LEFT TURN TRAFFIC CALMING



Left turn traffic calming treatments were installed at fourteen intersections around San Francisco. Treatments included waist-high vertical delineator posts, small rubber speed bumps, and paint to create enhanced center lane lines and painted safety zones. These efforts were intended to encourage slower, wider left turns and increase drivers' awareness of other road users.

The treated intersections were compared to control intersections (intersections without a treatment) to evaluate the impact of the left turn traffic calming treatments post-implementation.



PROGRAM DETAILS

Intersections: 20 total - 14 treated, 6 control

Implementation date:
October 2024 to March 2025

Key metrics included:

- Average turn speed after implementation
- Amount of safe turns after implementation
- Left turn collisions before and after implementation

Treatments included:

- Speed bumps
- Delineators
- Hardened centerline
- Slow turn wedge

EVALUATION FINDINGS



All treated intersections experienced an average left turn speed *below the safe turn threshold* of 15 MPH.



Delineators and the slow turn wedge were most effective at increasing the rate of safe turns made in an intersection. Both treatments led to a **99.9%** safe turn rate.



Treated intersections experienced a **99% safe turn rate** compared to 84% of intersections without a left turn traffic calming treatment. The safe turn rate is defined by NACTO as a turn speed of **15 MPH or less.**



Both treated and control intersections experienced *varying reductions* in general left turn speeds, as well as bicycle/pedestrian left turn collisions and injuries. Due to limited data availability, it is unclear whether this is related to the traffic calming treatments. A follow-up analysis will be done as more data is collected.

For more information, please visit:

SFMTA.com/getting-around/walk/pedestrian-improvements-toolkit/left-turn-safety



