

Highwayrobbery.net's comments on the Aug. 2015 report by the San Francisco MTA

In August 2015 the staff at the City of San Francisco MTA (SFMTA) - which operates that City's 41 red light cameras - completed a report examining the effect the nineteen-year-old program has had upon the incidence of broadside crashes with injury.

While the report leads off with an impressive graph (Fig. 1) showing a dramatic decrease in crashes citywide*, the intersection-by-intersection charts for just the intersections having red light cameras (Figs. 2 thru 26) tell a very different story: At the vast majority of those intersections, the red light camera(s) had no beneficial effect. Instead, the times when crashes dropped coincided with engineering changes such as making the yellows longer, adding an all-red interval (both of which are cheap to do), the addition of an arrow for left turns, or a general upgrade to the signal. (Some other improvements every city should consider - they are really cheap to do and quite effective - are to paint "signal ahead" on the pavement and add backboards to the signal heads; backboards should be SOP in San Francisco, even on Market Street. More money, but not much, is to install extra signal heads on the "near" side of the intersection and add illumination to the hanging street name signs. Doing those improvements makes the signal lights more conspicuous, the whole intersection more important looking, and brings an immediate BIG reduction in the number of drivers blowing thru multiple seconds late - and those are the guys who can injure or kill you.)

*Note: In the SFMTA report, the citywide graph (Fig. 1) covers only 1999 to 2011, while the notes above it say: "Red light running collisions have shown a general decrease since the EARLY 1990's...." - well before the program began. (Emphasis added.)

Note: As of Feb. 16, 2016 the SFMTA had not yet published the report nor had they distributed it to the SFMTA Board; highwayrobbery.net got the copy attached by submitting a public records request. The report is also posted on the San Francisco Docs page on the highwayrobbery.net website.

4-5-16



SFMTA
Municipal
Transportation
Agency

Red Light Camera Annual Report 2014

August 17, 2015

Pursuant to California Vehicle Code section 21455.5, the San Francisco Municipal Transportation Agency is submitting a Red Light Camera Program Annual Report for 2014. This Annual Report contains the following information:

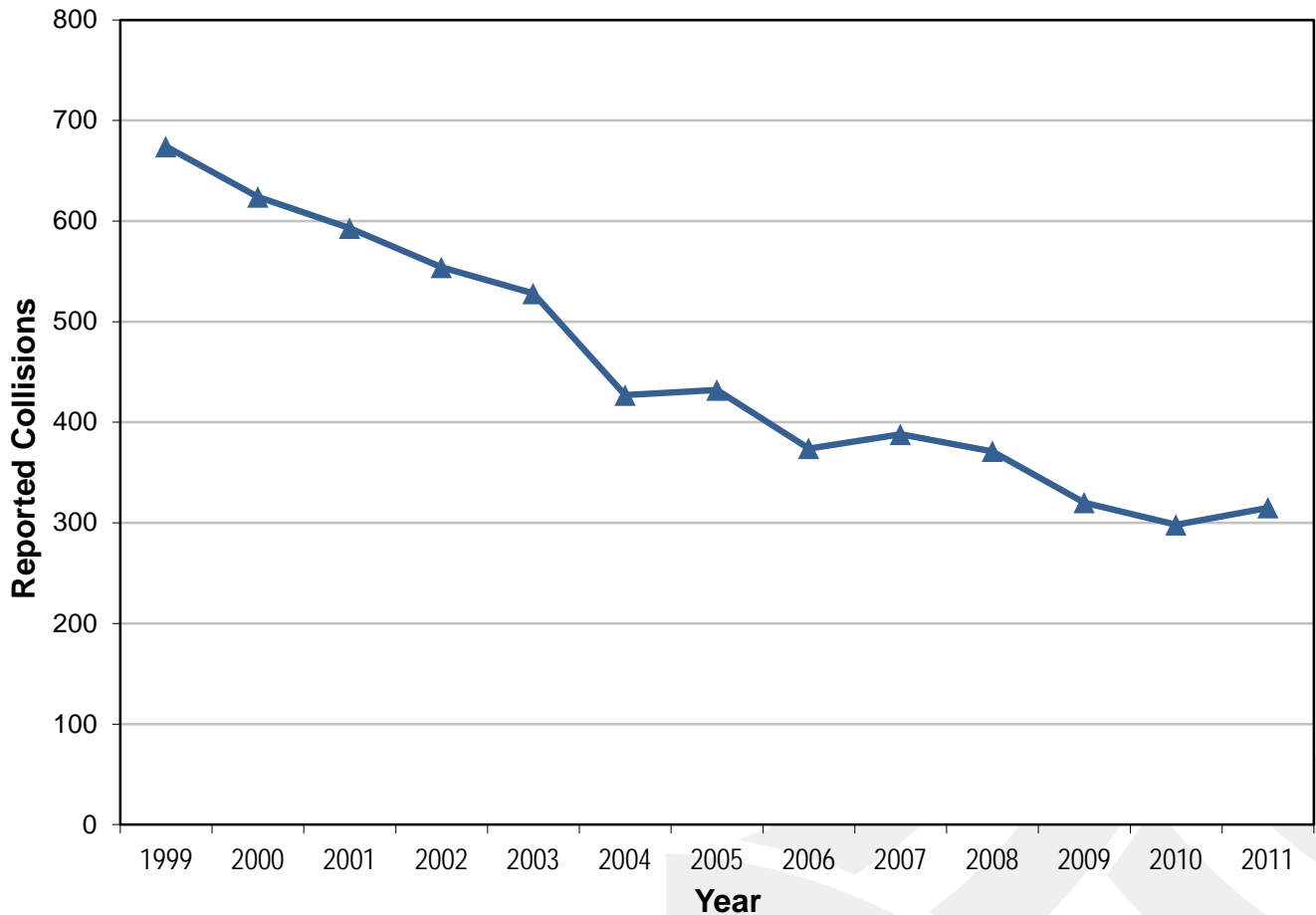
1. The number of alleged violations captured by the system: **44,755 alleged red light violations were captured in 2014, as shown in the chart below.**
2. The number of citations issued by a law enforcement agency based on information collected from the automated traffic enforcement system: **15,178 red light citations were issued in 2014, as shown in the chart below.**
3. For citations identified in item #2, the number of violations that involved traveling straight through the intersection, turning right, and turning left: **Our vendor, Xerox, does not track whether a violation involved traveling straight through the intersection, turning right, or turning left. In San Francisco there are policies in place (such as minimum violation speed) to prevent the system from citing legal right turns on a red light.**
4. The number and percentage of citations that are dismissed by the court: **1,283 citations were dismissed in 2014, as shown in the chart below, which represents 8.45% of citations issued.**
5. The number of traffic collisions at each intersection that occurred prior to, and after the installation of, the automated traffic enforcement system: **Beginning on page 4 are graphs showing the number of injury collisions before and after installation of red light cameras at each intersection.**

2014	Alleged Violations Captured	Number of Citations Issued	Number of Citations Dismissed by the Court
January	4,064	1,278	355
February	3,671	1,258	72
March	4,047	1,534	114
April	4,146	1,497	217
May	4,573	1,409	80
June	3,873	976	47
July	3,882	1,322	112
August	3,598	1,136	49
September	3,264	1,078	56
October	3,580	1,474	39
November	2,899	1,081	84
December	3,158	1,135	58
2014 Totals:	44,755	15,178	1,283 (or 8.45% of all citations issued)

San Francisco Red Light Running Collision Trends

Figure 1 illustrates the trend in red light running injury collisions using California Vehicle Code Section 21453(A), failure by a motorist to obey traffic signals. Red light running collisions have shown a general decrease since the early 1990's, with 2011 recording the second lowest annual total in ten years. Signal hardware improvements funded by the City's transportation sales tax have helped reduce these types of collisions, most notably in the South of Market area. This drop coincides with the city's deployment of red light photo enforcement starting in the late 1990's. Other global factors such as education, motor vehicle design, or demographic changes could also be contributing to these trends.

Figure 1: San Francisco Injury Red Light Violation Collisions (1999-2011)



Engineering Changes at Red Light Camera Enforced Intersections

19th Avenue and Sloat Boulevard

Installation Dates: January 1997 (Northbound), February 1997 (Southbound)

Directions Enforced: Northbound and Southbound 19th Avenue

Date of Major Signal Upgrade: April 1999

Date of Yellow Light Changes: April 1998

Other signal modifications of note: April 2000, all-red added after Sloat Boulevard phase, pedestrian signals installed crossing 19th Avenue. August 2003, all-red added after 19th Avenue phase. November 2007, lagging eastbound left turn arrow installed.

Figure 2: 19th Avenue and Sloat Boulevard Injury Broadside Collisions (1995-2013)

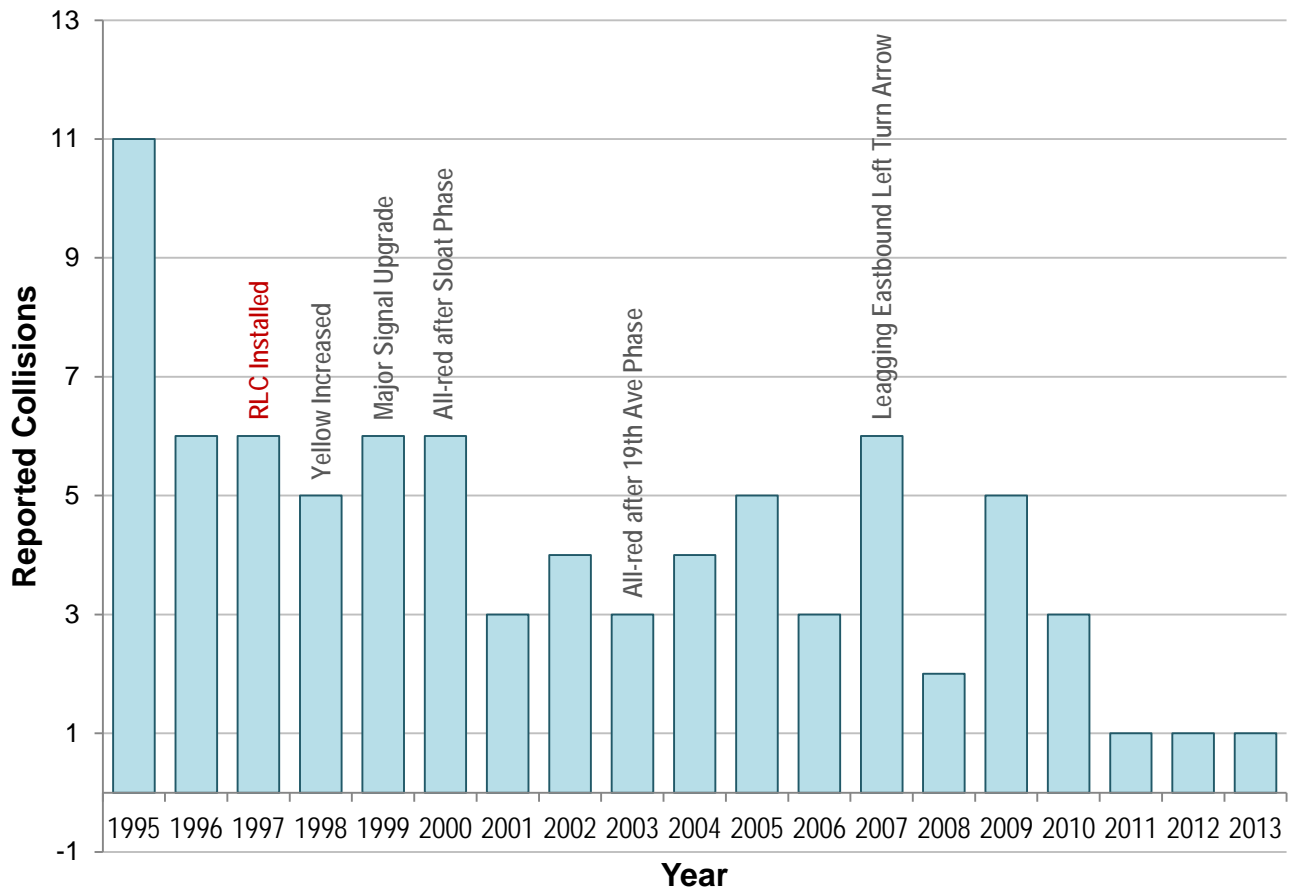


Figure 2: 19th Avenue and Sloat Boulevard Injury Broadside Collisions (1995-2013)

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	11	6	6	5	6	6	3	4	3	4	5	3	6	2	5	3	1	1	1

1st and Folsom Streets

Installation Dates: March 2000

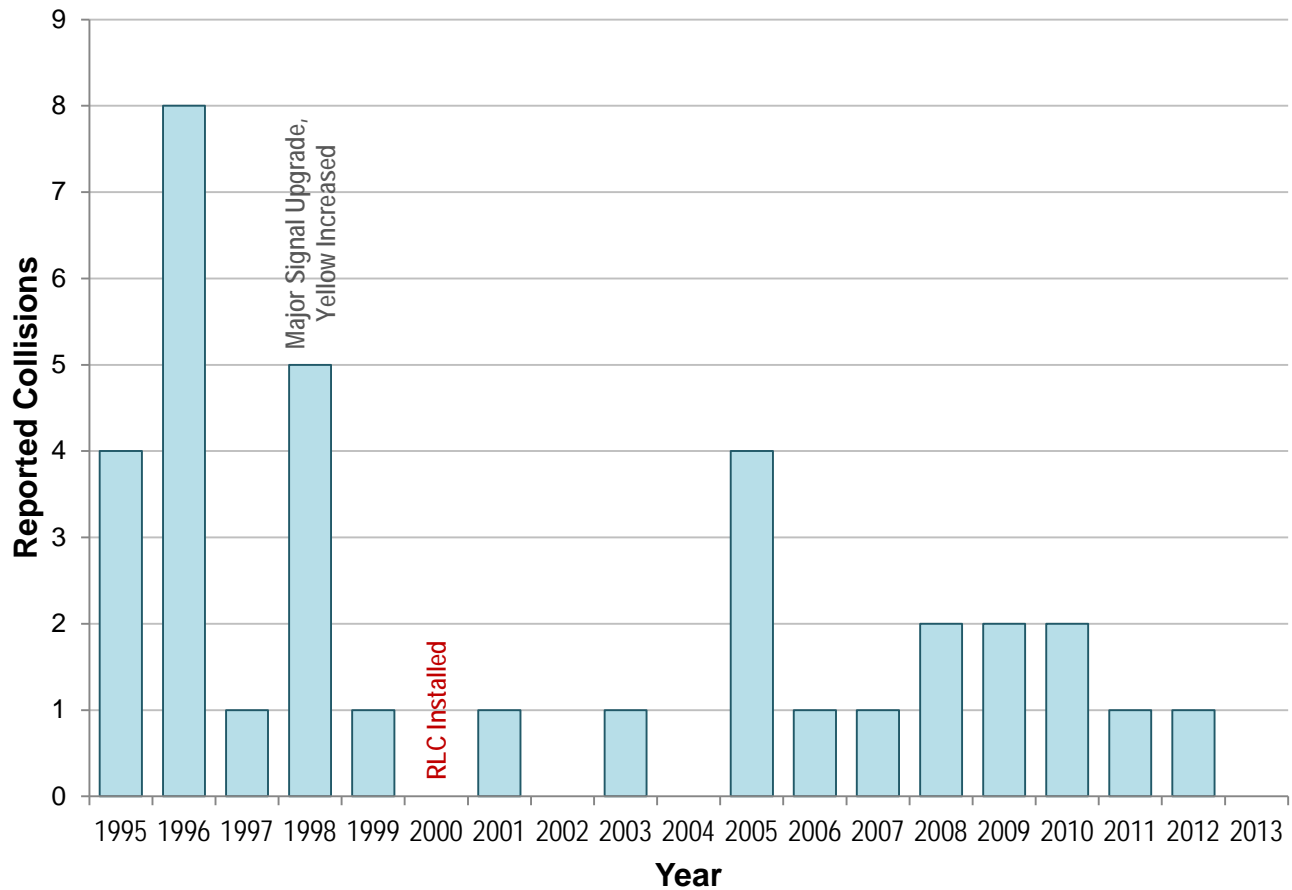
Directions Enforced: Southbound 1st Street

Date of Major Signal Upgrade: October 1998

Date of Yellow Light Changes: October 1998

Other signal modifications of note: Pedestrian signals added August 2006

**Figure 3: 1st and Folsom Streets
Injury Broadside Collisions (1995-2013)**



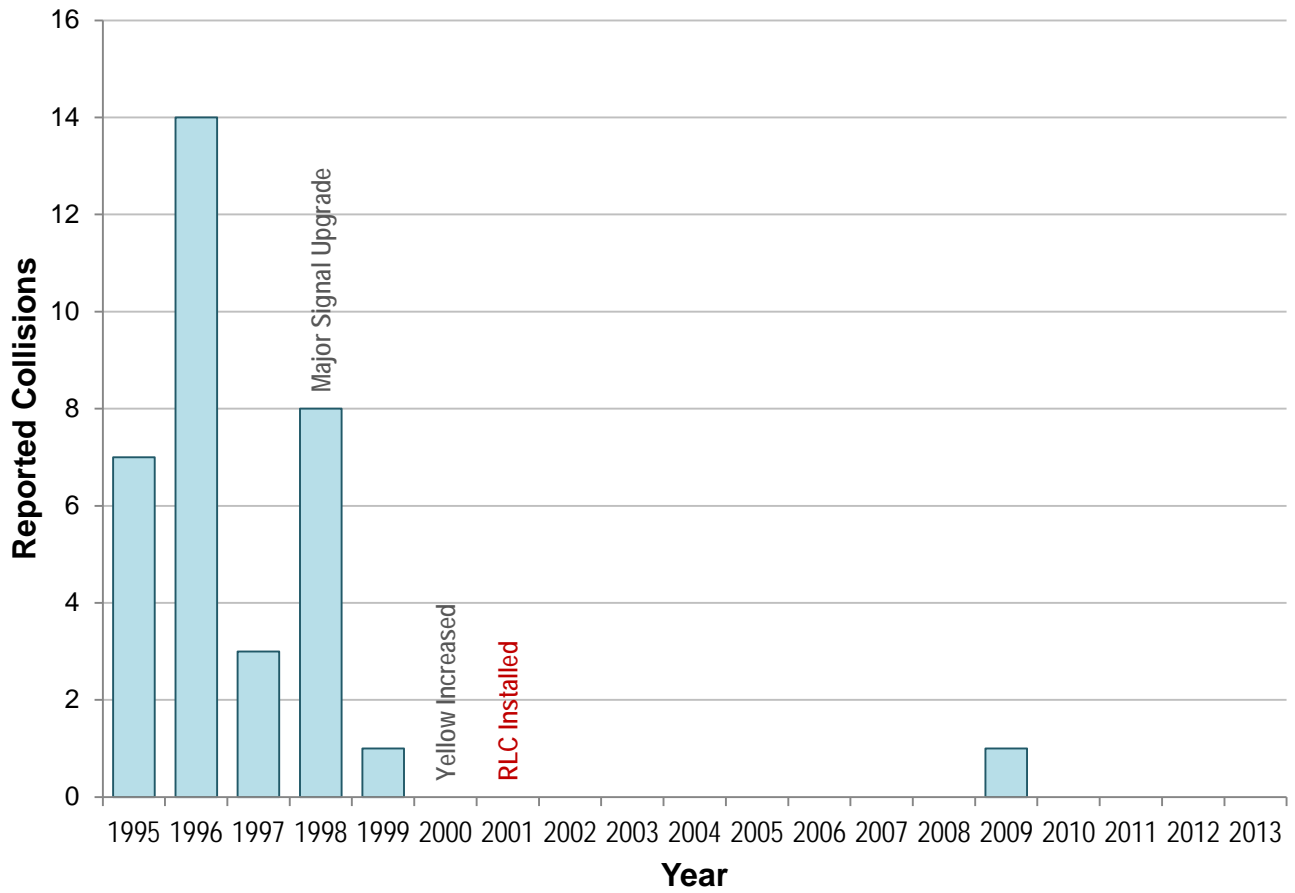
**Figure 3: 1st and Folsom Streets
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	4	8	1	5	1	0	1	0	1	0	4	1	1	2	2	2	1	1	0

3rd and Harrison Streets

Installation Dates: February 2001
 Directions Enforced: All
 Date of Major Signal Upgrade: July 1998
 Date of Yellow Light Changes: March 2000
 Other signal modifications of note: Pedestrian signals added March 2000

**Figure 4: 3rd and Harrison Streets
 Injury Broadside Collisions (1995-2013)**



**Figure 4: 6th and Bryant Streets
 Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	7	14	3	8	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0

4th and Howard Streets

Installation Dates: June 2004

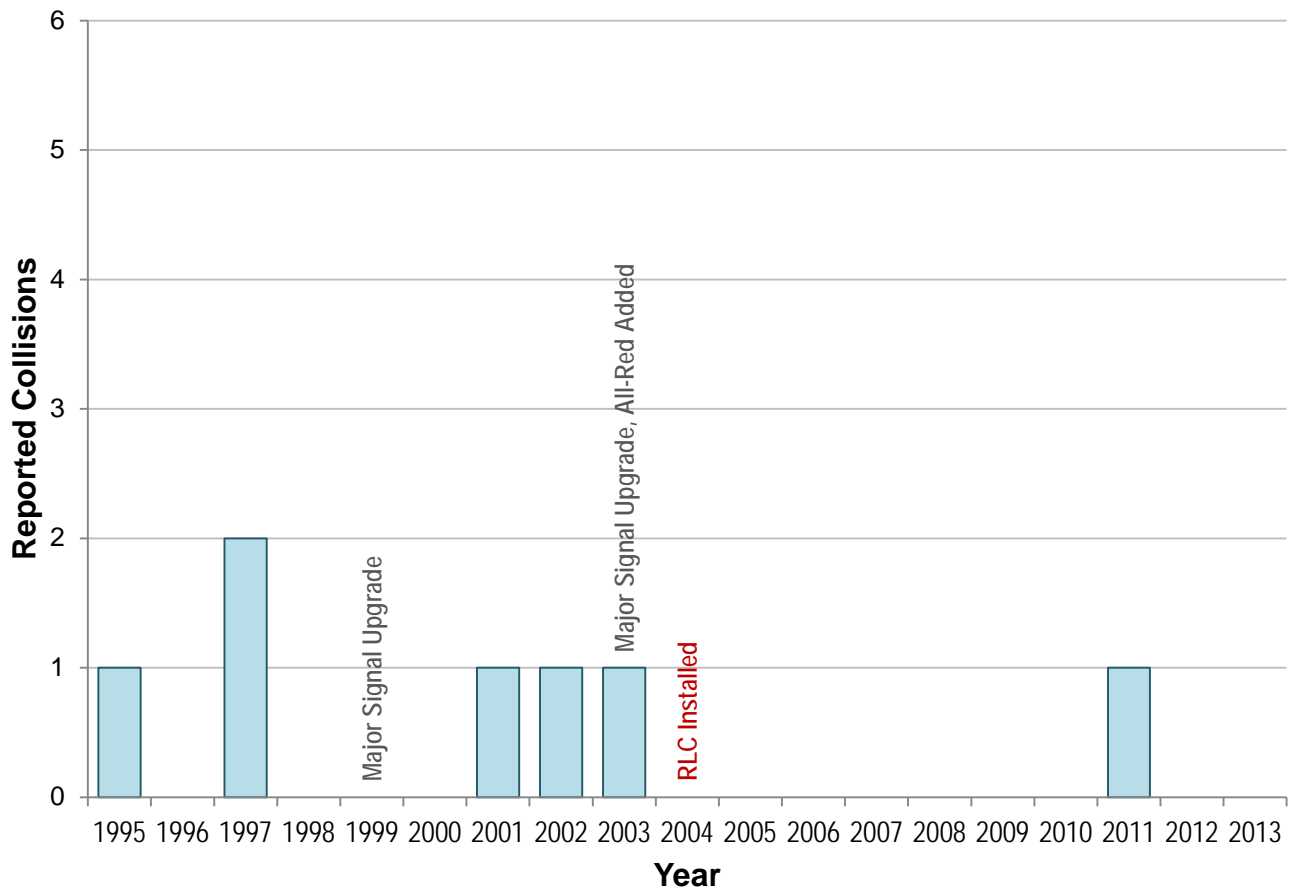
Directions Enforced: Westbound Howard Street

Date of Major Signal Upgrade: March 1999 and February 2003

Date of Yellow Light Changes:

Other signal modifications of note: All-red added February 2003

**Figure 5: 4th and Howard Streets
Injury Broadside Collisions (1995-2013)**



**Figure 5: 4th and Howard Streets
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	1	0	2	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0	0

5th and Harrison Streets

Installation Dates: February 2001

Directions Enforced: Southbound 5th Street, Westbound Harrison Street

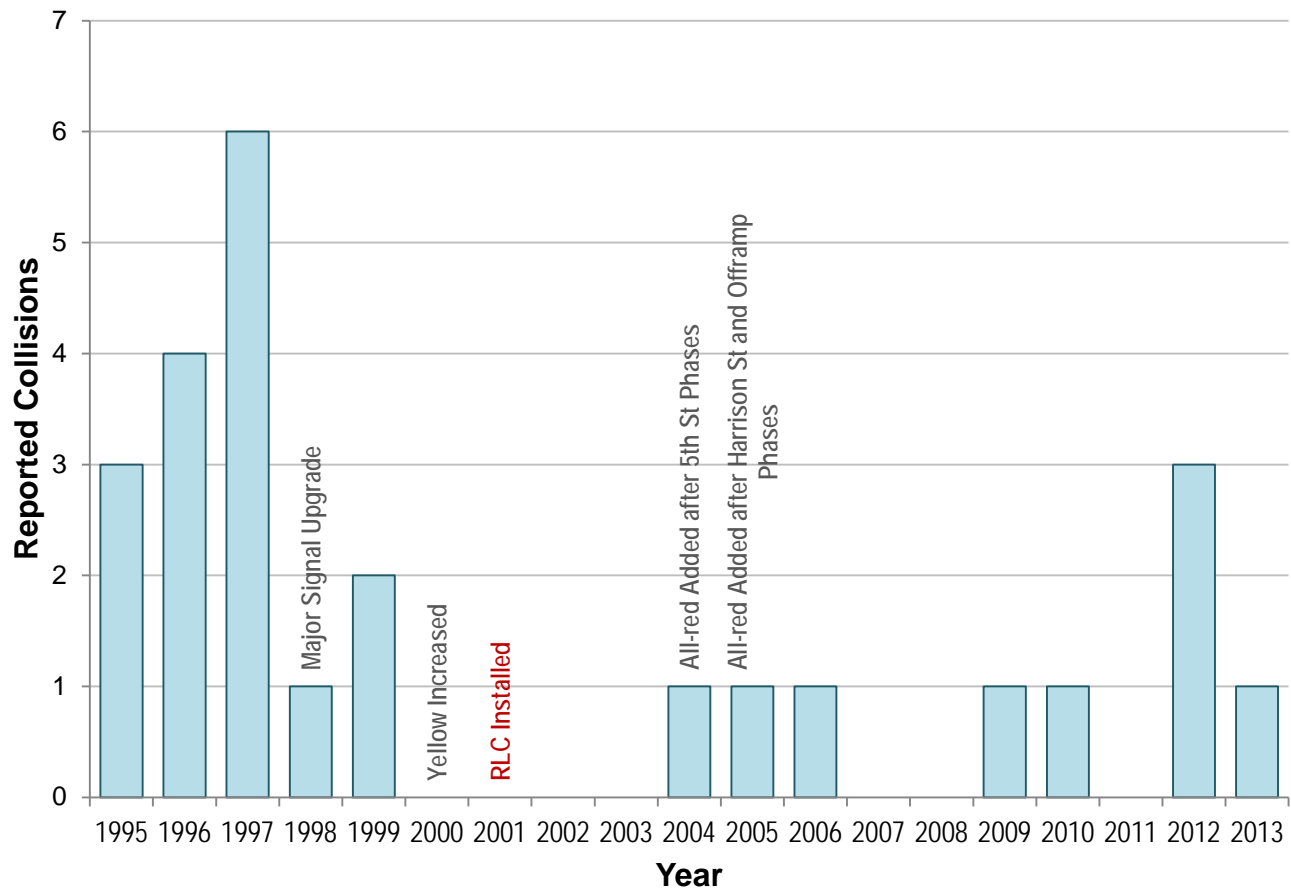
Date of Major Signal Upgrade: July 1998

Date of Yellow Light Changes: July 2000

Other signal modifications of note: September 2004, all-red added after 5th St phases.

November 2005, all-red added after Harrison St and offramp phases.

**Figure 6: 5th and Harrison Streets
Injury Broadside Collisions (1995-2013)**



**Figure 6: 5th and Harrison Streets
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	3	4	6	1	2	0	0	0	0	1	1	1	0	0	1	1	0	3	1

5th and Howard Streets

Installation Date: November 1996

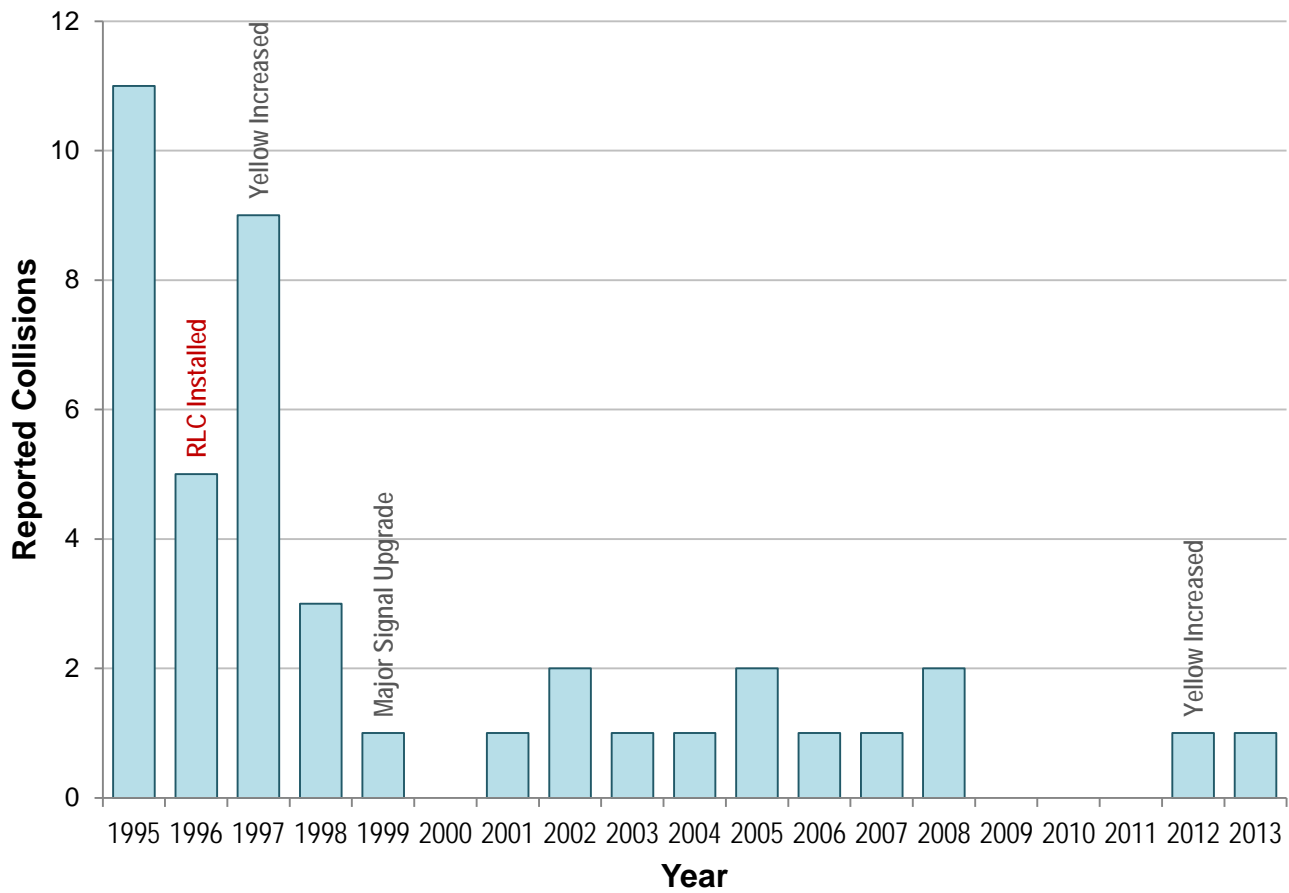
Directions Enforced: Westbound Howard Street

Date of Major Signal Upgrade: March 1999

Date of Yellow Light Changes: December 1997, February 2012

Other signal modifications of note:

**Figure 7: 5th and Howard Streets
Injury Broadside Collisions (1995-2013)**



**Figure 7: 5th and Howard Streets
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	11	5	9	3	1	0	1	2	1	1	2	1	1	2	0	0	0	1	1

5th and Mission Streets

Installation Dates: October 2000 (Northbound), November 2000 (Southbound and Westbound)

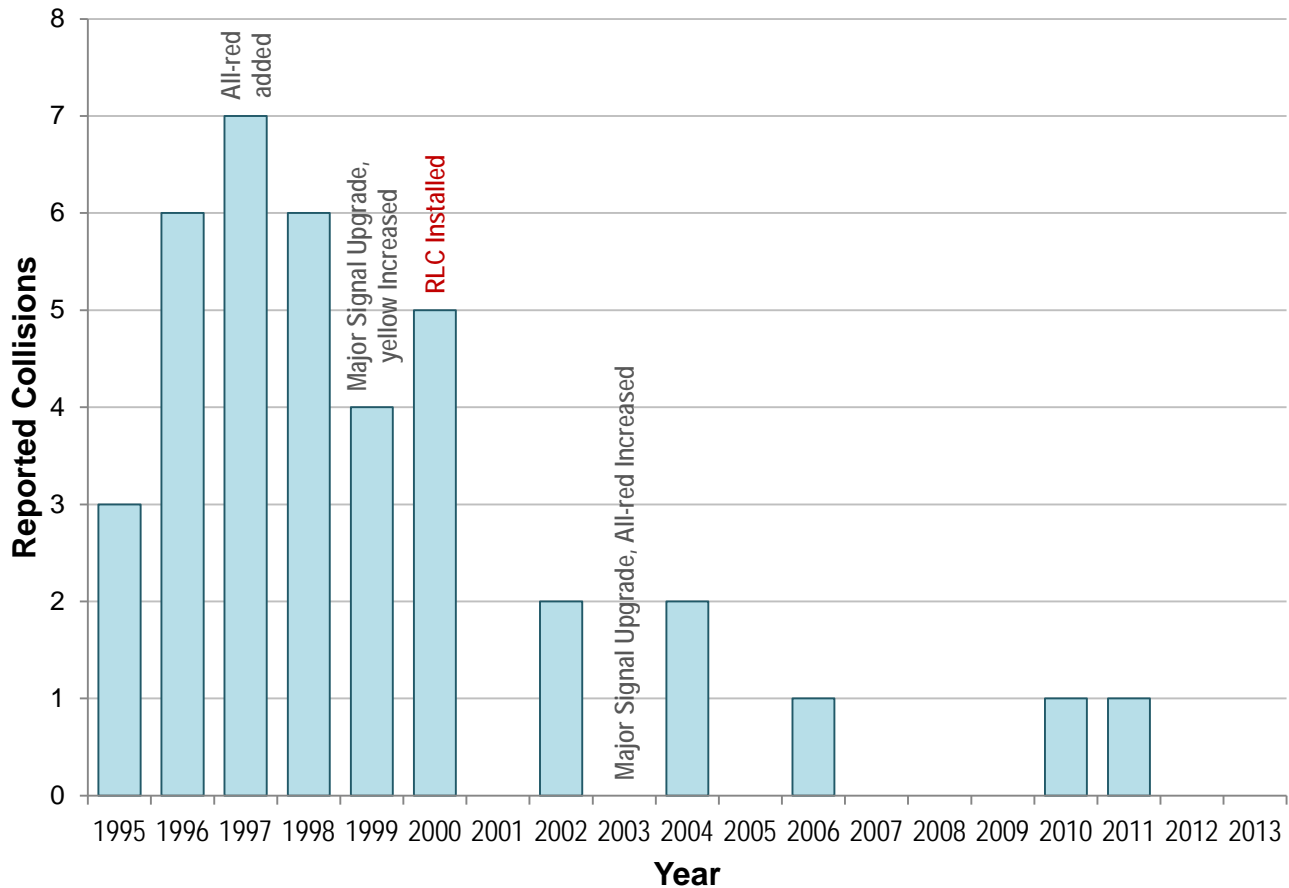
Directions Enforced: Northbound and Southbound 5th Street, Westbound Mission Street

Date of Major Signal Upgrade: April 1999 and October 2003

Date of Yellow Light Changes: April 1999

Other signal modifications of note: All-red added September 1997 and increased October 2003.

**Figure 8: 5th and Mission Streets
Injury Broadside Collisions (1995-2013)**



**Figure 8: 5th and Mission Streets
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	3	6	7	6	4	5	0	2	0	2	0	1	0	0	0	1	1	0	0

6th and Bryant Streets

Installation Dates: December 1999 (Northbound), February 2000 (Southbound) and April 2000 (Eastbound)

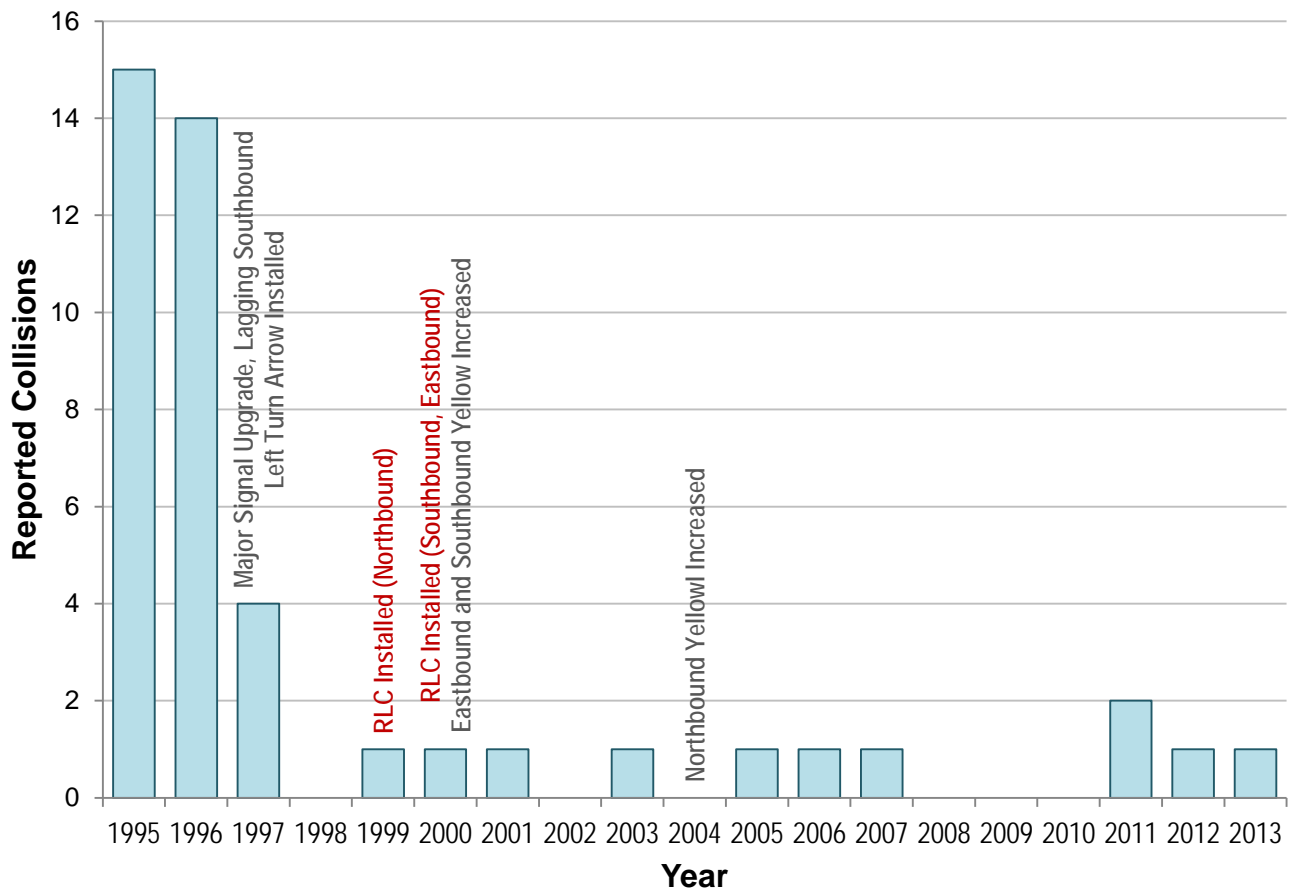
Directions Enforced: All

Date of Major Signal Upgrade: September 1997

Date of Yellow Light Changes: July 2000, eastbound and southbound. May 2004 northbound.

Other signal modifications of note: Southbound left turn arrows added September 1997

**Figure 9: 6th and Bryant Streets
Injury Broadside Collisions (1995-2013)**



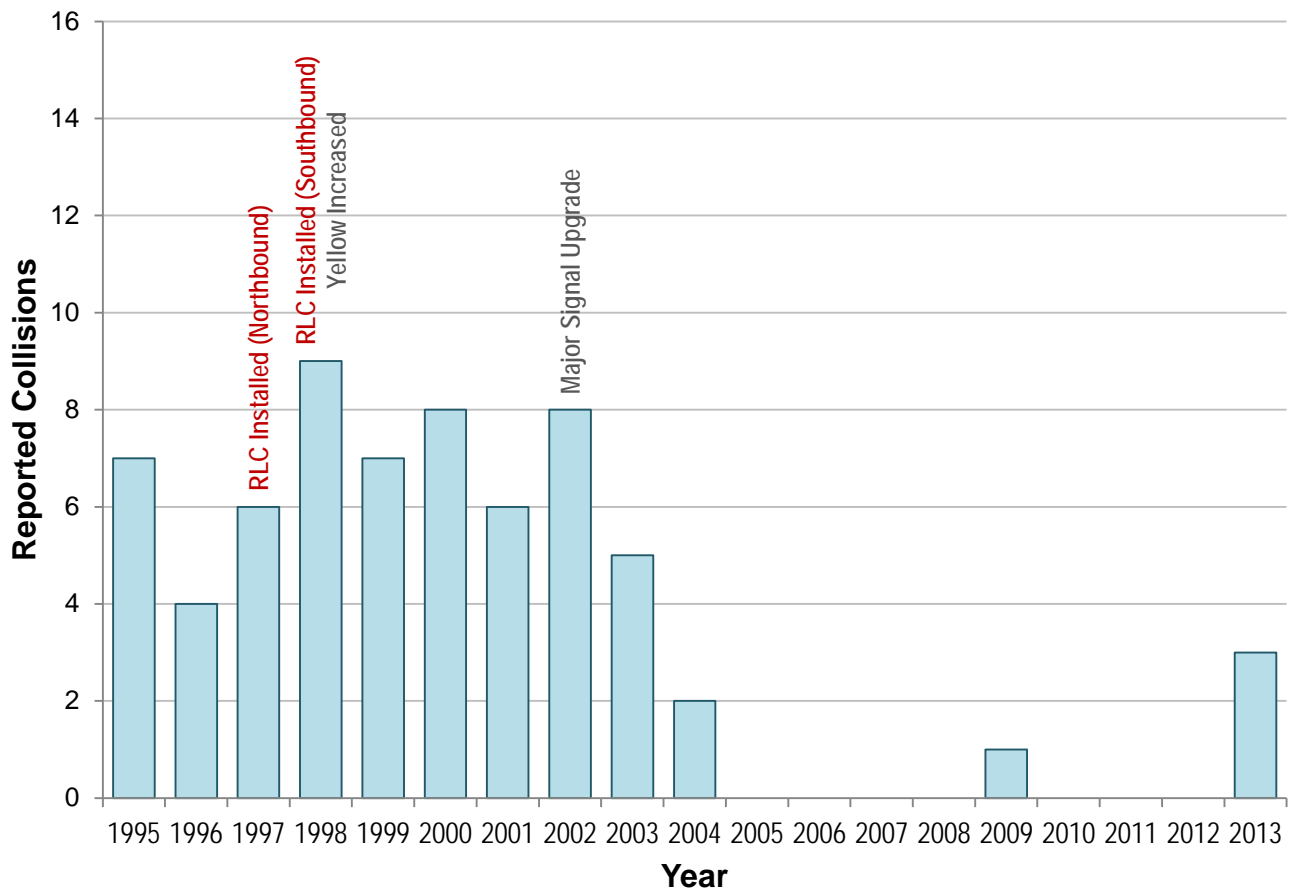
**Figure 9: 6th and Bryant Streets
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	15	14	4	0	1	1	1	0	1	0	1	1	1	0	0	0	2	1	1

7th and Mission Streets

Installation Dates: September 1997 (Northbound), November 1998 (Westbound)
 Directions Enforced: Northbound 7th Street, Westbound Mission Street
 Date of Major Signal Upgrade: August 2002
 Date of Yellow Light Changes: August 1998
 Other signal modifications of note:

**Figure 10: 7th and Mission Streets
 Injury Broadside Collisions (1995-2013)**



**Figure 10: 7th and Mission Streets
 Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	7	4	6	9	7	8	6	8	5	2	0	0	0	0	1	0	0	0	3

8th and Harrison Streets

Installation Dates: January 2001

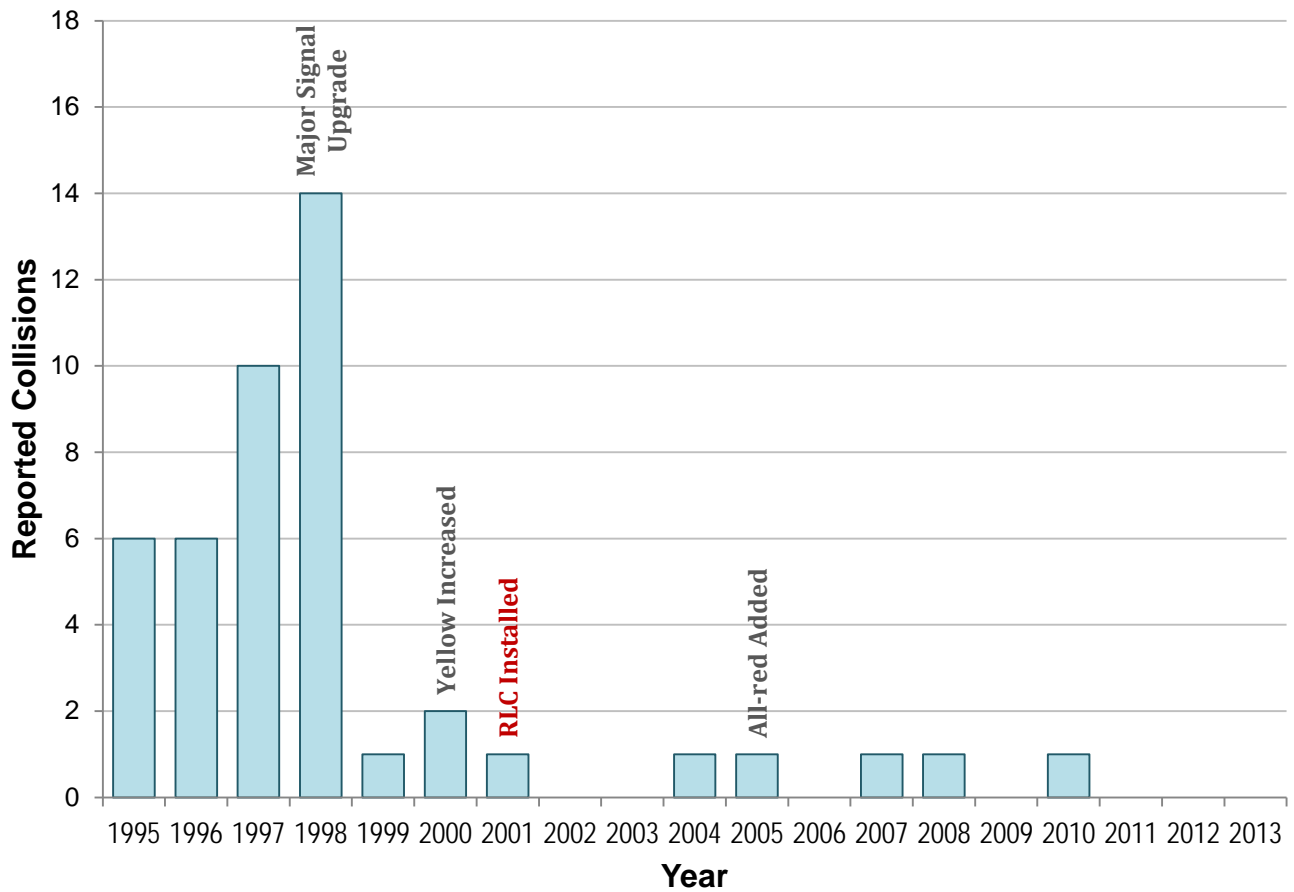
Directions Enforced: All

Date of Major Signal Upgrade: August 1998

Date of Yellow Light Changes: July 2000

Other signal modifications of note: September 2005, all-red added.

**Figure 11: 8th and Harrison Streets
Injury Broadside Collisions (1995-2013)**



**Figure 11: 8th and Harrison Streets
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	6	6	10	14	1	2	1	0	0	1	1	0	1	1	0	1	0	0	0

9th and Howard Streets

Installation Dates: September 1997 (Northbound), March 2010 (Westbound)

Directions Enforced: Northbound 9th Street, Westbound Howard Street

Date of Major Signal Upgrade: March 1999

Date of Yellow Light Changes: December 1997

Other signal modifications of note: Pedestrian signals installed October 2004

**Figure 12: 9th and Howard Streets
Injury Broadside Collisions (1995-2013)**



**Figure 12: 9th and Howard Streets
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	6	5	6	4	1	0	1	1	0	0	0	0	0	0	0	1	0	0	0

14th Street and South Van Ness Avenue

Installation Dates: June 2000 (Eastbound), February 2001 (Northbound)
 Directions Enforced: Northbound South Van Ness Avenue, Eastbound 14th Street
 Date of Major Signal Upgrade: Pending (2015)
 Date of Yellow Light Changes: August 2000
 Other signal modifications of note: July 2001, all South Van Ness Ave northbound heads and one 14th St eastbound head upgraded from 8" to 12". February 2010, all remaining 8" heads upgraded to 12" heads

Figure 13: 14th Street and South Van Ness Avenue Injury Broadside Collisions (1995-2013)

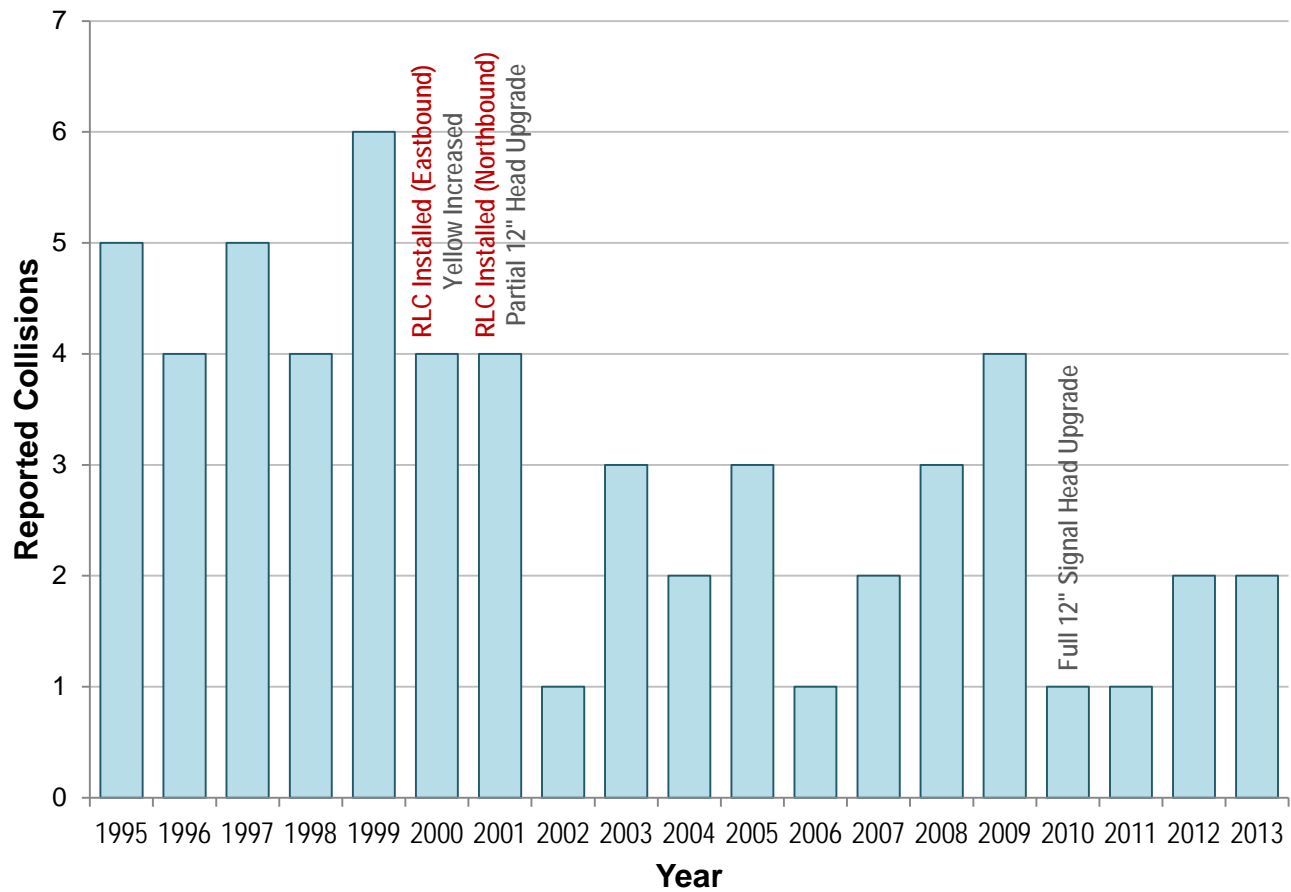


Figure 13: 14th Street and South Van Ness Avenue Injury Broadside Collisions (1995-2013)

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	5	4	5	4	6	4	4	1	3	2	3	1	2	3	4	1	1	2	2

15th and Mission Streets

Installation Dates: June 2000 (Southbound), August 2000 (Northbound)

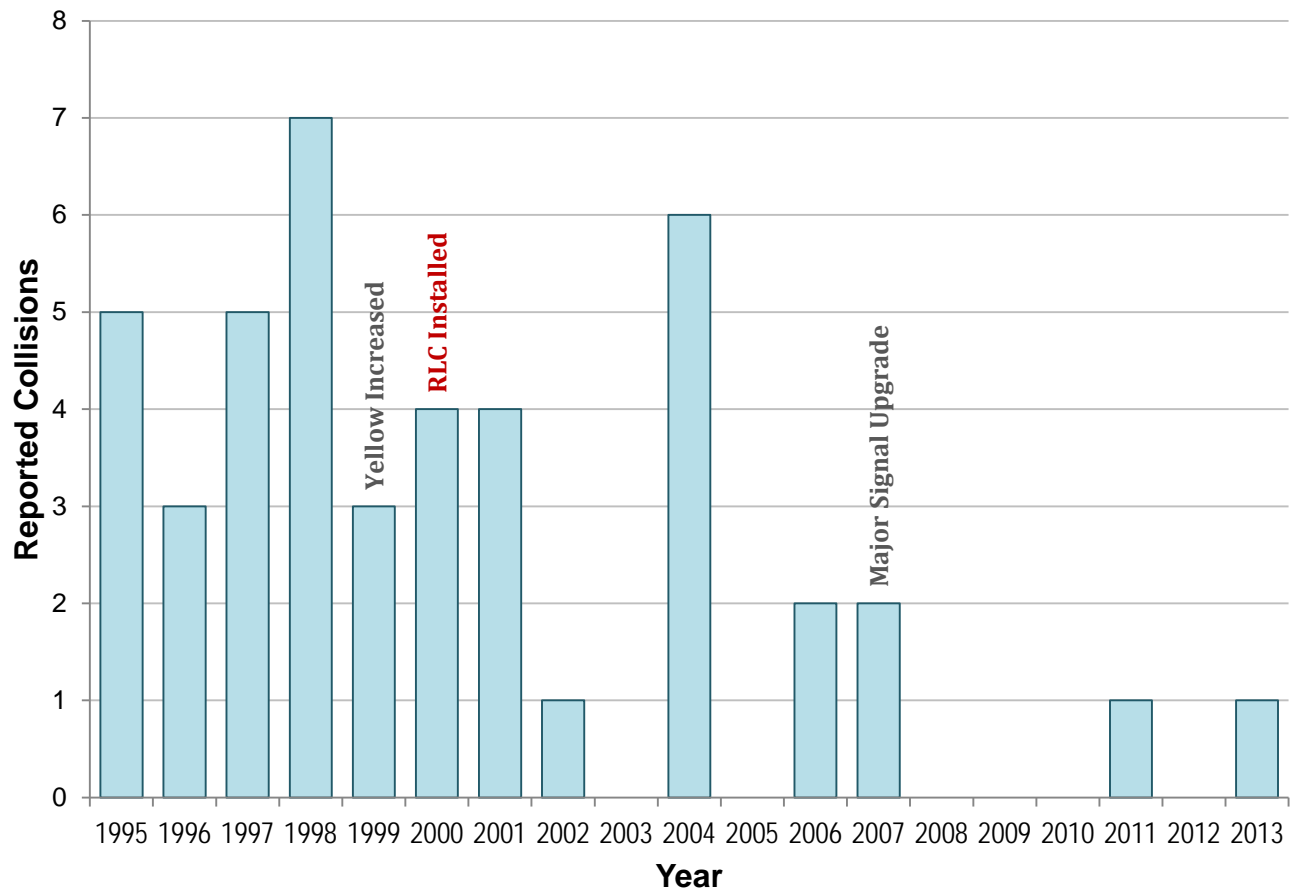
Directions Enforced: Northbound and Southbound Mission Street

Date of Major Signal Upgrade: November 2007

Date of Yellow Light Changes: June 1999

Other signal modifications of note:

**Figure 14: 15th and Mission Streets
Injury Broadside Collisions (1995-2013)**



**Figure 14: 15th and Mission Streets
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	5	3	5	7	3	4	4	1	0	6	0	2	2	0	0	0	1	0	1

Bush Street and Van Ness Avenue

Installation Dates: March 2001

Directions Enforced: Northbound Van Ness Avenue

Date of Major Signal Upgrade: June 2004

Date of Yellow Light Changes: January 2000

Other signal modifications of note: June 2004, all-red added. July 2004, pedestrian signals crossing Van Ness installed.

Figure 15: Bush Street and Van Ness Avenue Injury Broadside Collisions (1995-2013)

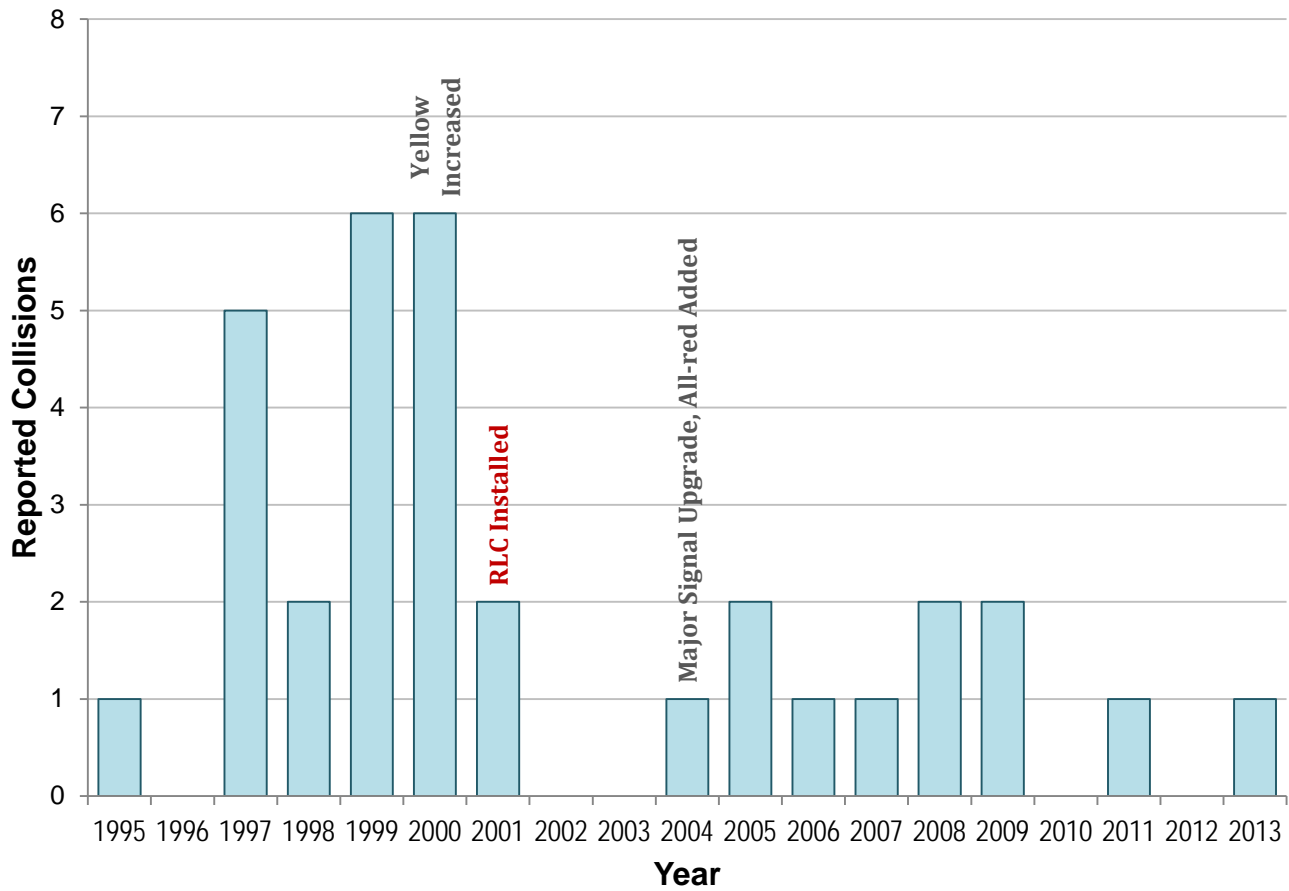


Figure 15: Bush Street and Van Ness Avenue Injury Broadside Collisions (1995-2013)

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	1	0	5	2	6	6	2	0	0	1	2	1	1	2	2	0	1	0	1

Ellis and Larkin Streets

Installation Dates: February 2010

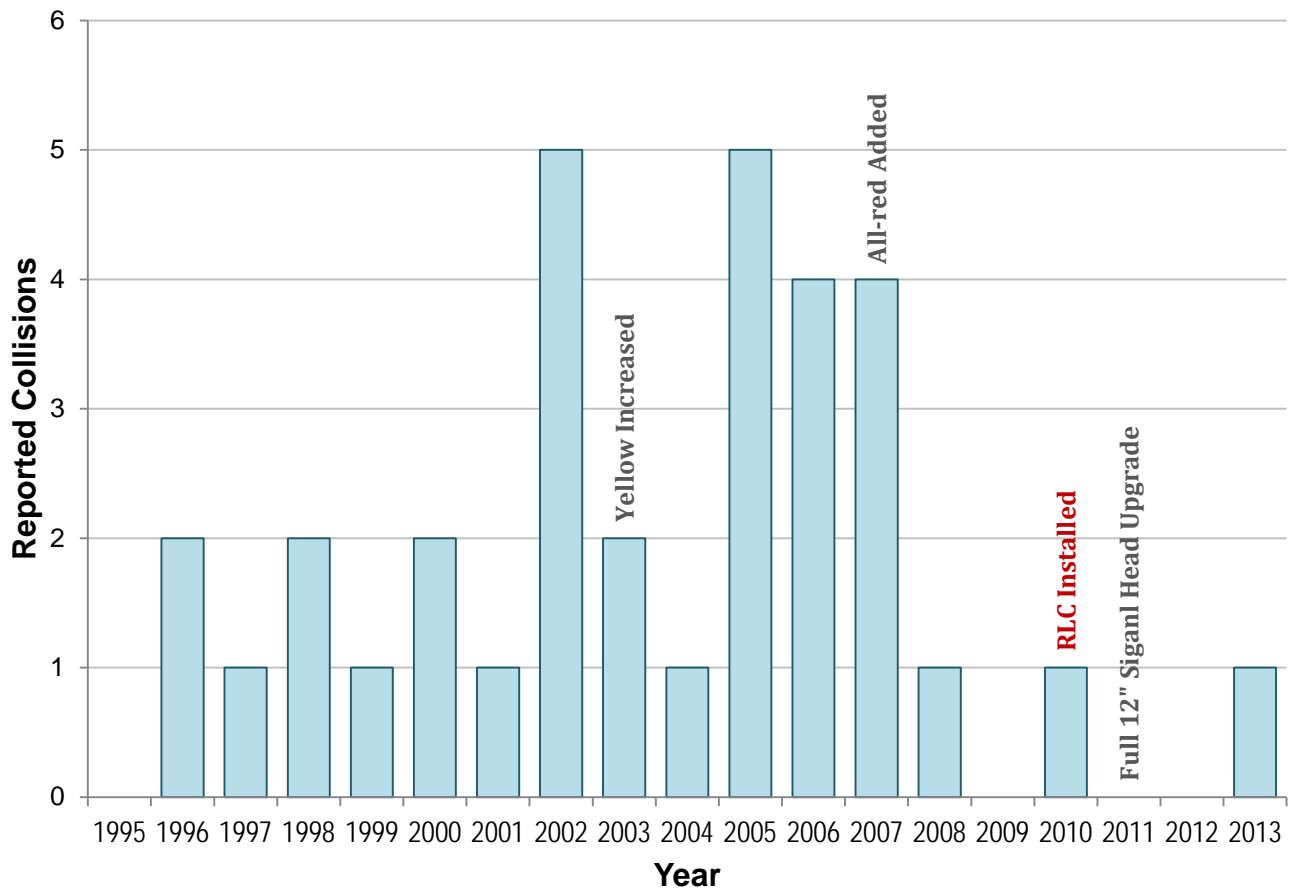
Directions Enforced: Northbound Larkin Street, Westbound Ellis Street

Date of Major Signal Upgrade:

Date of Yellow Light Changes: June 2003

Other signal modifications of note: January 2007, all-red added. June 2011, 12" heads and pedestrian signals installed.

**Figure 16: Ellis and Larkin Streets
Injury Broadside Collisions (1995-2013)**



**Figure 16: Ellis and Larkin Streets
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	0	2	1	2	1	2	1	5	2	1	5	4	4	1	0	1	0	0	1

Fell Street and Masonic Avenue

Installation Date: January 2012

Directions Enforced: Westbound Fell Street

Date of Major Signal Upgrade: June 2003 and September 2012

Date of Yellow Light Changes: September 2010

Other signal modifications of note: April 2002, all-red added.

Figure 17: Fell Street and Masonic Avenue Injury Broadside Collisions (1995-2013)

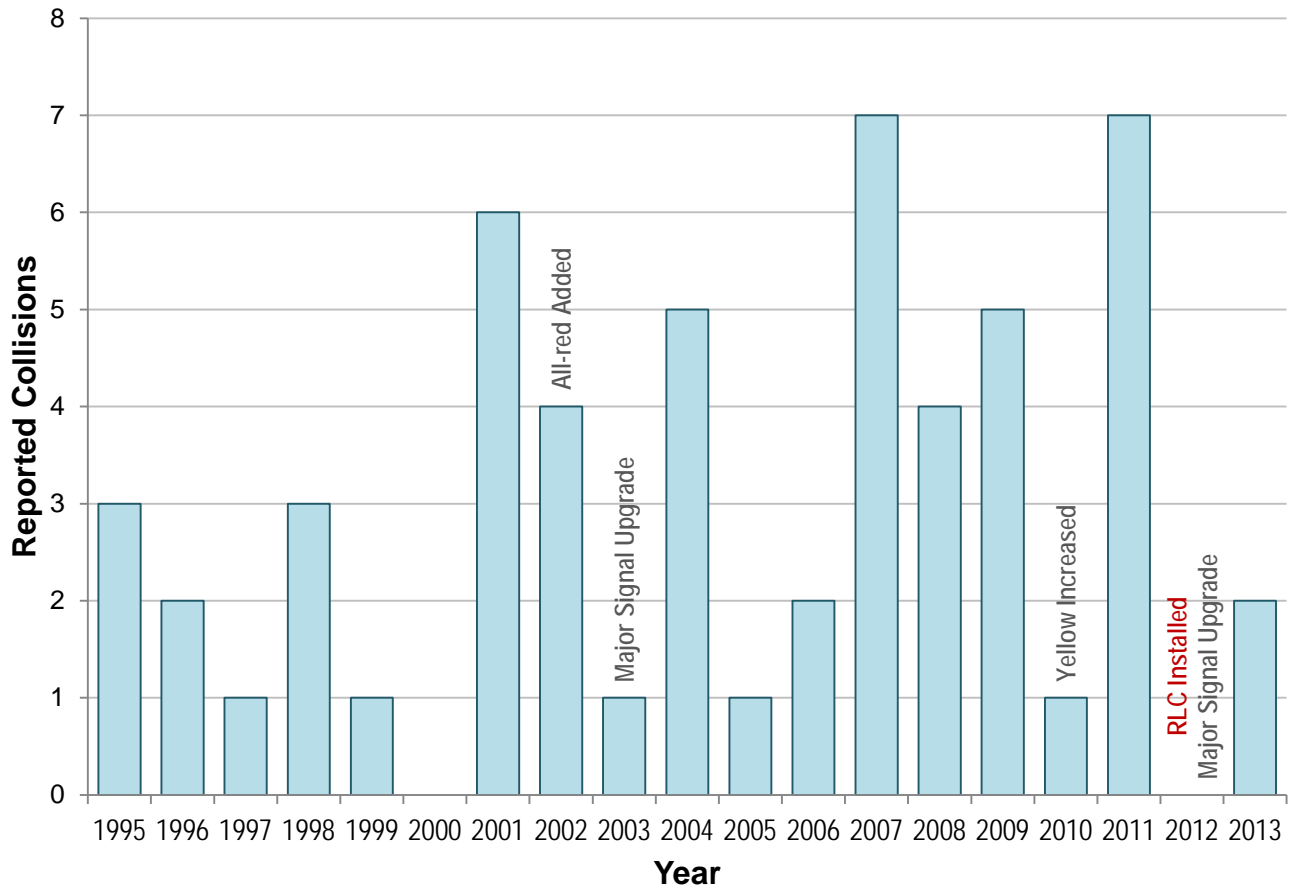


Figure 17: Fell Street and Masonic Avenue Injury Broadside Collisions (1995-2013)

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	3	2	1	3	1	0	6	4	1	5	1	2	7	4	5	1	7	0	2

Fulton Street and Park Presidio Boulevard

Installation Dates: May 2004 (Northbound), June 2004 (Southbound)
 Directions Enforced: Northbound and Southbound Park Presidio Boulevard
 Date of Major Signal Upgrade: April 2009
 Date of Yellow Light Changes:
 Other signal modifications of note: August 2003, all-red added.

Figure 18: Fulton Street and Park Presidio Boulevard Injury Broadside Collisions (1995-2013)

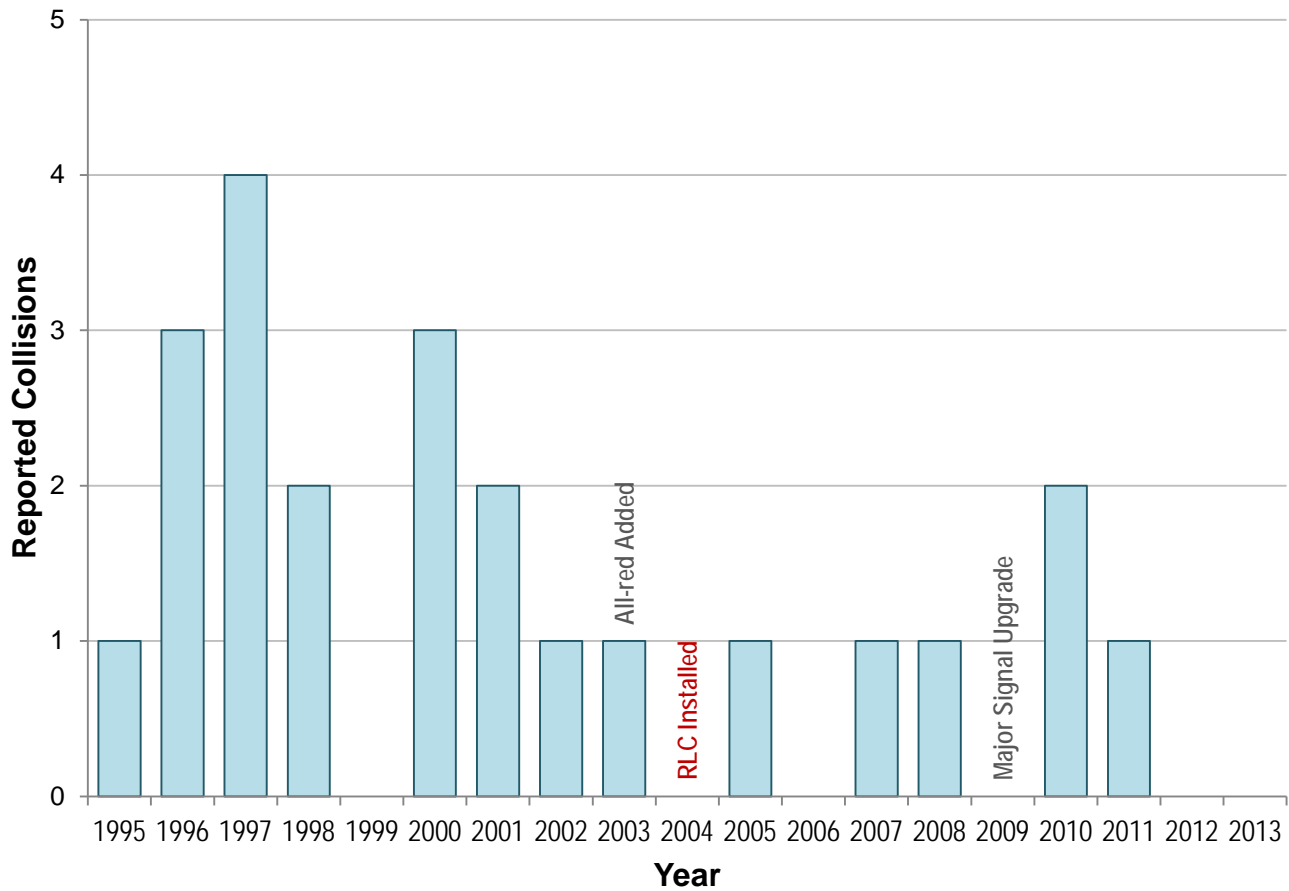


Figure 18: Fulton Street and Park Presidio Boulevard Injury Broadside Collisions (1995-2013)

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	1	3	4	2	0	3	2	1	1	0	1	0	1	1	0	2	1	0	0

Francisco and Richardson Streets

Installation Dates: May 2004 (Westbound), June 2004 (Eastbound)

Directions Enforced: Eastbound and Westbound Richardson Avenue

Date of Major Signal Upgrade: August 2006

Date of Yellow Light Changes:

Other signal modifications of note: April 2003, all-red added after Francisco phase.
August 2006, all-red added after Richardson phase, pedestrian signals installed.

Figure 19: Francisco Street and Richardson Avenue Injury Broadside Collisions (1995-2013)

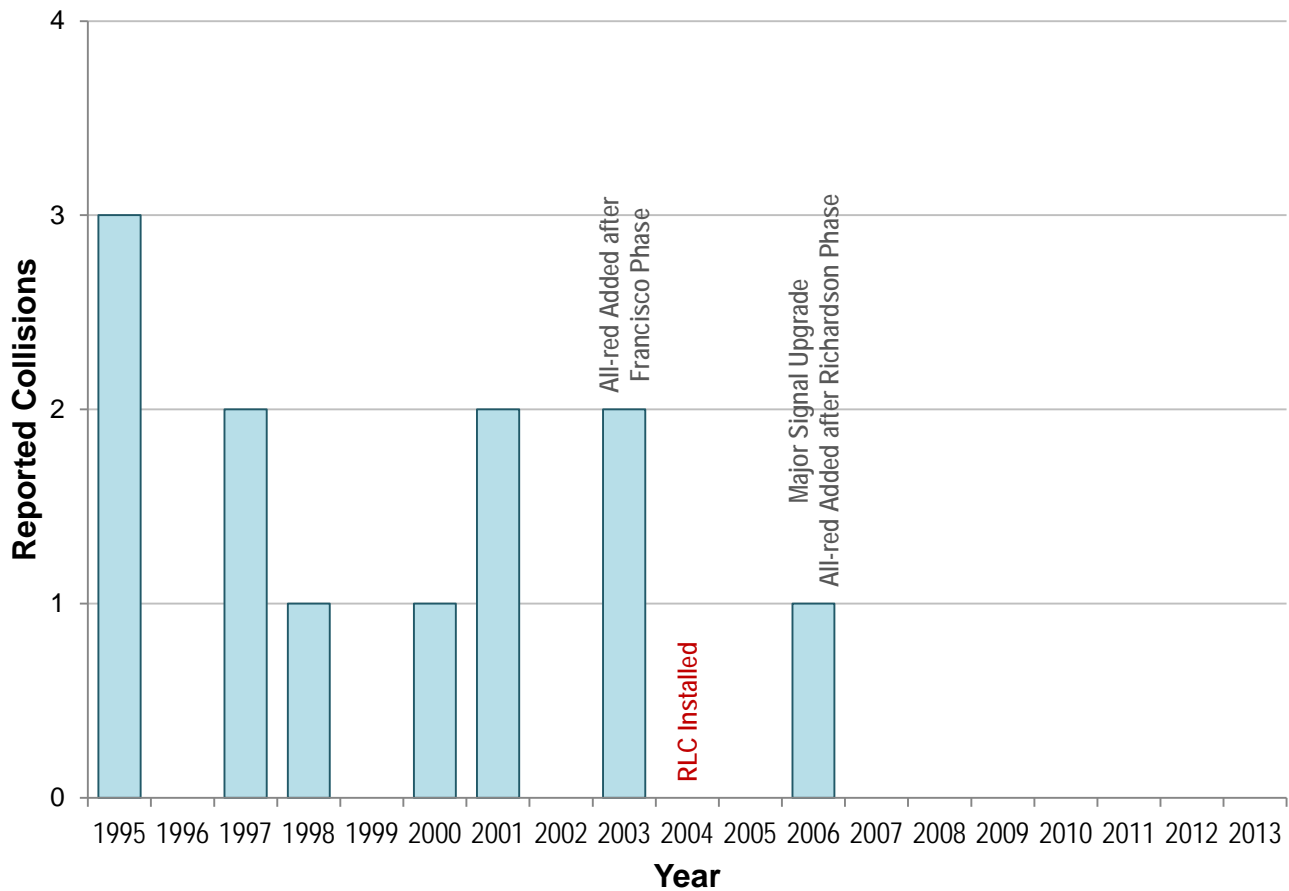


Figure 19: Francisco Street and Richardson Avenue Injury Broadside Collisions (1995-2013)

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	3	0	2	1	0	1	2	0	2	0	0	1	0	0	0	0	0	0	0

Franklin and Geary Streets

Installation Dates: April 2000 (Westbound), June 2000 (Northbound)

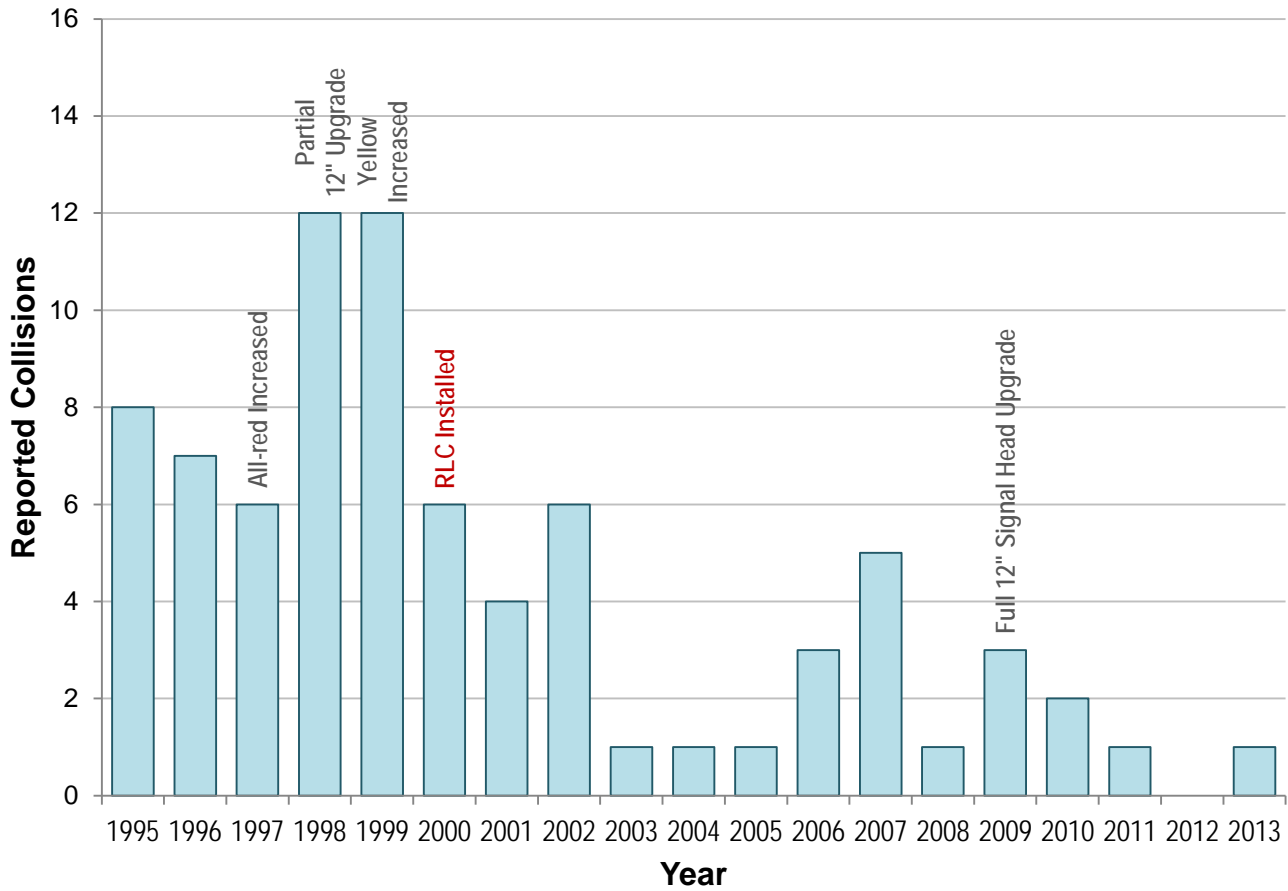
Directions Enforced: All

Date of Major Signal Upgrade: April 2014

Date of Yellow Light Changes: July 1999

Other signal modifications of note: June 1997, all-red increased. May 1998, Franklin signal heads upgraded from 8" to 12". October 2009, all remaining signals upgraded to 12" heads.

**Figure 20: Franklin and Geary Streets
Injury Broadside Collisions (1995-2013)**



**Figure 20: Franklin and Geary Streets
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	8	7	6	12	12	6	4	6	1	1	1	3	5	1	3	2	1	0	1

Geary and Park Presidio Boulevards

Installation Dates: May 2004(Southbound), June 2004 (Northbound, Westbound, Eastbound)

Directions Enforced: All

Date of Major Signal Upgrade: December 2009

Date of Yellow Light Changes:

Other signal modifications of note: August 2003, all-red added.

Figure 21: Geary and Park Presidio Boulevards Injury Broadside Collisions (1995-2013)

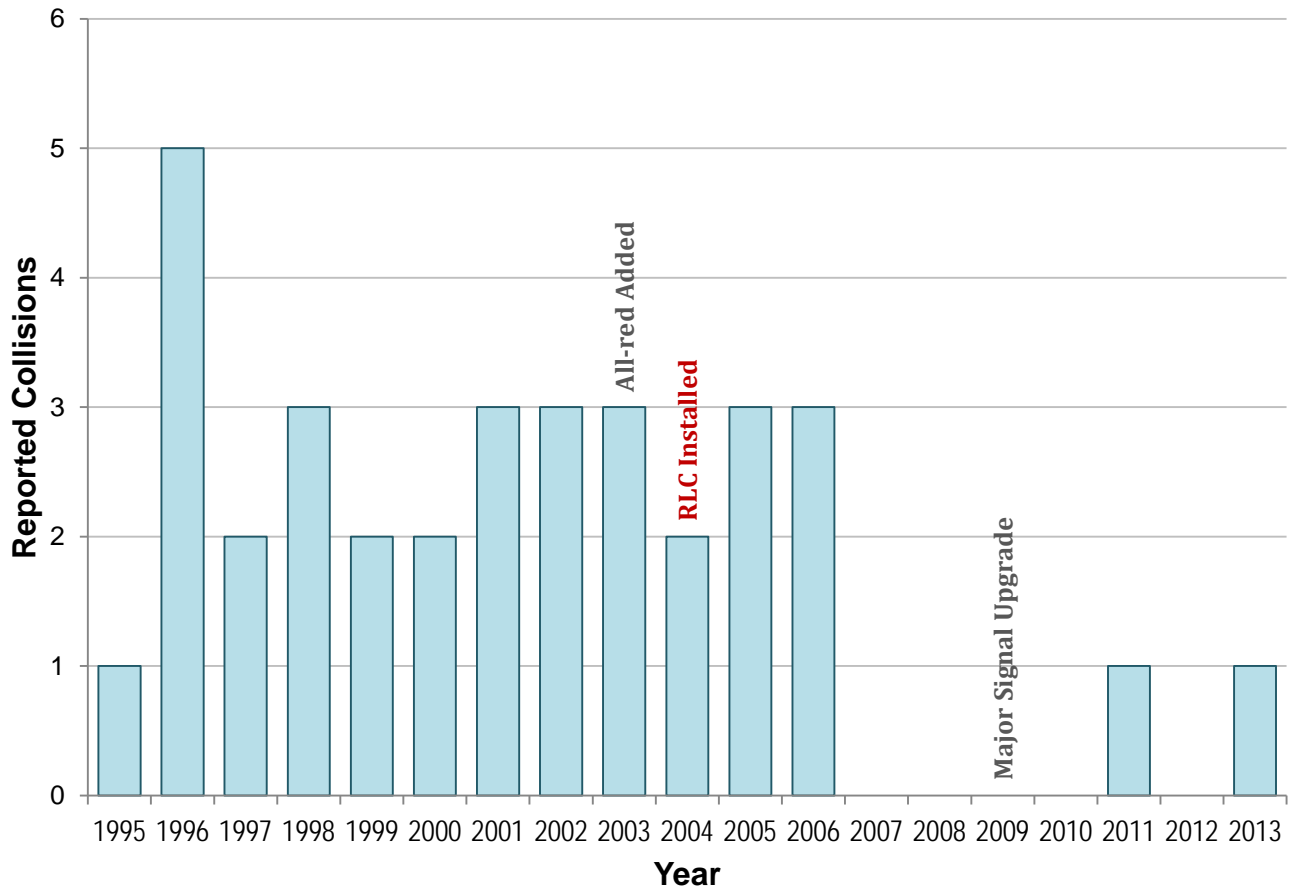


Figure 21: Geary and Park Presidio Boulevards Injury Broadside Collisions (1995-2013)

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	1	5	2	3	2	2	3	3	3	2	3	3	0	0	0	0	1	0	1

Hayes and Polk Streets

Installation Dates: September 2000

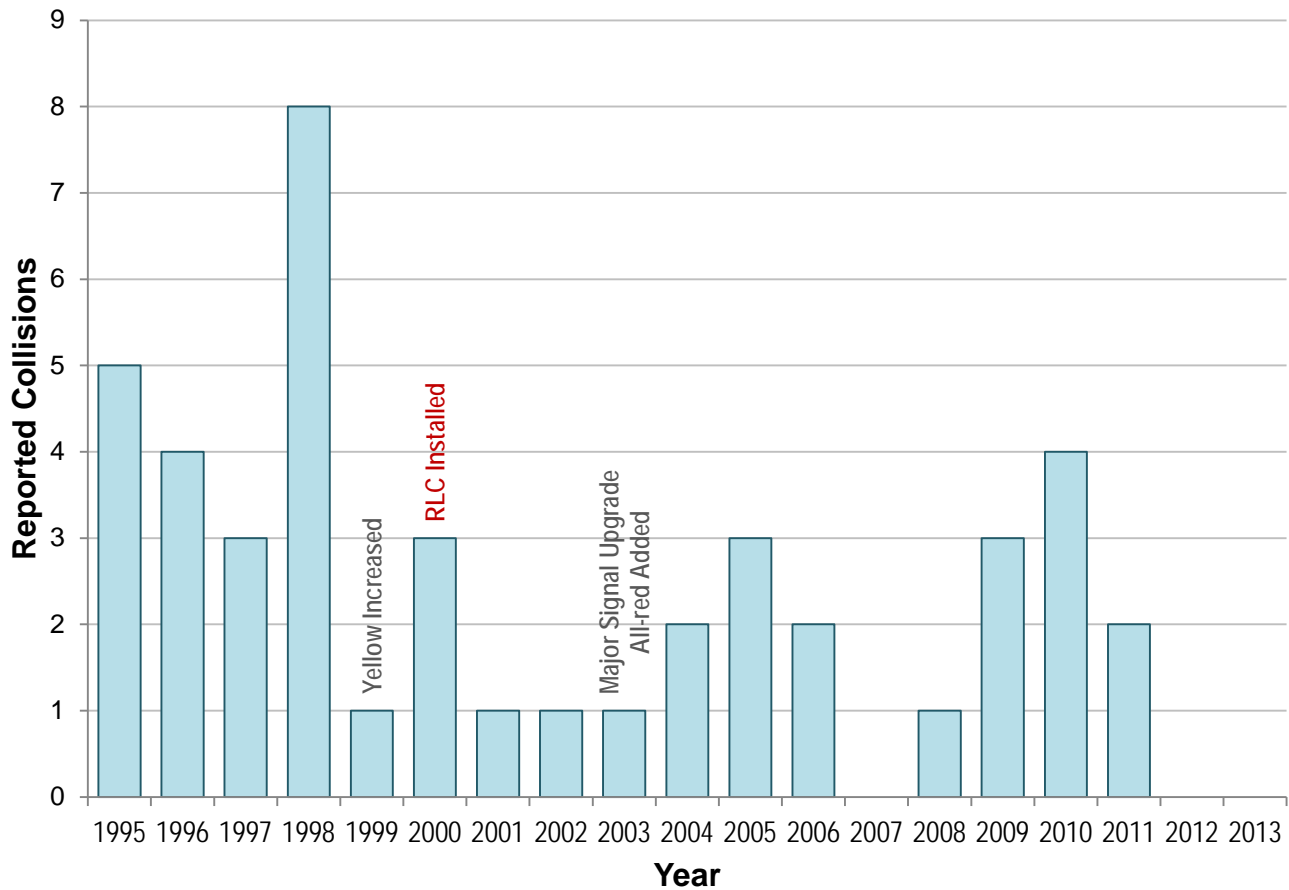
Directions Enforced: All

Date of Major Signal Upgrade: March 2003

Date of Yellow Light Changes: September 1999

Other signal modifications of note: March 2003, all-red added. April 2005, pedestrian signals added.

**Figure 22: Hayes and Polk Streets
Injury Broadside Collisions (1995-2013)**



**Figure 22: Hayes and Polk Streets
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	5	4	3	8	1	3	1	1	1	2	3	2	0	1	3	4	2	0	0

Lake Street and Park Presidio Boulevard

Installation Dates: May 2004 (Northbound), June 2004 (Southbound)
 Directions Enforced: Northbound and Southbound Park Presidio Boulevard
 Date of Major Signal Upgrade:
 Date of Yellow Light Changes: August 2003
 Other signal modifications of note: March 2002, Pedestrian signals installed. August 2003, all-red increased. July 2010, all signals upgraded to 12" heads.

Figure 23: Lake Street and Park Presidio Boulevard Injury Broadside Collisions (1995-2013)

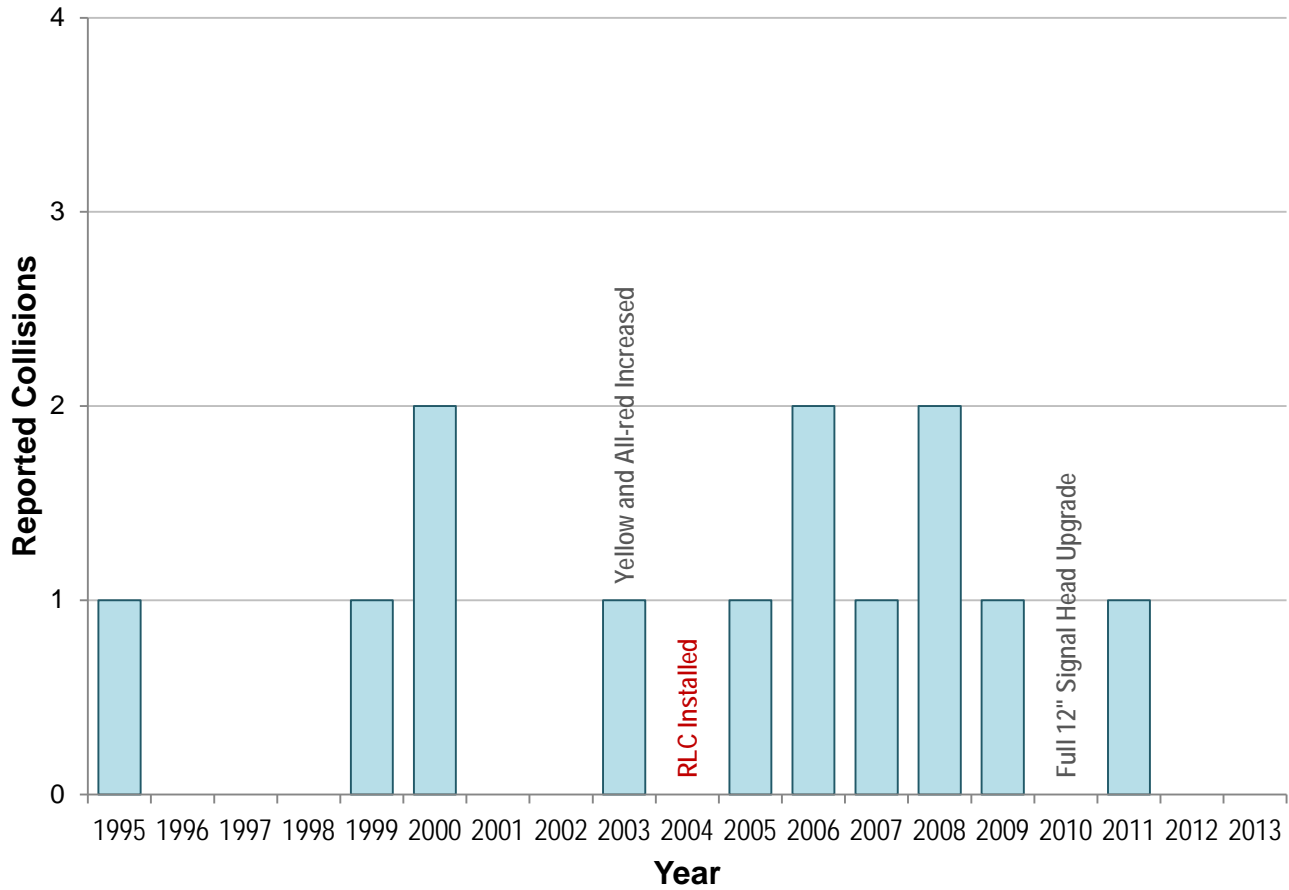


Figure 23: Lake Street and Park Presidio Boulevard Injury Broadside Collisions (1995-2013)

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	1	0	0	0	1	2	0	0	1	0	1	2	1	2	1	0	1	0	0

Marina Boulevard and Lyon Street

Installation Dates: May 2004

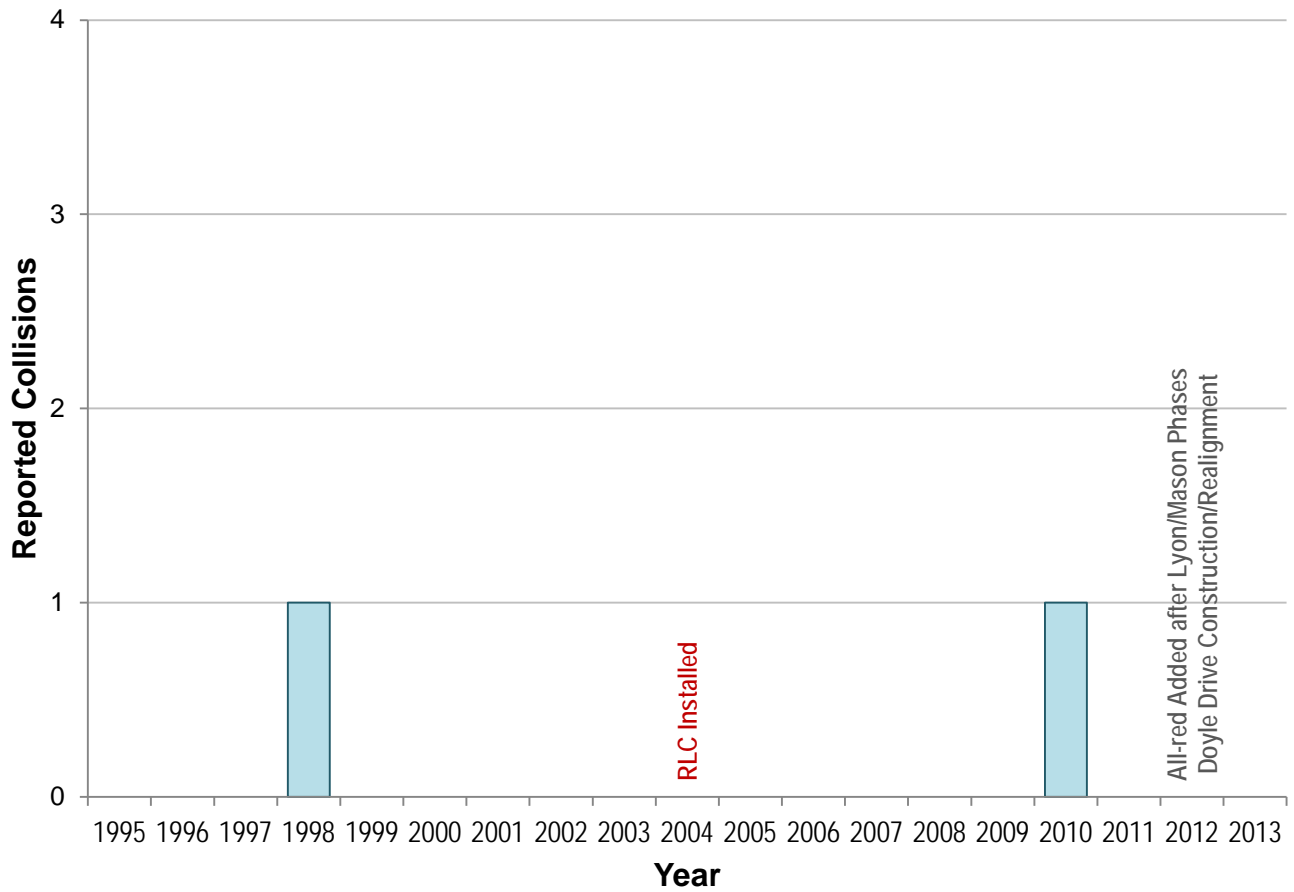
Directions Enforced: Eastbound Marina Boulevard

Date of Major Signal Upgrade:

Date of Yellow Light Changes:

Other signal modifications of note: June 2012, all-red added after Lyon and Mason phases, pedestrian signals added crossing Lyon and Mason. Doyle Drive construction and re-alignment in 2012.

**Figure 24: Marina Boulevard and Lyon Street
Injury Broadside Collisions (1995-2013)**



**Figure 24: Marina Boulevard and Lyon Street
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

Oak Street and Octavia Boulevard

Installation Date: December 2009

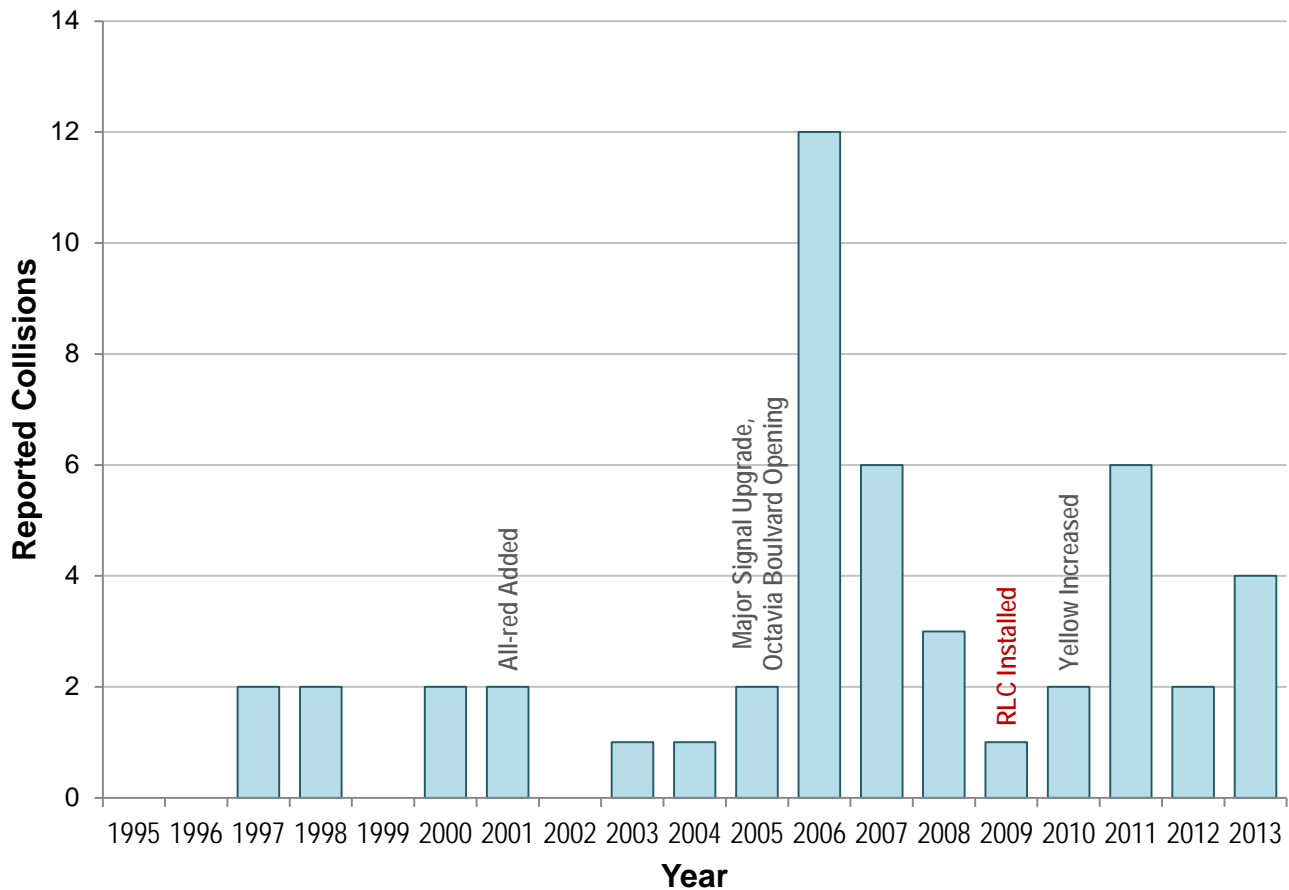
Directions Enforced: Northbound Octavia Boulevard, Eastbound Oak Street

Date of Major Signal Upgrade: July 2005 (Octavia Boulevard opening)

Date of Yellow Light Changes: September 2010

Other signal modifications of note: December 2001, all-red added, pedestrian signals installed.

**Figure 25: Oak Street and Octavia Boulevard
Injury Broadside Collisions (1995-2013)**



**Figure 25: Oak Street and Octavia Boulevard
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	0	0	2	2	0	2	2	0	1	1	2	12	6	3	1	2	6	2	4

Pine and Polk Streets

Installation Dates: June 2000

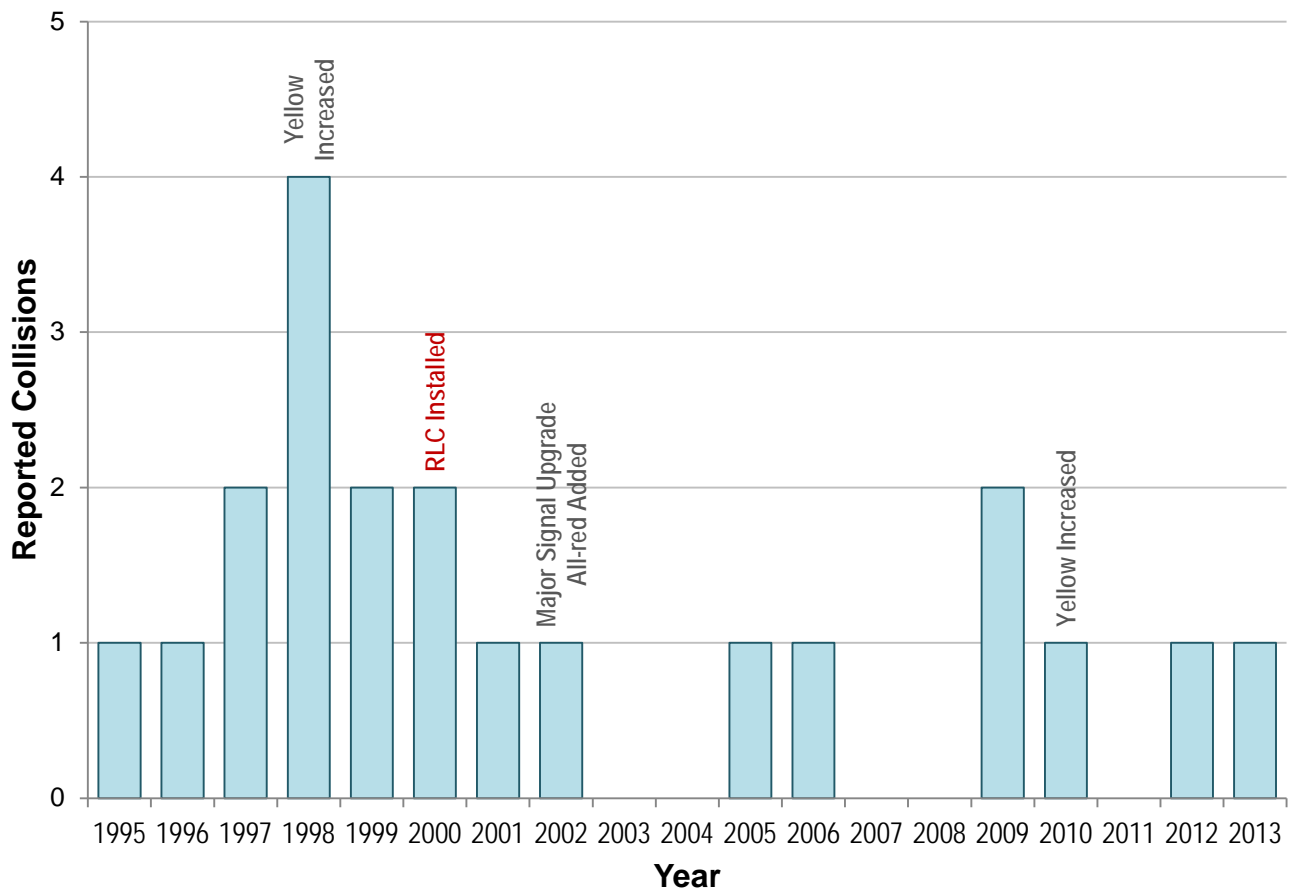
Directions Enforced: Westbound Pine Street

Date of Major Signal Upgrade: April 2002

Date of Yellow Light Changes: September 1998, October 2010

Other signal modifications of note: April 2002, all-red added.

**Figure 26: Pine and Polk Streets
Injury Broadside Collisions (1995-2013)**



**Figure 26: Pine and Polk Streets
Injury Broadside Collisions (1995-2013)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total	1	1	2	4	2	2	1	1	0	0	1	1	0	0	2	1	0	1	1