



**Thank you for reaching out to the SFMTA. Your ongoing advocacy for increased bicyclist safety is needed and your voice is being heard.**

As you know, an anonymous group called the SFMTrA has been installing their own cones and safe hit posts at various locations across the city. We understand that San Franciscans are passionate about safety. We are too.

In the vast majority of cases, we have been obligated to remove these posts, and we know that has been upsetting to some people. We have no choice but to remove them to comply with transportation laws and avoid hazards for various types of traffic.

It's also important to remember that the street changes cities implement must generally be approved by a licensed engineer and be consistent with state and federal engineering design guidelines to fall under a legal protection known as "design immunity." The risk of installing non-approved street designs, whether or not they're considered safe informally, is that the city may be opened up to lawsuits - the costs of which divert funds from the safety improvements we're trying to make.

In an ideal world, making effective and lasting safety improvements on our streets would be as simple as planting plastic posts along every bike lane. But the transformation of our streets into friendlier places for walking and biking requires a heavier lift and more careful design consideration, outreach, and coordination than may be apparent.

We know that large-scale streetscape projects can take time, and we don't think safety can wait. For example, while the Second Street Streetscape Project will be starting construction in 2017, we went out in March to increase safety quickly, installing a vehicle lane reduction, bike lanes, painted safety zones, turn restrictions, high visibility crosswalks, and turn pockets. We also made similar near-term safety improvements quickly on Polk Street so that we didn't have to wait for the larger Polk Streetscape Project to break ground.

We're implementing quick and effective safety projects on San Francisco's streets, using crash data to target our investments. In just one year, the SFMTA has made hundreds of intersections safer, acting quickly to install: red visibility curbs at 80 intersections; painted safety zones at 40 intersections; high visibility crosswalks at 200 intersections; pedestrian headstart signals at 60 intersections; advanced yield lines at 35 intersections, and more.

In 2010, San Francisco had zero miles of protected bike lanes and buffered bike lanes in San Francisco. Since then, the SFMTA has installed 27 miles of bike lanes that are either protected from traffic by things like parked cars or curbs, or have a space buffer between them and vehicles so people on bikes are safer. In total, we've grown the city's bike network to span 434 miles. That's part of the reason why [Bicycling Magazine](#) recently ranked San Francisco as the second most bike-friendly city in the nation.

We know there's more work to be done though. That's why we have dedicated engineers and planners who are committed to improving the streets of San Francisco for people walking and biking.

Here's a snapshot of some major safety improvements on the way in the coming months:

- On the south end of Valencia Street, [SF's first raised, parking-protected bike lane](#) will be finished in November (though it's ready to ride now).
- At Ninth and Division streets, the city's first [protected intersection](#) is under construction and expected to be ready by the year's end.
- On Mansell Street in McClaren Park, a [physically protected bikeway and walkway](#) is expected to be finished by the end of the year.
- On [San Jose Avenue](#), protective concrete barriers are coming to both buffered bike lanes.
- Parking-protected bike lanes [proposed on 7th and 8th streets](#) in SoMa are expected to go up for approval by the SFMTA Board of Directors in November and we would start construction in the winter.
- We've launched an effort to create [safer, calmer traffic in Golden Gate Park](#), which will include safety improvements on Crossover Drive and near-term speed humps, per Mayor Ed Lee's executive directive.

We're working every day to transform San Francisco's streets for the better with a number of [major street overhauls](#) and [Vision Zero efforts](#) underway now and next year.

With more street safety improvements being constructed and planned every day, our advocates play an important role and your voice matters too. We look forward to working with you and our communities to building safer streets and increasing community support for the transformative projects that will improve transportation options for everyone in San Francisco.

Sincerely,



**Edward D. Reiskin**  
**Director of Transportation**



