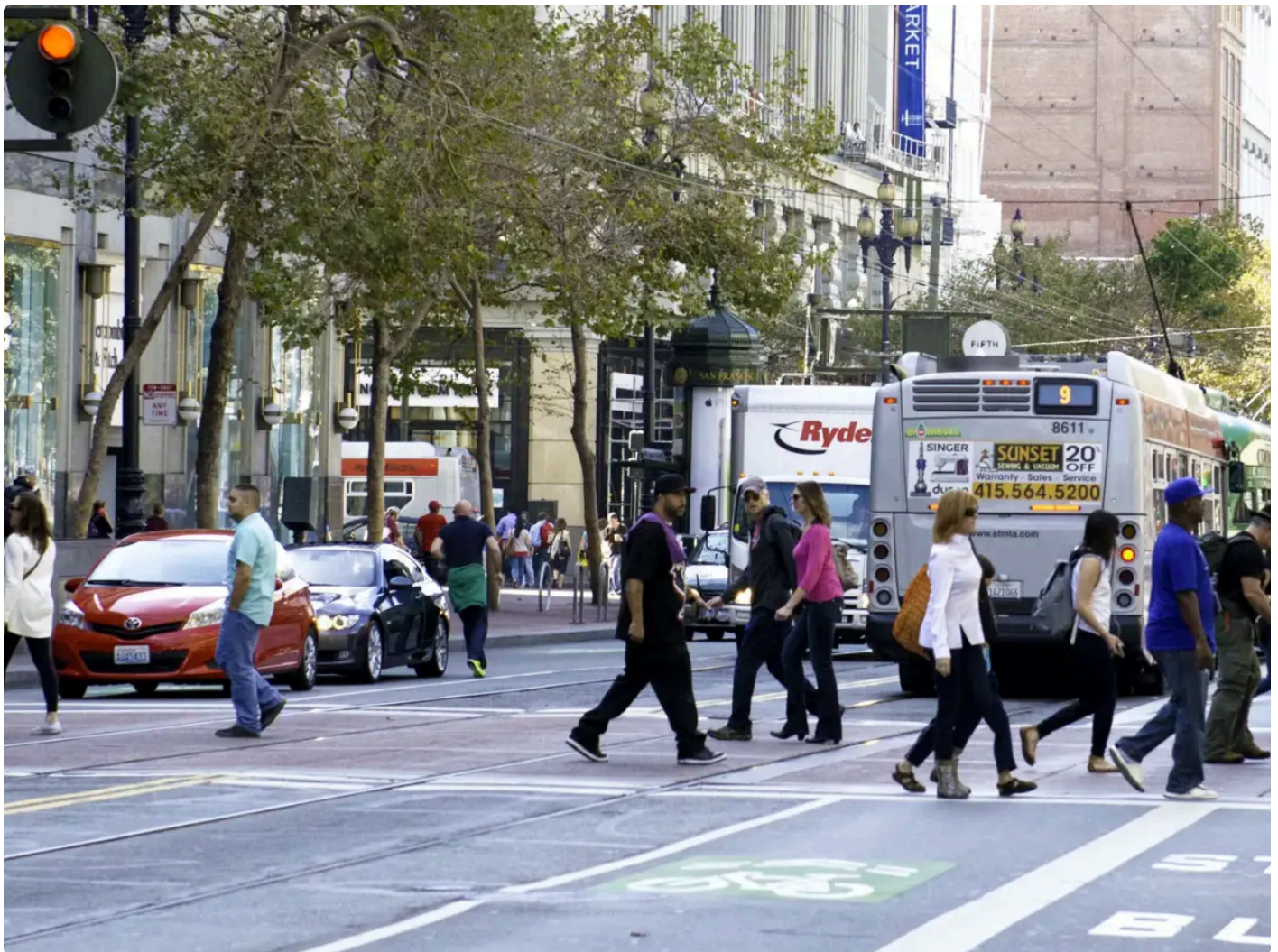




Street Safety Initiative

[Office of the Mayor](#)



Safe Streets for Everyone

In December 2025, Mayor Daniel Lurie signed the Street Safety Executive Directive, which established the Street Safety Initiative as the next phase of San Francisco's roadway safety strategy, advancing a coordinated effort to design, operate, and manage streets and transportation systems that ensure the safety of all who travel within our city. We are committed to streets where everyone gets where they're going safely whether you walk, bike, drive, or ride transit. The Street Safety Initiative sets a renewed course: rooted in accountability and grounded in nationally accepted principles and practices. Together, we will advance toward a future where everyone can travel safely in San Francisco.

[Read the Mayor's Executive Order](#)

Street Safety Framework

The Street Safety Initiative builds upon San Francisco's longstanding leadership on roadway safety and the priorities established through Supervisor Myrna Melgar's [Street Safety Act](#). It adopts the Safe System Approach, a nationally recognized roadway safety model. The model is built on the premise that people will make mistakes, but that those mistakes should not result in serious injury or death. It acknowledges that death and serious injuries are unacceptable, people are physically vulnerable, safety is proactive, redundancy in the system is crucial, and that responsibility for street safety is shared.

Principles

- **Death/Serious Injury is Unacceptable** - A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
- **Humans Make Mistakes** - People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.
- **Humans Are Vulnerable** - People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.
- **Responsibility is Shared** - All stakeholders (transportation system users and managers, vehicle manufacturers, non-profit/advocacy, researchers and the general public) must ensure that crashes don't lead to fatal or serious injuries.

- **Safety is Proactive** - Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and react afterwards.
- **Redundancy is Crucial** - Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.

Pillars

The Safe System focuses on the interconnectedness of the following five layers of safety:

- **Safer People** - Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
- **Safer Vehicles** - Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- **Safer Speeds** - Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.
- **Safer Roads** - Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- **Post-Crash Care** - Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Actions

To advance safer streets for everyone, the Street Safety Initiative establishes 28 actions that bring city agencies together to improve street design, operations, enforcement, education, data, and accountability.

100-Day Actions

Action 1: Establish the **Street Safety Initiative Working Group**, led by the Mayor's Office and co-chaired by the San Francisco Municipal Transportation Agency, Department of Public Health, and the Police Department.

Outcome: The Mayor's Office established the Street Safety Initiative Working Group, with senior leaders from SFMTA, DPH, and SFPD meeting weekly to coordinate implementation of the Executive Directive.

Action 2: Identify **senior-level leads** to join the Street Safety Initiative Working Group across all relevant city agencies, including, but not limited to: the San Francisco Municipal Transportation Agency (SFMTA), Department of Public Health (DPH), Police Department (SFPD), Fire Department (SFFD), Public Works (PW), Public Utilities Commission (SFPUC), Planning Department (Planning), Recreation and Parks Department (RPD), Port, Office on Disability and Accessibility (ODA), San Francisco Airport (SFO), Office of Economic and Workforce Development (OEWD), Office of Small Business (OSB), Department of Emergency Management (DEM), and the Controller's Office (CON).

Outcome: Senior-level representatives from city departments and agencies have been identified and engaged to support coordinated street safety efforts across government.

Action 3: The Street Safety Working Group will meet regularly to **identify and coordinate department initiatives and metrics** that meet the goals of this directive.

Outcome: The Street Safety Initiative Working Group meets weekly to align agency priorities, coordinate implementation, and track progress toward shared safety goals.

Action 4: Confirm the 2025 High Injury Network and publish current crash data, emphasizing vulnerable groups.

Outcome: The City confirmed and published the 2024 High Injury Network and continues to update crash data and analysis with a focus on vulnerable road users. Please find the latest map [here](#).

Action 5: Review and update the **city's framework for identifying, categorizing, and reporting traffic-related serious injuries and fatalities** to support accurate trend analysis,

operational response, and performance accountability.

Outcome: The City is working to modernize how severe traffic injuries and fatalities are defined, tracked, and reported to improve accountability and decision-making. This action has expanded into a formal project with the Controller's Office City Performance Team that is underway. Please see action #15.

Action 6: Identify a focused list of priority **Quick-Build projects** that incorporate proven safety tools such as physical barriers, turn safety treatments, and other roadway safety features in areas where data shows they are necessary.

Outcome: The list of priority quick-build projects focuses on improving safety near schools, on the High Injury Network, and to support commercial revitalization. See the SFMTA's [blog on priority projects for more information](#).

Action 7: Identify and implement priority **daylighting locations**, continuing with the 2025 High Injury Network and other locations with vulnerable populations.

Outcome: As of May 2026, in compliance with California [Assembly Bill No. 413](#), the SFMTA has completed daylighting at 65% of citywide intersections, including the entire 2022 High-Injury Network, blocks within 600 ft around schools and all locations within District 5. Next up: locations near parks, libraries, senior and community centers and intersections on the 2024 High Injury Network.

Action 8: Continue to prioritize the deployment of **electronic enforcement tools**, including speed and red-light cameras, in accordance with current state law, and explore opportunities for state legislative support to expand this authority.

Outcome: San Francisco was the first city in California to roll out an Automated Speed Enforcement program; [speeding is down 79% at automatic speed camera locations](#). The [red light camera program](#) is expanding, with 6 in construction and on track to be completed in Summer 2026.

Action 9: Begin and maintain **monthly High Visibility Enforcement** (HVE) in priority locations, including High Injury Network (HIN) corridors.

Outcome: SFPD has implemented monthly High Visibility Enforcement operations focused on High Injury Network corridors and other locations with elevated safety concerns based on

local Station input.

Action 10: Continue to integrate traffic safety citations and crash injury data into **station-level reports**.

Outcome: SFPD is integrating traffic enforcement priorities and updates between Traffic Company and Station staff.

Action 11: Continue to ensure that any street changes result in **clear lane markings and signage** to reduce confusion and make behavior more predictable.

Outcome: The SFMTA continues to refresh faded lane markings and signage and is using quick-build projects to simplify complex intersections, helping reduce confusion and improve predictability for drivers, cyclists, and pedestrians.

Action 12: Continue to work with **state and federal officials and elected representatives** on street safety efforts outside of local authority.

Outcome: The Mayor's Office is actively tracking and engaging with state bills that interface with the goals of the Street Safety Initiative.

Action 13: Establish a process for sharing clear and concise updates on initiatives to residents, merchants and stakeholders.

Outcome: A new website hosts the Executive Directive and action updates. It will be updated periodically.

6-Month Actions

Action 14: Develop a plan for **promoting and enforcing safe e-device (electric scooters, bikes, etc.)** operations and parking.

Outcome: The City is forming an E-Mobility Working Group to support the benefits of e-bikes and stand-up power devices and address growing safety and accessibility concerns through coordinated safety campaigns, education, enforcement, regulatory gaps, infrastructure and

legislative support.

Action 15: In collaboration with the Controller's Office, draft a **Street Safety Initiative Dashboard** framework outlining metrics, data sources, and reporting cadence.

Outcome: The Controller's Office completed a citywide inventory and assessment of street safety data across agencies, identified gaps and opportunities under the Safe System Approach, and developed a draft framework for a Street Safety Dashboard using available data.

Action 16: Define a process to evaluate **safety infrastructure improvements when repaving** or conducting other street-level work and implement as funding permits.

Outcome: The SFMTA, SFPUC, and Public Works have established an improved coordination process so that street safety upgrades are systematically considered whenever streets are repaved or reconstructed, optimizing limited resources, reducing disruption from repeated construction, and delivering safety improvements more quickly and cost-effectively.

Action 17: Publish the joint **SFMTA and SFFD Street Design Review Manual** clarifying traffic-calming tools and design parameters across street types along with project review standards; revisit them annually.

Outcome: The [SFMTA and SFFD Street Design Review Manual](#) provides clear standards for traffic-calming measures, street design, and project review between the SFMTA and SFFD, which improves coordination between transportation and emergency response agencies, helps projects move more efficiently and predictably, and considers street safety goals in concert with reliable emergency access.

Action 18: Develop a process and prototypes to allow residents or community groups to **install protected murals or other infrastructure enhancements** to reinforce established daylight zones.

Outcome: On June 16, 2026, the [SFMTA introduced](#) a Community Corners Pilot Program to the SFMTA Board, which allows for community-led enhancements in existing daylighted spaces, adding both beautification and function to neighborhood streets.

Action 19: Continue to coordinate safe pedestrian and bicycle **detours during construction**.

Outcome: Multiple city agencies partner closely to make sure everyone has a safe and accessible path of travel as construction crews maintain and improve San Francisco's infrastructure. City partners establish standards, review traffic control plans, inspect work zones and enforce compliance. For details, see the Safe Paths of Travel section of the SFMTA's [Construction Regulations webpage](#).

Action 20: Develop and release a Traffic Enforcement Strategy Report identifying top crash-causing behaviors and corresponding enforcement focus.

Outcome: The San Francisco Police Department will implement the comprehensive [Traffic Enforcement Strategy](#) with the goal of creating safer roadways for drivers, pedestrians, and cyclists.

Action 21: Work with the San Francisco City Administrator to ensure consistent **vehicle driver training for city employees** and the installation of telematics that further the goals of this Executive Directive.

Outcome: The City Administrator's office is updating vehicle driver training for city employees and focusing on consistent telematics installation on city vehicles.

1-Year and Beyond Actions

Action 22: Release a **2025 High Injury Network draft plan** to enhance safety with tools such as providing separation, signal timing optimization, physical barriers, and additional deployment of turn and traffic calming tools.

 In progress.

Action 23: Release an updated **Residential Traffic Calming Program** that is data driven and agreed to by SFMTA, Public Works, and Fire Department.

 In progress.

Action 24: Continue to collect, analyze, and **publish data on crash fatalities and injuries**.

 In progress.

Action 25: Proactively **address high-stress corridors and intersections** with safety interventions, as identified by data, residents, and existing plans, such as the Biking and Rolling Plan.

 In progress.

Action 26: Amend the Better Streets Plan and related code to standardize street improvements across street types, align safety standards between agencies, and streamline project review.

 In progress.

Action 27: Update the annual **traffic enforcement plan** to effectively track and address the behaviors most likely to result in severe injury and death, including, but not limited to, speeding, recklessness, inattention, failure to yield, and intentional disregard of traffic control devices.

 Scheduled for 2027.

Action 28: Review and update **Street Safety Initiative** initiatives for the following 12+ months.

 Scheduled for 2027.

Data

Dashboards

[2024 High Injury Network Map](#)



The updated 2024 High Injury Network (HIN) map identifies San Francisco streets where the most severe and fatal traffic injuries occur.

[Traffic Fatality Notification Table](#)



The San Francisco Traffic Fatality Notification Table includes collision details based on preliminary SFPD investigations.

Open Datasets

[Traffic Crash Data](#)



San Francisco traffic crash data is publicly available on DataSF, the city's open data portal.

Partner agencies

[Office of the Mayor](#)

[Municipal Transportation Agency](#)

[Police Department](#)

[Department of Public Health](#)

[Fire Department](#)

[Public Works](#)

[Office of Economic and Workforce Development](#)

[Controller's Office](#)

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