



SFMTA and Safety around Schools

Schoolfocused projects and programming,
Prioritized throughout transit and
infrastructure decisions



Coordinated



SF Environment



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-
- Education
 - Engineering
 - Outreach
 - Communications
 - Transit Services

Proactive

- School site visits
- Data driven
- Broad engagement



Holistic Approach

Engineering

- Walk Audits
- Traffic Calming
- Traffic Operations
- Vision Zero Quick Builds
- Major Corridors Projects
- Quick-builds
- Streetscape improvements

Transportation Service

- School Trippers
- Free Muni for All Youth
- Transit Recovery Plan

Environmental Safety

- Crossing Guards
- MTAP
- Safe Passage
- Traffic Enforcement
- Slow Streets
- Shared Spaces

Education, Encouragement, Engagement

- Safe Routes to School Community Engagement
- Safe Routes to School Programming
- Bicycle Education classes
- Play Streets
- YTAB

Safe Routes to School Non-Infrastructure

FY20-21 participation was robust:

- Over 88% of SFUSD public non-charter schools
- More than 22,000 students participated



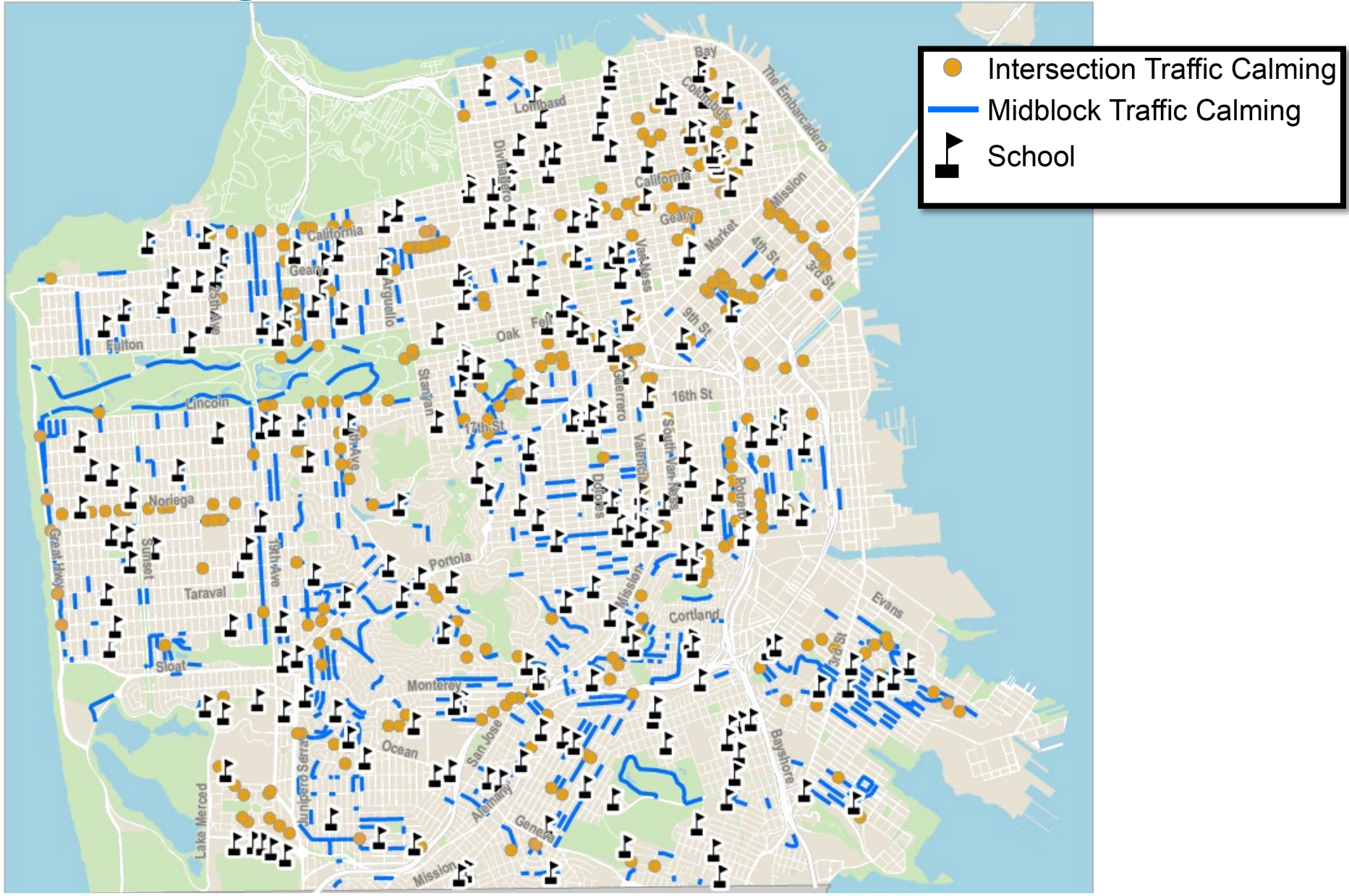
Crossing Guard Program

180 Crossing Guards, goal of reaching 200 by August 2022

107 Elementary and Middle Schools



Building Safer Streets Near Schools



- Intersection Traffic Calming
- Midblock Traffic Calming
- 🚩 School

Request-Based School Traffic Calming



- Ensuring safe pick up and drop off
- Maintenance of signs, roadway striping, and pavement markings
- Calming vehicle traffic
- Increasing visibility between road users

Proactive Traffic Calming



Tools include:

- Speedhumps, tables, and cushions
- Raised crosswalks
- Pedestrian refuge islands
- Traffic circles
- Lane narrowing
- Pavement markings

Proactive Traffic Calming



RRFB



Raised Crosswalk



Speed Table



Refuge Island

Slow Speeds Save Lives



- AB 321, passed in 2007, allows school zone speed limits to be as low as 15 MPH
- As of Spring 2012, SFMTA has instituted 15 MPH speed limits at all eligible schools (181 schools)



Corridor Approach to Create Safe Routes to School

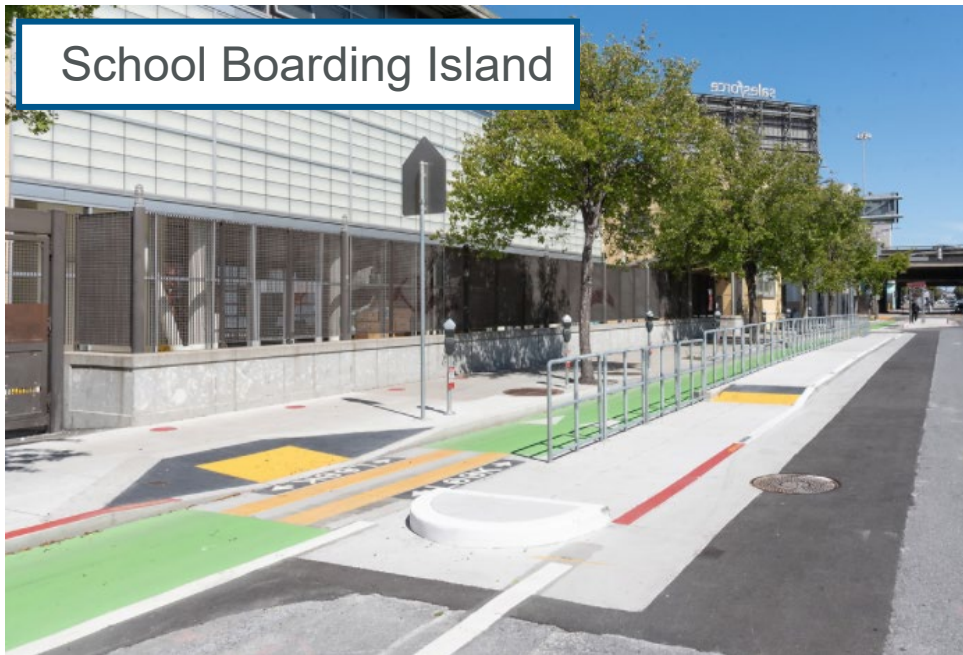


- School safety included in all capital projects, like streetscapes and quick builds
- Design options include:
 - Road diets
 - Signal modifications,
 - School boarding islands
 - Curb management
 - Intersection improvements

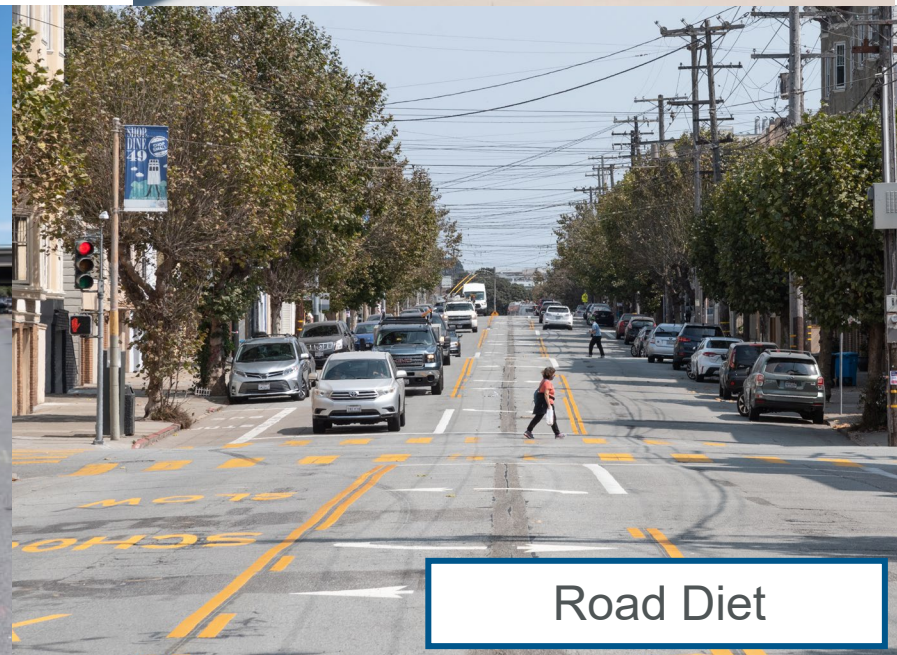
Corridor Approach to Create Safe Routes to School



Painted Safety Zone



School Boarding Island



Road Diet

SFCTA's Role in Supporting Safe Routes to School

Funding for capital and non- infrastructure Safe Routes to School (SRTS) programs

- Prop K half-cent sales tax for transportation
- One Bay Area Grant
- Safe and Seamless Mobility Quick-Strike Funds

Planning studies to improve access to schools

Transparency and accountability



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Safe Routes to School Funding

Non-Infrastructure Programs

- ~\$1.7M annually to SFMTA since 2019
- Program administration and evaluation
- Updates to Transportation Authority Board
- We also fund learn to ride bike classes



Safe Routes to School Funding

Capital Projects

- Schools Engineering Program
- Walk Audits
- 15 MPH zones near schools
- School area capital projects
- Vision Zero Proactive Traffic Calming
- Prioritize school locations for various Prop K projects



SFCTA School Access Plan

Informed by 2016 Child
Transportation Survey

Partnership with SFUSD,
Department of Children, Youth
and their Families, and SFMTA

Recommendations to improve
transportation options and safety
for K-5 students and caregivers

Multiple rounds of outreach and
strategy development in 2022



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Future Focus

Maintain a program that:

- Makes progress on safety and mode-shift goals
- Coordinates efforts across the city
- Engages in communication and outreach at all levels

Primary Challenge:

- Funding for SRTS-NI program ends in **Nov. 2022**



Thank You!

Livable Streets

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