



**SFMTA**

Agenda Item 16

# Reporting the Results 2022 Year-End Report

Safe Streets Evaluation Program

November 15, 2022

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# 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](https://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



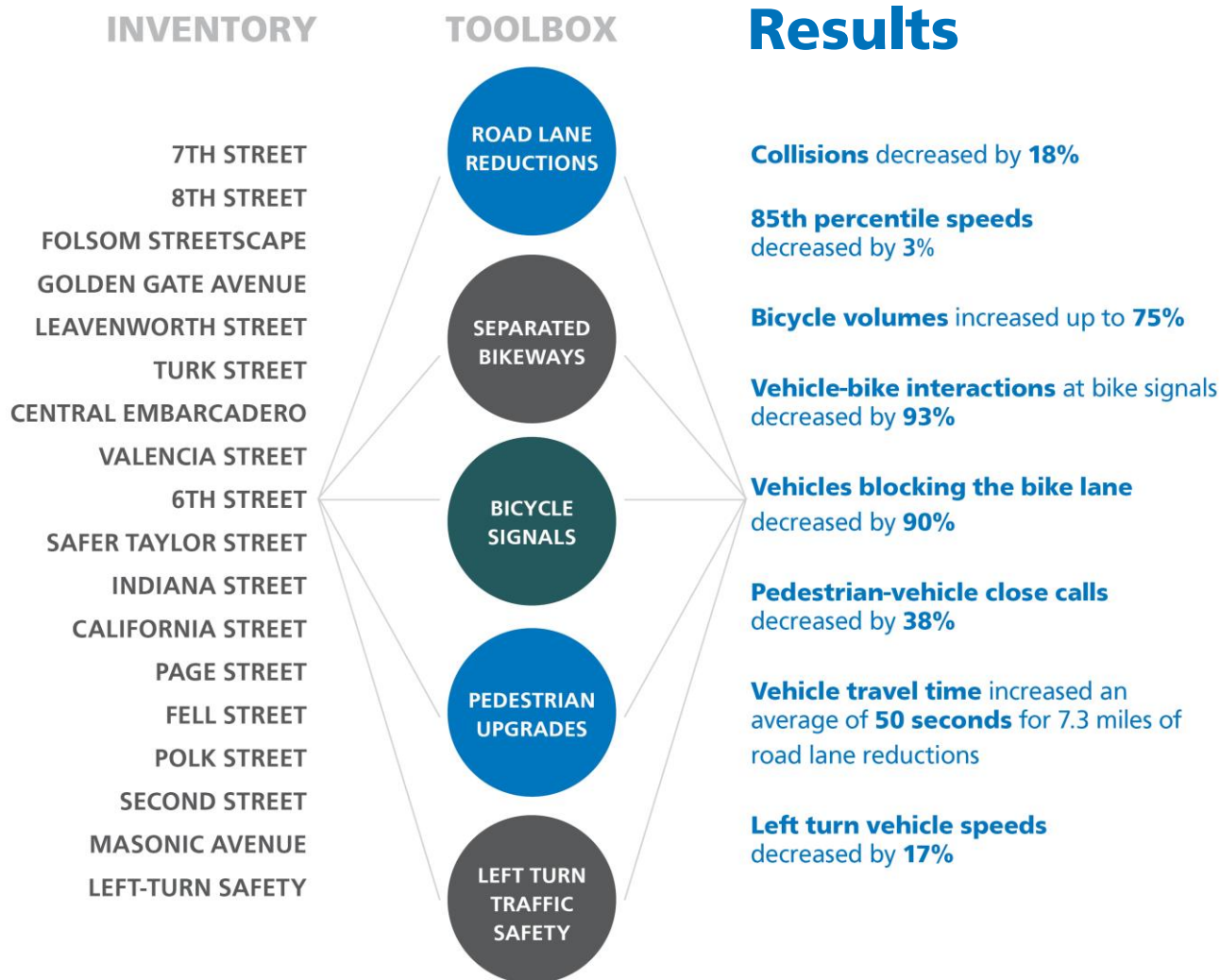
Various pedestrian safety improvements at intersections in all projects

# 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

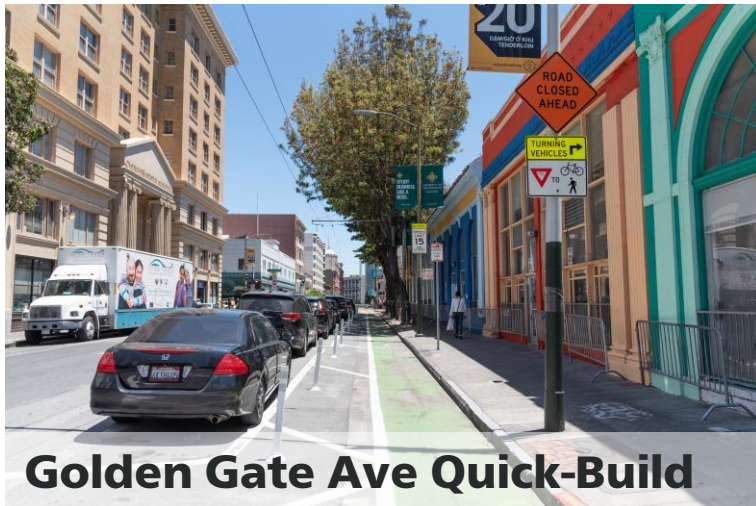


# Quick-Build vs. Capital Projects

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%



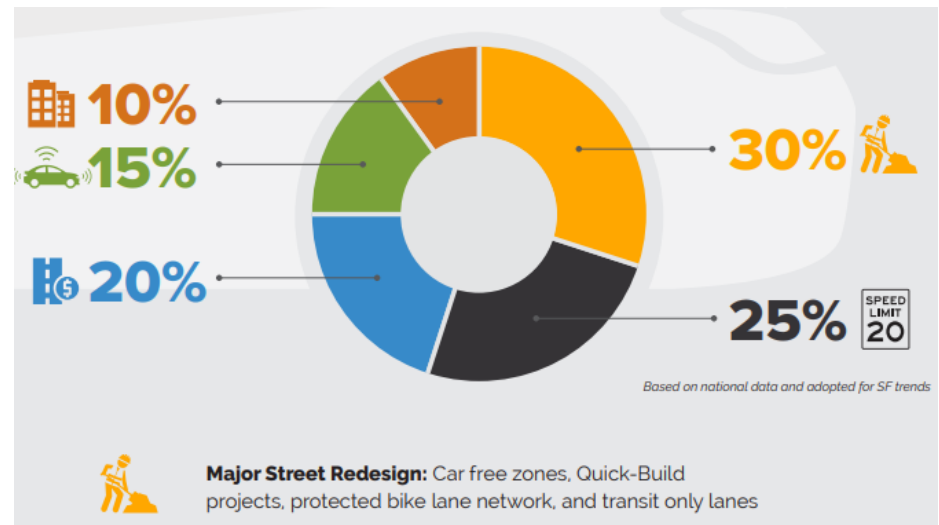
# Spotlight



# 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:

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