November 16, 2026

The Honorable Mayor Daniel Lurie
City and County of San Francisco
1 Dr. Carlton B. Goodlett Place
Room 200
San Francisco, CA 94102

RE: Urging Action on the Street Safety Initiative and Commitments for Year Two

Dear Mayor Lurie,

We are grateful for your bold commitment to taking a preventative, data-driven, and interagency approach to traffic safety through your Street Safety Initiative, yet the City has made little progress in the past year.

We see your Street Safety Initiative as a crucial blueprint for the City to accelerate progress in ending severe and fatal traffic crashes, which remain far too frequent on our streets. This year has included the death of a two-year-old child, who was hit and killed in a crosswalk. Seniors continue to be at extremely high risk, representing over 70% of traffic deaths in 2025 and 30% so far in 2026.

City data shows that traffic crashes are increasingly likely to result in severe injuries, reflecting the dangerous combination of drivers speeding and increased size and weight of vehicles. The threat we face daily is real, and affects all San Franciscans and visitors. The people most at risk on our streets continue to be those *outside* of the vehicle. In 2026 so far, 70% of traffic crash victims have been pedestrians, while another 20% died while biking or rolling.

The Street Safety Initiative includes many important actions to make San Francisco's streets significantly safer. **We urge you to hold agencies accountable to implementing actions they are responsible for, with clear and ambitious timelines and measurable outcomes that are reported regularly to the public.**

We are requesting more transparency and accountability on how and when Year 1 commitments are being completed. As the one-year anniversary of the Street Safety Initiative approaches, the status of many of the SSI's actions is unknown to the public. Transparency is crucial not only for holding agencies accountable, but also for the City to begin evaluating progress and determining what is needed next.

Looking toward Year 2 of the Street Safety Initiative, our coalition offers the following recommended priority actions:

Embrace automated enforcement: pursue new state legislation immediately to expand San Francisco's speed safety camera program, plus expand and modernize San Francisco's red light camera program.

We deeply appreciate what a champion of San Francisco's groundbreaking speed camera program you have been. The speed camera program has proven highly effective in changing driver behavior. But the current state law allowing San Francisco to pilot speed cameras limits the number of locations to just 33 – a far cry from what's needed given how rampant speeding is citywide. Speeding is the #1 cause of severe and fatal crashes in San Francisco year after year. We urge you to make this a legislative priority for the City in the upcoming session.

Running red lights is also a highly dangerous driver behavior, and is

increasingly common. San Francisco has 13 red light camera locations, with 6 more coming online this month after five years of delay due to bureaucratic barriers. Meanwhile, New York City has activated 600 red light cameras. By June 30, 2027, the City should develop a plan to expand the red light camera program to meet the need, based on transitioning to the more equitable and efficient approach authorized by SB 720.

Complete comprehensive safety improvements on streets with the highest crash rates and risk for the most vulnerable – people walking, on bikes and using e-mobility devices – based on the latest High Injury Network data.

In a city constrained by limited resources, using data to make informed decisions should be paramount. In reviewing the 2024 High Injury Network methodology report, there are findings that demand immediate attention. The report identifies 8.8 miles of street where over 40 people were killed or severely injured (KSIs) per mile between 2020 and 2024, yet it does not name those specific segments. The Department of Public Health should immediately provide the list of these most dangerous streets to the SFMTA, so that the SFMTA can implement changes that make significant, measurable safety improvements on these 8.8 miles by December 31, 2027, and on all miles with 30+ KSIs per mile by December 31, 2029. The City needs a comprehensive plan for these dangerous streets, which might require going above and beyond the low-cost Quick Build toolkit.

Departments like the SFMTA and SFPD need the City's next High Injury Report, as well as interim reports on crash trends and severe injury reports, to do their jobs. These reports need to be delivered at the frequency and level of detail needed to shape City priorities.

Accelerate completion of the Biking and Rolling Plan's northstar network by prioritizing projects that close gaps in critical crosstown routes and connect schools to the network.

The city adopted the Biking and Rolling Plan in March 2025. Since then, only a handful of new corridor-level projects have been brought forward for approval by the SFMTA Board.

Biking and rolling trips in San Francisco have increased by 36% since 2025, with Lyft Bike reporting over four million trips between January and September of this year. With the rising popularity of e-bikes, scooters, and other two-wheeled transportation options, building out a network of protected bike lanes and slow streets that provide a safe space to ride is an even more urgent priority.

This infrastructure also reduces crashes for road users of all kinds, making streets safer for drivers, pedestrians, and everyone else on the road. For example, installation of the Fell St parking protected bike lane during the pandemic resulted in 40% reductions in injury crashes for all road users. Furthermore, it is one of the most effective ways to reduce sidewalk riding and conflict between pedestrians and other road users. The Embarcadero protected bike lane reduced sidewalk riding by 70%, and most people who ride scooters and bikes on the sidewalk report doing so because they feel unsafe in the roadway.

SFMTA should rapidly accelerate implementation of corridor-length Quick Build improvements that include safe bicycle facilities to meet or exceed 6.5 miles per year of all-ages-and-abilities bicycle facilities–the average miles completed between 2017 and 2025–installed annually by December 31, 2027, to rapidly connect the northstar network.

SFMTA should also take steps to enable its new Safe School Connections program to succeed in its stated goal of connecting all 249 SF schools to the City's all-ages-and-abilities bike network within the next 10 years; such steps should include identifying dedicated funding sources and increasing the number of School Walk Audits from 10 per year to at least 15 per year by the 2027-2028 school year.

Mayor Lurie, we know you believe that traffic safety is part of public safety. More than that, safe streets for people walking, biking, and scooting will make San Francisco stronger. A strong San Francisco is one where people get around their neighborhood, support their local businesses, and take part in their community — and are safe doing so.

We are looking to you to hold City agencies to deliver on what you've already committed to in Year 1 of your Street Safety Initiative, and to move into Year 2 with strong, specific, measurable actions that will move the needle in ending severe and fatal traffic crashes. Our thousands of members, supporters, and constituents watch your actions closely and demand strong leadership towards these goals.

In partnership for safe streets,

Jodie Medeiros, Executive Director
Walk San Francisco

Christopher White, Executive Director
San Francisco Bicycle Coalition

Robin Pam, San Francisco Director
Streets For All

Luke Spray, Executive Director
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Laura Tolkoff, Transportation Policy Director
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Daruin Ow-Wing, Executive Director
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Laura Padilla, Executive Director
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Michelle Wong, Community Organizer
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John Hee, Chair
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Yann Kaiser, Board Director, Street Safety
and Bettina Cohen, President
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Kate Robinson, CEO
Tenderloin Community Benefit District

Rudy Corpuz, Jr., Founder and Executive Director
United Playaz

Matt Biggar, Board Member
Eureka Valley Neighborhood Association

Donovan Lacy, Chair, Livable Streets Committee
Potrero Boosters Neighborhood Association

Donovan Lacy, Vice President
Dogpatch Neighborhood Association

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