SFMTA

Agenda Item 10

Reporting the Results 2022 Year-End Report

Safe Streets Evaluation Program

November 15, 2022

Thalia Leng and Brian Liang, Safe Streets Evaluation Program Team

Agenda

1. The Inventory
2. The Toolbox
3. The Results
4. Quick-Build and Capital Projects
5. Spotlight
6. What's Next?

Safe Streets Evaluation Program Annual Report:

SFMTA.com/SafeStreetsReport2022

The Inventory

Quick-Build Projects

- 7th Street
- 8th Street
- Folsom Streetscape
- Golden Gate Avenue
- Leavenworth Street
- Turk Street Safety
- Central Embarcadero
- Valencia Bikeway
- 6th Street Pedestrian Safety
- Safer Taylor Street
- Indiana Street Bikeway
- California Street Safety
- Page Street
- Fell Street

Capital Projects

- Polk Streetscape
- Second Street Improvement Project
- Masonic Streetscape Project

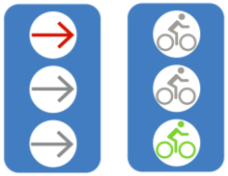
City-Wide Program

- Left-Turn Safety

The Inventory

7.3 miles in road lane reductions

7 miles of created or upgrading existing bikeways to separated bikeways



10 intersections with new separated bike signals

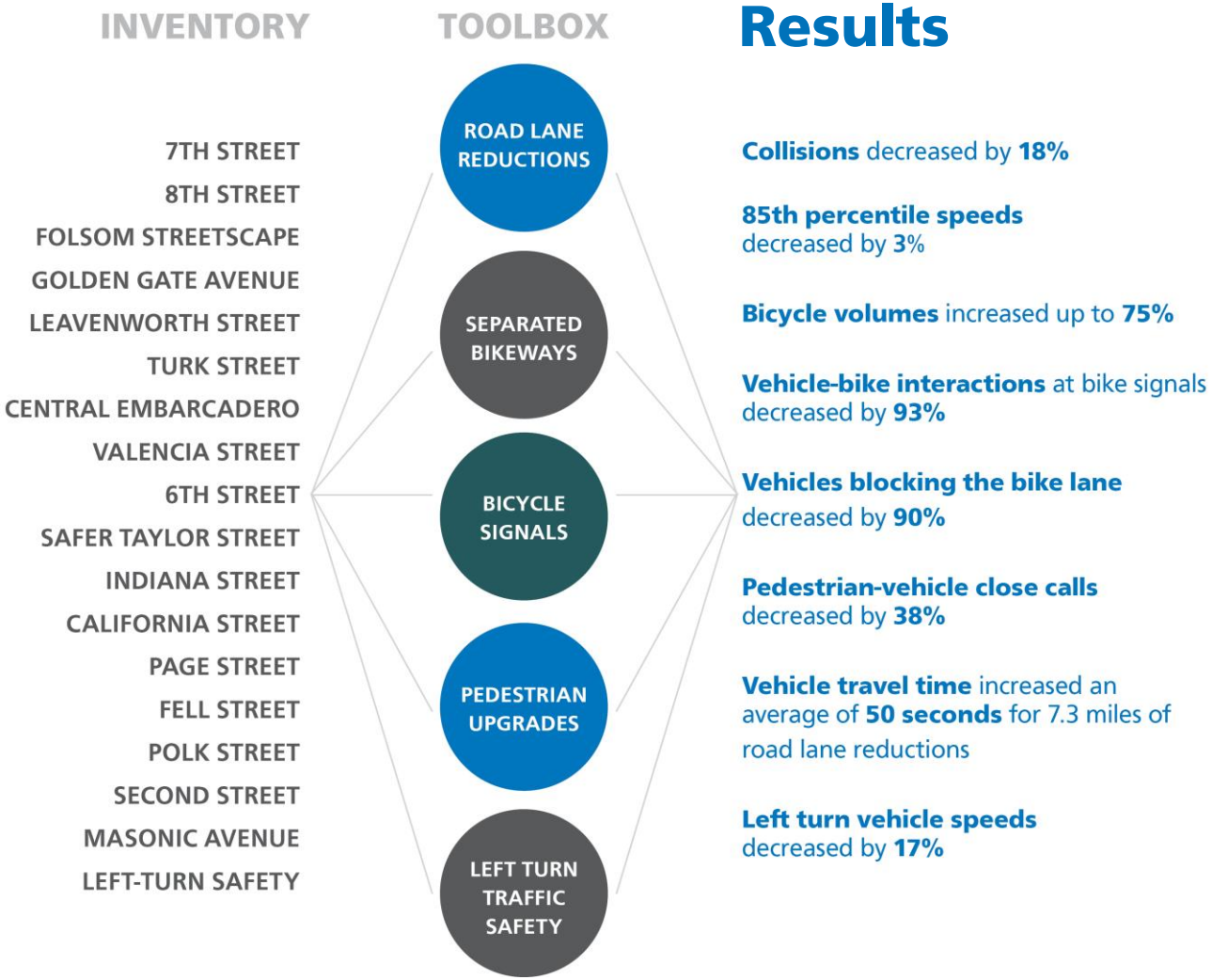
Various pedestrian safety improvements at intersections in all projects

Methodology

Purpose: Evaluate the design measures installed by SFMTA street safety projects to determine their effectiveness in improving bicycle and pedestrian safety

- The aggregated analysis used data and analysis from past project evaluations (the inventory)
- Evaluation timeframe – the project evaluations used in the aggregate analysis were completed between 2017 – 2022
- Projects were selected based on sufficient data available and generally represent the wide range of treatments installed by the SFMTA on bike and pedestrian traffic safety projects
- The data from past project evaluations were collected using the city's transbase collision database, pneumatic tubes, intersection counts, and observations by objective third parties
- Data collection methodology follows the instructions and templates from the program's handbook of standard operating procedures, which ensures consistency across projects

Key Findings



*Metrics were not used uniformly across projects evaluations, since they had to be applicable based on a project's scope. Therefore, these aggregated findings from the past evaluations used the information available from the inventory of projects.

Quick-Build vs. Capital Projects

Fell Street

2nd Street

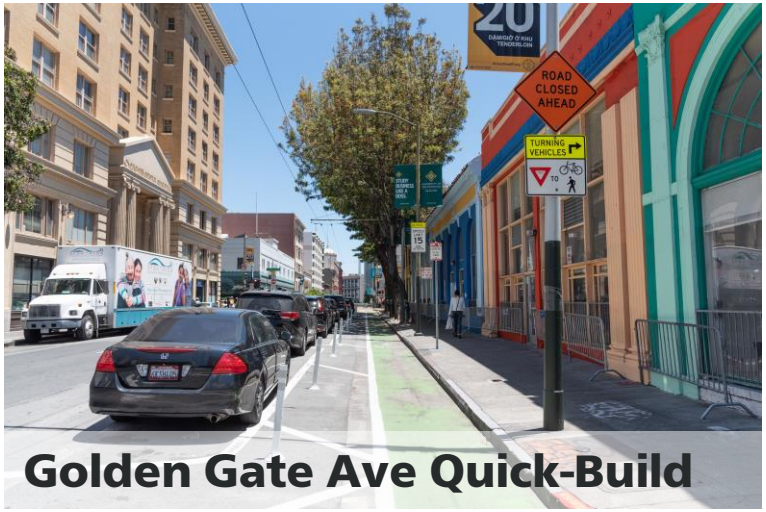
Quick-Build vs. Capital Projects

Measure	Metric	Overall Findings	Capital Findings	Quick-Build Findings
Collisions	Δ Annual Collision Rate	-18%	-19%	-17%
	Δ Annual Bike Related Collision Rate	-33%	-5%	-42%
	Δ Annual Pedestrian Related Collision Rate	-32%	-50%	-26%
Vehicle Speed	Δ 85th Percentile Speed	-3%	-5%	-3%
	Max Speed Change Observed	-20%	N/A	N/A
Vehicle Travel Time	Δ Vehicle Travel Time Seconds	50.00	221.00	21.50
Bike Volume	Δ AM Bike Volume	75%	187%	41%
	Δ PM Bike Volume	72%	107%	62%
Bike Signal Interactions and Close Calls	Δ Bike-Vehicle Interactions	-93%	N/A	-93%
	Δ Close Calls (near misses)	-62%	N/A	-62%
	Avg Daily Interactions Post-Implementation	2.2	0.3	3.1
	Bike Compliance w/ Bike Signal	87%	86%	88%
	Vehicle Compliance w/ No Turn On Red	90%	86%	92%
Blocking the Bikeway	Δ Rate of Incidents	-90%	-19%	-90%
Vehicle-Pedestrian Close Calls	Δ Close Calls (near misses)	-38%	0%	-34%

Spotlight

Bayview Quick-Build

Leavenworth St Quick-Build



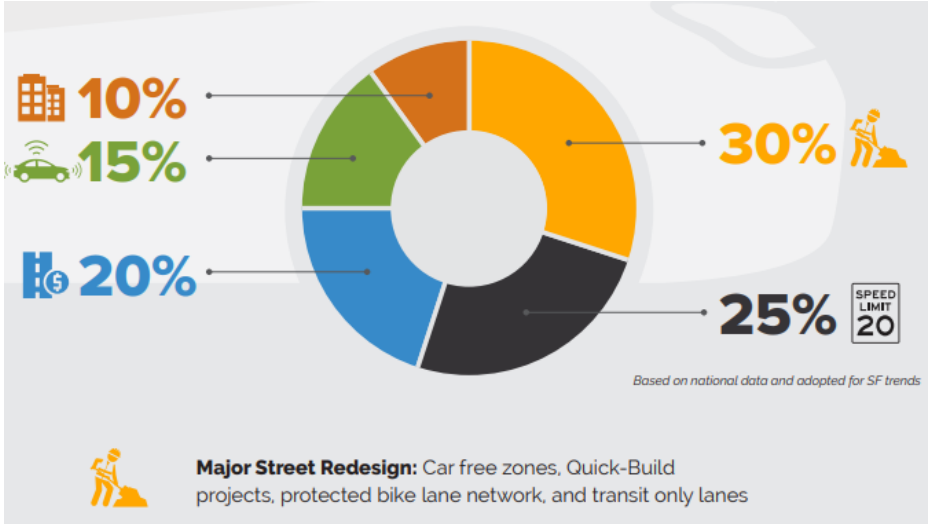
Golden Gate Ave Quick-Build

Tenderloin No Right On Red

VZ Action Strategy

Our findings show that street design changes are decreasing bike and pedestrian-related collision rates by 33 and 32% respectively.

These findings are in line with the collision decrease estimate from the Vision Zero Action Strategy.



Measure	Metric	Overall Findings
Collisions	Δ Total Collisions	-18%
	Δ Bike Related Collisions	-33%
	Δ Pedestrian Related Collisions	-32%

Lessons Learned

- Our safety projects are proving effective at improving safety for people walking and bicycling.
- Some of our earlier capital projects did not include fully protected bicycle infrastructure-but new capital projects include robust concrete protection for bikes and public realm improvements
- Evaluation has helped us identify projects that need additional improvements, especially projects in underserved neighborhoods

Next Steps

- Continue evaluating street safety projects and programs to track trends and performance and applying lessons learned
- Develop and launch a database for the program and update data collection Standard Operating Procedures

Safe Streets Evaluation Program

Annual Report:

SFMTA.com/SafeStreetsReport2022