



SFMTA

# Vision Zero Proactive Traffic Calming Program

June 25, 2020

San Francisco County Transportation Authority

Vision Zero Committee

# Outline

- Brief Program History
- Program Goals
- Program Purpose
- Program Prioritization
- Traffic Calming Toolbox

# Program History

- Began in 2018 as simply “Proactive Traffic Calming”
- Brief stint as “Safe Streets for Vulnerable Populations”
- Renamed “Advancing Equity Through Safe Streets”
- Now called “Vision Zero Proactive Traffic Calming”
  - The name has changed but the intent and focus still remains the same

# Goals

- Enhancing safety for all residents, but especially for seniors and people with disabilities, by reducing instances of speeding vehicles along residential streets
- Creating safer streets and neighborhoods across San Francisco

# Purpose

- Traffic calming measures encourage slower mid-block speeds along residential streets in San Francisco, and include physical safety improvements put in place on our roads for the purpose of altering, slowing down, or reducing motor-vehicle traffic.
- Different types of traffic calming measures are appropriate on different types of streets; these include speed humps, speed cushions, median islands, traffic circles, changes to the lane width, and lane shifting. These measures have been shown to reduce speeding and increase safety.
- This traffic calming effort will not be application-based, but will instead pro-actively prioritize neighborhoods where seniors and people with disabilities are more at risk for a severe injury or fatality resulting from a traffic collision.

# Prioritization

The neighborhoods selected for the Vision Zero Proactive TC program are based on a planning effort led by the Department of Public Health to address safety for seniors and people with disabilities – communities particularly vulnerable to severe and fatal traffic injury. These neighborhoods are prioritized based on the following:

- **Attractors for Seniors and People with Disabilities:** senior centers, public libraries, public health facilities, where there were at least 100 paratransit trips taken during a one month period, and other locations that provide services to seniors or people with disabilities such as food or health care.
- **Density of Seniors and People with Disabilities:** the top third of census tracts with residents that are senior (age 65+), person with disability, or fulfill both criteria from ACS 2011-2015 data and normalized by square mile.
- **Severe Injuries and Fatalities of Seniors and People with Disabilities:** Quarter-mile street segments with at least 1 severe/killed or 3 non-fatal/severe injuries involving a senior or person with disability.



**About** ✕

This map visualizes *injury segments* where pedestrian injuries to seniors and people with disabilities are concentrated and *priority areas* where seniors and people with disabilities live and travel.

These locations are mapped to help inform proactive project prioritization and planning in support of Vision Zero SF to address safety for seniors and people with disabilities - communities particularly vulnerable to severe and fatal traffic injury.

\*Attractors include senior centers, public libraries, public health facilities, where there were at least 100 paratransit trips taken during a one month period, and other locations that provide services to seniors or people with disabilities such as food or health care.

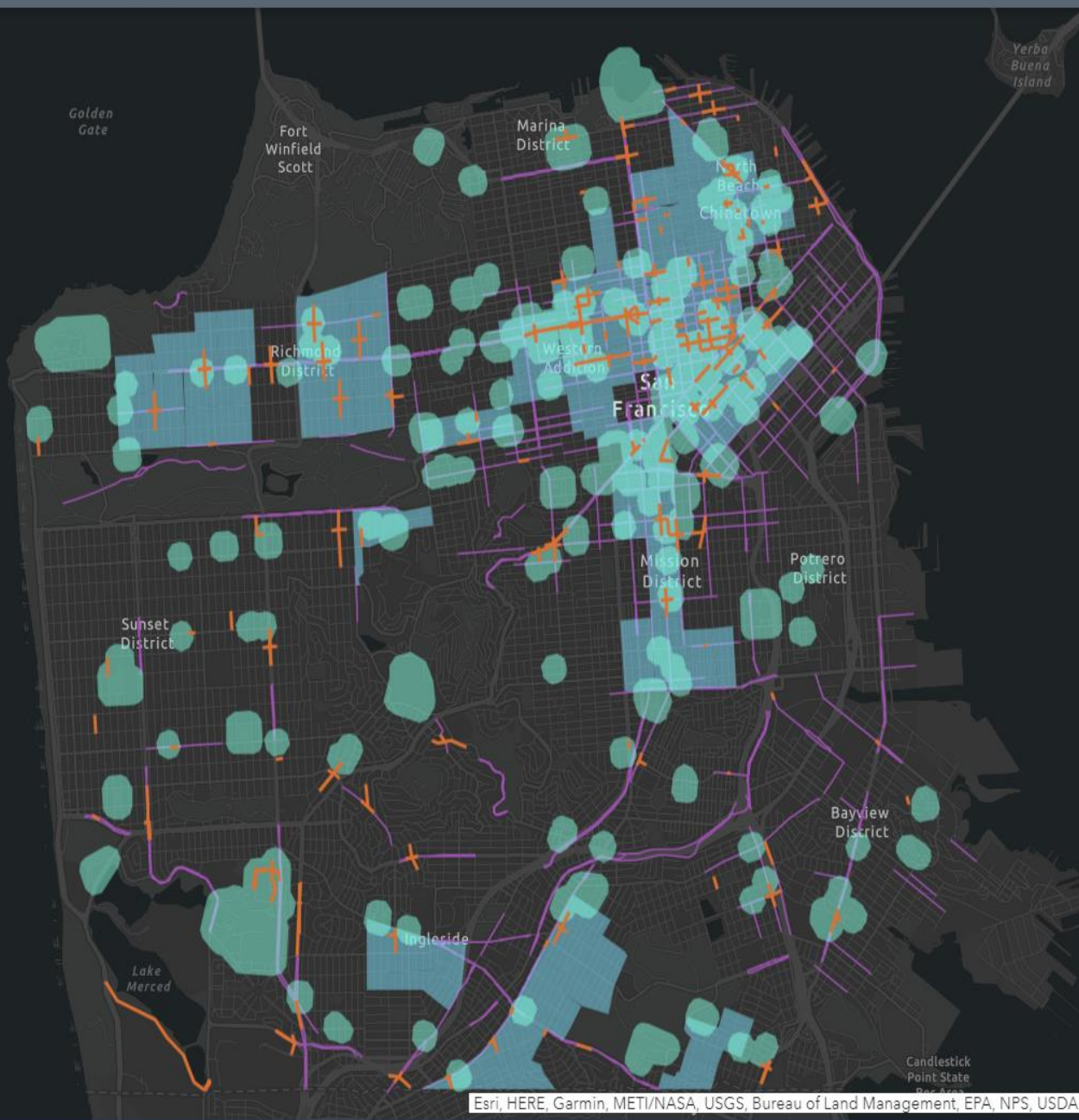
^Density is the top third of census tracts with residents that are senior (age 65+), person with disability, or fulfill both criteria from ACS 2011-2015 data and normalized by square mile.

~Priority segments were derived from the Traffic Injury Surveillance System (TISS) 2013-2015 dataset. Segments with at least 1 severe/killed or 3 non-fatal/severe injuries involving a senior or person with disability.

Sources: San Francisco Police Department (SFPD) collision reports, 2013-2015; Zuckerberg San Francisco General (ZSFG) Hospital data linked to Emergency Medical Services data, 2013-2015; Office of the Medical Examiner, San Francisco (OME) traffic fatality reports, 2013-2015

Data Pull Date: 10/10/2017 from the Traffic Injury Surveillance System (TISS)

City and County of San Francisco  
San Francisco Department of Public Health



# Traffic Calming Toolbox

- The Vision Zero Proactive Traffic Calming countermeasures toolbox is consistent with the Application-Based Traffic Calming toolbox
- Includes measures proven effective at reducing traffic speeds below the posted speed limit and significantly reducing the incidence of egregious speeding



# Traffic Calming Toolbox

## Speed Humps and Speed Tables

Speed humps and speed tables (slightly expanded speed humps) are the default device used as part of the Traffic Calming Program to meet the program's goals of reducing mid-block vehicular speeding. The devices are relatively inexpensive, easy and fast to construct, and do not require any trade-offs such as parking removal. Most importantly, speed humps and speed tables are the most effective traffic calming device in reducing vehicular speeds on a residential street.



# Traffic Calming Toolbox

## Speed Cushions

Speed cushions are speed humps that include wheel cutouts to allow large vehicles, such as Muni buses and emergency response vehicles, to pass unaffected, while reducing passenger vehicle speeds. Speed cushions can either be a 5-lump design, allowing for a set of slots in each direction of travel, or a 3-lump design, with a single set of slots that run down the center of the street.



# Traffic Calming Toolbox

## Raised Crosswalks

Raised Crosswalks are speed tables striped with crosswalk markings and signage to channelize pedestrian crossings, providing pedestrians with a level street crossing. Also, by raising the level of the crossing, pedestrians are more visible to approaching motorists.



# Community Engagement

- Intent is to directly serve seniors and people with disabilities
- Commitment to perform a deep level of engagement with seniors and people with disabilities in each project community
- Opportunity to engage other vulnerable populations who would benefit from the improvements
  - schools or centers serving non-English speaking populations
- Each project will fulfill a higher degree of community engagement than standard traffic calming projects



# Current/Future Projects

- FY2019-2020
  - Inner Richmond
    - 2 pedestrian refuge islands – Completed July 2019
    - 23 traffic calming devices on 12 blocks – Completed September 2019
  - Central Richmond
    - Phase 1: 6 pedestrian refuge islands – Completed December 2019
    - Phase 2 (in progress): 23 traffic calming devices on 12 blocks
      - Work expected to begin in June 2020 through a JOC contract
  - Excelsior
    - Phase 1: 58 traffic calming devices on 44 blocks – Completed March 2020
    - Phase 2 (in progress): 38 traffic calming devices on 27 blocks
      - Working with D11 Office and SFFD to finalize list
- FY2020-2021
  - Ingleside
  - Visitacion Valley
- And beyond
  - Potrero Hill, other?

# Questions?

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