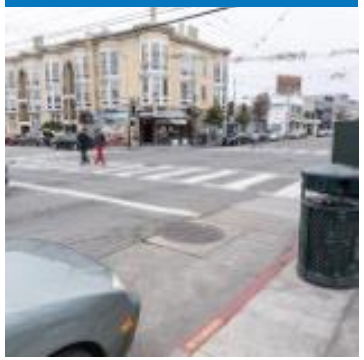
Vision Zero Quick Build Toolkit

Crosswalk upgrade

Pedestrian head start

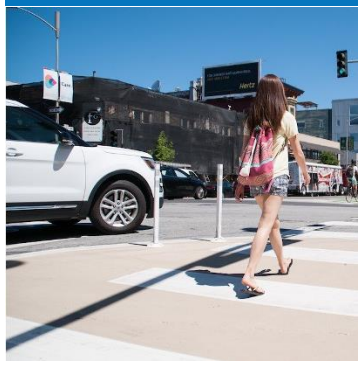


Daylighting



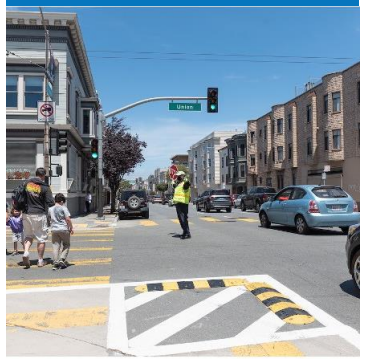
Longer walk time

Painted safety zones

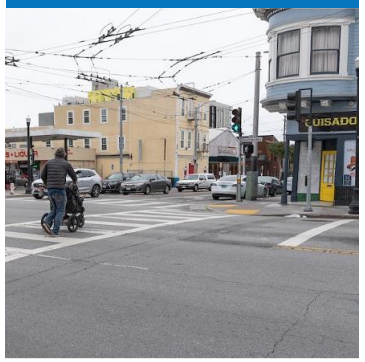


Signal lens upgrades

Turn calming



Advance limit lines



Upgrading crosswalks to full continental striping

Adding red zones (daylighting) to corners at intersections both increase visibility of pedestrians in the roadway

Painted safety zones or painted road areas that wrap around sidewalk corners to make pedestrian crossing intersections more visible to people driving.

Larger signal heads, **overhead signals** on mast arms, optimized signal placement, and **"all-red" signal timing** to reduce conflicts at intersections

Left-Turn Safety Upgrades: Installing waist-high posts, rubber speed bumps, and painted safety zones to slow down turns, widen turning paths, and improve driver awareness of pedestrians and cyclists


TURN
LEFT
SLOW
AND
SQUARE

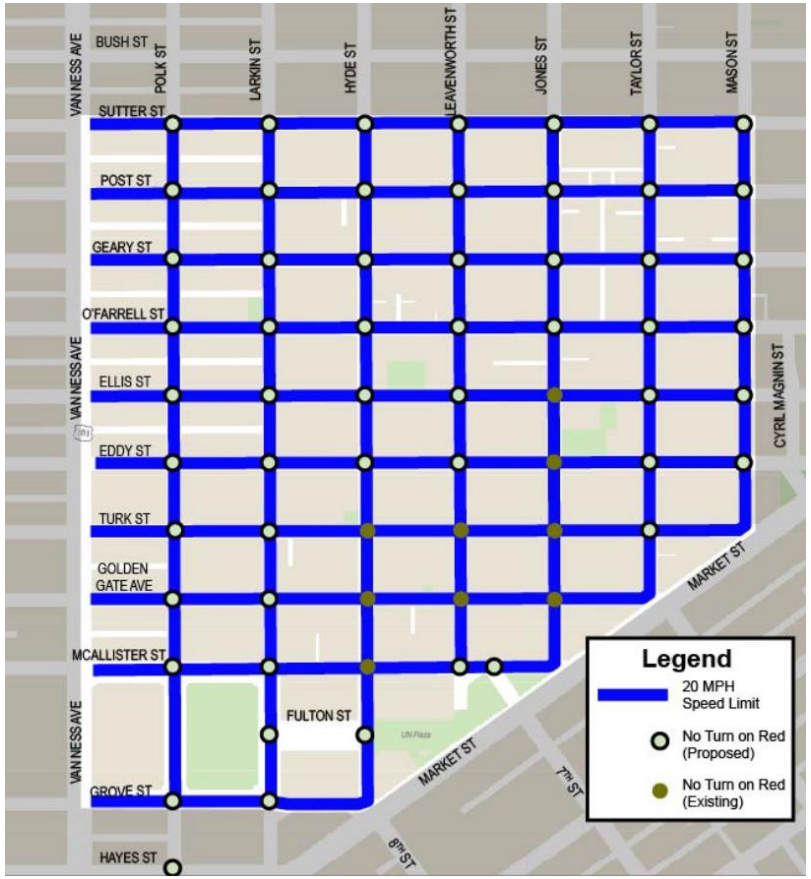

40%
OF TRAFFIC DEATHS INVOLVE
DRIVERS MAKING LEFT TURNS.
VISIONZERO.SF
001006
14'x48'
#64169
LET'S TURN
THAT AROUND.
MASK REQUIRED
MUNI
40% OF TRAFFIC DEATHS INVOLVE
DRIVERS MAKING LEFT TURNS.

Toolbox: Speed Management

Why Speed Matters

Focus on the Most Vulnerable: Children and Seniors

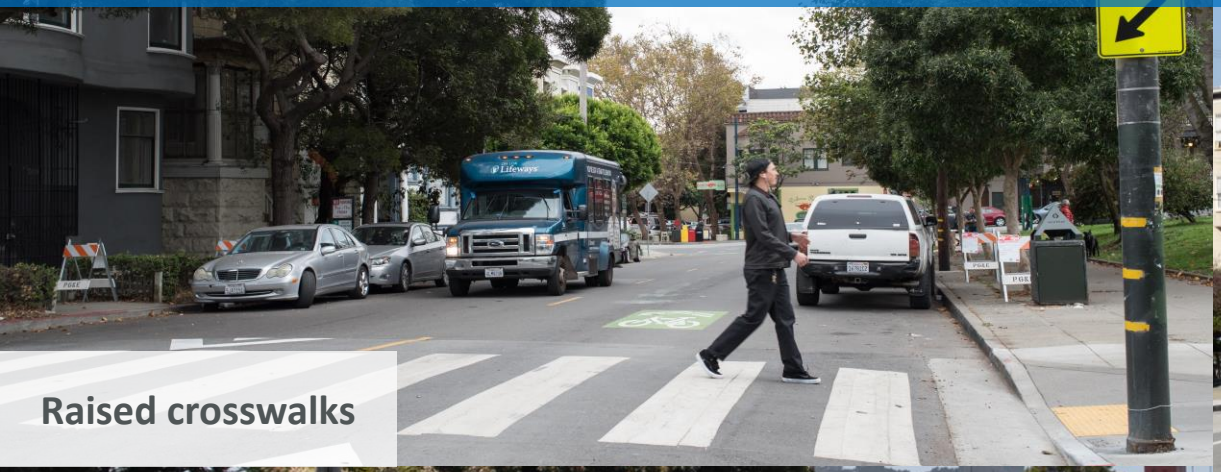
Focus on the Most Vulnerable: Children and Seniors



Map of The Tenderloin streets that became 20 MPH

Public education campaign to support the new limits

Engineering to Slow Speeds



Raised crosswalks

Traffic circles

Speed cushions

Slow Streets Program

Lyon Street Mural

Lyon Street Mural

Speed Safety Cameras

- **San Francisco will be the first city in California** to install speed cameras under five-year pilot program
- Working with **selected camera vendor Verra Mobility** to deploy 33 speed enforcement zones citywide
- **Oakland and San Jose** will also deploy speed cameras in 2025, with an upcoming coordinated regional speed campaign
- **Focus on shifting driver behavior** with public education campaign and 60 day warning period

Safe Streets Evaluation Program

From **2017 to 2022**, overall collisions decreased by **18%**, with **bicycle-related collisions down 33%** and **pedestrian-related collisions down 32%**.

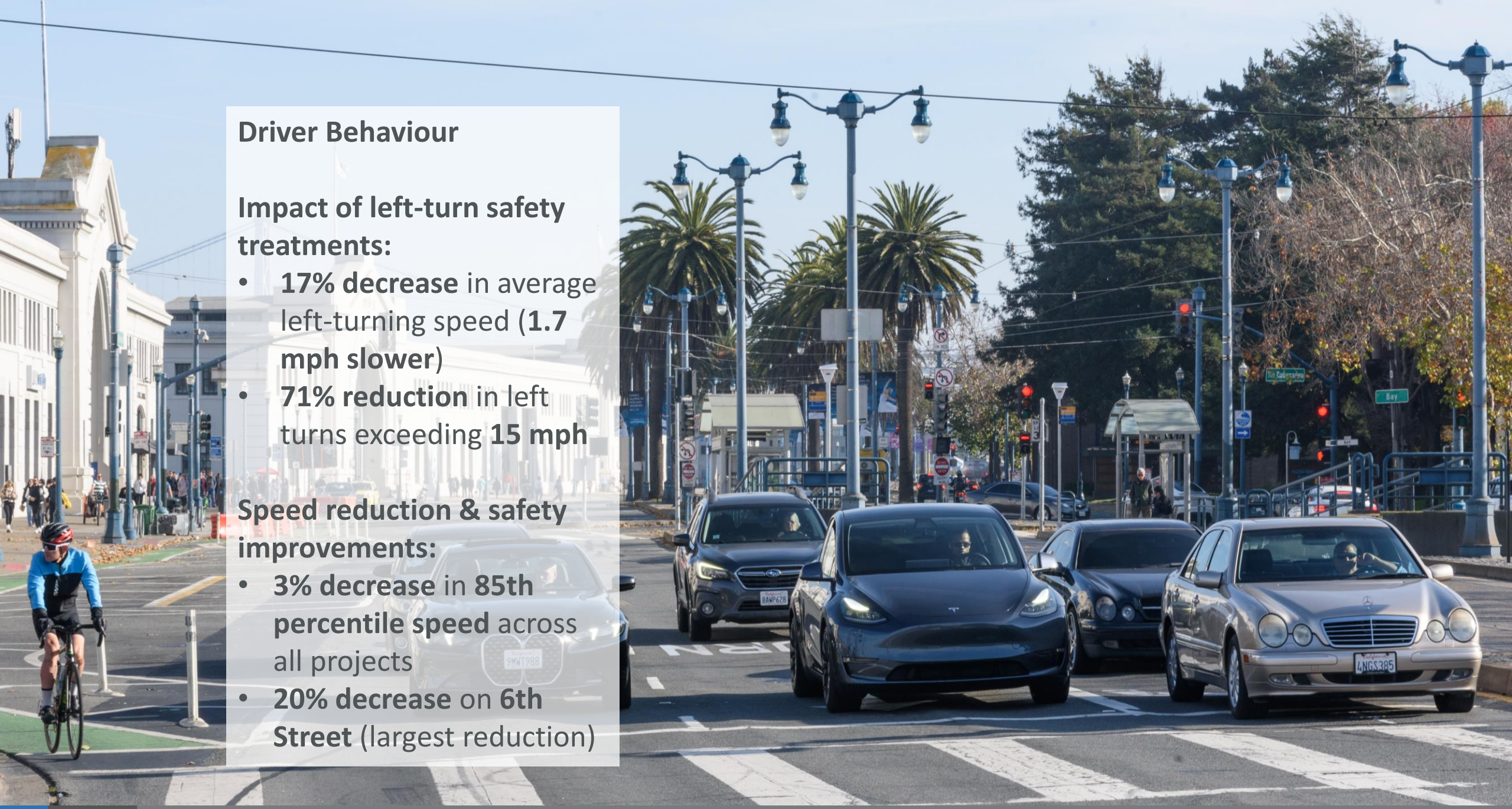
Capital projects had the greatest impact, **reducing pedestrian collisions by an average of 50%**.

Bicycle traffic improvements:

- **Up to 75% increase** in bicycle volumes during peak commute times
- Significant growth on streets **previously without bike facilities** (e.g., 2nd Street, Masonic Avenue)

Bike signals improve safety:

- **93% reduction** in vehicle-bike interactions
- **62% reduction** in near-misses at key intersections



Driver Behaviour

Impact of left-turn safety treatments:

- **17% decrease** in average left-turning speed (**1.7 mph slower**)
- **71% reduction** in left turns exceeding **15 mph**

Speed reduction & safety improvements:

- **3% decrease** in **85th percentile speed** across all projects
- **20% decrease** on **6th Street** (largest reduction)

Recipe for Success

Data

Funding

Partnerships

Thank you

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San Francisco Municipal Transportation Agency