VISION ZERO SF

Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

VISION ZERO PROGRAM UPDATE 2023 QUARTER #3

MTAB | October 3, 2023

Uyen Ngo, SFMTA Vision Zero Program Manager

OVERVIEW

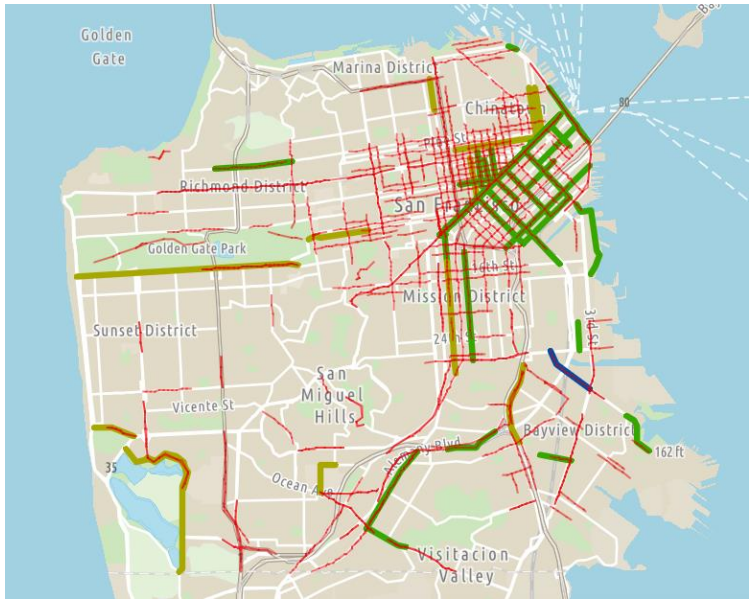
Quick-Build Corridor Projects

Quick-Build Toolkit Project

Multiple Turn Lanes

AB645: Speed Safety Cameras

QUICK-BUILD PROGRAM



- **32 corridor projects** completed since 2019
- **50 miles** of traffic safety improvements for people walking and biking

QUICK-BUILD CORRIDOR PROJECTS

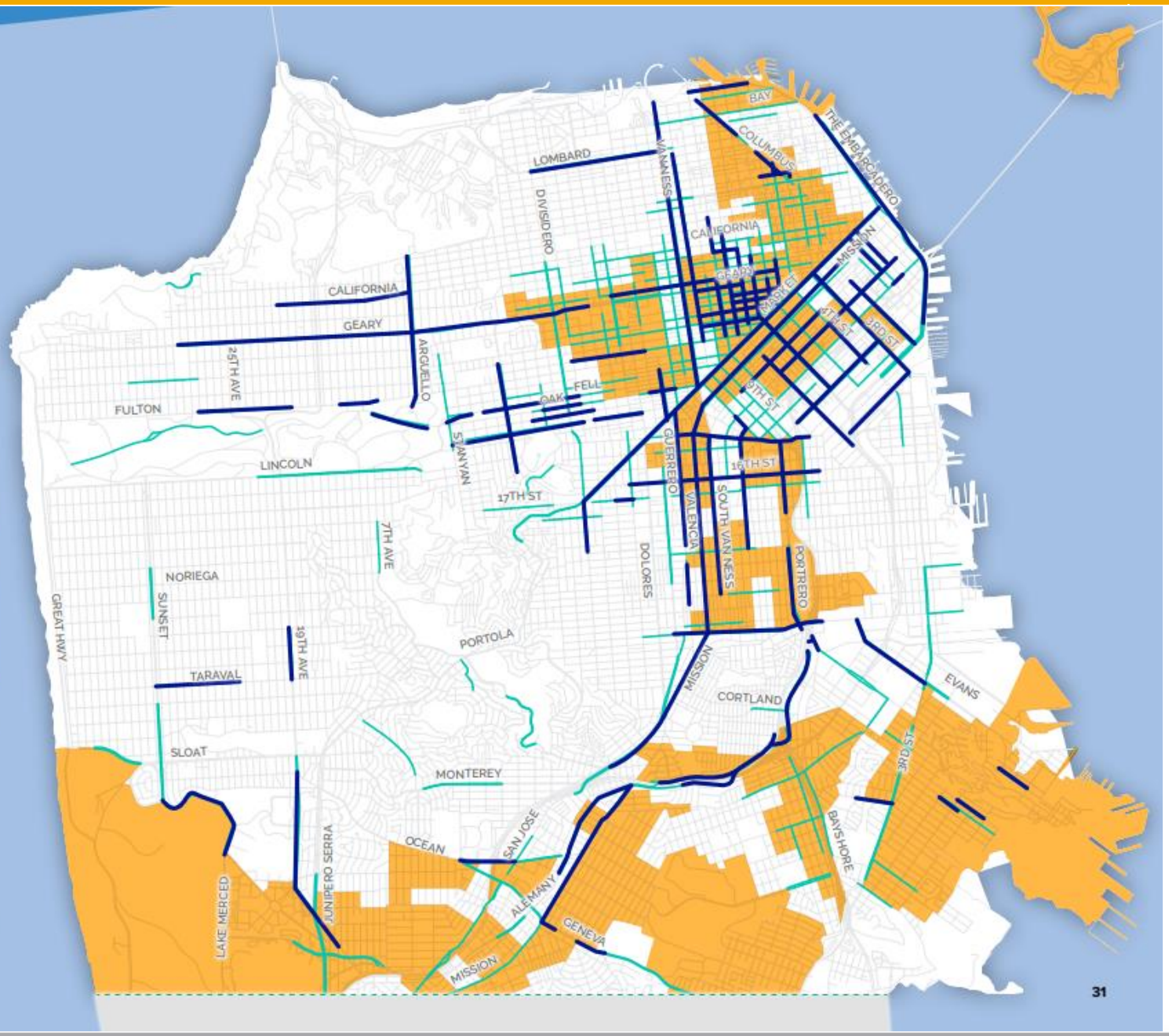
#	PROJECT	PLANNING/DESIGN PHASE	CONSTRUCTION PHASE	CURRENT STATUS
1	**Valencia St.**	Mar 2022 – Apr 2023	Apr 2023 – Aug 2023	COMPLETE
2	**Bayshore Blvd.**	Oct 2021 – Mar 2023	Aug 2023 – Sep 2023	COMPLETE
3	**Lake Merced Blvd.**	Jul 2021 – Jan 2023	Sep 2023 – Winter 2023	Construction in progress
4	**Lincoln Way**	Sep 2022 – May 2023	January 2024	Preparing for construction
5	**Sloat Blvd.**	Sep 2022 – Jul 2023	Winter 2023/Spring 2024	Preparing for construction
6	**Guerrero St.**	Jul 2023 – Sep 2023	Summer 2024	Preparing for construction
7	**17th St.**	May 2022 – Fall 2024	Winter 2023/Spring 2024	Preparing for legislation
8	**Frida Kahlo Way**	Jan 2023 – Fall 2023	Winter 2023/Spring 2024	Preparing for legislation
9	**Hyde St.**	Sep 2022 – Fall 2023	Fall 2023	Preparing for legislation
10	**Oak St.**	Aug 2023 – Spring 2024	Summer 2024	Planning/design in progress
11	**Sutter St.**	Aug 2023 – Spring 2024	Fall 2024	Planning/design in progress
12	**3rd/Townsend St.**	Aug 2023 – Spring 2024	Fall 2024	Planning/design in progress
13	**Beach St.**	October 2023 – Summer 2024	Mid 2024	Planning/design in progress
14	**Clarendon Ave.**	Sept 2023 – Spring 2024	Following paving in 2024	Planning/design in progress
15	**Alemany Blvd.**	TBD	Late 2024	Preparing for planning/design
16	**Cesar Chavez St.**	TBD	Late 2024	Preparing for planning/design
17	**Larkin St.**	Early 2024 – Fall 2024	Late 2024	Preparing for planning/design

Applying the Quick-Build Toolkit to the High Injury Network

Since 2014, approximately 80 miles of corridor-level improvements have been completed or are in planning or construction. The City has approximately 80 miles remaining on the High Injury Network that need to be updated with safety improvements. This strategy commits the City to making these core safety improvements using the Quick-Build toolkit—which can include tools such as continental crosswalks, painted safety zones, daylighting, traffic signal retiming, and protected bike lanes.

SF is committed to applying the Quick-Build toolkit to the High Injury Network

- 80 MILES OF CORRIDOR-LEVEL IMPROVEMENTS COMPLETED OR ARE IN PLANNING OR CONSTRUCTION
- 80 MILES OF HIGH INJURY NETWORK REMAINING TO BE UPDATED WITH SAFETY IMPROVEMENTS
- COMMUNITIES OF CONCERN



PRE-PLANNING STUDY

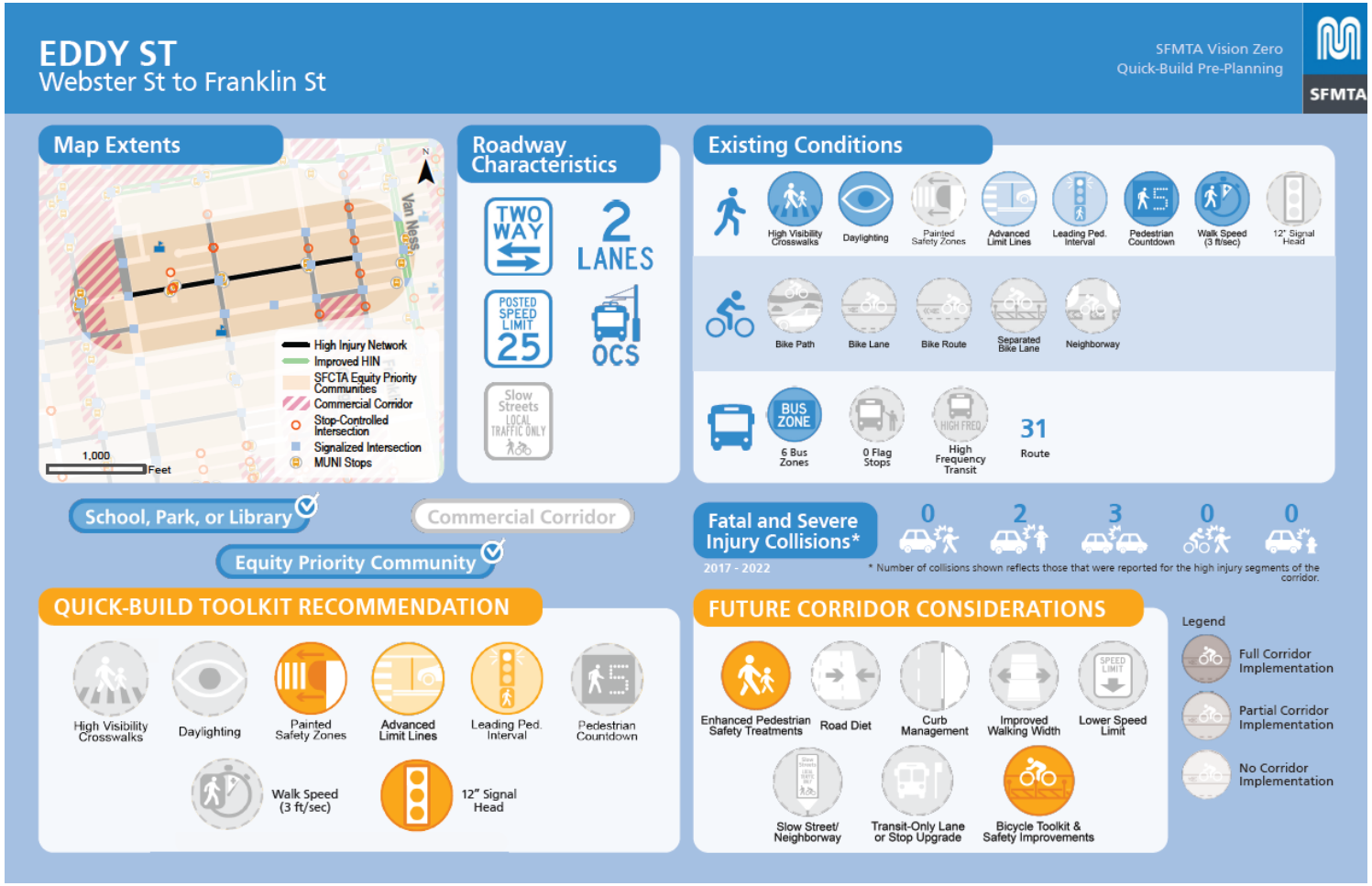
Vision Zero Quick-Build Pre-Planning Study

Prepared for:
SFMTA

06/28/2023

SF22-1231.11

FEHR & PEERS

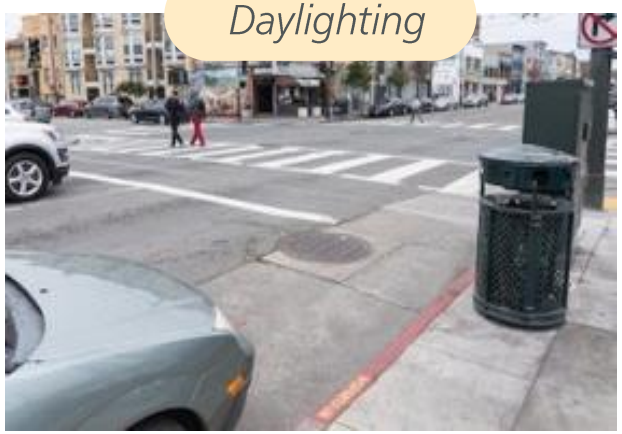


QUICK-BUILD TOOLKIT ON THE REMAINING HIGH INJURY NETWORK

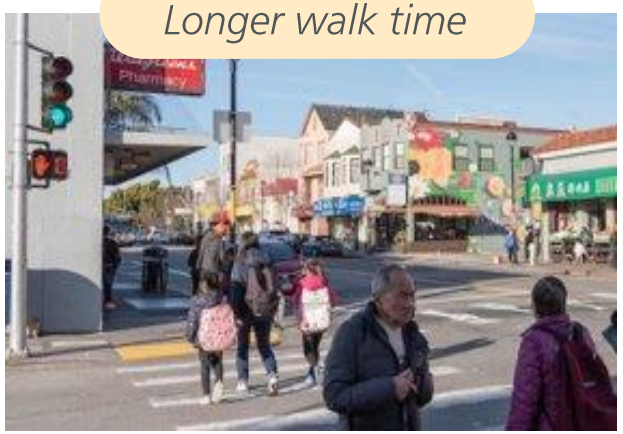
Crosswalk upgrade

Pedestrian head start

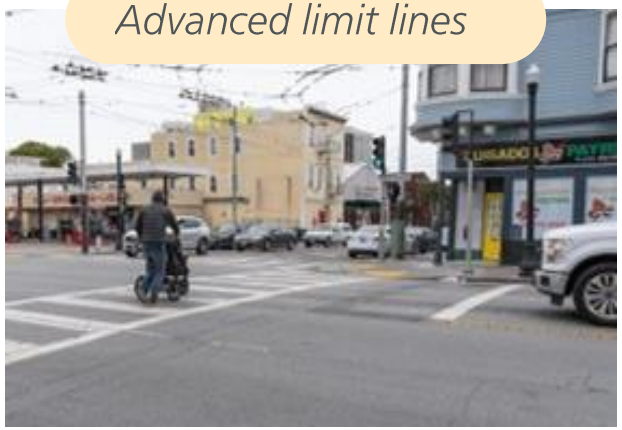
Daylighting



Longer walk time



Advanced limit lines

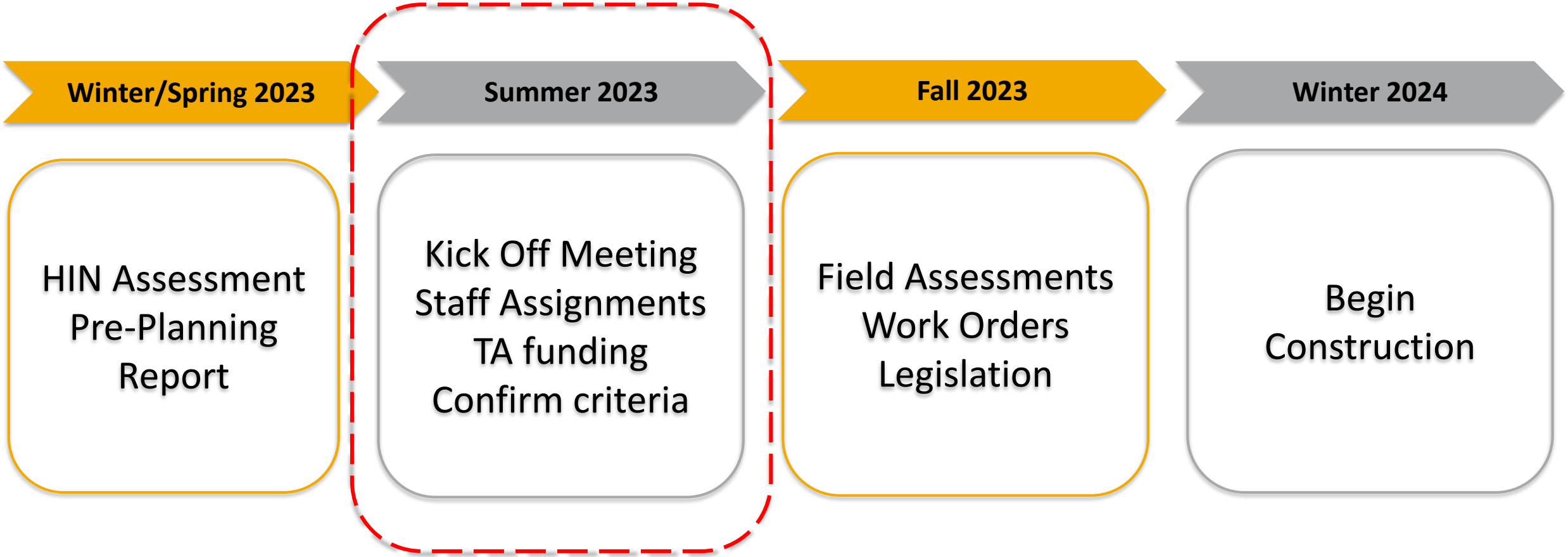


Signal lens upgrade

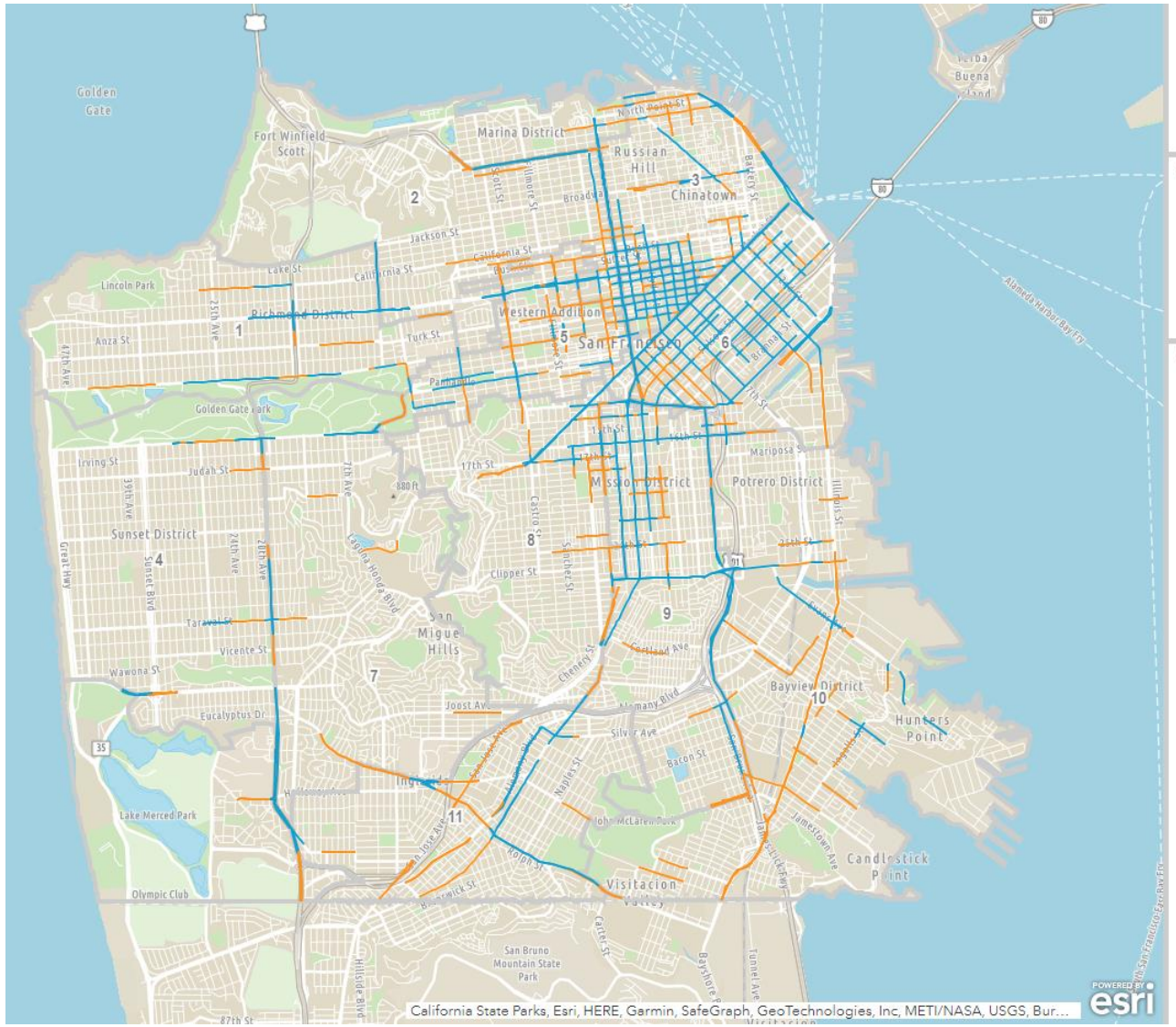
Painted safety zones

Turn calming

PROJECT TIMELINE



PUBLIC DASHBOARD



Complete HIN Mileage

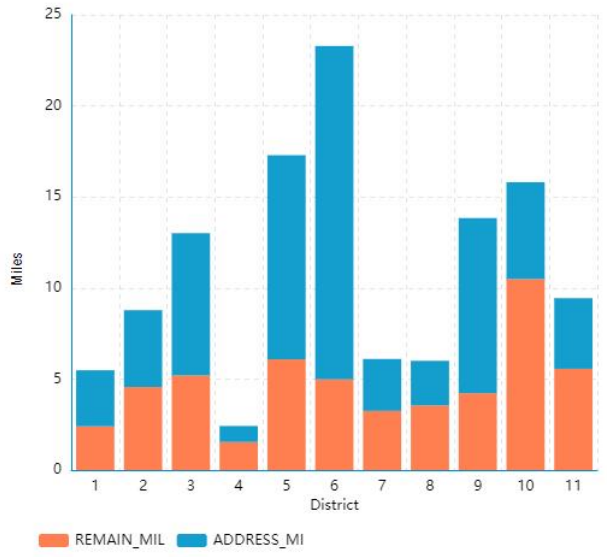
121

Remaining Mileage Addressed HIN

Remaining Citywide HIN

51.68

HIN Miles by District



SAFE STREETS DASHBOARD

Vision Zero Safe Streets Progress

Cumulative numbers to date. Hover over the numbers to learn more.

25 Quick-Build Projects Installed

97 Miles of Improvements on the High Injury Network *(annually)*

45 Twenty Miles per Hour Corridors

560 Traffic Calming Devices

23 Miles of Protected Bikeways

24 Legislated Slow Streets

1,983 High-Visibility Crosswalks

1,994 Daylighting Installed

105 Intersections with No Turn On Red Signs

35 Intersections with Turn Calming

796 Walk Speed 3.0 on the High Injury Network

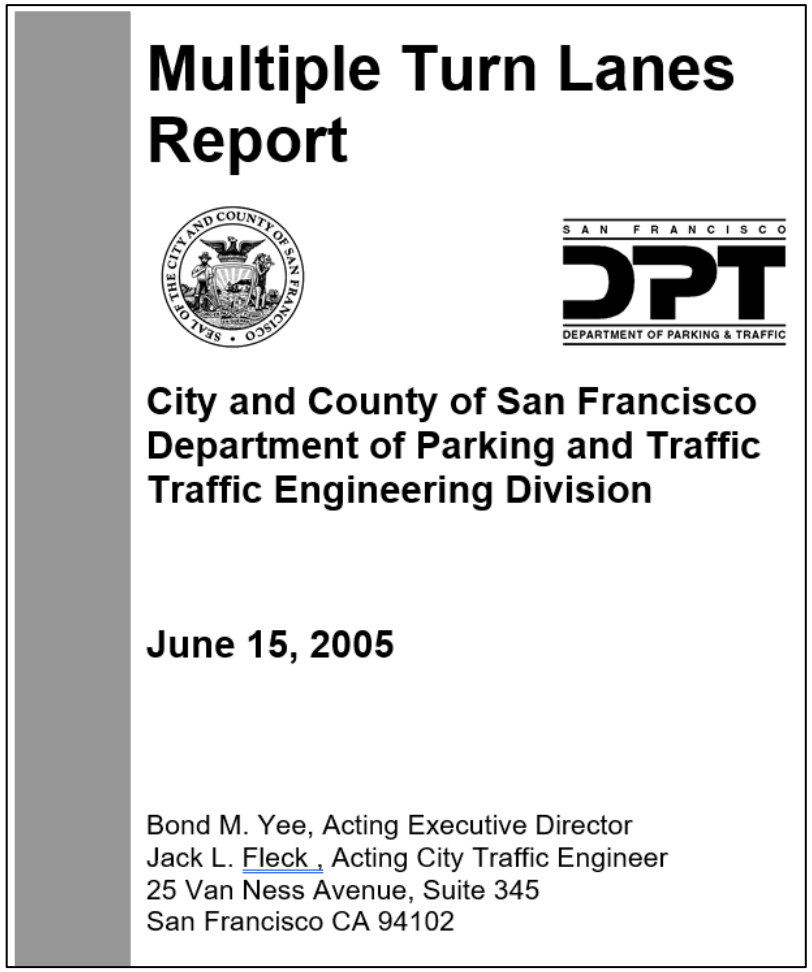
560 Leading Pedestrian Intervals on the High Injury Network

181 Accessible Pedestrian Signals on the High Injury Network

73 Pedestrian Countdown Signals on the High Injury Network

18 Red Light Cameras Installed

MULTIPLE TURN LANES



- Report prepared in 2005 that set a policy of mitigating or removing multiple turns if these overlapped with a concurrent pedestrian crossing
- Report identified over 80 intersections with multiple turn lanes and a concurrent pedestrian movement
- Actions taken since then have included turning dual turn lanes into single turn lanes, or traffic signal separation of vehicle turns and pedestrians

REMAINING 15 MULTIPLE TURN LANES UNDER STUDY

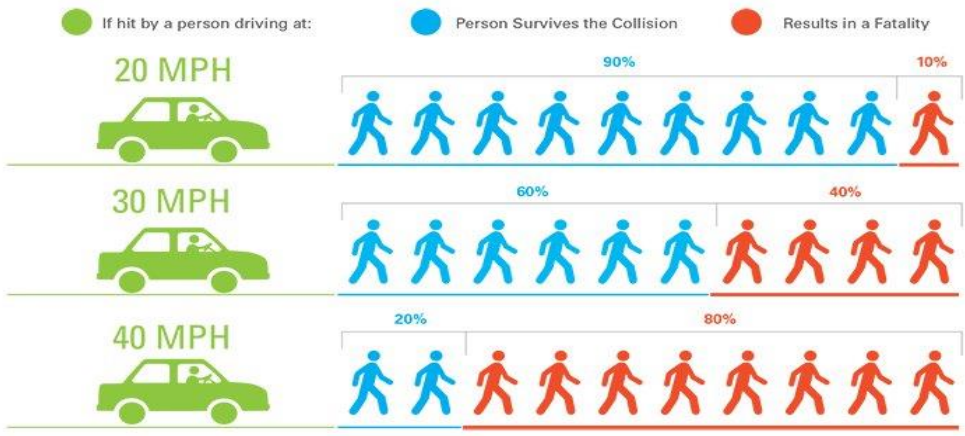
ON STREET	CROSS STREET	DIRECTION	TURN TYPE
Clay Street	Davis Street	eastbound	right
Eucalyptus Drive	Nineteenth Avenue	eastbound	left
Front Street	Pine Street	northbound	left
Lincoln Way	Great Highway	westbound	left
Masonic Avenue	Fell Street	southbound	right
Montgomery Street	Clay Street	southbound	left
Eureka Street	Market Street	southbound	left
Fourteenth Street	Folsom Street	eastbound	left
Fremont Street	Howard Street	northbound	left
Martin Luther King	Cross Over Drive	eastbound	left
South Van Ness	Cesar Chavez Street	southbound	left
Third Street	Howard Street	northbound	left
Winston Drive	Nineteenth Avenue	eastbound	left
Harrison Street	Tenth Street	westbound	left
Hayes Street	Franklin Street	westbound	right

ASSEMBLY BILL 645

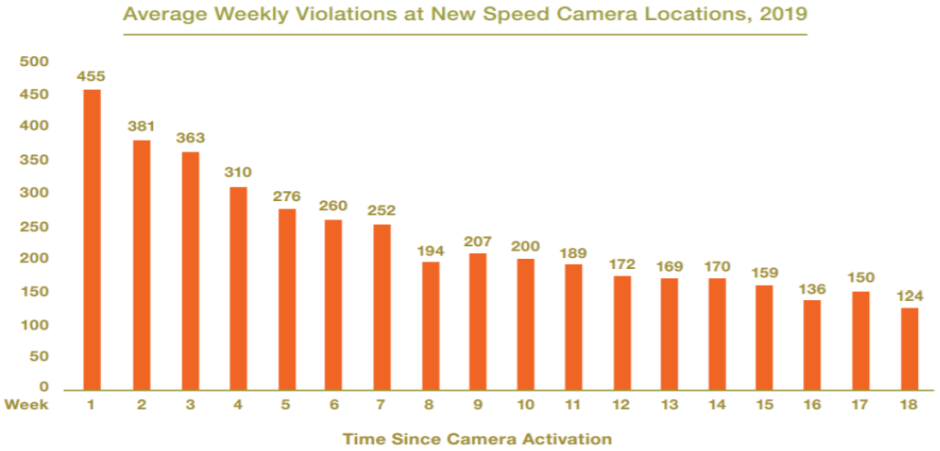
- Authorizes local departments of transportation of six cities to establish a speed safety program– **not police departments**
- Establishes a **5-year pilot** through January 1, 2032
- Driver must be **traveling at least 11 MPH over the speed limit** to receive a citation
- The number of cameras is limited based on the city's population: **San Francisco gets 33 cameras**

WHY SPEED SAFETY CAMERAS?

Slowing down vehicles saves lives.



Introducing monetary fines is an effective tool to change behavior.



Source: New York City Department of Transportation

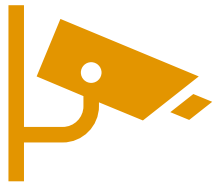
SPEED SAFETY CAMERA PROCESS

System Planning
Now – Early 2024

- Speed Safety System Use Policy (BOS)
- Location Screening & Identification
- Pre-Camera Data Collection

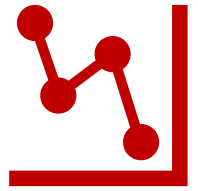
System Design
2024

- Speed Safety System Impact Report (BOS)
- RFP Process for Equipment & Processing
- Installation of Traffic Signs



Implementation
2025

- 30-Day Public Education Campaign
- 33 Cameras Deployed
- 60-Day Warning Period



Evaluation
2026 - 2031

- Data Collection and Evaluation
- 18-Month Assessment
- Final Report to Legislature

SYSTEM PLANNING WORK – STARTING NOW

Establish Outreach

- Identify advisory group to provide input, with focus on equity and regular reporting
- With input from advisory group, draft Speed Safety System Use Policy

Scope the Program

- Conduct interviews with other cities to learn about their processes (fixed v mobile, estimated number of citations, cap/op costs)
- Identify potential vendors and conduct initial outreach regarding costs

Identify Locations

- Collect relevant data on high-speed corridors on HIN
- Gather data regarding socioeconomic characteristics
- Screen potential locations to ensure broad range of representative communities
- Review locations with advisory group

WHERE ARE THE 33 CAMERAS GOING?

State Law Specification	San Francisco's Response
Cameras to be located on a high-injury street, a school zone, or a street with documented speeding	All cameras will be located **on the high-injury network**, where vehicle speeding is a known issue
Cameras cannot be located on state highways, freeways, or expressways	All cameras will be located **on city streets**
Cameras should be located in areas that are "geographically and socioeconomically diverse"	The goal is for **at least 2 cameras per supervisory district**, and locations will reflect the full **diversity of socioeconomic backgrounds** in the city
All locations of speed cameras must be identified on "the municipality's internet website"	The SFMTA website at **www.sfmta.com/speedcameras** will be kept consistently updated with the locations of the 33 cameras and their status

WHAT COULD CAMERAS LOOK LIKE?

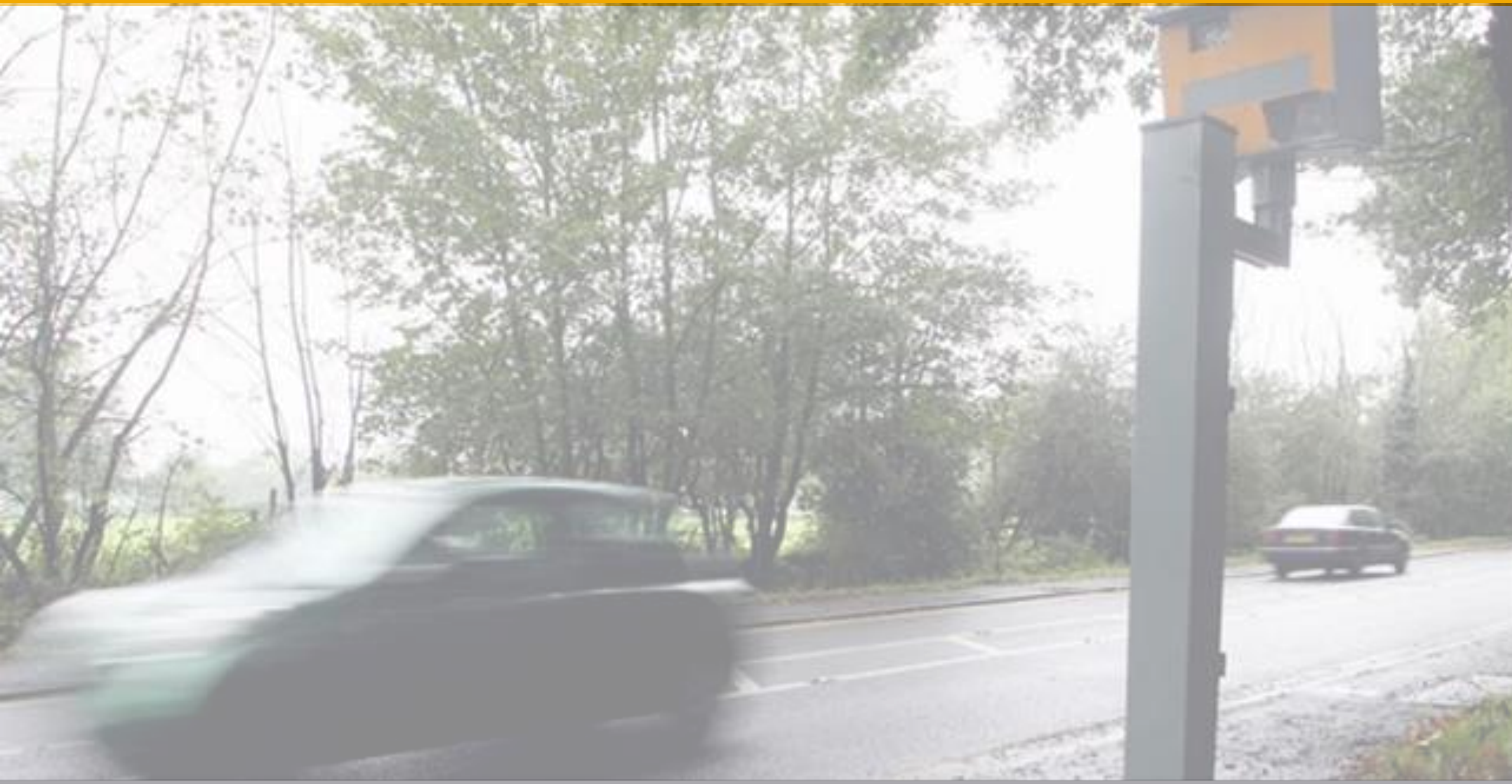
Portland, OR

Denver, CO


New York, NY


Jenoptik Trailer System


Vitronic Trailer System



THANK YOU