

## **“Home Zone” Fact Sheet**

### **February 2011**

***San Francisco’s first “home zone” will be implemented in the quiet blocks surrounding Marshall Elementary School, northeast of the hustle and bustle of the 16<sup>th</sup> Street BART Station.***

A “home zone” is a walkable neighborhood which, through the holistic application of traffic calming measures, creates a community-focused zone that puts people first, whether they be walking, riding bicycles, or riding in a car.

Home zones communicate a message to drivers that they are entering a community space and are a guest on local streets. This message can be expressed through a range of physical features like landscaping, traffic calming measures and textured surfaces. Perhaps the strongest feature to communicate that home zones are community spaces is the presence of people walking and riding bicycles and children playing, which indicate to drivers that they should proceed with caution. The social element of home zones is essential to their success. In the Netherlands home zones are called ‘woonerfs’, New York is calling them ‘slow zones’.

**Pilot location:** Minna, Natoma, 15<sup>th</sup>, Capp and Adair streets, bordered by 14<sup>th</sup>, Mission and 16<sup>th</sup> streets and South Van Ness Avenue.

**Target vehicle speed:** 15 MPH

**Traffic calming measures to be used:** raised crosswalks, speed humps, sidewalk extensions, and edge lines to narrow travel lanes.

### **Minna-Natoma Pilot Project**

Taking advantage of an existing traffic calming process, SFMTA’s Sustainable Streets Division identified this small neighborhood in the Mission District as a trial home zone. It is an ideal location to pilot the home zone concept for the following reasons:

- **Existing public process** to vet the concept and design (traffic calming process began in June 2010.)
- **Small residential area** bordered by arterial and collector streets that has documented speeding, and cut-through traffic.
- **Destinations that attract people walking, riding bikes, and using transit**, such as Marshall Elementary School, the BART station, Mission Dolores, Mission Neighborhood Health Center and Mission/16<sup>th</sup>/valencia Streets’ commercial activities.
- **Funding is in hand to initiate implementation.**

This pilot project will help inform how home zones are developed and approved and how they look and feel in San Francisco.

**Phasing:** If approved, the Minna-Natoma Home Zone will be constructed in three phases, with evaluation and data collection between phases to determine whether we are achieving the goals of slower speeds, minimizing cut-through traffic and whether subsequent phases are needed. Pending community and city approvals, construction could start as soon as spring 2011.

**Funding:** The planning is being funded by an \$85,000 grant from the San Francisco County Transportation Authority. A preliminary cost estimate for the first phase of implementation is \$550,000, which is also expected to come from grants of the San Francisco County Transportation Authority and the State’s Safe Routes to Schools program.

