

QUARTER 2 UPDATE

MTA Board of Directors Vision Zero Committee

June 11, 2024

ITEM 6

TRAFFIC ENFORCEMENT PLANS

Commander Nicole Jones, SFPD, Traffic/MTA Division

2024 SFPD TRAFFIC ENFORCEMENT PLAN

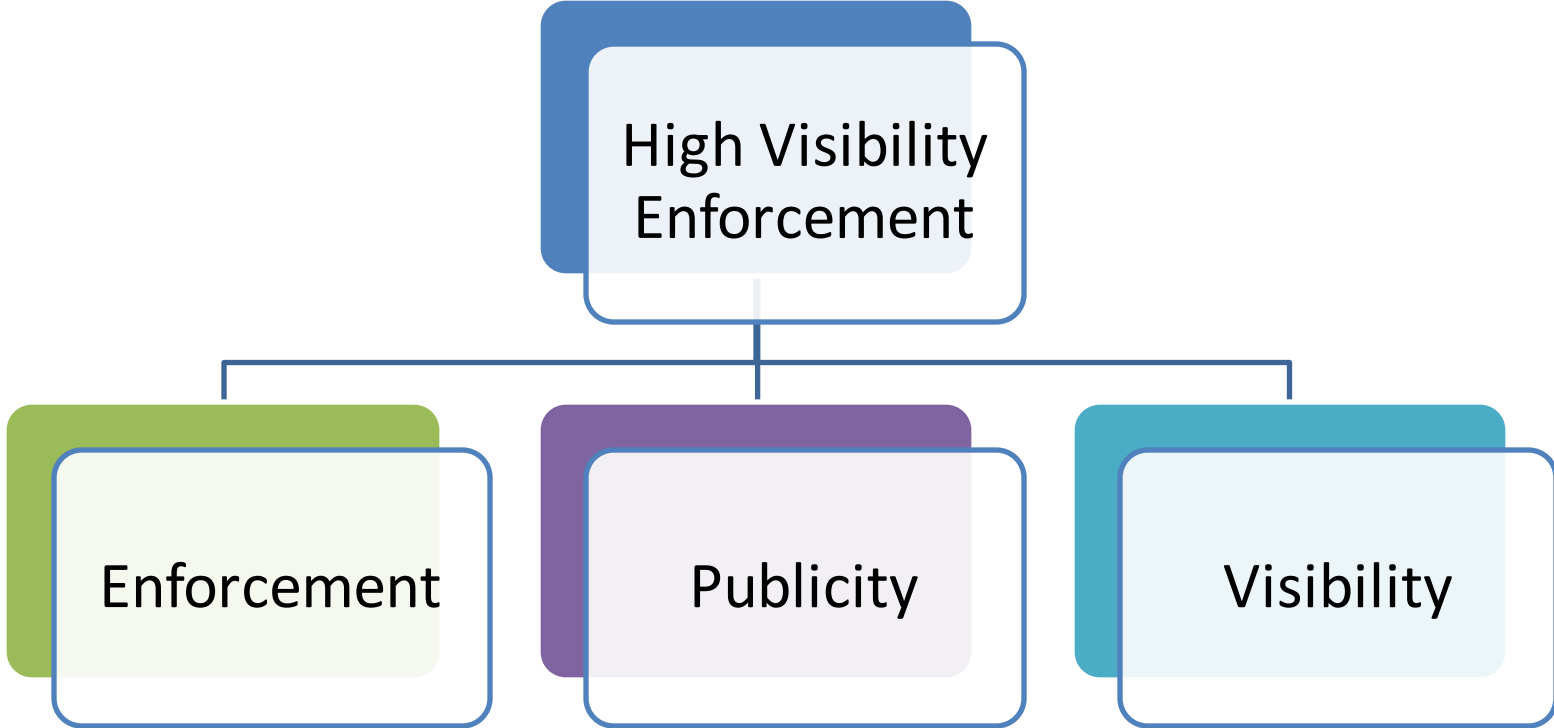


CITY & COUNTY OF SAN FRANCISCO

**Police Department
Traffic Division**

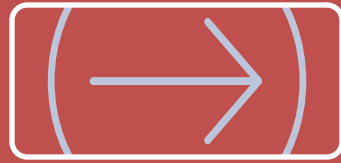
OBJECTIVE

Increase traffic enforcement to improve road and sidewalk safety and reduce traffic crashes and violations in San Francisco.



STRATEGY

ENFORCEMENT



DIRECTED ENFORCEMENT



WAVES



SATURATION PATROL

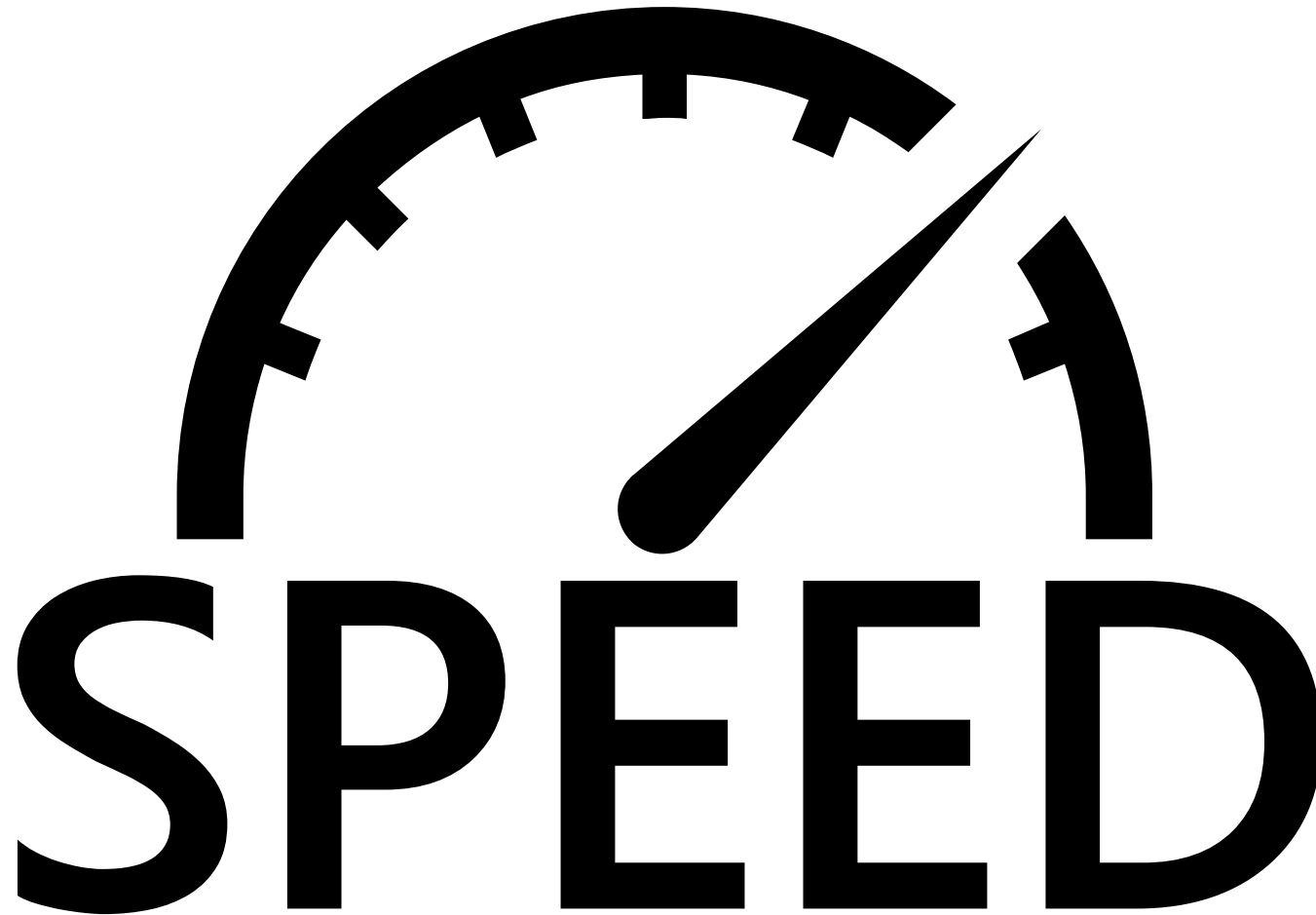


INTEGRATED ENFORCEMENT



EDUCATION

2024 ENFORCEMENT FOCUS



PUBLICITY



MESSAGING

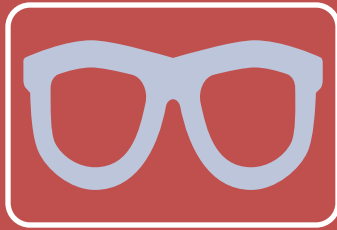
- Sustained Enforcement Messages (Monthly)
- Increased Enforcement Messages (As Needed)



TYPES OF MEDIA

- Social Media – Traffic Company & SFPD
- News Media
- Press Releases

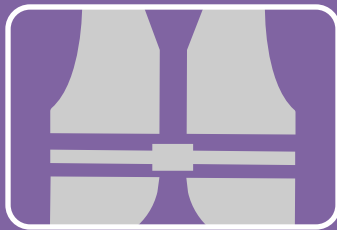
VISIBILITY



HIGHLY VISIBLE ENFORCEMENT



**TRAFFIC TRAILERS &
ELECTRONIC MESSAGE BOARDS**



SPECIALLY MARKED VESTS

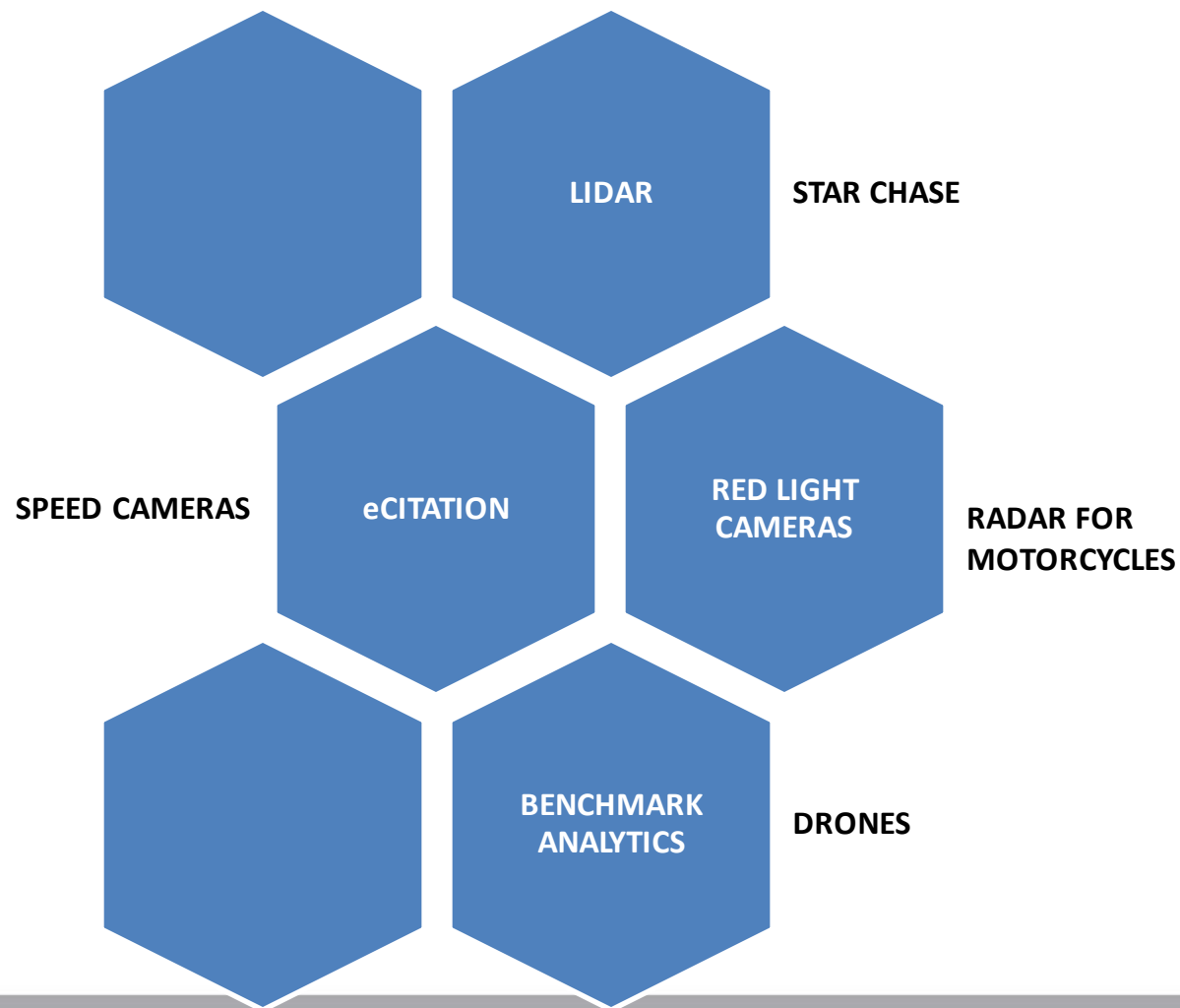
TRAINING & PROFESSIONAL DEVELOPMENT

RADAR AND LIDAR TRAINING

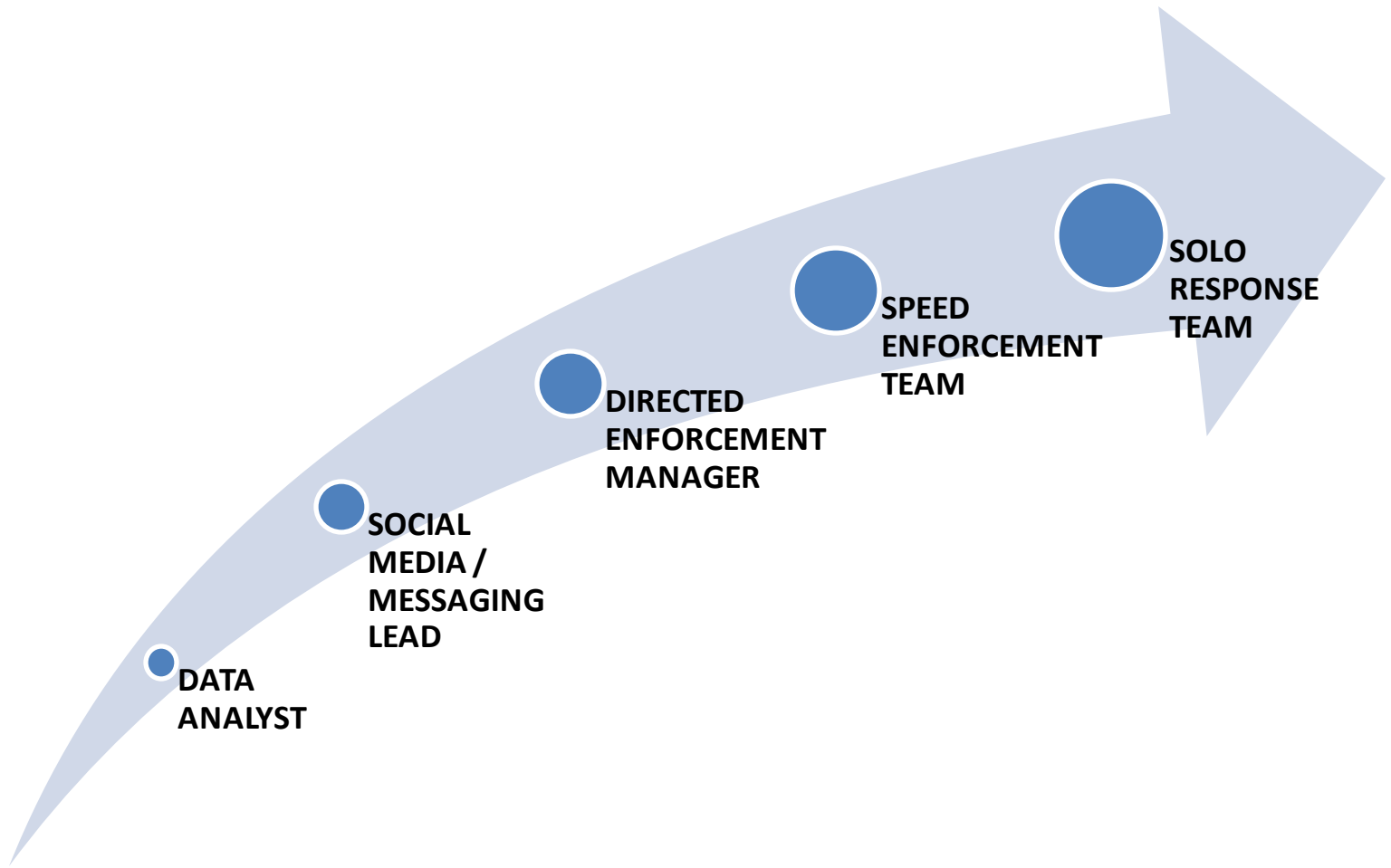
SOLO RESPONSE TEAM TRAINING

TRAFFIC SAFETY SUMMITS AND
CONFERENCES

TECHNOLOGY INTEGRATION

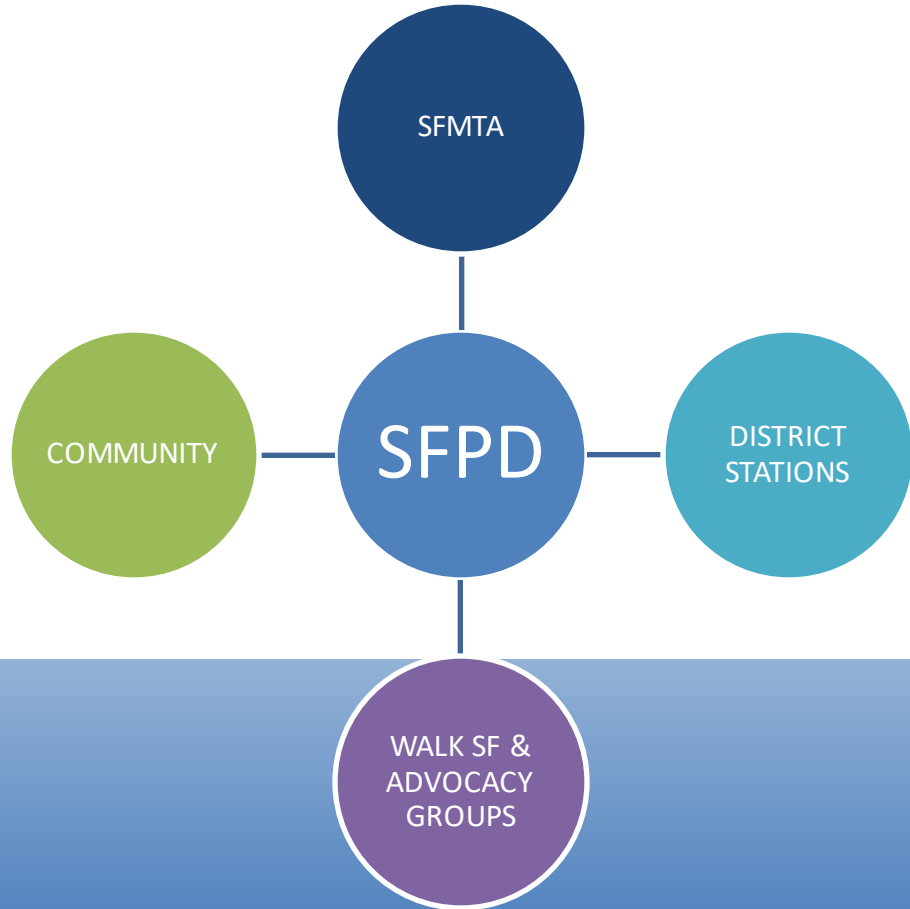


STAFFING ENHANCEMENTS





ENHANCED DATA COLLECTION & ANALYSIS



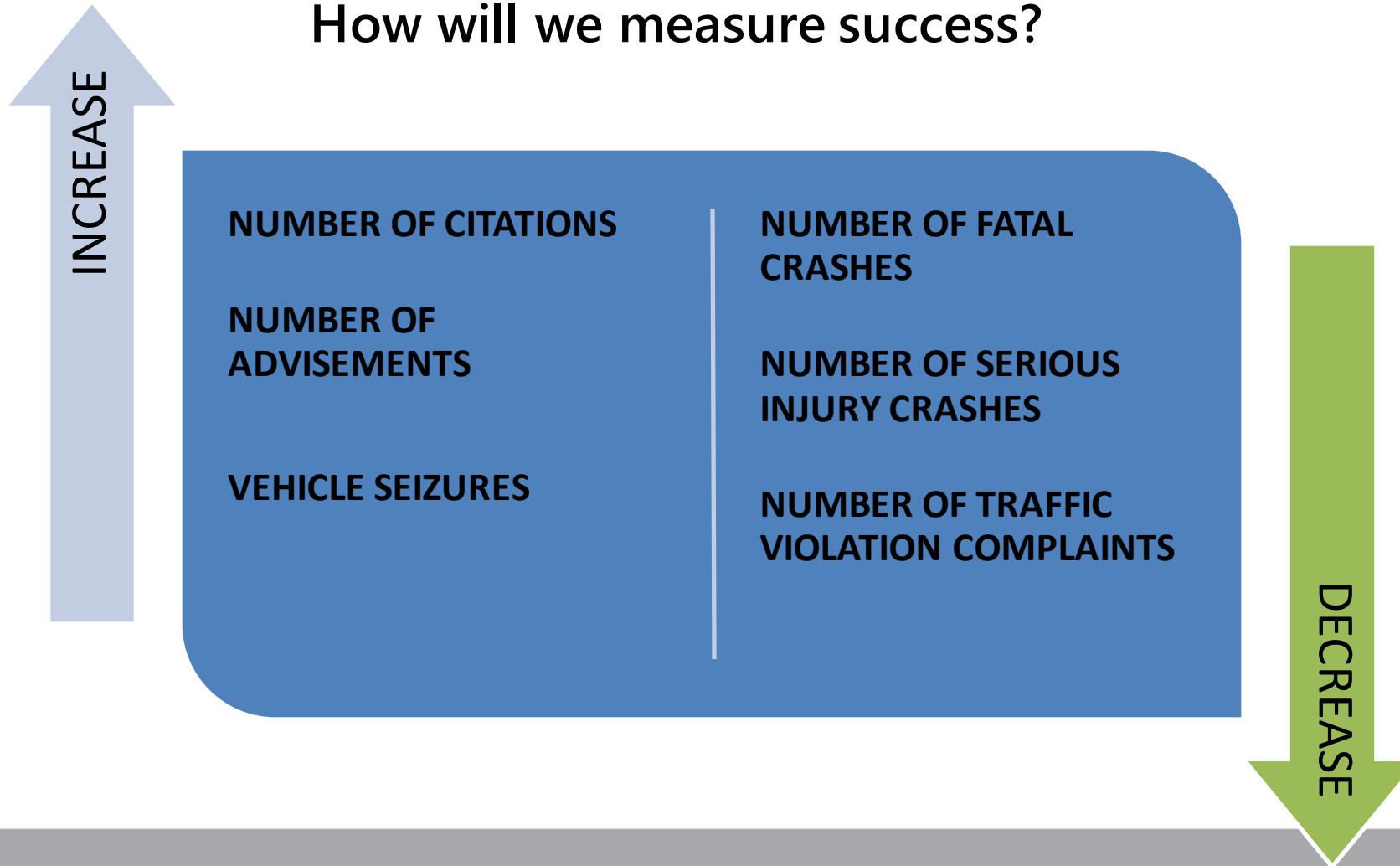
COLLABORATION



ACCOUNTABILITY

PERFORMANCE METRICS

How will we measure success?



INTERNAL ACCOUNTABILITY

DAILY ACTIVITY
SHEETS

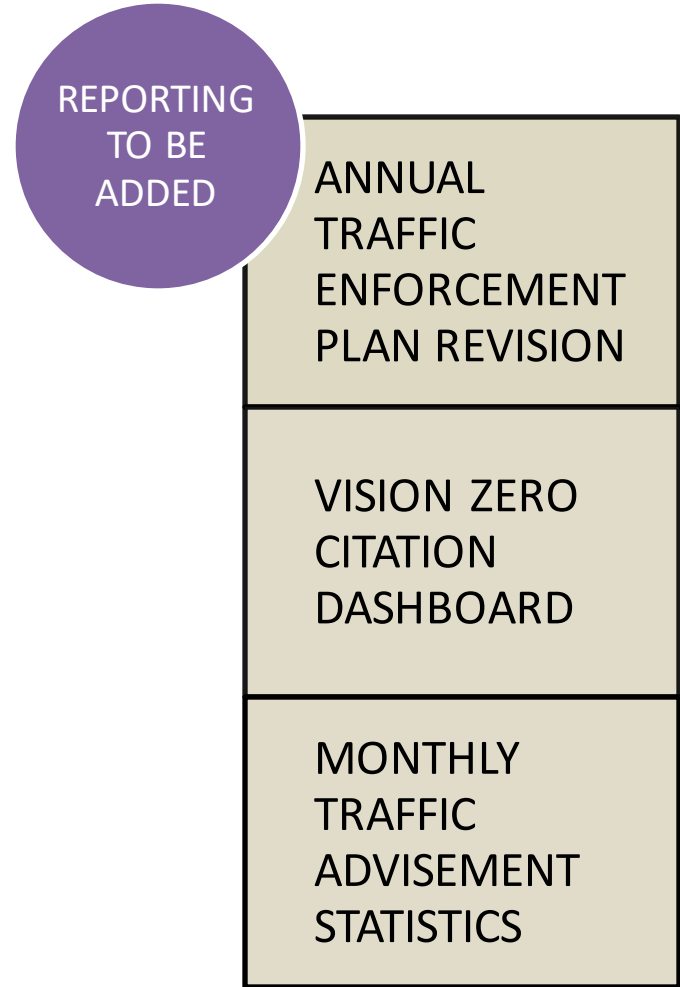
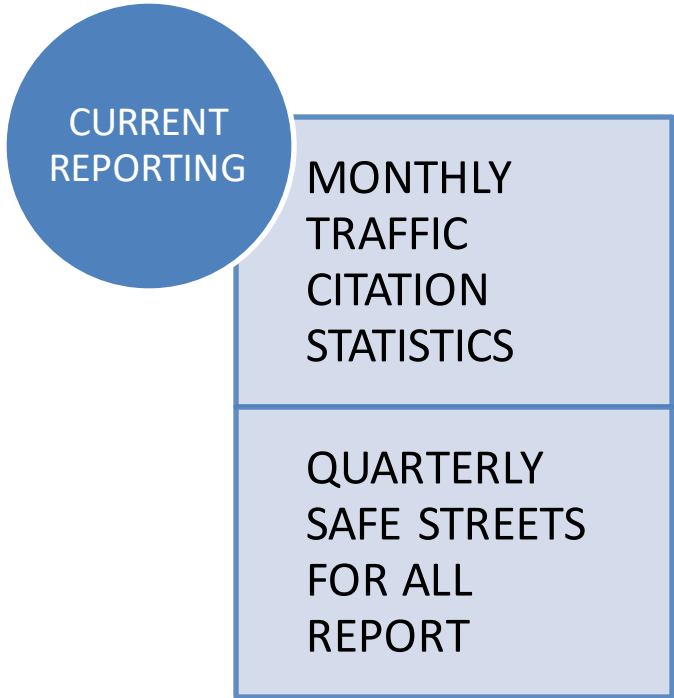
DIRECTED
ENFORCEMENT
DATABASE

MONITORING OF
TRAFFIC
ENFORCEMENT STATS
BY STATION / UNIT

MONTHLY CRIME
COMMUNITY
STRATEGY MEETING

BENCHMARK
ANALYTICS

REPORTING



19

DAILY

- Traffic Company Directed Enforcement Operation (Barring Outside Deployment)
- Integrated Enforcement at District Stations
- Daily Activity Sheets Submitted by Traffic Company Motorcycle Officers

WEEKLY

- Wave Enforcement at Crash Hot Spots Twice Weekly Every 3 Weeks (City-Wide Top 10 Location Rotation)
- Traffic Company Speed Enforcement Team Directed Enforcement Operation
- Traffic Speed Trailers and Electronic Message Boards Location Rotation
- Traffic Enforcement and Safety Update Messages Disseminated via Social Media

MONTHLY

- Collaborative Directed Enforcement or Wave Operation Between Each District Station and the Traffic Company
- Saturation Patrol – DUI Checkpoint Enforcement Operations
- Prevalent Issue & Complaint Discussion to Inform the Month's Directed Enforcement Operations
- Accountability Check In and Statistics Dissemination for District Station Captains
- Monthly Meetings / Check Ins – SFMTA and Walk SF
- Citations and Advisement Statistics Compiled

QUARTERLY

- Radar and Lidar Training
- Solo Response Team Training
- Safe Streets for All Report Completed for the Police Commission

ANNUALLY

- Performance Metric Review
- Serious Injury & Fatality Crash Analysis
- Annual Traffic Enforcement Plan Revision

EXECUTION

Thank You.

Any Questions?

SAN FRANCISCO
POLICE DEPARTMENT

ITEM 7

SEVERE INJURY TRENDS REPORT

Iris Tsui, SFDPH Vision Zero Epidemiologist



POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH



**ZUCKERBERG
SAN FRANCISCO GENERAL**
Hospital and Trauma Center

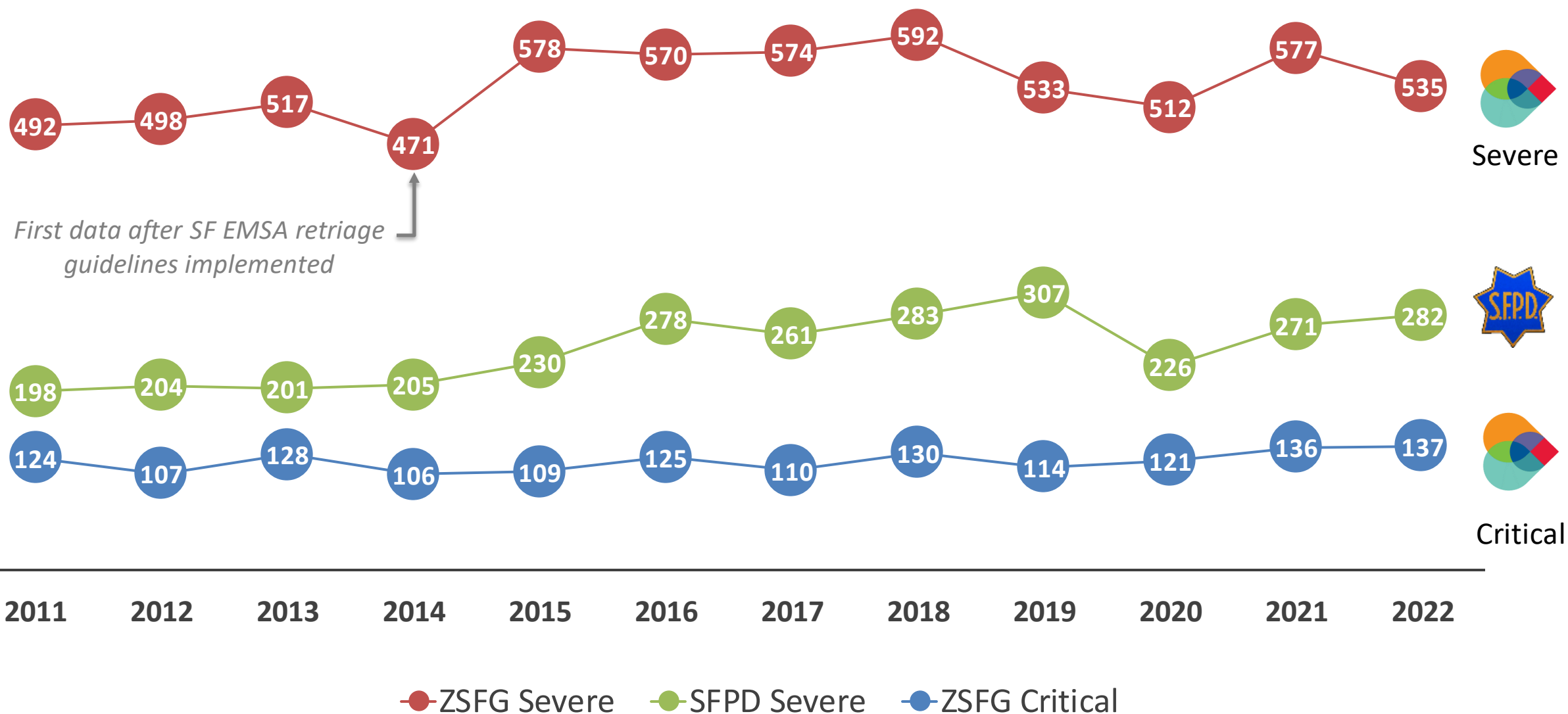


Produced by the San Francisco Department of Public Health,
in collaboration with the San Francisco Municipal Transportation Agency,
the San Francisco Police Department, and the Zuckerberg San
Francisco General Hospital and Trauma Center

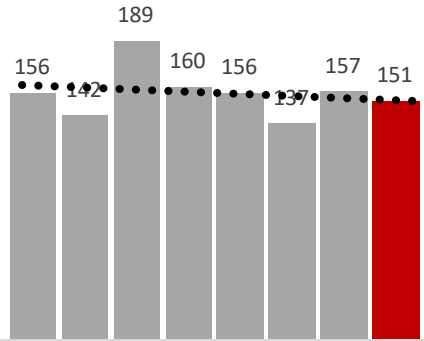
HOW SEVERE INJURIES ARE CALCULATED

- ZSFG Trauma Registry nursing staff send extracted severe-injury data to CDS.
- Severe injuries include all traffic-related injuries admitted to ZSFG that meet specific ICD-10 code criteria.
- Injury severity is rated using a clinical Injury Severity Scale (ISS) ranging from 1-75, as well as whether the individual required hospital admission for treatment.
 - **Critical** (ISS > 15)
 - **Severe** (all traffic injuries that result in hospital admission).
- The next Severe Injury Report is expected later this year that covers data up to 2022.
- The Severe Injury Report is typically a biennial report.

PRELIMINARY SEVERE AND CRITICAL INJURY TRENDS



SEVERE INJURIES BY TRAVEL MODE



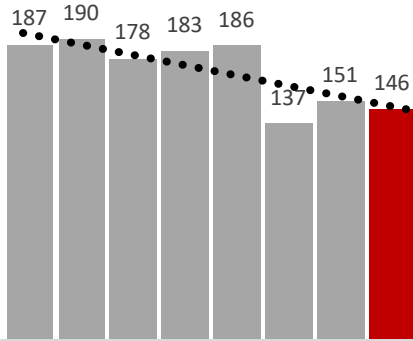
Motor Vehicle



Includes drivers and passengers

28% of total severe injuries

Relatively stable across years



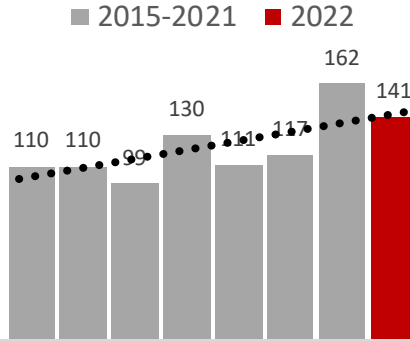
Pedestrian



Pedestrians remain most vulnerable

27%

Lower since 2020



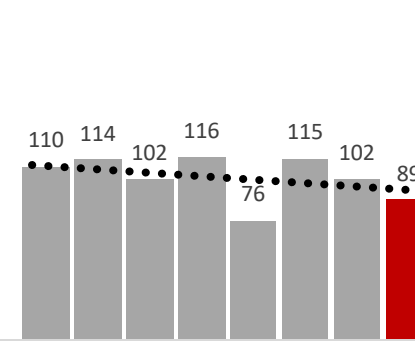
Motorcyclist



Peaked in 2021 and lower in 2022

26%

Increasing since 2017



Bicyclist



Injuries decreasing again since 2020

17%

Overall trend decreasing



Standing Powered Device Rider



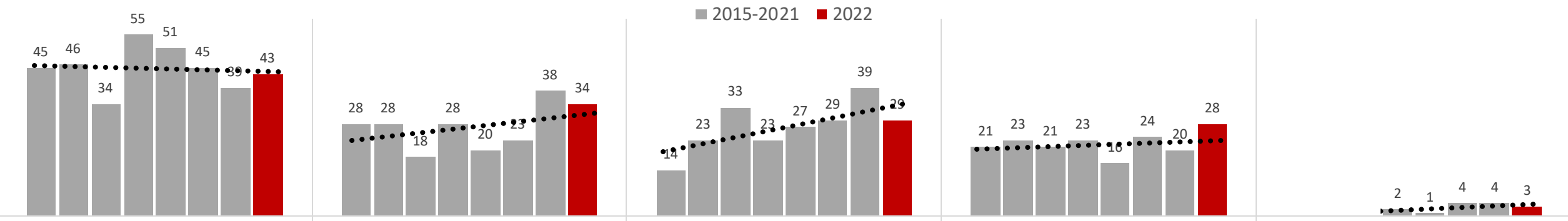
Records began in 2018

1%

Trend stable since 2018

Note: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.

CRITICAL INJURIES BY TRAVEL MODE



Pedestrian

Motorcyclist

Motor Vehicle

Bicyclist

Standing Powered Device Rider



Most vulnerable among critical injuries

Overall trend increasing since 2017

Overall trend increasing since 2015

Relatively stable trend

Records began in 2018

31% of total critical injuries

25%

21%

20%

2%

2022 was higher than 2021

2022 was lower than 2021

2022 was lower than 2021

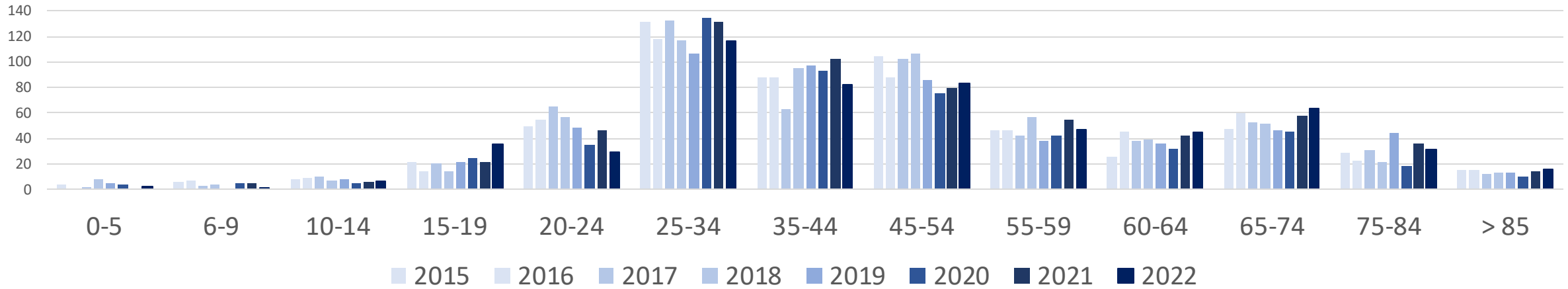
2022 was higher than 2021

Trend stable since 2018

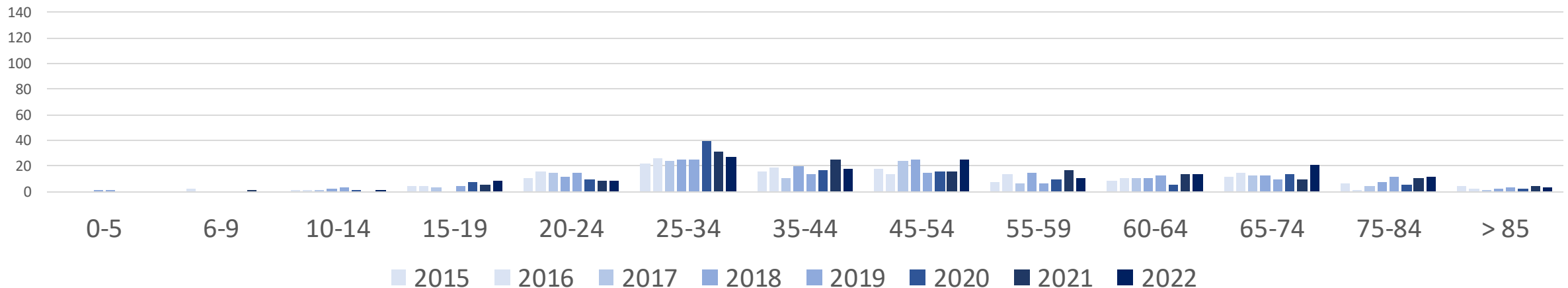
Note: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.

AGE DISTRIBUTIONS OF SEVERE AND CRITICAL INJURIES

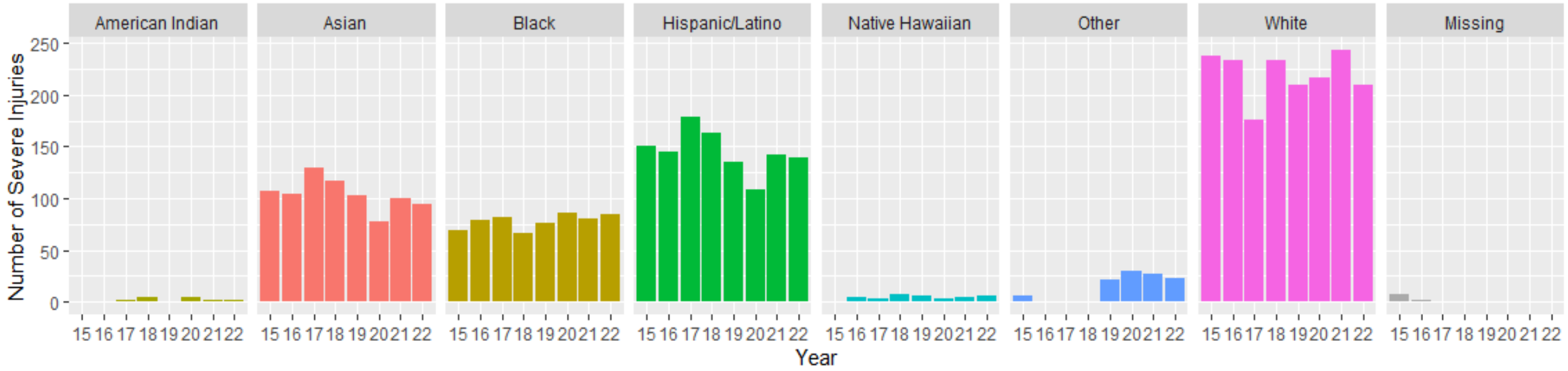
SEVERE



CRITICAL



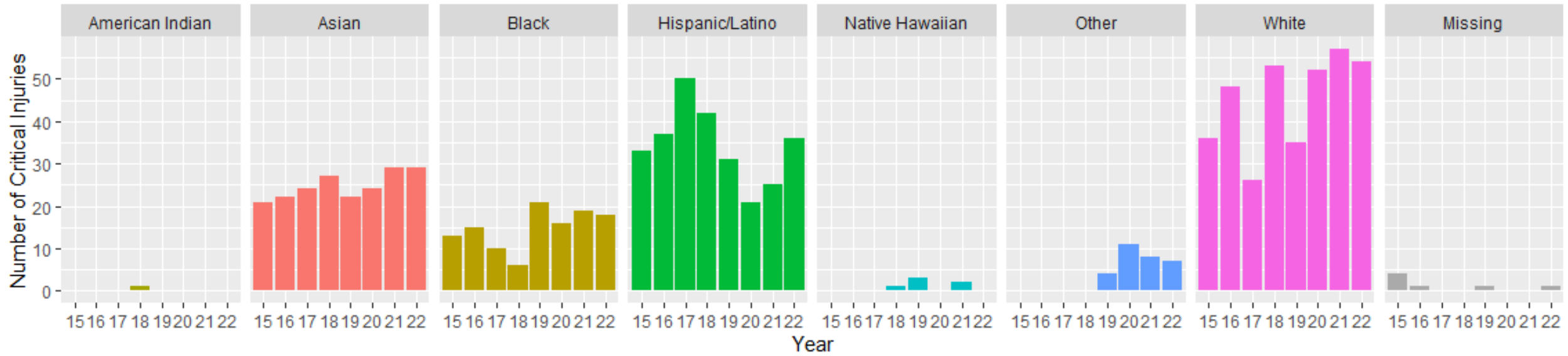
SEVERE INJURIES BY RACE ETHNICITY (2015-2022)



SEVERE INJURIES BY RACE ETHNICITY (2015-2022)

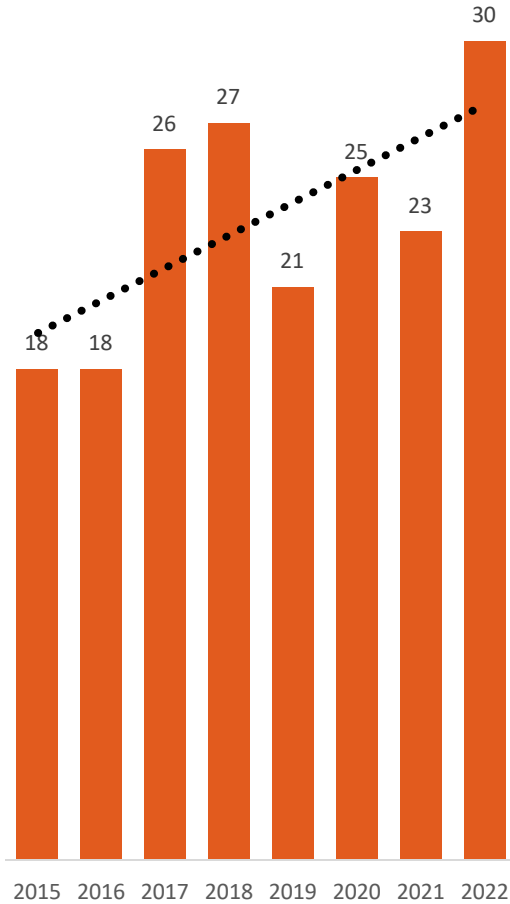
	% Severe Injuries	% of SF population	% Critical Injuries
Asian	↓ 17%	36%	20% ↓
Black	↑ 15%	5%	12% ↑
Hispanic/Latino	↑ 25%	16%	25% ↑
White	▬ 38%	37%	37% ▬
Other	▬ 5%	6%	5% ▬

CRITICAL INJURIES BY RACE & ETHNICITY (2015-2022)

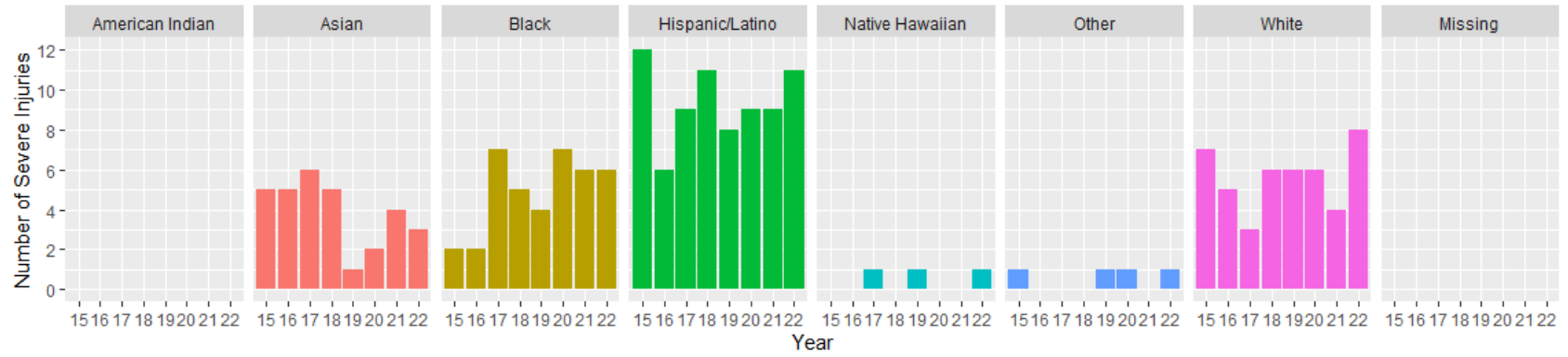


SEVERE INJURIES AMONG YOUTH <18 YRS (2015-2022)

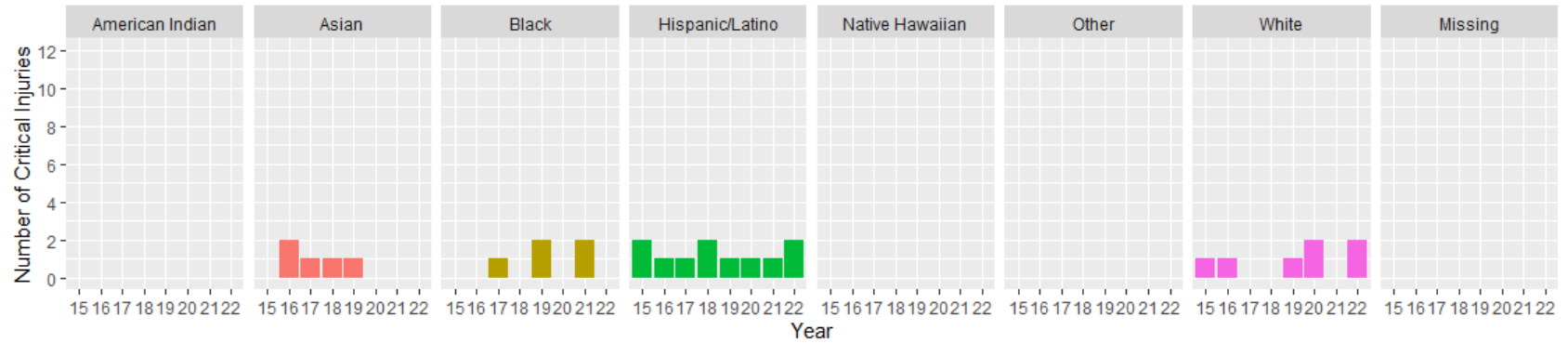
Total Youth Severe Injuries



Severe Injuries Among Youth, for each Race Ethnicity



Critical Injuries Among Youth, for each Race Ethnicity



NEXT STEPS

The final severe injury report will be released this summer, and will analyze injury data through 2022.

The Center for Data Science is preparing to add analyses of novel modes of transportation to our injury surveillance report as the ICD-10 system expands to include dedicated codes for novel modes like e-scooters.

We are working on creating public facing dashboards with traffic related injury data for access via DataSF's open data portal. We will keep you updated on these developments.



Thank you!

DIRECTOR, CENTER FOR DATA SCIENCE
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ITEM 8

WHAT'S NEXT FOR VISION ZERO

Uyen Ngo + Shannon Hake, SFMTA

SCOPE & TIMELINE



Confirm Existing Work

Apr – May 2024

- MTAB budget adoption
- Confirm existing work post-2024



Engagement

Jun – Aug 2024

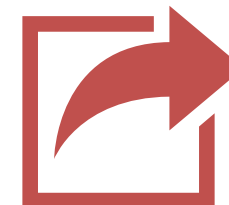
- Peer city interviews
- Internal group meetings
- City agency briefings
- Public engagement



Consolidate Input

Sep – Oct 2024

- Consolidate input
- Share progress
- Draft deliverables



Finalize Next Phase

Nov – Dec 2024

- Share final deliverables
- Continue street safety work

ITEM 9

SPEED SAFETY CAMERA UPDATE

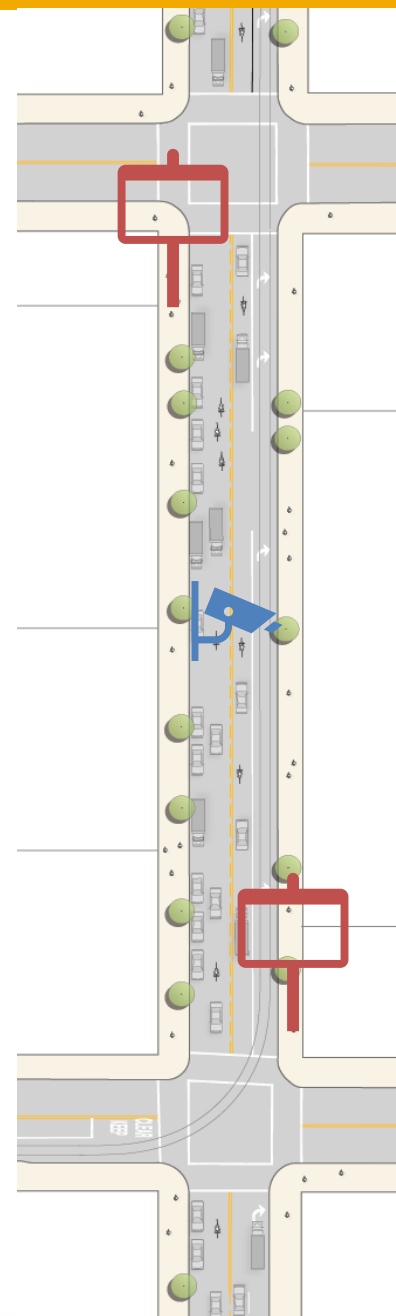
Shannon Hake, SFMTA

PROGRAM UPDATES

- **RFQ/RFP issued** on May 31, 2024
- **System Use Policy & System Impact Report** in final steps of approval process at Board of Supervisors
- **Review of Speed Limits** on ASE corridors ongoing
- **ASE-related sign** design in progress
- **Public outreach** continues (13 neighborhood meetings in last two months)

SPEED CAMERA SIGNS

- Intent: share information on speed camera location
- Placement: both approaches to camera, within 500 feet of camera
- Required by AB 645
- Desired behavior change: *slow down on this street*

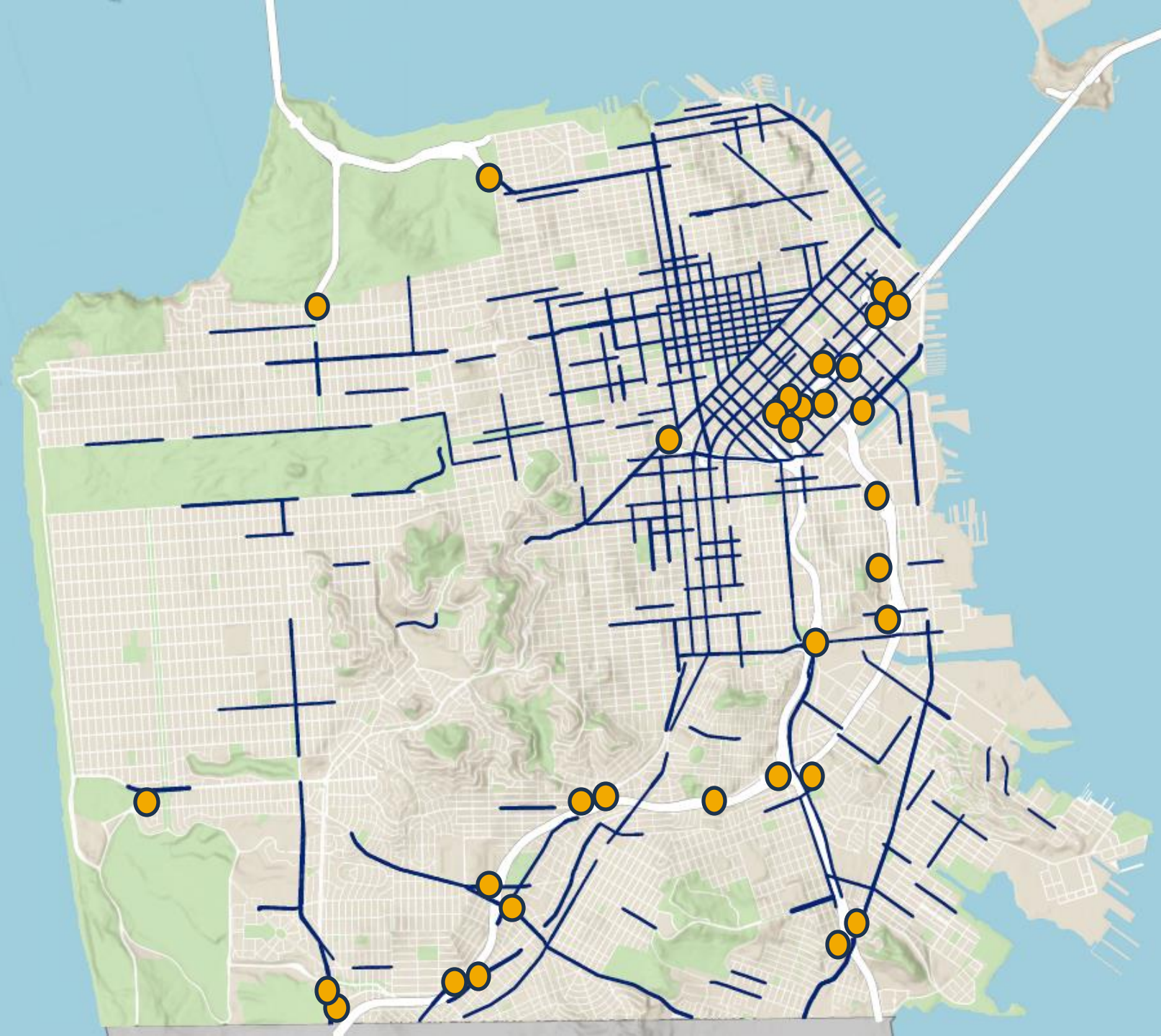


CITY ENTRANCE SIGNS

- Intent: share information on new traffic law enforcement
- Placement: 36 'major entrance points' to SF
- Not required by AB 645
- Desired behavior change: *slow down while driving in San Francisco in general*



City Entrance Points



SIGN MOCK-UPS

65 LOCATION SIGNS



36 CITY ENTRANCE SIGNS



NEW SPEED CAMERA ONE-PAGER

Speed Safety Cameras— Making Our Neighborhoods Safer

Speed is THE leading cause of death and serious injury on San Francisco's streets. Speed safety cameras work by capturing the license plate numbers of vehicles going over the posted speed limit. SFMTA will issue a citation (ticket) to the vehicle owner for speeding, which will be delivered by mail.

Why now?

In 2023, the California State Legislature authorized a speed safety camera pilot program for six designated cities, including San Francisco, Oakland and San José. We're excited to bring this new technology to SF in early 2025.

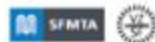
Where will speed safety cameras be installed?

Speed safety cameras will be dispersed across San Francisco in an equitable fashion—reflecting the diverse socio-economic makeup of the city. The program is intended to benefit all communities and not single out any particular neighborhood.

State law also mandates that ASE cameras may only be installed on City-owned streets like the ones described on back. After reviewing about 80 possible locations, the City identified 33 sites for the speed safety camera pilot project.



To stay up to date with the program, visit sfmta.com/speedcameras or email speedcameras@sfmta.com for more information about the program.



What Does This Mean for Me?



1. At what speed will I get a ticket and who sets the limit?

The speed thresholds and penalties are established by the state law. Drivers going at least 11mph over the posted speed limit will receive a citation. The penalties are proportional to the speed the driver is going.

2. How much is the ticket if I get caught?

Drivers caught driving 11mph to 15mph over the posted speed limit will receive a \$50 citation. Citations can reach up to \$500 if caught driving over 100mph.

3. What data is collected and who is it shared with?

Only the rear license plate of a speeding vehicle will be captured as part of the program. The data will be stored for SFMTA use only and will not be shared with any other agency, unless court ordered to do so. The data will be stored on SFMTA servers for up to 120 days.

4. Will the automated speed system be on all the time?

Once the program begins, the automated speed systems will be enforcing the speed limit at 33 locations 24 hours a day, seven days a week.

5. What are some alternatives to paying the citation?

Drivers who receive a citation have the option to participate in community service options in lieu of paying for the citation. There are also options for payment plans and discounts for low-income households.

6. Someone stole my car and I received a ticket. What happens now?

People who receive a citation because their car was stolen are eligible to submit an affidavit of non liability.

Speed Safety Camera Placement

Cameras can make our streets safer by slowing driver speeds. Here are some examples of where SFMTA may place cameras:

PROTECTING NEIGHBORHOODS

In dense neighborhoods, high intensity car traffic led to a history of crashes. Drivers may speed up to make it through a light or make a turn. A lot of car traffic, combined with people walking, biking and rolling, has led to a history of crashes.

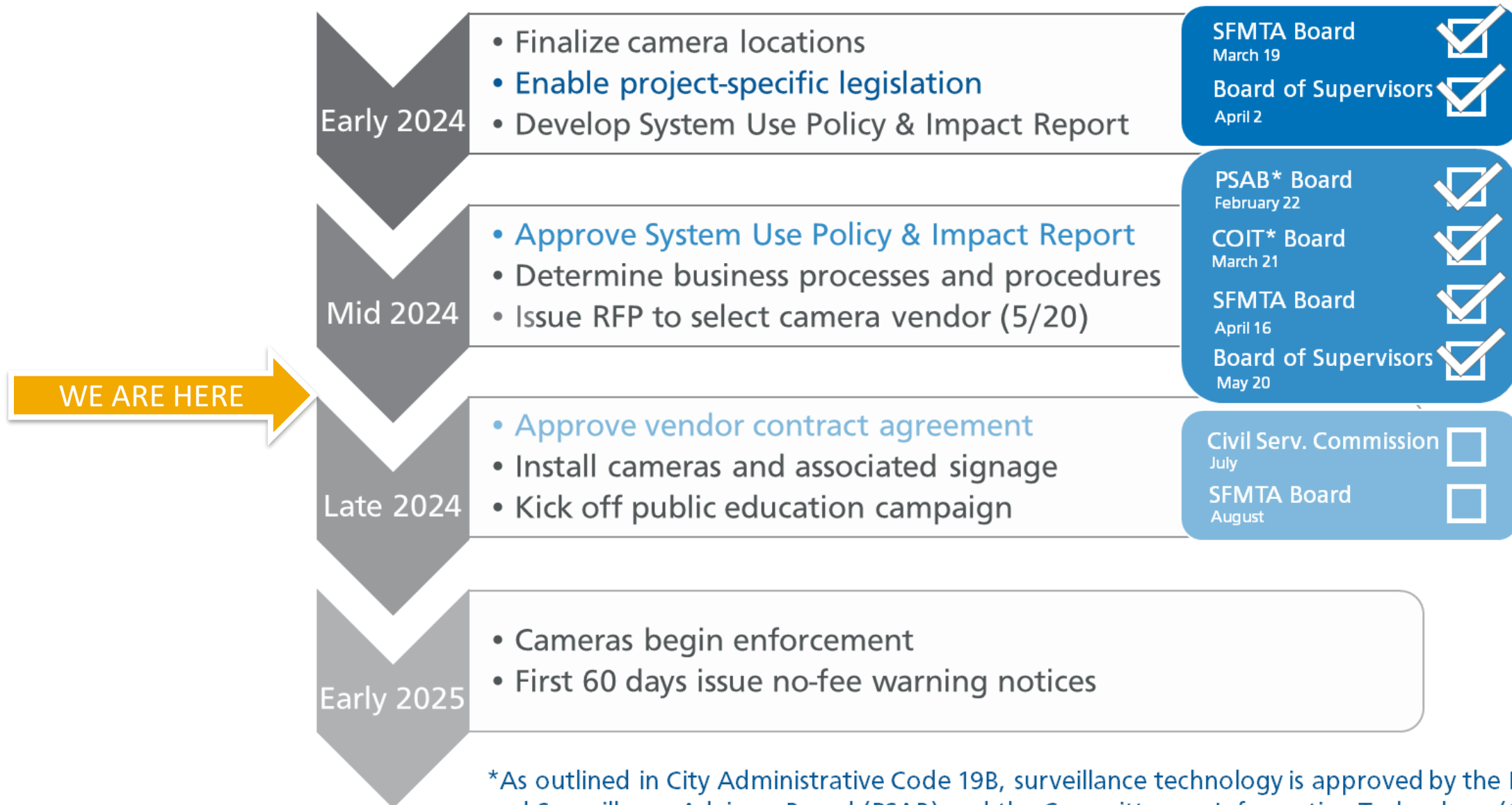


SLOWING MAJOR STREETS

Cameras can help make sidewalks and crossings safer for people walking, rolling, and biking to the shops, businesses, tourist destinations and homes, especially when people cross without a stop light.



ROADMAP TO SPEED CAMERA IMPLEMENTATION



ITEM 10

QUICK-BUILD PROGRAM

Jen Wong + Uyen Ngo, SFMTA

RECENTLY COMPLETED



3rd Street

- New two-way protected bikeway providing connections to Oracle Park and Caltrain
- Project celebration in March, ahead of MLB season



Lincoln Way

- Substantially complete with new crosswalks, painted safety zones, turn calming treatments, intersection daylighting, and traffic signal timing

CORRIDOR PROJECTS – WELL UNDERWAY

#	PROJECT	PLANNING/DESIGN PHASE	CONSTRUCTION PHASE	CURRENT STATUS
1	Valencia St.	Mar 2022 – Apr 2023	Apr 2023 – Aug 2023	PILOT INSTALLED
2	Bayshore Blvd.	Oct 2021 – Mar 2023	Aug 2023 – Sep 2023	INSTALLED
3	Hyde St.	Sep 2022 – Fall 2023	November – December 2023	INSTALLED
4	Lake Merced Blvd.	Jul 2021 – Jan 2023	Sep 2023 – Fall 2024	Under Construction
5	Lincoln Way	Sep 2022 – May 2023	January – May 2024	INSTALLED
6	Sloat Blvd.	Sep 2022 – Jul 2023	Fall 2024	Preparing for construction
7	Guerrero St.	Jul 2023 – Sep 2023	Summer 2024	Preparing for construction
8	17th St.	May 2022 – Spring 2024	April – Summer 2024	Under Construction
9	3rd St.	Aug 2023 – Spring 2024	March 2024	INSTALLED
10	Frida Kahlo Way	Jan 2023 – Fall 2023	May - Summer 2024	Under Construction

CORRIDOR PROJECTS – DESIGN/OUTREACH IN THE WORKS

#	PROJECT	PLANNING/DESIGN PHASE	CONSTRUCTION PHASE	CURRENT STATUS
11	Oak St.	Aug 2023 – Fall 2024	Late 2024	Planning/design in progress
12	Sutter St.	Aug 2023 – Fall 2024	Late 2024	Planning/design in progress
13	Beach St.	Oct 2023 – Fall 2024	Late 2024	Planning/design in progress
14	Alemaný Blvd.	Jan 2024 – Summer 2024	Fall 2024	Planning/design in progress
15	Cesar Chavez St.	Jan 2024 – Summer 2024	Late 2024	Planning/design in progress
16	Larkin St.	April 2024 – Fall 2024	Following repaving	Planning/design in progress
17	Clarendon Ave.	Sep 2023 – Spring 2024	Following repaving	Planning/design in progress

NEXT FEW MONTHS

Construction

- 17th Street – complete installation of upgraded bikeways in Potrero Hill
- Frida Kahlo Way – transit boarding islands and protected bikeway implementation during City College summer break

Preparing for Implementation

- Sloat Boulevard
- Guerrero Street

Design & Outreach

- Larkin Street
- Beach Street
- Oak Street
- Sutter Street



QUICK-BUILD TOOLKIT

PROGRESS (THROUGH APR 2024)

■ Complete ■ In Progress ■ Remaining

