Tenderloin Traffic Safety Improvements

SFMTA Board of Directors Meeting
March 16, 2021
Vision Zero

High Injury Network
The 13% of streets where 75% of severe and fatal collisions occur.

Metropolitan Transportation Commission
Communities of Concern
Low-income communities, communities of color, seniors, and people who rely on walking and transit as their primary means of transportation.
Tenderloin Improvements 2017-2020

• Polk Streetscape Project
• Safety Projects
  o Safer Taylor Street
  o Turk Street Safety Project
  o Golden Gate Avenue Safety Project
  o Eddy Two-Way Conversion
  o 27 Bryant Safety Project
• Tenderloin Daylighting Project
• Pedestrian Scrambles and Continental Crosswalks
• NoMa/SoMa Signal Retiming
Tenderloin Plan

May 2020 Tenderloin Neighborhood Safety Assessment and Plan for COVID-19

• Expanding walking space to alleviate public health concerns of overcrowding

• Supporting emergency needs as part of the COVID-19 recovery
Emergency Streets

Tenderloin Improvements

- **TL Neighborhood**
- **Existing parking lane closures**
- **Existing block closure**
  - Golden Gate Ave - everyday 6am to 3pm
  - Fulton Street - 24/7
  - Ellis Street (Taylor to Jones) - Sun to Fri, 6am to 5pm

**Physical distancing lane/areas (24/7)**
- **Approved**
- **Planning**

**Shared Spaces** (street closure)
- **Approved** (Thurs-Sun, noon to 7pm)

**Quick-Build Projects**
- **Planning and Design**

Last update: 2/4/21
COVID-19 Programs

Shared Spaces
Larkin Street between Eddy and O’Farrell streets

Play Streets
Turk Street between Leavenworth and Jones streets
COVID-19 Projects

Parking Lane Prohibitions and Block Closures
To support and facilitate:
• Safe sleeping sites
• Physical distancing
• Meal services
• Queueing for essential services

Physical Distancing Lanes
To provide temporary walking and rolling space on critical connections in the neighborhood:
• Jones Street between Golden Gate Avenue and O’Farrell Street
• Turk Street between Jones Street and Larkin Street
Jones Street Physical Distancing Lane

Before

After
Slowing Speeds Saves Lives

If hit by a person driving at:

- 20 MPH
  - Person Survives the Collision: 90%
  - Results in a Fatality: 10%

- 30 MPH
  - Person Survives the Collision: 60%
  - Results in a Fatality: 40%

- 40 MPH
  - Person Survives the Collision: 20%
  - Results in a Fatality: 80%

Seniors are more vulnerable at any given speed.
Lower speed limits lead to reduced speeds and crashes

Seattle Case Study

<table>
<thead>
<tr>
<th>Crashes</th>
<th>All Crashes</th>
<th>Injury Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before</td>
<td>517</td>
<td>193</td>
</tr>
<tr>
<td>After</td>
<td>403</td>
<td>158</td>
</tr>
<tr>
<td>% Change</td>
<td>-22%</td>
<td>-18%</td>
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</tbody>
</table>

*Source: Seattle GIS Collisions [http://data-seattlecitygis.opendata.arcgis.com/]

- No engineering changes
- No signal re-timing changes
- No extra enforcement

<table>
<thead>
<tr>
<th>Speeds</th>
<th>50th Percentile</th>
<th>85th Percentile</th>
<th>40+ MPH Speeders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before</td>
<td>25.6 MPH</td>
<td>31.2 MPH</td>
<td>1119</td>
</tr>
<tr>
<td>After</td>
<td>23.1 MPH</td>
<td>29.0 MPH</td>
<td>513</td>
</tr>
<tr>
<td>% Change</td>
<td>-9.9%</td>
<td>-7.1%</td>
<td>-54.1%</td>
</tr>
</tbody>
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- Decrease in crashes and top-end speeders
Reducing speed limits on 17 corridors in the Tenderloin

All surveyed streets qualify for 20 MPH speed limits
Outreach Approach

• Informational cards translated to seven languages
• Variable and changeable message signs
• Project website
• Social media
Advancing changes to state law on how speeds are set

Assembly Bill 43 (Friedman) proposes to allow local jurisdictions more flexibility for how speeds are set, including on the High Injury Network, in business districts, and near vulnerable populations.
Tenderloin Traffic Safety Improvements
SFMTA.com/projects/tenderloin-traffic-safety-improvements

Tenderloin COVID-19 Emergency Streets
SFMTA.com/TLStreets

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