

1 [San Francisco Street Safety Act]

2
3 **Resolution urging a preventative, interagency, and data-driven approach to ending**
4 **severe and fatal traffic crashes by designing and enforcing safer streets for all San**
5 **Franciscans, with a particular focus on protecting children, seniors, and other**
6 **vulnerable populations.**

7
8 WHEREAS, Traffic-related injuries and fatalities remain a preventable public health and
9 safety crisis in San Francisco, disproportionately affecting pedestrians, cyclists, children,
10 seniors, and other vulnerable street users; and

11 WHEREAS, In 2014, the San Francisco Board of Supervisors passed a Resolution on
12 file with the Clerk of the Board of Supervisors in File No. 140047, which is hereby declared to
13 be a part of this Resolution as if set forth fully herein, urging the implementation of “an action
14 plan to reduce traffic fatalities to zero in the next ten years through better engineering,
15 education, and enforcement”, despite efforts since, traffic fatalities and severe injuries have
16 yet to decrease; and

17 WHEREAS, In 2025 the San Francisco Budget and Legislative Analyst conducted a
18 study that found that traffic related injuries and deaths cost the City and County of San
19 Francisco approximately \$12.2 million and San Franciscans \$500 million yearly in addition to
20 the emotional and physical pain and injury sustained by the victims of traffic violence; and

21 WHEREAS, Since 2014, San Francisco has experienced numerous transportation
22 changes, including increased rideshare, autonomous vehicles, scooters, deliveries, parklets
23 and shared spaces, and shifting transit patterns, all of which require an agile policy response
24 to ensure San Francisco streets can adapt and respond adequately to protect all road users;
25 and

1 WHEREAS, Simultaneously, the United States has experienced numerous
2 transportation changes that have made the reduction of traffic fatalities more challenging than
3 a decade ago, including increases in size, weight, and acceleration power of motor vehicles,
4 and increased inattentiveness due to electronic devices; these changes have led to significant
5 increases to traffic fatalities and injuries in other jurisdictions while San Francisco's have
6 remained relatively constant, demonstrating that interventions on a local level are both
7 impactful and essential; and

8 WHEREAS, Speeding is the number one cause of severe and fatal traffic crashes in
9 San Francisco and speeding increases the likelihood and severity of a traffic crash; and

10 WHEREAS, People who live in Equity Priority Communities are significantly more likely
11 to have daily exposure to high-injury streets; and

12 WHEREAS, Over the last 10 years, San Francisco has implemented numerous data-
13 driven street safety programs and initiatives that have resulted in reduction in speeding,
14 crashes, and near-misses where roadway projects have been installed; and

15 WHEREAS, The City and County of San Francisco is responsible for designing streets
16 and enforcing safe driving behavior to ensure that walking, biking, scooting, riding transit, and
17 driving are safe, comfortable, convenient, and affordable ways of getting around the City in
18 keeping with the Transit First policy; and

19 WHEREAS, San Francisco remains committed to reducing the severity of traffic injuries
20 by designing safer streets, analyzing data, educating the public, enforcing traffic laws,
21 improving trauma care, pursuing other reforms locally and nationally, and addressing broader
22 civility, order, and safety concerns – including homelessness and mental health – that will
23 further this goal; now, therefore, be it

24 RESOLVED, That the San Francisco Street Safety Act reaffirms San Francisco's
25 commitment to Vision Zero goals and establishes that street safety is a multi-disciplinary,

1 system-wide effort involving the coordination of multiple departments (“core agencies”); and,
2 be it

3 FURTHER RESOLVED, That the San Francisco Board of Supervisors commits to a
4 preventative, interagency, data-driven, and safe-systems approach to ending severe and fatal
5 traffic crashes by designing and enforcing safer streets for all San Franciscans, with a
6 particular focus on protecting children, seniors, and other vulnerable populations, and urges
7 the following actions by the core agencies:

- 8 1. The San Francisco Municipal Transportation Agency (SFMTA) shall:
 - 9 a. Develop a plan for redesigning streets identified on the 2025 High Injury
10 Network to enhance safety with tools such as providing separation, signal
11 timing optimization, physical barriers, and additional deployment of turn and
12 traffic calming tools by December 2026; and
 - 13 b. Design additional Quick-Build projects on a rolling basis which incorporate
14 physical barriers, turn safety treatments, and other safety tools in areas
15 where data shows it is necessary; and
 - 16 c. Prioritize the deployment of electronic enforcement tools, including speed
17 and red-light cameras, in accordance with current state law, and explore
18 opportunities for state legislative support to expand this authority; and
 - 19 d. Develop a comprehensive timeline and implementation plan for citywide
20 daylighting including ‘hardened daylighting’ on the High-Injury Network by
21 December 2026; and
 - 22 e. Develop a process and prototypes, in coordination with Public Works and the
23 Fire Department, to allow residents or community groups to install planters,
24 bike racks, and other landscaping materials on the street in areas where
25

1 parking has already been prohibited, such as daylighting zones by December
2 2026; and

- 3 f. Swiftly replace any decorative crosswalks that have been removed due to
4 repaving or other work in coordination with Public Works, and ensure that
5 replacements maintain or exceed prior safety and aesthetic standards; and
- 6 g. Release a plan by December 2026 to replace the Residential Traffic Calming
7 Program with a proactive approach for adding speed humps and cushions
8 across neighborhoods that is responsive to community concerns with data-
9 driven design standards agreed to by SFMTA, Public Works, and Fire
10 Department; and
- 11 h. Release a public dashboard updated quarterly with outcomes-based metrics
12 to track progress in traffic crash prevention; and

13 2. The San Francisco Police Department (SFPD) shall:

- 14 a. Develop and release a plan to increase traffic enforcement efforts, data-
15 driven warnings, and citations, including through automated enforcement
16 from the SFMTA, on the behaviors that are most likely to result in severe
17 injury and death, including, but not limited to, speeding, recklessness,
18 inattention, failure to yield, and intentional disregard of traffic control devices
19 by December 2026; and
- 20 b. Conduct monthly High Visibility Enforcement (HVE) focused on dangerous
21 speeding on priority High-Injury Network streets to complement locations and
22 effectiveness of the speed camera program; and
- 23 c. Include statistics on traffic citations and severe and fatal injuries from vehicle
24 collisions to monthly precinct crime reports; and

1 d. In cooperation with the Office of the Medical Examiner, provide timely crash
2 and victim reports to the Municipal Transportation Agency and Department of
3 Public Health on every traffic collision death; and

4 3. Department of Public Health (DPH) shall:

5 a. Collect, analyze, and publish data on crash fatalities and injuries annually
6 and identify a High-Injury Network as well as a High-Risk Network every two
7 years, with special emphasis on intersections and corridors that pose the
8 highest risk to children, seniors, people with disabilities, and other vulnerable
9 populations; and

10 b. Collaborate with community organizations and City agencies to share data to
11 inform public policy and safety interventions; and

12 4. Department of Public Works (DPW) shall:

13 a. Design and build all recommended safety infrastructure improvements —
14 such as curb extensions, speed humps, islands, turn calming, bicycle safety
15 infrastructure, and hardened daylighting — when repaving or conducting
16 other street-level work on all designated High-Injury Network and arterial
17 streets, following a Complete Streets approach; and

18 b. Replace any speed bumps, speed cushions, daylighting, and other safety
19 features that have been removed due to repaving or other work, and ensure
20 that replacements maintain or exceed prior safety and aesthetic standards;
21 and

22 c. Swiftly replace any decorative crosswalks that have been removed due to
23 repaving or other work in coordination with SFMTA, and ensure that
24 replacements maintain or exceed prior safety and aesthetic standards; and
25

1 d. Develop a plan to launch a sidewalk condition assessment to catalog and
2 publish the condition of all sidewalks across the City & County of San
3 Francisco; and

4 5. San Francisco Unified School District (SFUSD) shall:

5 a. Develop and implement a traffic safety school curriculum; and

6 b. Continue to support the Safe Routes to School program to educate and
7 encourage safe travel to school by bicycling, walking, public transportation,
8 and carpooling; and

9 6. San Francisco Recreation and Park Department shall:

10 a. Work to identify and implement safe loading zones at parks undergoing
11 major capital improvements; and

12 b. Integrate transportation-related safety education into RPD programming for
13 children and seniors; and

14 c. Decrease automobile congestion in parks and encourage mode shift towards
15 active/public transportation by implementing paid parking; and

16 d. Implement daylighting at crosswalks where accessibility improvements are
17 planned; and

18 7. San Francisco Fire Department (SFFD) shall:

19 a. Coordinate with SFMTA to release written guidelines identifying various
20 street design and traffic calming tools that shall be acceptable to the Fire
21 Department across all types of public streets and intersections by December
22 2025 and revisit the guidelines if new street design features are
23 recommended; and

24 b. Work in partnership with SFMTA to reduce redundant project reviews and
25 facilitate safer, faster implementation of street safety infrastructure; and

1 c. Coordinate with the SFMTA to jointly establish a maximum review period
2 which shall be no longer than 120 days. The review timeline shall be
3 determined by the complexity of the project, and may only exceed 120 days
4 for projects deemed complex by both Departments; and

5 8. San Francisco County Transportation Authority (SFCTA) shall:

6 a. In coordination with the Controller's Office City Performance Unit, assess the
7 effectiveness and completion of each of the responsibilities listed in this
8 resolution and host an annual hearing on the review of street safety
9 progress, challenges, and data which includes relevant agencies and City
10 departments, including the core agencies in addition to the Mayor's Office;
11 and, be it

12 FURTHER RESOLVED, That the Board of Supervisors urges our state representatives
13 to expedite legislation to guide matters over which San Francisco does not have direct control
14 such as vehicle design, vehicle technology, driving regulations, driver licensing, automated
15 enforcement, scientific research, and the allocation of additional financial resources to
16 improve the safety and livability of our streets; and, be it

17 FURTHER RESOLVED, That the Board of Supervisors urges the Mayor's Office to
18 convene the Departments, the public, and other stakeholders in ensuring the accountability of
19 the San Francisco Street Safety Act.