SFMTA

Street Safety Tools & Results

May 19, 2025

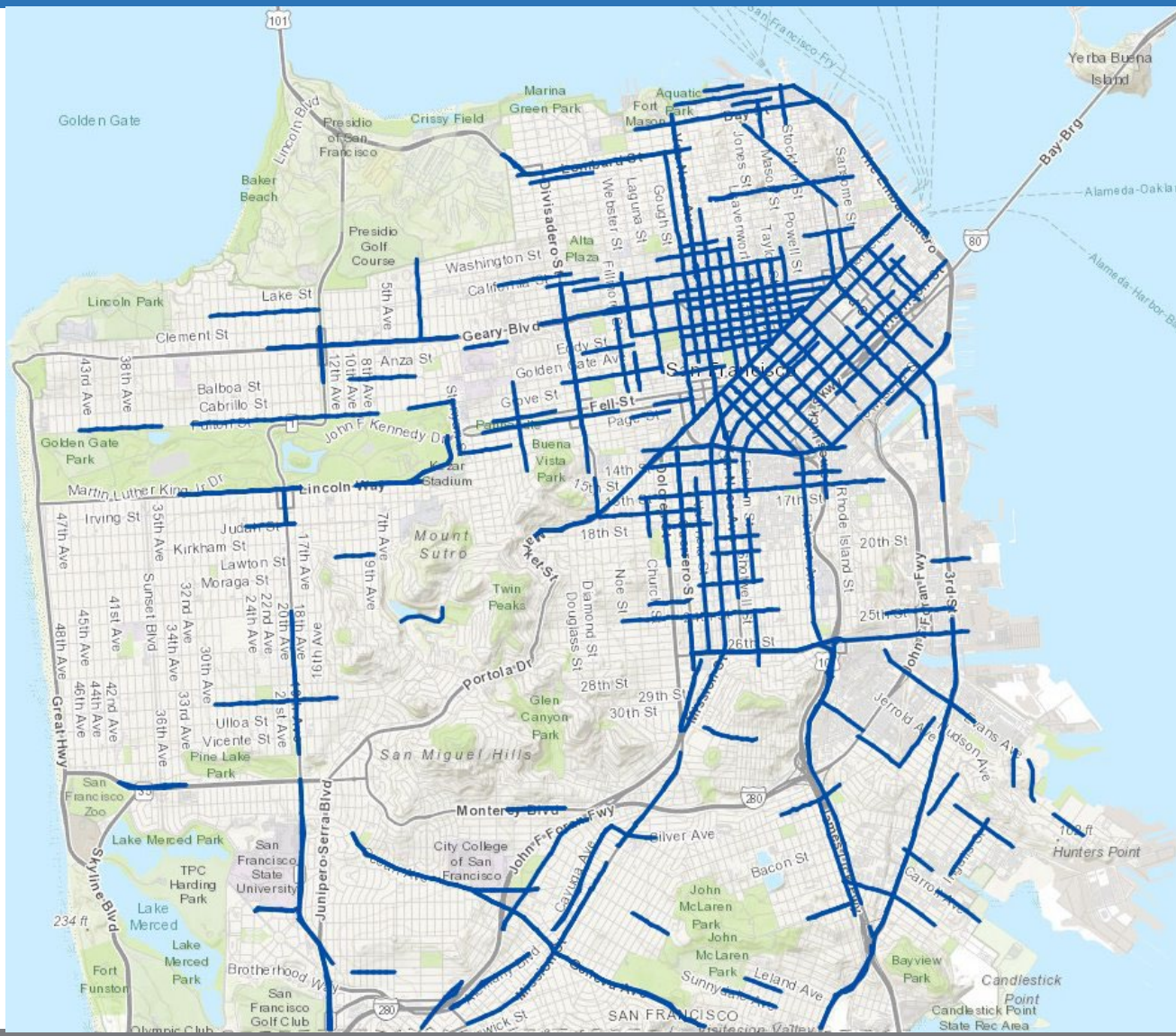
Hearing on Street Safety & Economic Recovery

Data-Driven Decision Making

High-Injury Network

12% of City Streets

68% of fatal and severe injuries



Primary Crash Factors

SPEEDING

NOT YIELDING

RUNNING REDS

Slowing Vehicle Speeds

Creating Safer Crossings

Slowing Vehicle Speeds – Why?

Tools to Slow Vehicle Speeds

Quick-Build Tools

Reduced Speed Limits

Traffic Calming Program

Corridor Signal Timing

Speed Cameras

Slowing Speeds: Quick-Build Tools

Quick-Build Tools

Implementation:
Quick-Build tools are reversible and adjustable improvements using paint, posts, traffic signal timing, and transit boarding islands.

Scale:
Quick-Build projects have been completed on 39 corridors to address safety issues. The Quick-Build toolkit has also been applied to more than 900 intersections on the HIN.

Evaluation:
- Vehicle speeds have decreased by 3% to 20% in Quick-Build project areas.
- Crashes involving people on bikes have decreased 25% and crashes involving pedestrians have decreased 35% in Quick-Build project areas.

Slowing Speeds: Speed Cameras

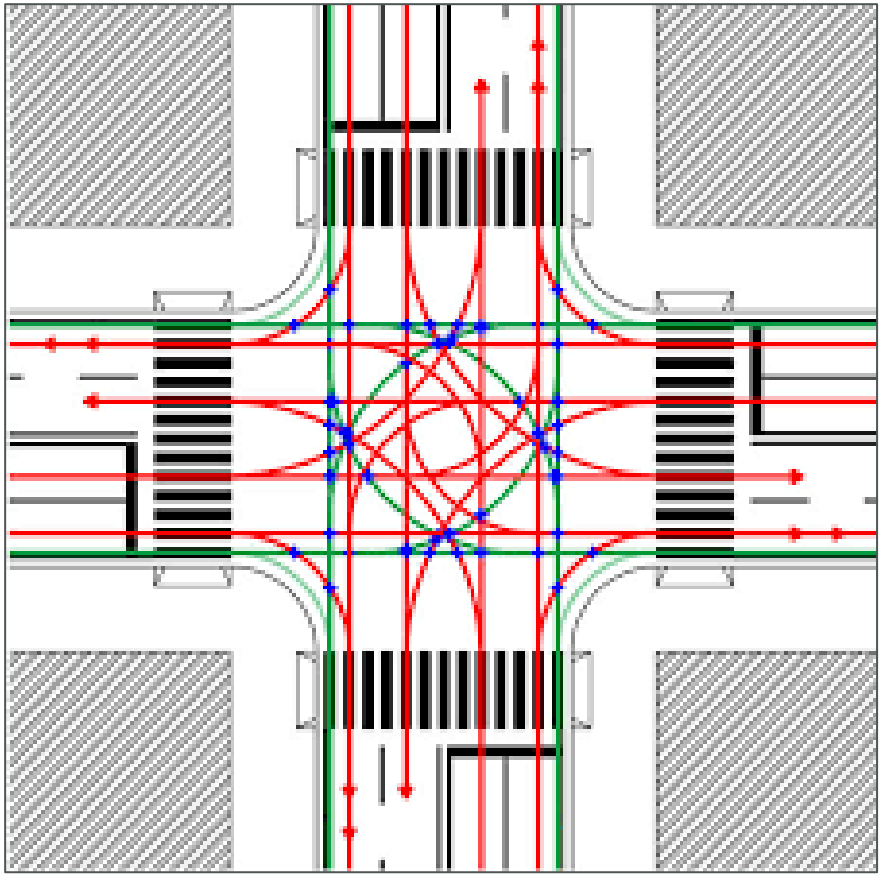
Implementation:
San Francisco was the first city in California to implement speed cameras in March 2025.

Scale:
San Francisco has 33 locations with speed cameras installed. These locations were selected on HIN streets that had a history of speed-related collisions in neighborhoods with vulnerable roadway users.

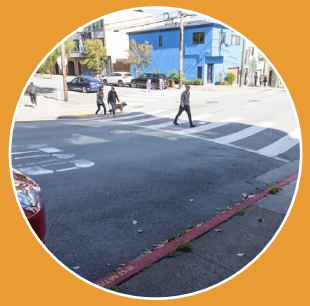
Evaluation:
- Cameras are currently issuing warning violations. In the first month of the program, more than 30,000 warning violations were issued to vehicles traveling 11 MPH or more over the posted speed limit.
- Data on speed camera violations will be shared monthly throughout the program.

Speed Cameras

Creating Safer Crossings – Why?



Tools to Create Safer Crossings



Daylighting

Rapid Flashing Beacons

Turn Safety Treatments

Longer Walk Times & Pedestrian Head Starts

Painted Safety Zones

Creating Safer Crossings: Turn Safety

Turn Safety Treatments

Implementation:
Using small rubber speed bumps, delineators, and painted safety zones, SFMTA encourages slower left turns and improves visibility.

Scale:
SFMTA has installed 35 left turn safety treatments across the City at intersections with concentrations of crash-related injuries.

Evaluation:
- Following the implementation of turn safety treatments, there was a 17% reduction in average speed during turns.
- The use of this tool is associated with a 71% reduction in the likelihood of a car turning at speeds over 15 MPH.

Creating Safer Crossings: Signals

Implementation:
Pedestrian countdown signals, pedestrian head starts, and signals that give people extra time to cross the street are the standard on HIN streets.

Scale:
Of the signals on the HIN, 95% have pedestrian countdown signals, 87% have pedestrian head starts, and 99% are timed for slower walking speeds.

Evaluation:
- Pedestrian countdown signals are associated with a 25% reduction in pedestrian injury crashes.
- Pedestrian head starts have shown to reduce vehicle-pedestrian crashes by 10 to 20%.

Longer Walk Times & Pedestrian Head Starts

Regular Evaluation and Reporting

The Safe Streets Evaluation Program provides data and before/after analysis of:

- ☑ Quick-Build Projects
- ☑ SFMTA Programs
- ☑ Citywide Safety Tools

www.sfmta.com/SafeStreetsEvaluation