

"I live in the Castro and work in mid-Market; basically every day it's a battle to survive just crossing the street (and no, I don't jaywalk). It feels like drivers have become so much more reckless. How will you make our streets safe?"

London Breed

San Francisco has road and transit infrastructure that no longer meet our needs or match our values. Streets were redesigned in the middle part of the last century to prioritize cars at the expense of pedestrians and bicyclists. We are living with those decisions of the past today, but we are working aggressively to re-prioritize safety for all road users in neighborhoods across the city, including the Castro. Our streets need a physical modernization which takes time, resources and political will.

As Mayor, I have provided the resources and extended political will as we have taken aggressive steps to make our streets safer for all users. Speeding is the leading cause of serious and fatal crashes in San Francisco and a trend that is increasing across the United States. To make our streets safer, I sponsored state legislation to authorize San Francisco to install Speed Safety cameras along our most dangerous corridors. I also made sure that San Francisco was the first city to lower our own speed limits after another state law I supported authorized us to do so. We have led the state in implementing lower speed limits citywide, including lowering limits to 20 mph on 44 miles of streets on 62 corridors. We have plans to lower speeds along 17 additional corridors within the next twelve months. In 2019, I worked with SFMTA to speed up street safety projects, creating the Quick-Build Program, which allows us to reconfigure streets and intersections quickly and iteratively without having to spend large amounts of resources to pour new concrete.

We've built 41 miles of protected bike lanes, 32 miles of Slow Streets, and seven miles of car-free streets, including the JFK Promenade. Under my leadership, our police department is on track to be fully staffed in two and a half years. This will help us ensure that SFPD follows through on its 2024 Traffic Enforcement Plan to increase traffic enforcement citywide. I have also directed the SFMTA to increase their parking enforcement to prioritize safety-related violations, such as parking on the sidewalk, in bike lanes, and crosswalks. I directed SFMTA to bring forward a No Turn on Red plan to ensure that pedestrians, not cars, are prioritized across our city. All of this is to say that I care deeply about street safety, and have a record to show for it. But we have so much more work to do, and this will continue to be a priority for my administration.

Daniel Lurie

Instead of pitting bicyclists and pedestrians against drivers, my administration will develop a comprehensive plan that addresses all of our needs and apply safety fixes throughout the city. The high-injury networks are concentrated downtown, but neighborhoods must be safe for our kids, too.

As I've done throughout my career, we will look to evidence and metrics and invest in proven ideas. On road safety, evidence points to two solutions: 1) Infrastructure and 2) Automated Enforcement. We know from other countries what type of infrastructure works, including prioritized transit corridors, connected networks of truly protected bike lanes, and safer spaces for walking. Instead of posting plastic sticks, we'll do things right and install concrete and strong Bollards.

Public transit is an integral part of the solution. Transit must be fast, reliable and safe. Everyone who takes public transportation should feel safe riding. In addition to staffing up our law enforcement, we must employ a comprehensive plan for automated enforcement, such as speed and red light cameras.

Aaron Peskin

In addition to building out safer streets and sidewalks, we need to focus on holding reckless drivers and reckless autonomous vehicles accountable, which is why I've fought for years with State allies to get Automated Speed Enforcement here in SF, which is now being installed. We also need to staff up SFPD Company K enforcement (motorcycles). In 2015, for example, SFPD issued 7,500 tickets for violating pedestrian right-of-way. They wrote only 72 of these citations in 2023. We need to ensure that anyone who breaks traffic laws – drivers, bicyclists and pedestrians – face consequences.

Mark Farrell

I believe we can balance providing more safety infrastructure and projects that promote walking, biking, and public transit while not making it impossible to drive and park in San Francisco.

Unfortunately, ideology, not pragmatism, has been driving decision-making at the SFMTA on Mayor Breed's watch. I believe we need new leadership that better balances safety, convenience, and legitimate neighborhood and merchant concerns.

I support expanding protected bike lanes across San Francisco on the streets that can support it, and immediately installing bollards at intersections where vulnerable road users frequent like schools, parks, and hospitals.