

FAILED VISION

Revamping the Roadmap to Safer Streets



2024-2025 SF Civil Grand Jury
Board of Supervisors, Government Audit & Oversight Committee

THANK YOU!

- All the incredible city staff that we spoke with at multiple agencies and city-wide departments—they are all working hard to make our streets safer in a myriad of ways
- The Board of Supervisors' Public Safety & Neighborhood Services Committee for continuing to bring attention to enforcement
- Supervisor Sauter's office for providing follow-up on this topic
- The BOS for passing the Street Safety Act implementing many of the recommendations in this report

GREAT UPDATES

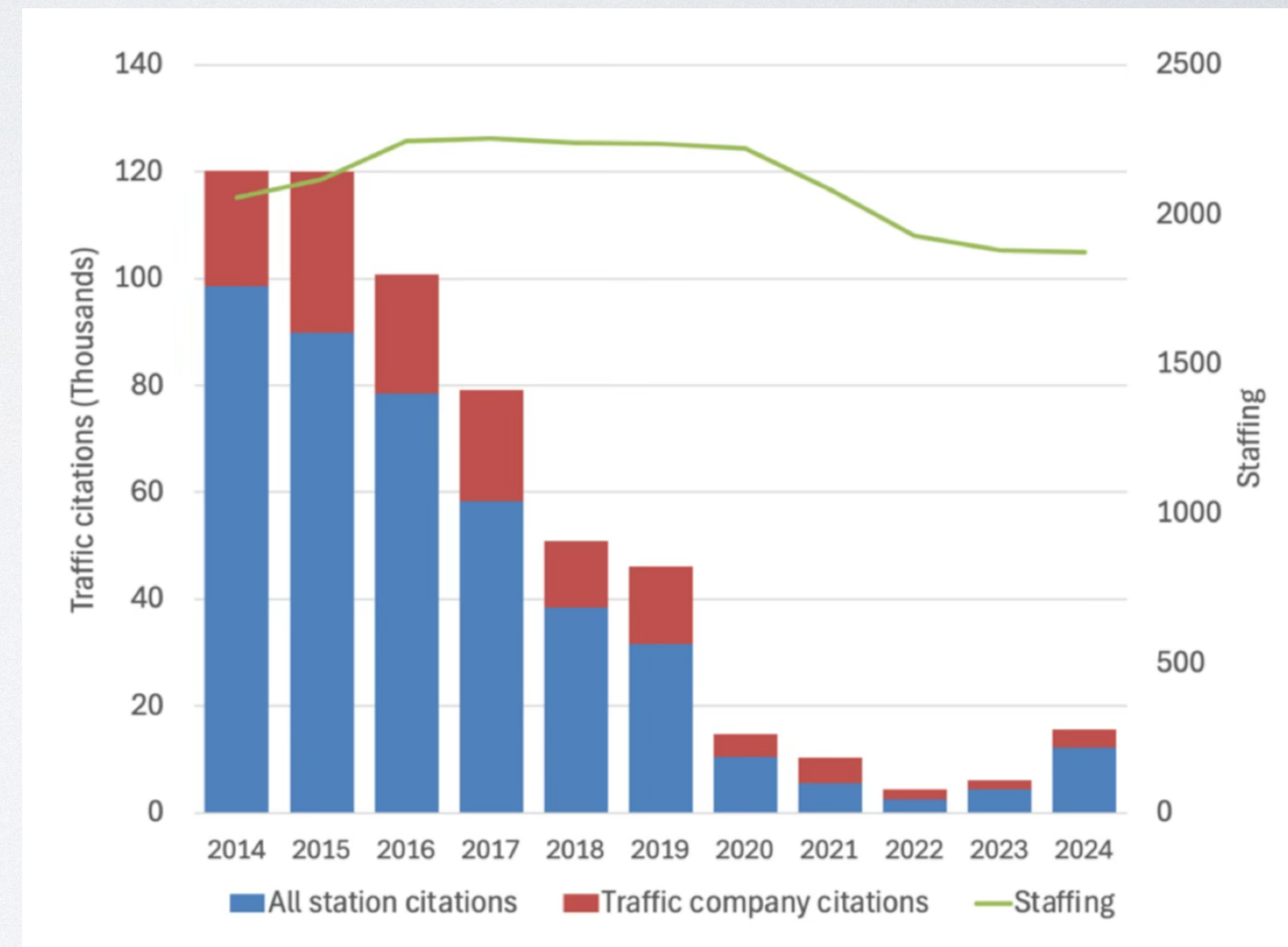
- Target of 10-20% of each officer's day for enforcement (R1.1)
- Proactive traffic calming (R3.1)
- Hardened daylighting plan (R3.3)
- Larger streets outreach team focused on community relationships (R4.1)
- Traffic safety requests at 311.org (R4.2)
- Street-safety dashboard (R4.3)

COULD BE BETTER

- Enforcement & traffic safety data needs to be owned by the SFPD (R1.6)
- Traffic-specific equipment & software is hindering enforcement (R2.1)
- Area-based street safety needs to be applied to interventions not just plans (R3.2)
- Education campaigns will help create citywide buy-in (R5.1)
- SFPD POST training was insufficient according to SFCGJ review (R5.3)

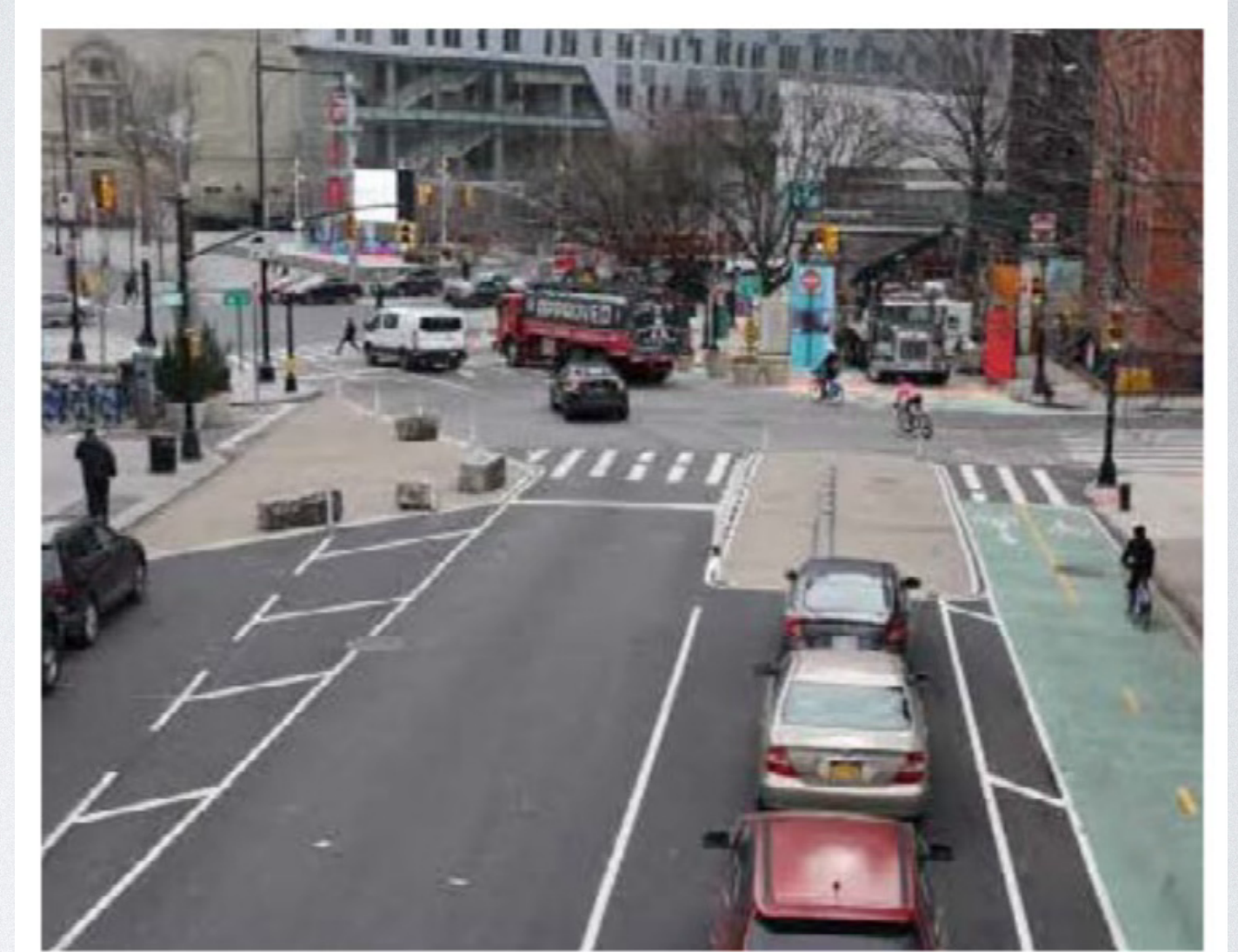
ENFORCEMENT (R.I.I)

- Good news! Traffic company has already exceeded total citation numbers for 2024.
- 2025 enforcement is ~30% higher than 2024 (if levels are maintained—there was a drop-off in 2nd half of 2024)
- But... this is still 60% lower than 2019 and 85% lower than 2015



DAYLIGHTING (R3.3)

- Removing parking increases visibility of pedestrians, reducing collisions
- But...it also effectively widens the roadway, which can increase speed through intersections thereby increasing collisions and collision severity
- To reduce speeds through intersections and maintain visibility, SFMTA needs to harden daylighting



OUTREACH (4.1)

- Board of Supervisors should be actively engaged by the outreach team, not just briefed by the govt affairs team. Supervisors should provide input (community leaders, hotspots, key concerns, connectivity issues, etc) and not just passively receive updates.
- While it may seem like more outreach will increase the work, the hope is that by building enduring relationships in the community, SFMTA will increase trust and reduce project times.