

A

Appendix

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AI.
**SUMMARY OF
 PUBLIC OUTREACH**

PUBLIC MEETINGS AND FOCUS GROUPS

Pedestrian Safety Advisory Committee (PSAC)	December 13, 2010
Pedestrian Safety Advisory Committee (PSAC)	February 8, 2011
Online Survey	February 9, 2011 - March 25, 2011
Pedestrian Safety Advisory Committee (PSAC)	March 8, 2011
Pedestrian Safety Advisory Committee (PSAC)	April 12, 2011
Focus Group: Senior Action Network	April 21, 2011
Focus Group: The Arc	April 29, 2011
Pedestrian Safety Advisory Committee (PSAC)	March 10, 2011
Focus Group: Independent Living Resource Center	June 3, 2011
Mayoral Pedestrian Safety Task Force	June 14, 2011
Pedestrian Safety Advisory Committee (PSAC)	June 14, 2011
Focus Group: Chinatown Youth	June 15, 2011
Focus Group: LightHouse for the Blind and Visually Impaired	June 30, 2011
Pedestrian Safety Advisory Committee (PSAC)	August 9, 2011
Pedestrian Safety Advisory Committee (PSAC)	September 13, 2011

A1. Cont'd
**SUMMARY OF
 PUBLIC OUTREACH**

FOCUS GROUPS SUMMARY

Senior Action Network:
 April 21, 2011

General Comments:

- Most people said they walk for exercise.
- A large portion of the discussion centered around safety from crime
- Quality and conditions of sidewalks was another main concern

Participant Priorities:

- Safety (from both crime and traffic) very high up on the list.
- Accessibility issues were also big concerns for many.
- Aesthetic issues (views, trees) were a lower priority

The Arc: April 29, 2011

General Comments:

- Concern about safety
- Often not enough time to cross the street.
- Like the new yellow curb ramps and the audible signals for crossing.

Participant Priorities:

- Improvements to the sidewalk, smoother sidewalks with no cracks or breaks
- Longer crossing times

Independent Living Resource Center:
 June 3, 2011

General Comments:

- Like streets with wide and smooth sidewalks, places to sit, and “new” yellow curb ramps, and with enough time to cross.
- Dislike streets that with narrow and/or uneven sidewalks, limited and/or no curb ramps, obstructions in the path of travel (trees, parked cars, etc).

Participant Priorities:

- Widen sidewalks on shopping streets and on key streets to create more space for people.
- Install new curb ramps that are not steep and allow a direct path of travel
- Increase crossing times

A1. Cont'd
**SUMMARY OF
 PUBLIC OUTREACH**

Chinatown Youth: June 15, 2011

General Comments:

- Most people said they walk for exercise and/or recreation.
- Most people walk to Chinatown to shop & eat.
- Stockton Street was the least favorite street, participants noted the sidewalk is very crowded with people and merchants selling produce and other items

Participant Priorities:

- Safety concerns (feels safe from crime/traffic, other people walking, enough time to cross the street) were top priorities.
- Aesthetic issues (views, trees& landscaping, and interesting buildings) were a lower priority.

Lighthouse for the Blind and Visually
 Disabled: June 30, 2011

General Comments:

- Audible pedestrian signals are very helpful
- Too much clutter on sidewalks (parking meters, furniture, movable signs, trees and poles in the middle of the sidewalk, etc.)
- Tactile domes are helpful, but need to be installed in a consistent manner
- Most important walking routes: to/from downtown BART stations

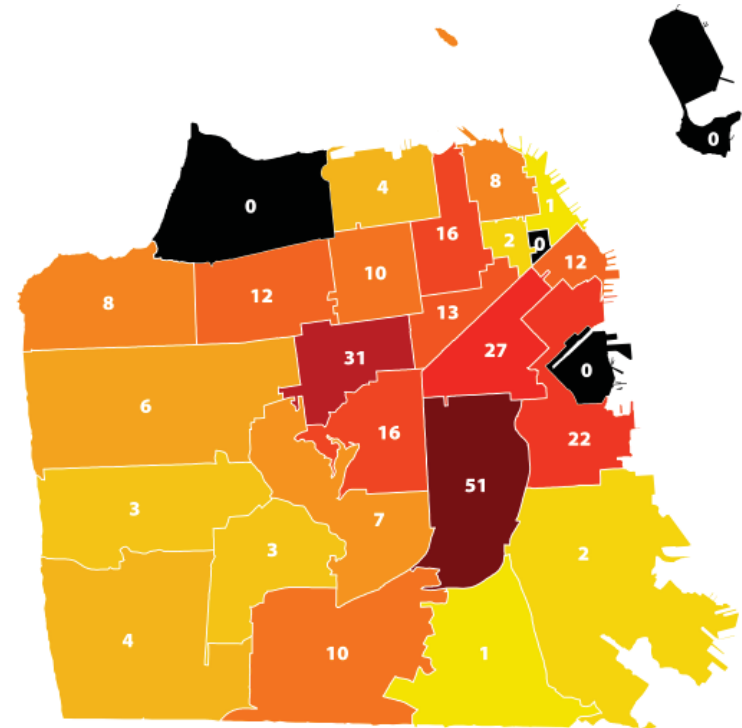
Participant Priorities:

- Consistency and predictability in sidewalk/intersection design
- Audible pedestrian signals and tactile domes (as many as possible)
- Concentrate on streets around downtown

A1. Cont'd
**SUMMARY OF
 PUBLIC OUTREACH**

*Walking Survey Results - Location of
 survey respondents by zip code*

A total of 386 responses were received. A breakdown of where survey respondents live is illustrated in the map to the right. As shown, survey responses were concentrated in the Mission, South of Market, Western Addition neighborhoods



Walking Survey Results - Walking Routes

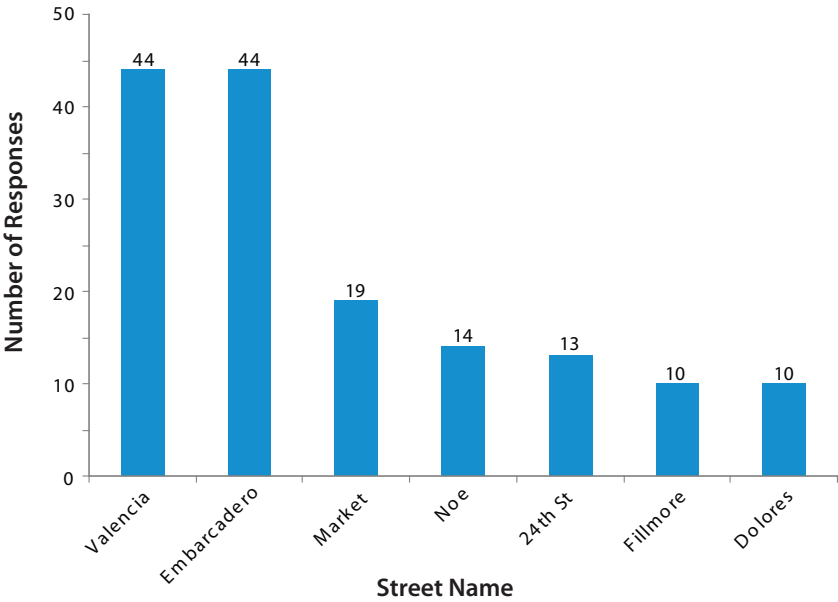
The walking routes identified by survey respondents have been compiled into one map. As shown in the map to the right, responses were concentrated in the Northeast quadrant of the City, the Mission and along commercial corridors such as Market Street, 24th Street, Valencia Street, and the Embarcadero. It should be noted that this is not a map of where people walk, but rather a map of where people who filled out the survey walk.



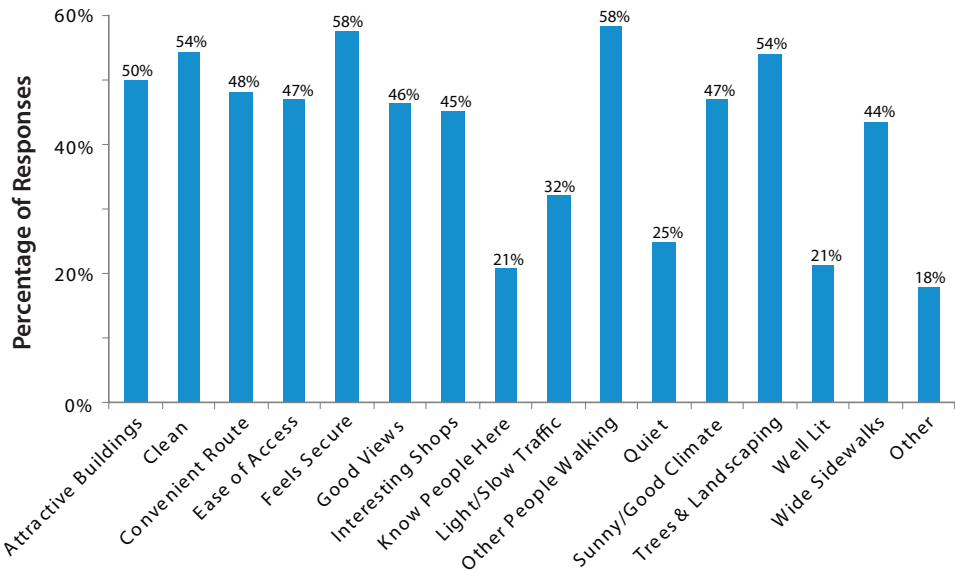
Walking Survey Results - Favorite Streets & Qualities

Most of the favorite streets identified in the survey were either Neighborhood Commercial streets such as Valencia, 24th Street or Fillmore; or iconic streets such as Market Street, the Embarcadero or Dolores Street. Respondents could select as multiple qualities to characterize their favorite streets. The street qualities with the most responses included feels secure, other people walking, clean, and trees and landscaping

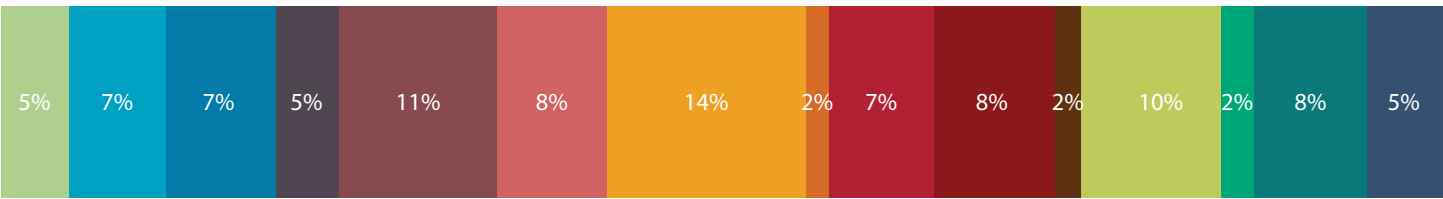
In San Francisco, which street is your favorite to walk on?



Why is this street your favorite?



Of the reasons selected, which one is the most important?



- Attractive Buildings

Clean

Convenient Route

Ease of Access

Feels Secure
- Good Views

Interesting Shops

Know People Here

Light/Slow Traffic

Other People Walking
- Quiet

Trees & Landscaping

Sunny/Good Climate

Wide Sidewalks

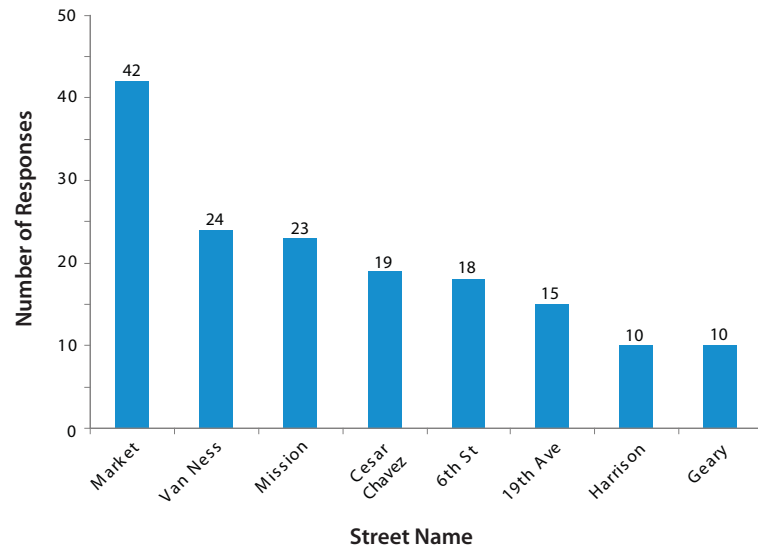
Other

A1. Cont'd
SUMMARY OF
PUBLIC OUTREACH

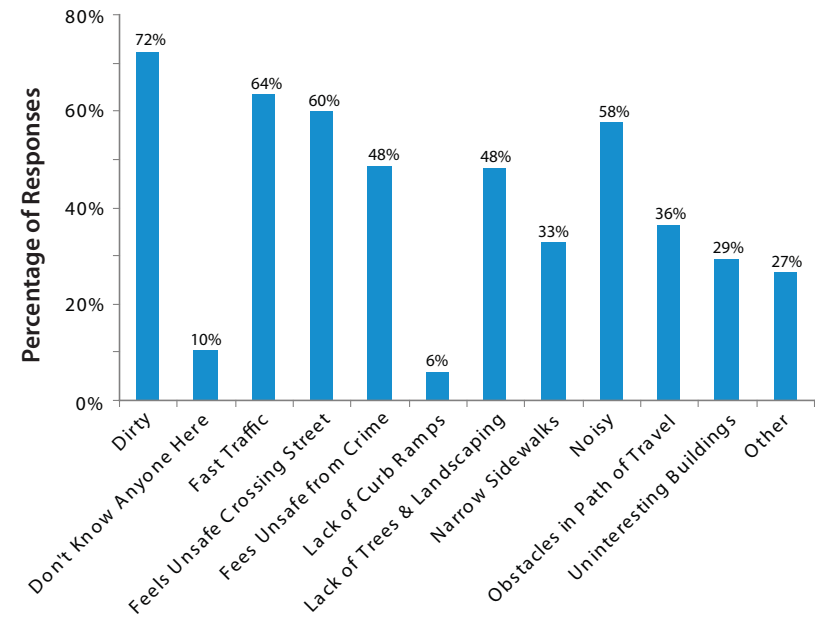
Walking Survey Results - LEAST Favorite Streets & Qualities

Many of the least favorite streets were wide arterials with high volumes and speeds of traffic. It's interesting to note that Market Street was identified as both a favorite and a least favorite. Respondents could select multiple qualities to characterize their least favorite streets. The street qualities with the most responses included dirty, fast traffic, feels unsafe crossing street, and noisy.

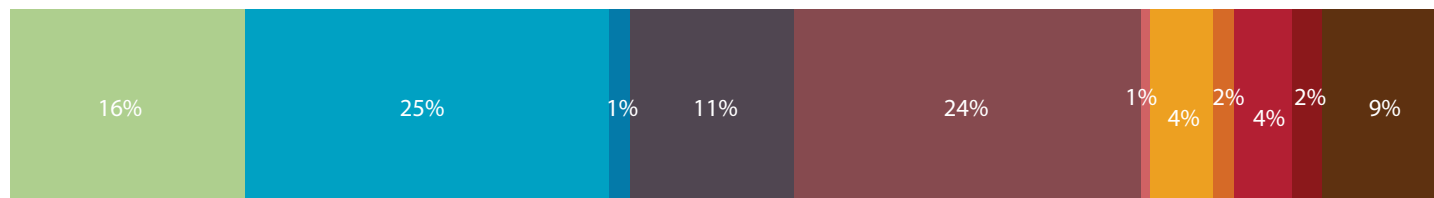
In San Francisco, which street is your least favorite to walk on?



Why is this street your least favorite?



Of the reasons selected, which one is the most important?



Dirty (garbage, graffiti, etc.)

Fast Traffic

Noisy

Feels Unsafe Crossing Street

Feels Unsafe from Crime

Lack of Curb Ramps

Narrow Sidewalks

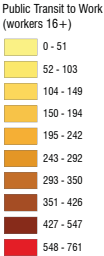
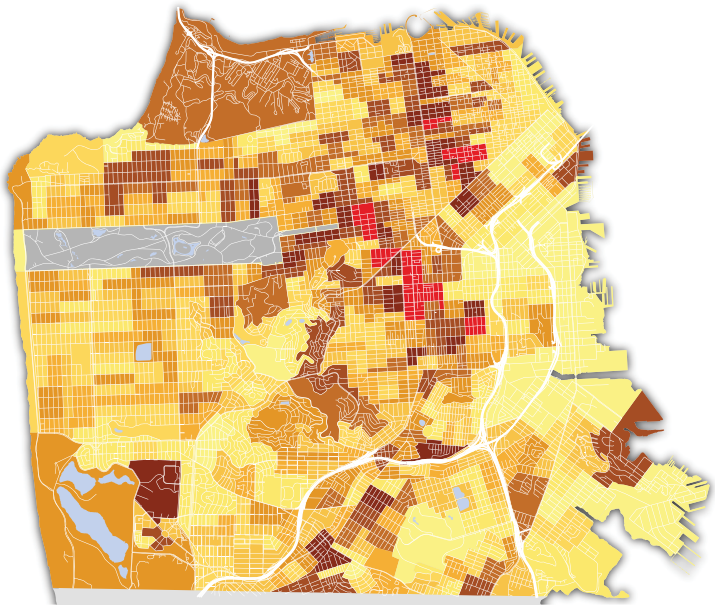
Lack of Trees & Landscaping

Obstacles in Path of Travel

Uninteresting Buildings

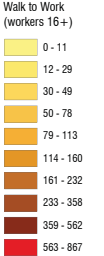
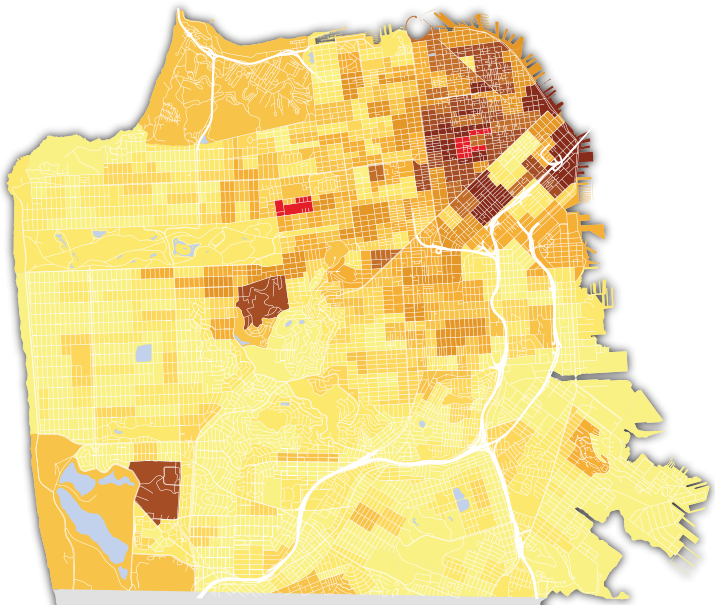
Other

A2.
PEDESTRIAN ACTIVITY EXISTING CONDITIONS MAPS



Category 1: Access/Need to Walk
Public Transit to Work, by Census Block Group - Natural Breaks, 10 classes

Source: Census 2000

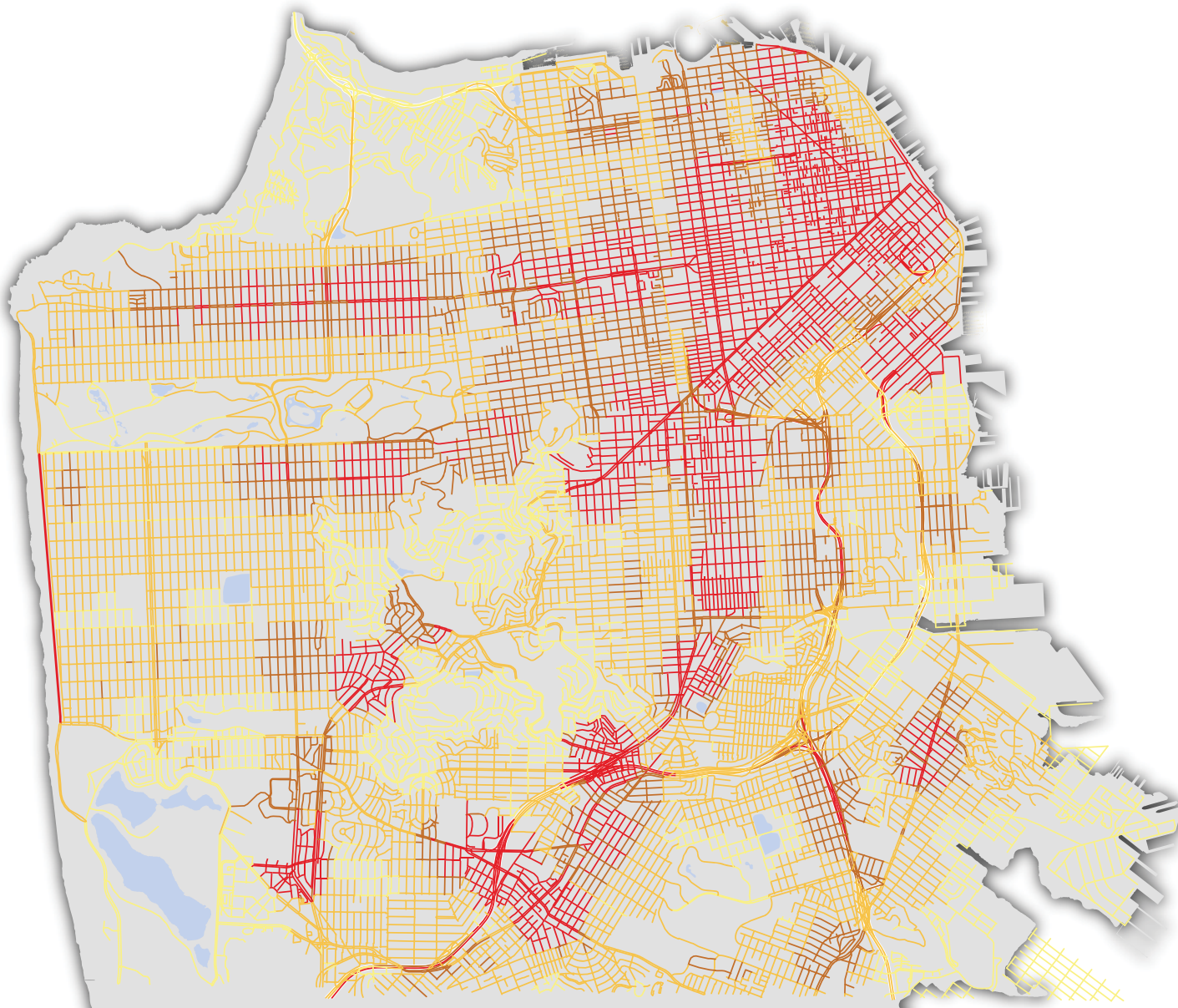


Category 1: Access/Need to Walk
Walk to Work, by Census Block Group - Natural Breaks, 10 classes

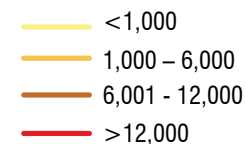
Source: Census 2000

A1. Cont'd

PEDESTRIAN ACTIVITY EXISTING CONDITIONS MAPS

**Transit Ridership, applied to the street segment**

Daily ridership (boardings and alightings)
for each stop on Munibus, MUNI Metro,
BART, Caltrain, Transbay Terminal, and
Ferry Terminal

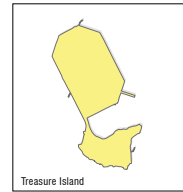
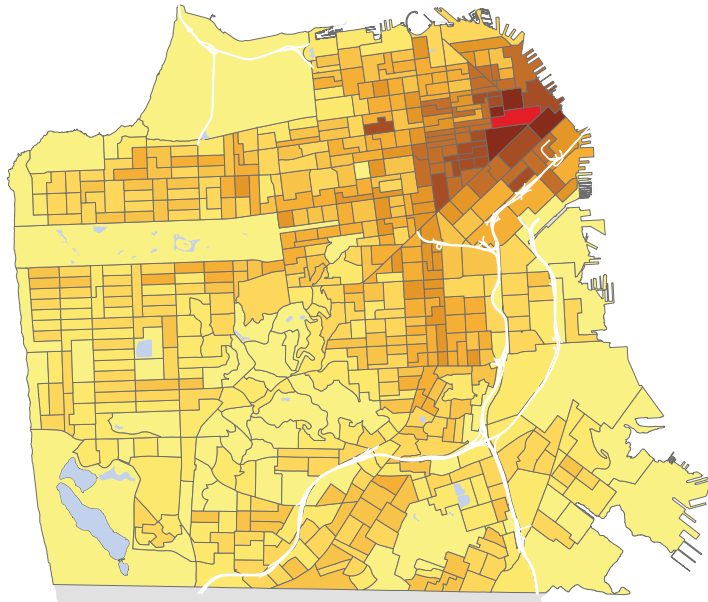


Category 2: Transit Ridership

Daily Transit Boarding

Source: San Francisco Municipal Transportation Agency, 2010

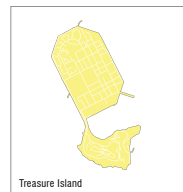
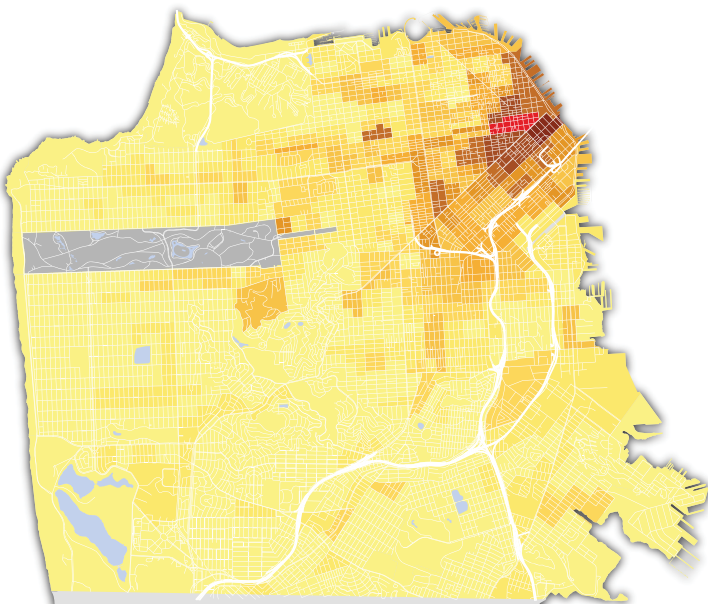
PEDESTRIAN ACTIVITY EXISTING CONDITIONS MAPS



Category 3: Density of People

Population Density, Number of People per Acre by Census Block Group -
Natural Breaks, 10 classes

Source: 2005-2009 American Community Survey 5-Year Estimates



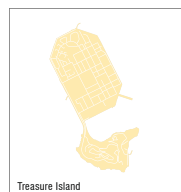
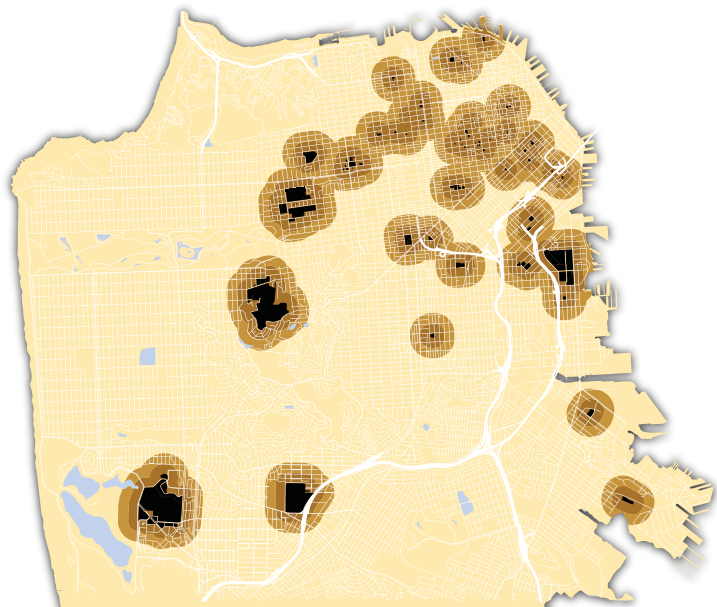
Category 3: Density of People

Job Density, Number of Jobs per Acre by Census Block Group -
Natural Breaks, 10 classes

Source: San Francisco Planning Department, Dun & Bradstreet Data 2010

A1. Cont'd

PEDESTRIAN ACTIVITY EXISTING CONDITIONS MAPS

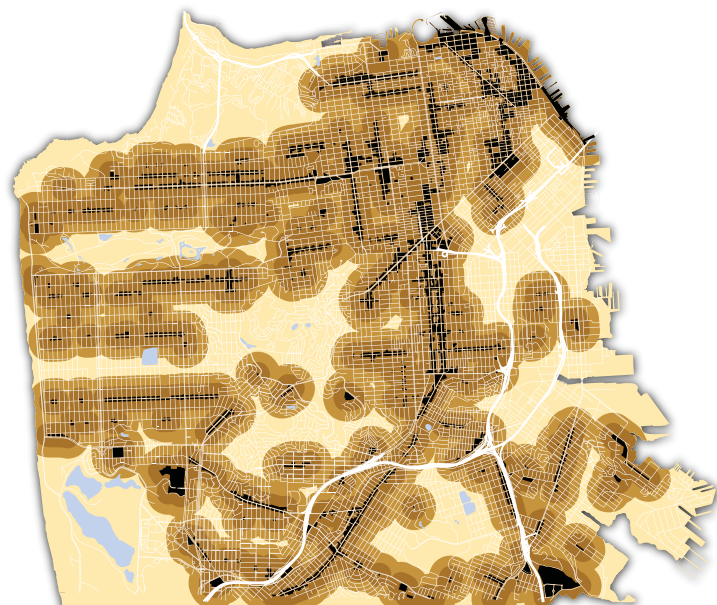


College or University Adjacency
 1/8 mile buffer
 1/4 mile buffer
 Greater than 1/4 mile
 ◆ College or University Parcel

Category 4: Pedestrian Generators

Colleges & Universities - Buffers

Source: San Francisco Planning Department, 2010



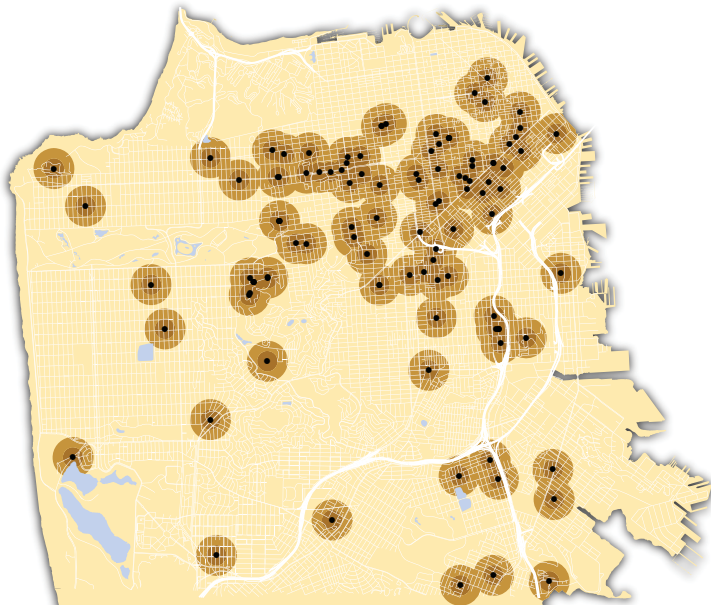
Commercial Zoning Adjacency
 1/8 mile buffer
 1/4 mile buffer
 Greater than 1/4 mile
 ◆ Parcel Zoned for Commercial Land Uses (NC, C-2, C-3-R, CCB or CVR)

Category 4: Pedestrian Generators

Commercial Zoning Districts - Buffers

Source: San Francisco Planning Department, 2010

PEDESTRIAN ACTIVITY EXISTING CONDITIONS MAPS

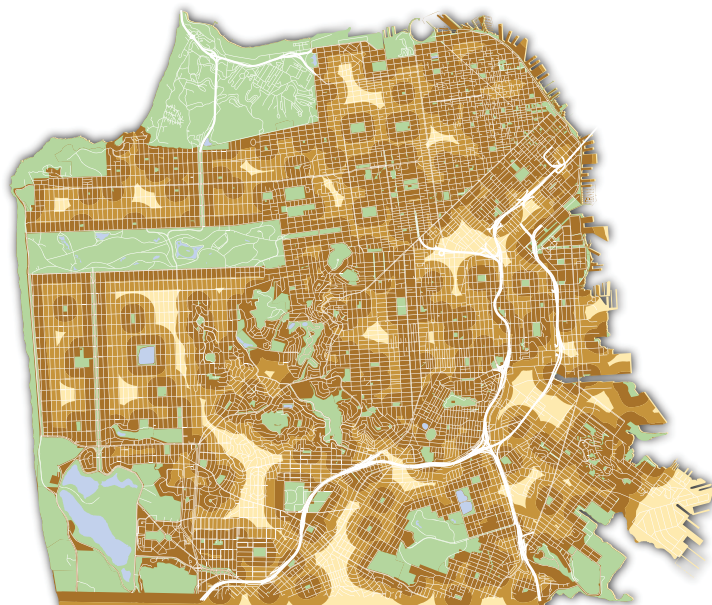


- Health Service Adjacency
- 1/8 mile buffer
 - 1/4 mile buffer
 - Greater than 1/4 mile
 - Major Hospital or Primary Care Health Service or MOD Service Provider

Category 4: Pedestrian Generators

Hospitals, Major Health Clinics, MOD Service Providers - Buffers

Source: San Francisco Planning Department, San Francisco Department of Public Health, Mayor's Office on Disability 2010



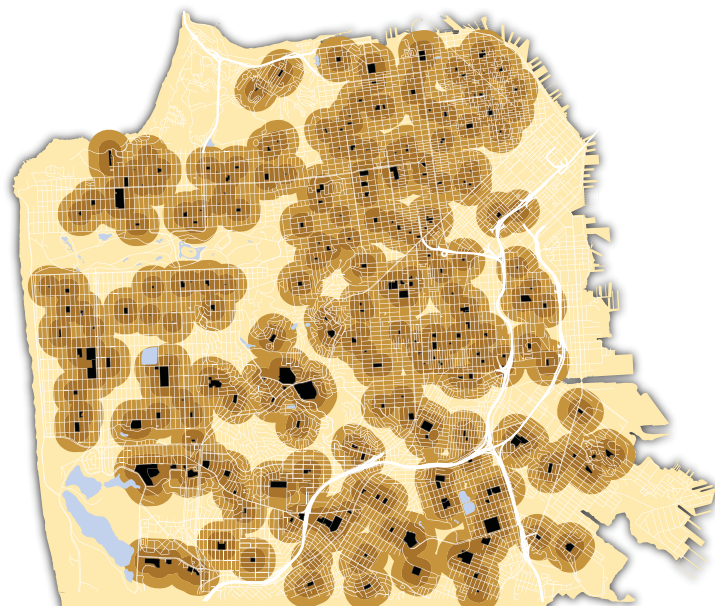
- Open Space Adjacency
- 1/8 mile buffer
 - 1/4 mile buffer
 - Greater than 1/4 mile
 - Parks & Open Space

Category 4: Pedestrian Generators

Parks & Open Space - Buffers

Source: San Francisco Planning Department, 2010

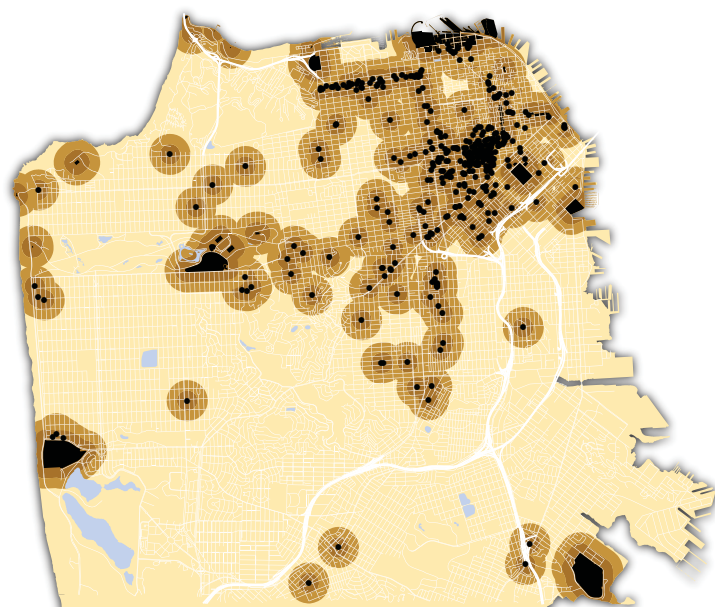
PEDESTRIAN ACTIVITY EXISTING CONDITIONS MAPS



Category 4: Pedestrian Generators

Public & Private Schools - Buffers

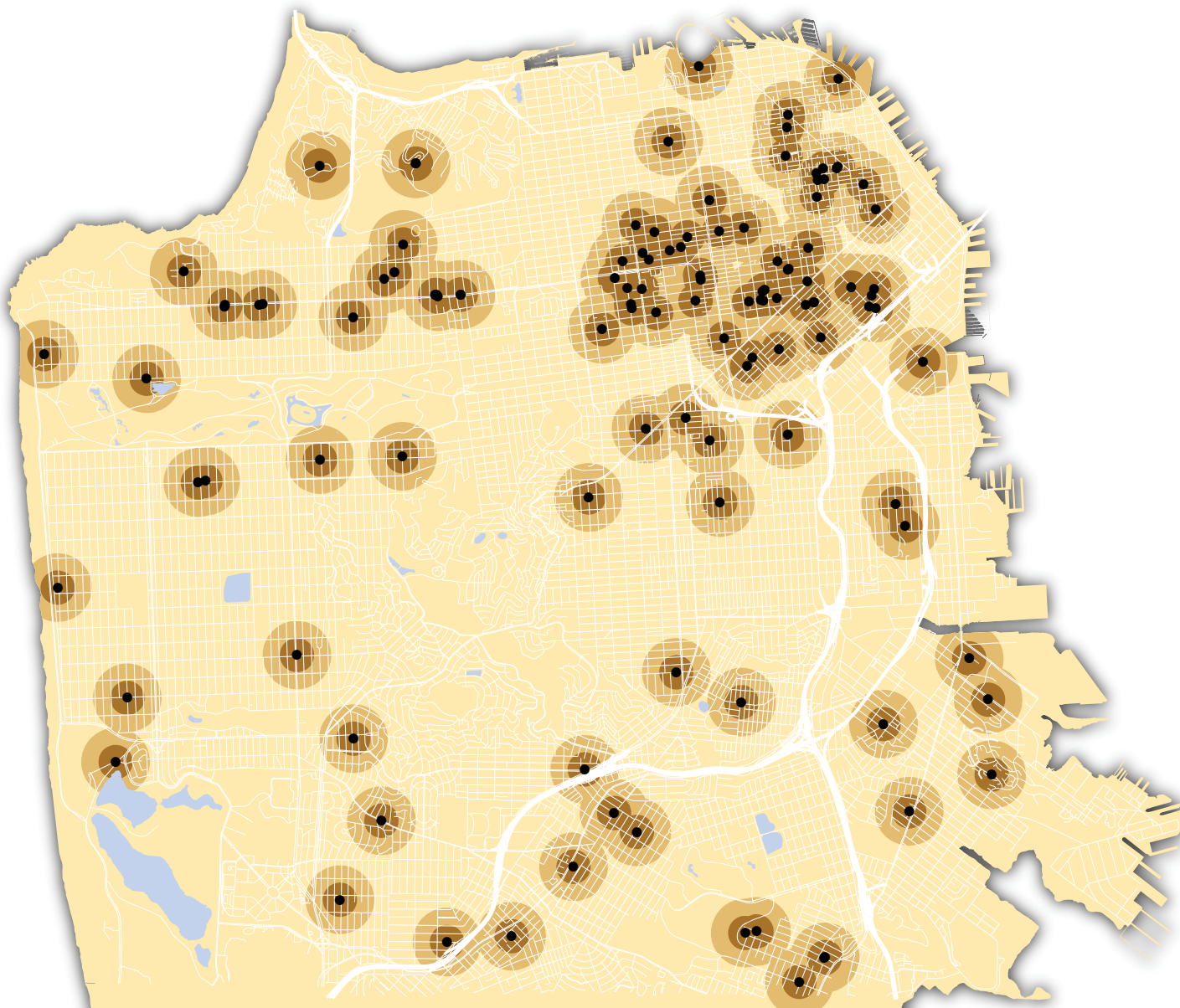
Source: San Francisco Unified School District, September 2010; Department of Technology, March 2011



Category 4: Pedestrian Generators

Tourist Activity, Hotels and Visitor Attractions - Buffers

Source: San Francisco Planning Department, San Francisco Convention and Visitors Bureau, 2010



Treasure Island

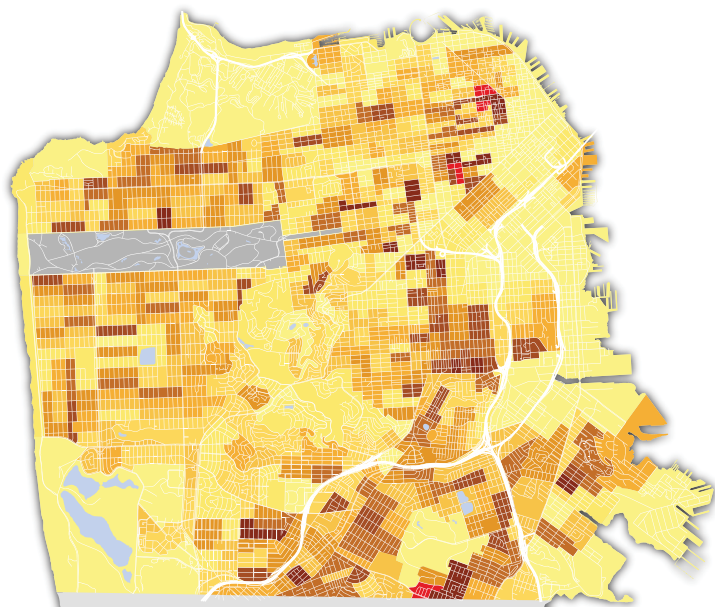
- Senior Center Adjacency
- 1/8 mile buffer
 - 1/4 mile buffer
 - Greater than 1/4 mile
 - Senior Center

Category 4: Pedestrian Generators

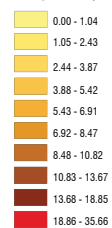
Senior Centers - Buffers

Source: San Francisco Department of Public Health, 2008

PEDESTRIAN ACTIVITY EXISTING CONDITIONS MAPS



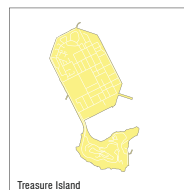
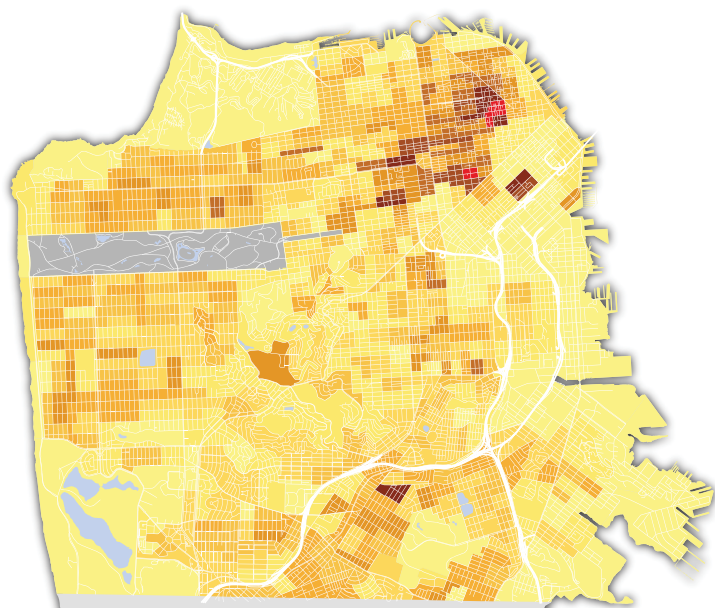
Density of Youth (0-17)



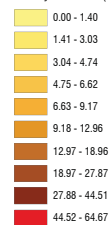
Category 5: Vulnerable Populations

Youth (0 -17) per Acre, by Census Block Group - Natural Breaks, 10 classes

Source: 2005-2009 American Community Survey 5-Year Estimates



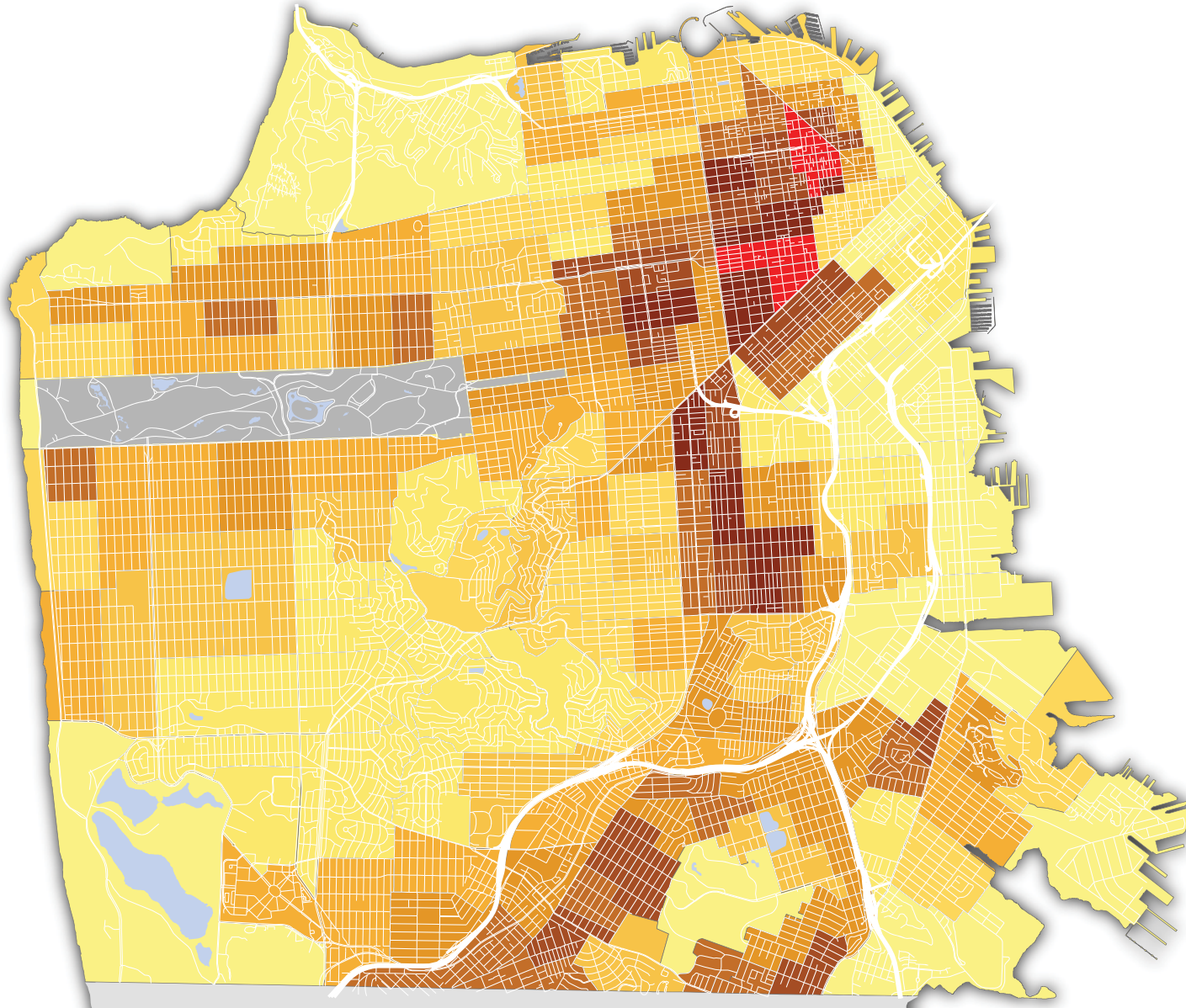
Density of Seniors (>64)



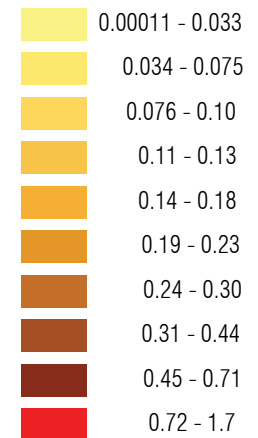
Category 5: Vulnerable Populations

Seniors (>64) per Acre, by Census Block Group - Natural Breaks, 10 classes

Source: 2005-2009 American Community Survey 5-Year Estimates



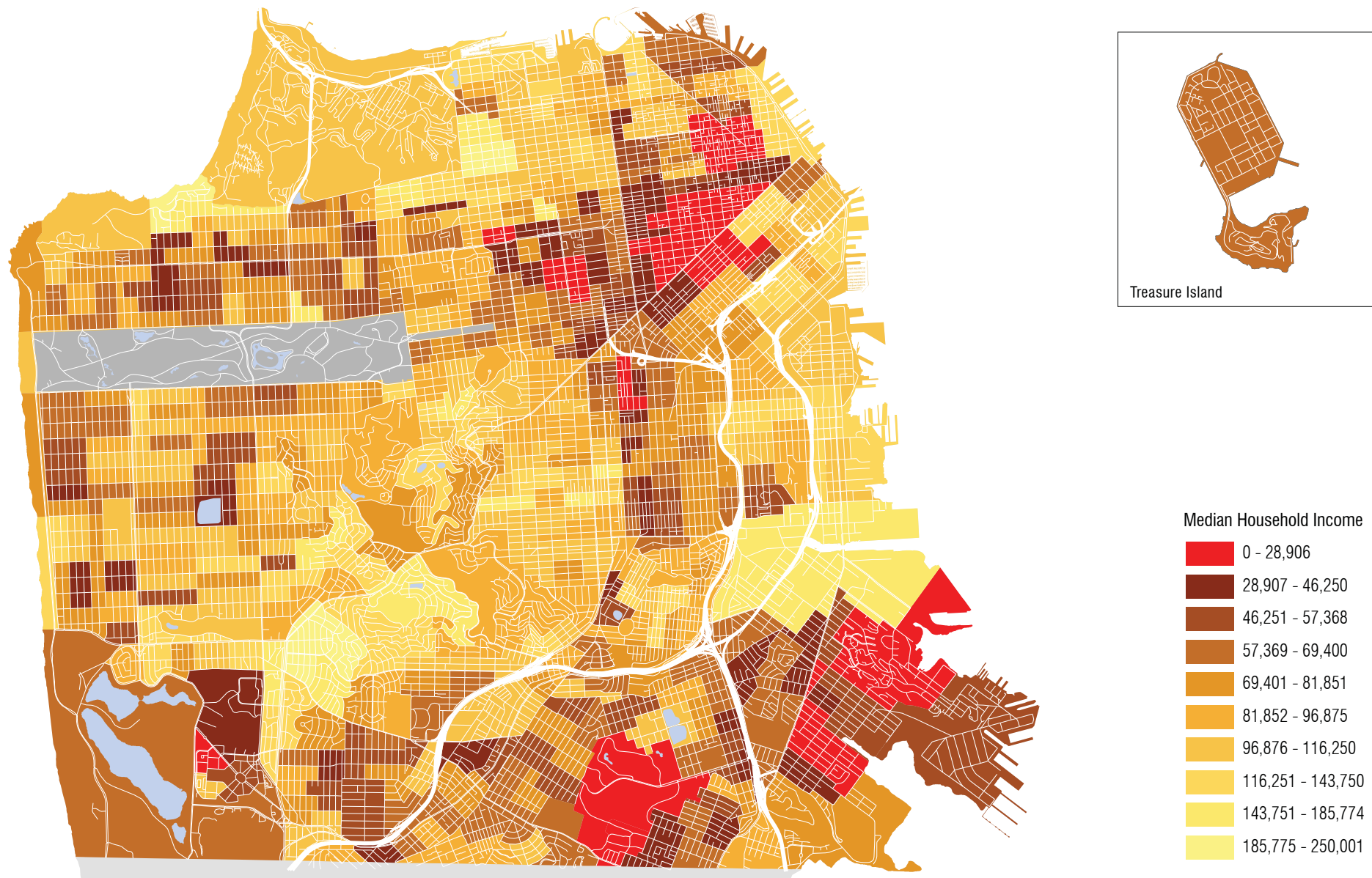
Density of Disabled Persons (5+)



Category 5: Vulnerable Populations

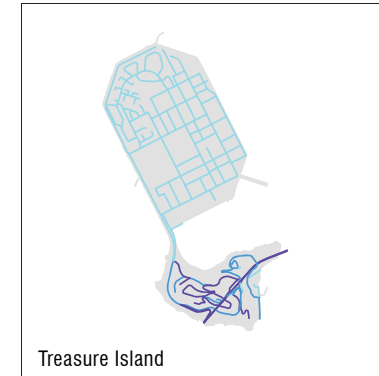
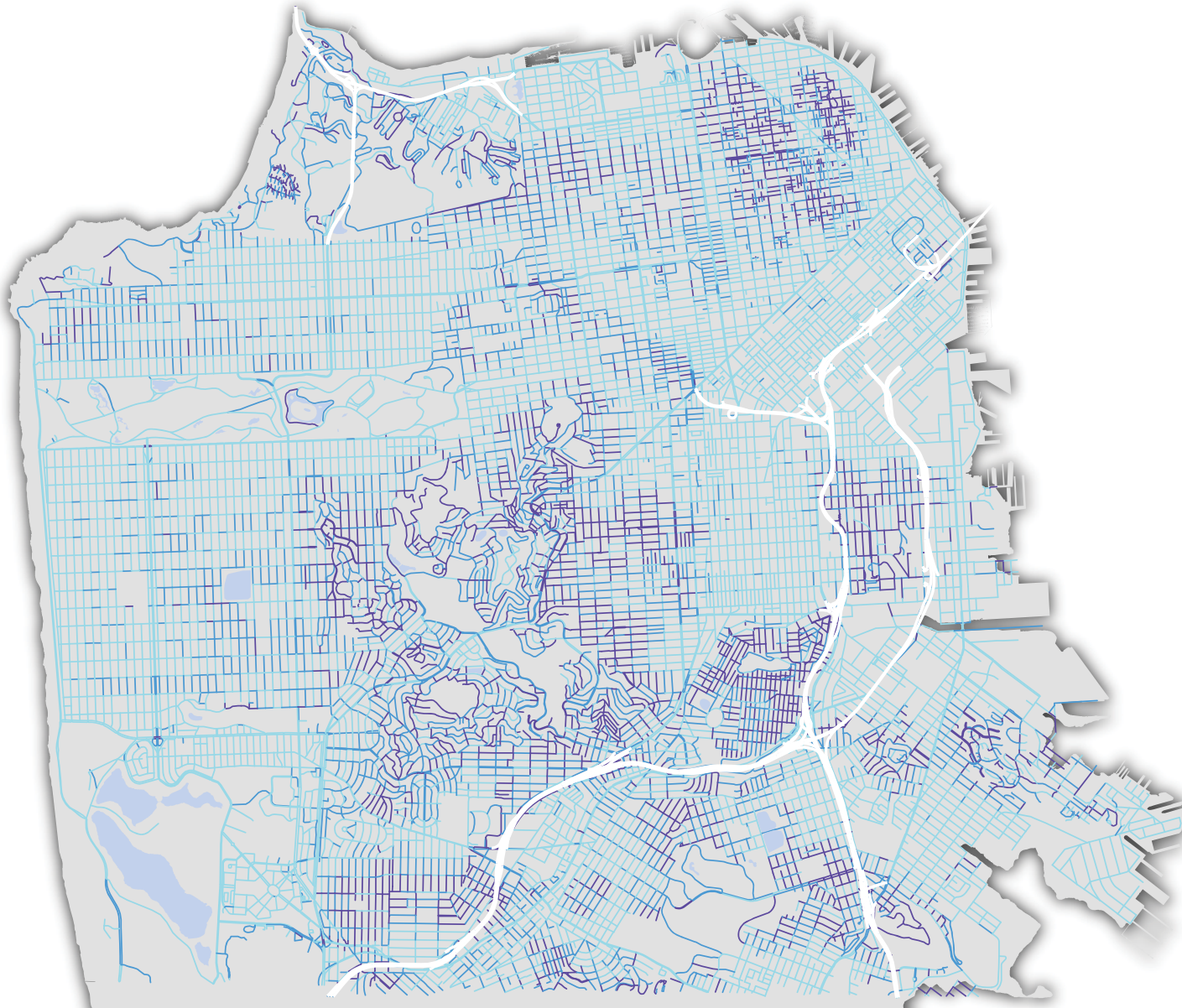
Disabled Persons (5+) per Acre, by Census Tract - Natural Breaks, 10 classes

PEDESTRIAN ACTIVITY EXISTING CONDITIONS MAPS



Category 6: Income

Median Household Income, by Census Block Group - Equal Intervals, 10 classes



Treasure Island

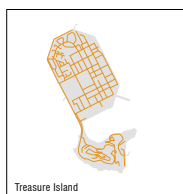
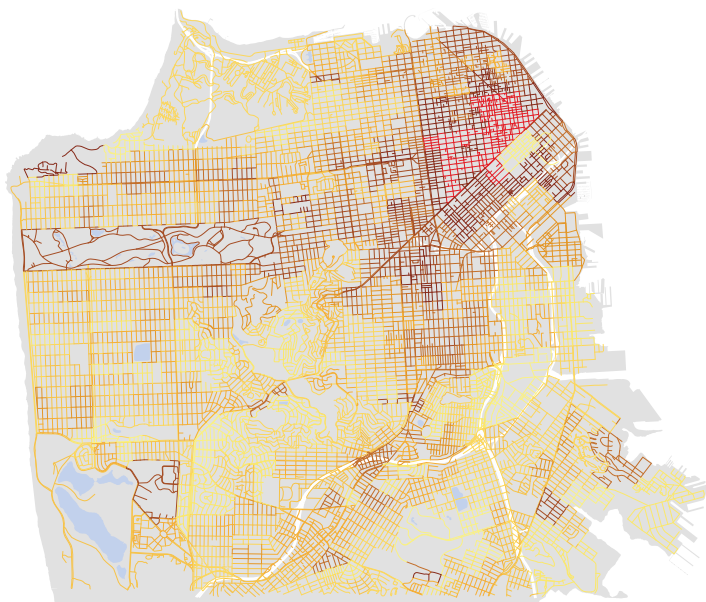
Street Slope
(% grade change)

- 0 - 5%
- 6 - 10%
- over 11%

Category 7: Street Slope
% Grade Change

A3.

PEDESTRIAN ACTIVITY COMPOSITE MAPS



Category 1: Access / Need to Walk
% of people that walk or take transit to work,
per census tract.

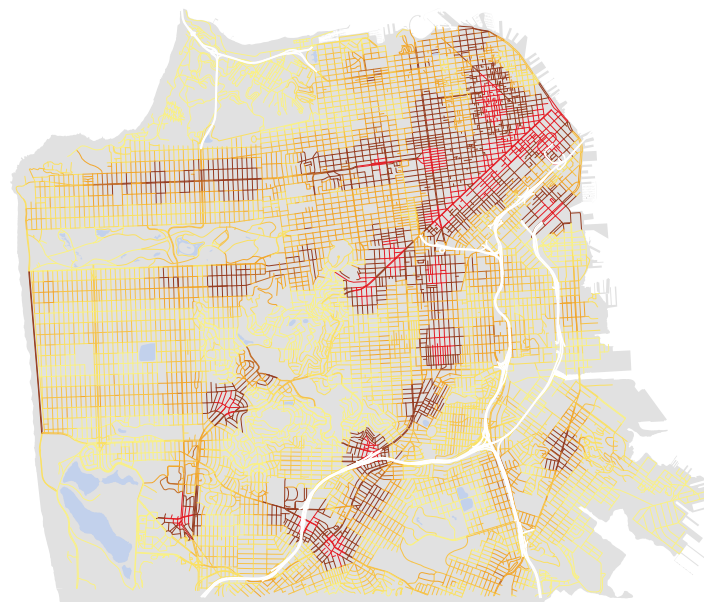
Score Assigned to the Street Segment

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

Category Composite Map: Access/Need to Walk

% of people that walk or take transit to work, per census tract, natural breaks, 10 classes

Source: Census, 2000



Category 2: Transit Ridership
Daily ridership (boardings and alightings)
for each stop on Muni bus, MUNI Metro,
BART, CalTrain, Transbay Terminal,
and Ferry Terminal

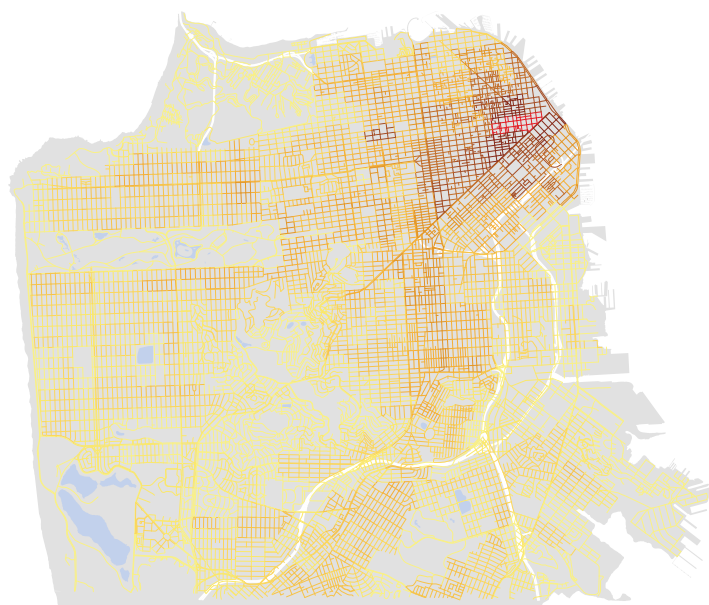
Score Assigned to the Street Segment

- 0
- 1
- 2
- 3
- 5
- 7
- 10

Category Composite Map: Transit Ridership

Daily ridership (boardings and alightings) for Muni bus, MUNI Metro, BART, CalTrain, Transbay Terminal, and Ferry Terminal

Source: San Francisco Municipal Transportation Agency, 2010



Category 3: Density of People
Number of residents and workers per acre
by census block group

Score Assigned to the Street Segment

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

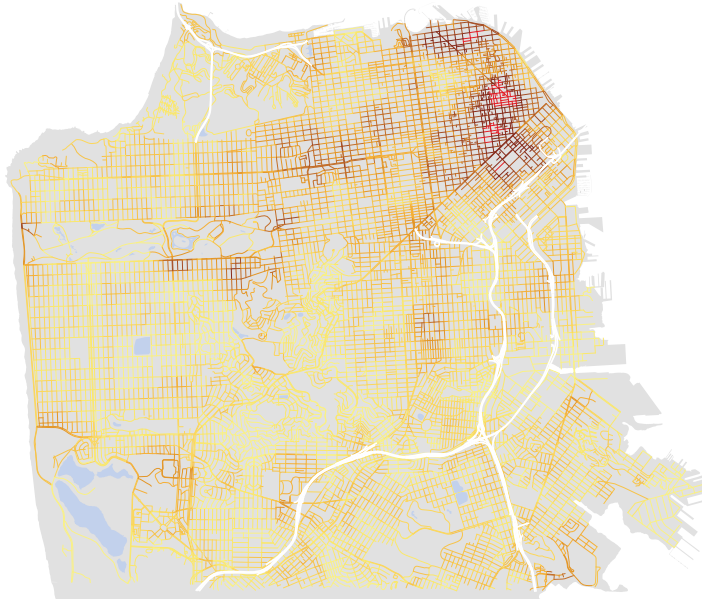
Category Composite Map: Density of People

Number of residents and workers per acre, by census block group, natural breaks, 10 classes

Source: 2005-2009 American Community Survey 5-Year Estimates

A3. Cont'd

PEDESTRIAN ACTIVITY COMPOSITE MAPS



Category 4: Pedestrian Generators
Colleges & Universities, Public & Private Schools, Senior Centers, Parks & Open Space, Shopping Districts, Tourist Destinations, Hospitals & Clinics

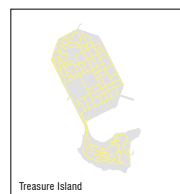
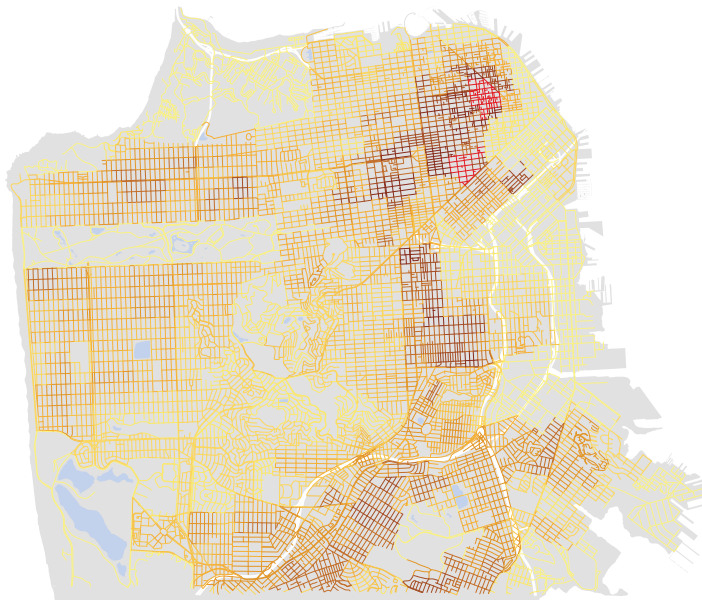
Score Assigned to the Street Segment



Category Composite Map: Pedestrian Generators

Proximity to Colleges & Universities, Public & Private Schools, Senior Centers, Parks & Open Space, Shopping Districts, Tourist Destinations, Hospitals & Clinics

Source: San Francisco Planning Department, 2010



Category 5: Vulnerable Populations
Density of youth (<17), Density of seniors (>64) per block group; Density of persons with disabilities, per census tract.

Score Assigned to the Street Segment



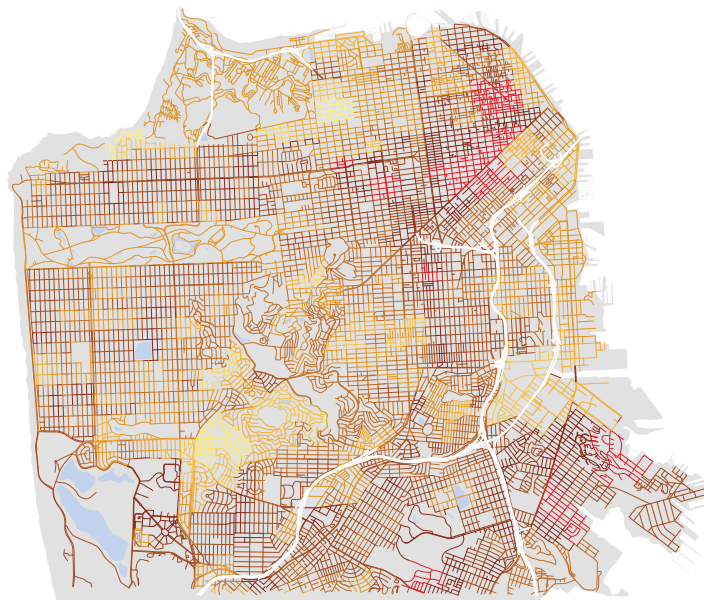
Category Composite Map: Vulnerable Populations

Density of youth (<17), Density of seniors (>64) per block group; Density of persons with disabilities, per census tract, natural breaks, 10 classes

Source: 2005-2009 American Community Survey 5-Year Estimates, Census 2000

A3. *Cont'd*

PEDESTRIAN ACTIVITY COMPOSITE MAPS



Category 6: Income
Median Household Income

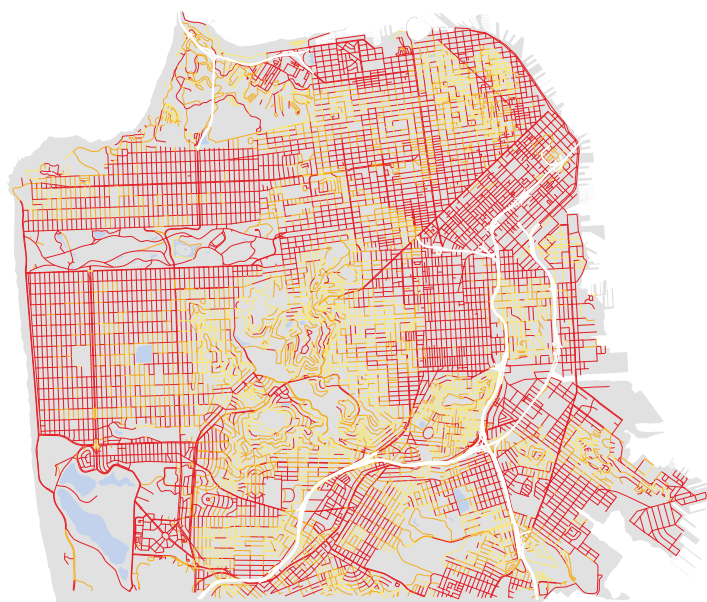
Score Assigned to the Street Segment



Category Composite Map: Income

Median Household Income, Census Block Group - 10
Equal Intervals

Source: 2005-2009 American Community Survey 5-Year Estimates



Category 7: Street Slope
% Grade Change

Score Assigned to the Street Segment

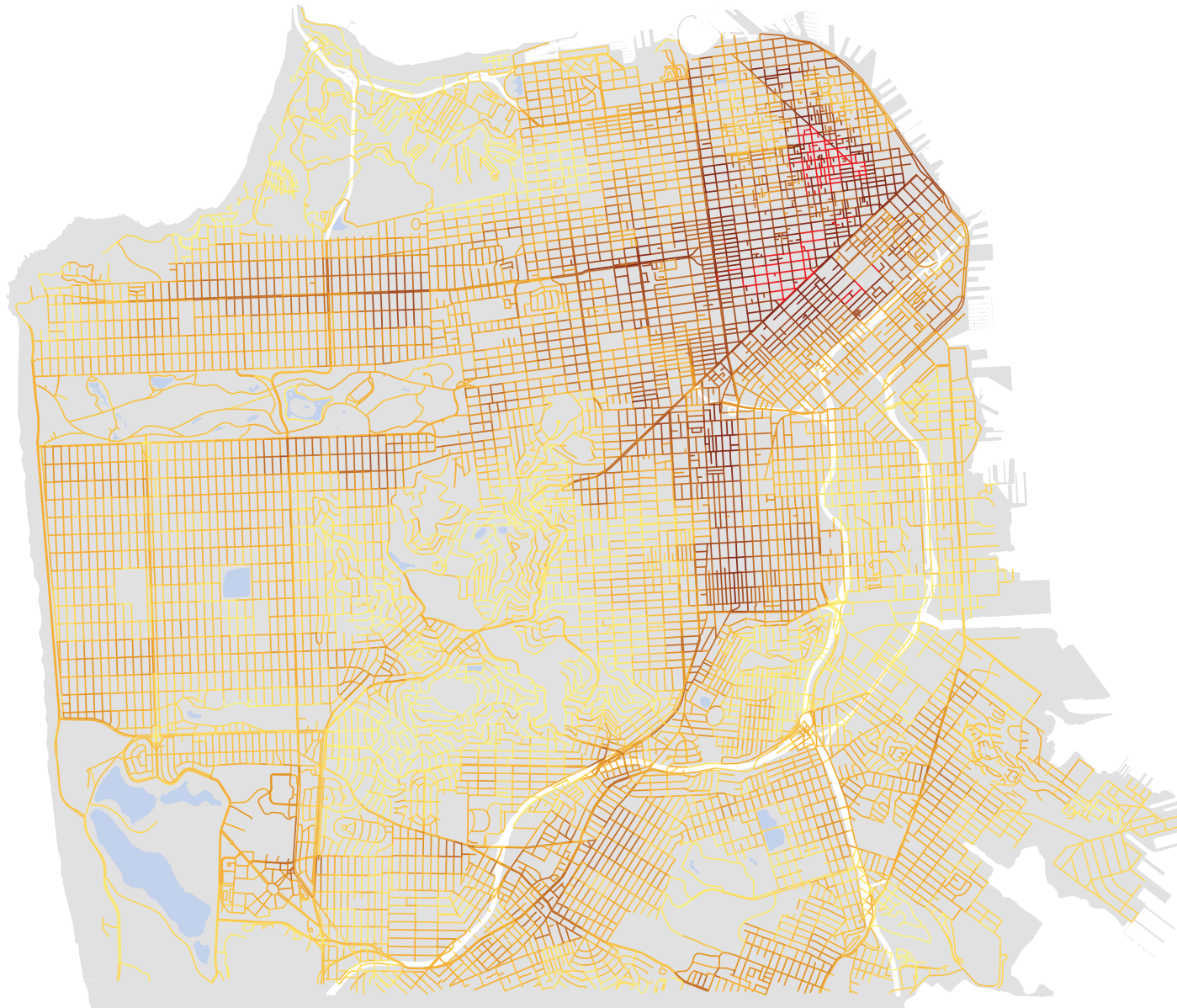


Category Composite Map: Street Slope

% Grade Change

Source: San Francisco Planning Department, 2007

PEDESTRIAN ACTIVITY COMPOSITE MAPS



Overall Composite Map
Natural Breaks, 10 Classes

**Composite Map:**

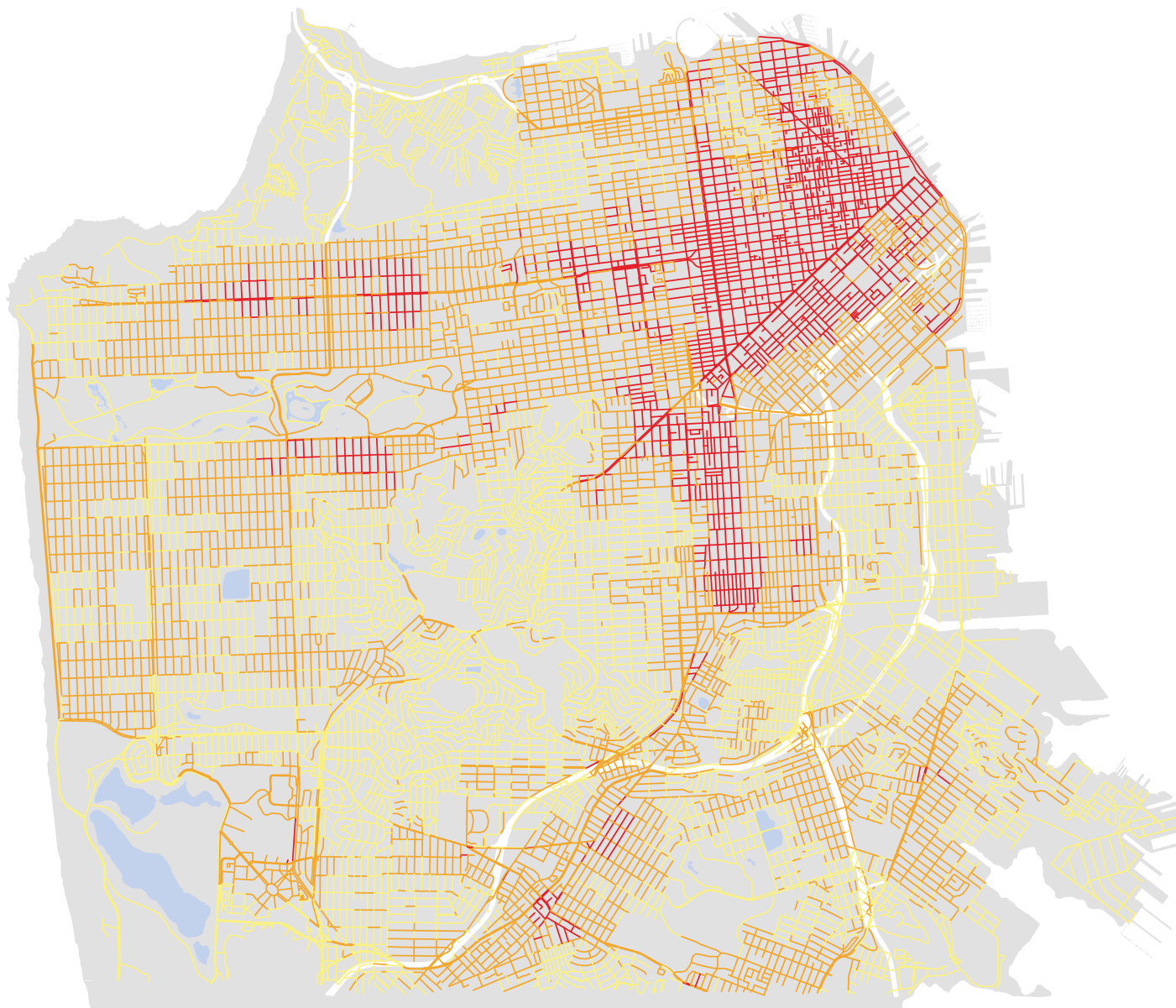
- Category 1: Access / Need to Walk
- Category 2: Transit Ridership
- Category 3: Density of People
- Category 4: Pedestrian Generators
- Category 5: Vulnerable Populations
- Category 6: Income
- Category 7: Street Slope

Street Segment Score

- 7 - 16
- 17 - 21
- 22 - 26
- 27 - 31
- 32 - 36
- 37 - 41
- 42 - 47
- 48 - 53
- 54 - 59
- 60 - 68

A3. Cont'd

PEDESTRIAN ACTIVITY COMPOSITE MAPS



Overall Composite Map

Natural Breaks, 3 Classes

**Composite Map:**

- Category 1: Access / Need to Walk
- Category 2: Transit Ridership
- Category 3: Density of People
- Category 4: Pedestrian Generators
- Category 5: Vulnerable Populations
- Category 6: Income
- Category 7: Street Slope

Street Segment Score

- Low: 7 - 29
- Medium: 30 - 43
- High: 44 - 68

A4.

STREET AND SIDEWALK FEATURES DATA AVAILABILITY

The table below is a summary of the street and sidewalk features data currently available as discussed in Chapter 6.

STREET AND SIDEWALK PHYSICAL CONDITIONS	DATA AVAILABILITY
Traffic Control Devices	
Stop Signs - All-Way Stops and Two-way stops	Yes
Traffic and Pedestrian Signals	Yes
Continental (High Visibility) Crosswalks (including School Crosswalks)	Yes
In-Pavement Crosswalk Lights and Flashing Beacons	Yes
Pedestrian Friendly Signal Phasing	Raw data available at intersection level
Street Designs and Streetscape	
Street Crossing Distance; Street Width	No
Street Lighting	Data Gaps
Street Trees	Data Gaps
Intersection and Driveway Spacing	Data Gaps, intersection spacing can be calculated. Driveway spacing not available.
Bicycle Lanes	Yes
Aesthetic Qualities	No
Walking Space and Buffers	
Sidewalk Width	Data Gaps (legal width available but not effective width)
Sidewalk Buffers (Planting Strip, On-Street Parking)	Data Gaps, data not available on unmetered or unregulated parking or on width of planting strips
Sidewalk Presence	Data Gaps
Traffic Characteristics	
One-Way Streets	Yes
Auto Traffic Volumes	Yes - data available at nearest intersection
Posted Speed Limit	Yes
Actual Speeds	Data Gaps , not complete for all segments
Traffic Calming Features	
Speed Humps & Speed Cushions	Yes
Bulb Outs	Data Gaps
Pedestrian Refuge Islands	Yes - included in SFMTA map of traffic calming installations
Accessibility	
Accessible Pedestrian Signals	Yes
Missing Sidewalk	Data Gaps
Curb Ramps	Yes - map of corners without curb ramps from DPW
Facilities to cross pedestrian barriers, freeways, boulevards, steep hills	Yes - pedestrian bridges mapped
Trails and Green Connectors	Yes

A4. Cont'd

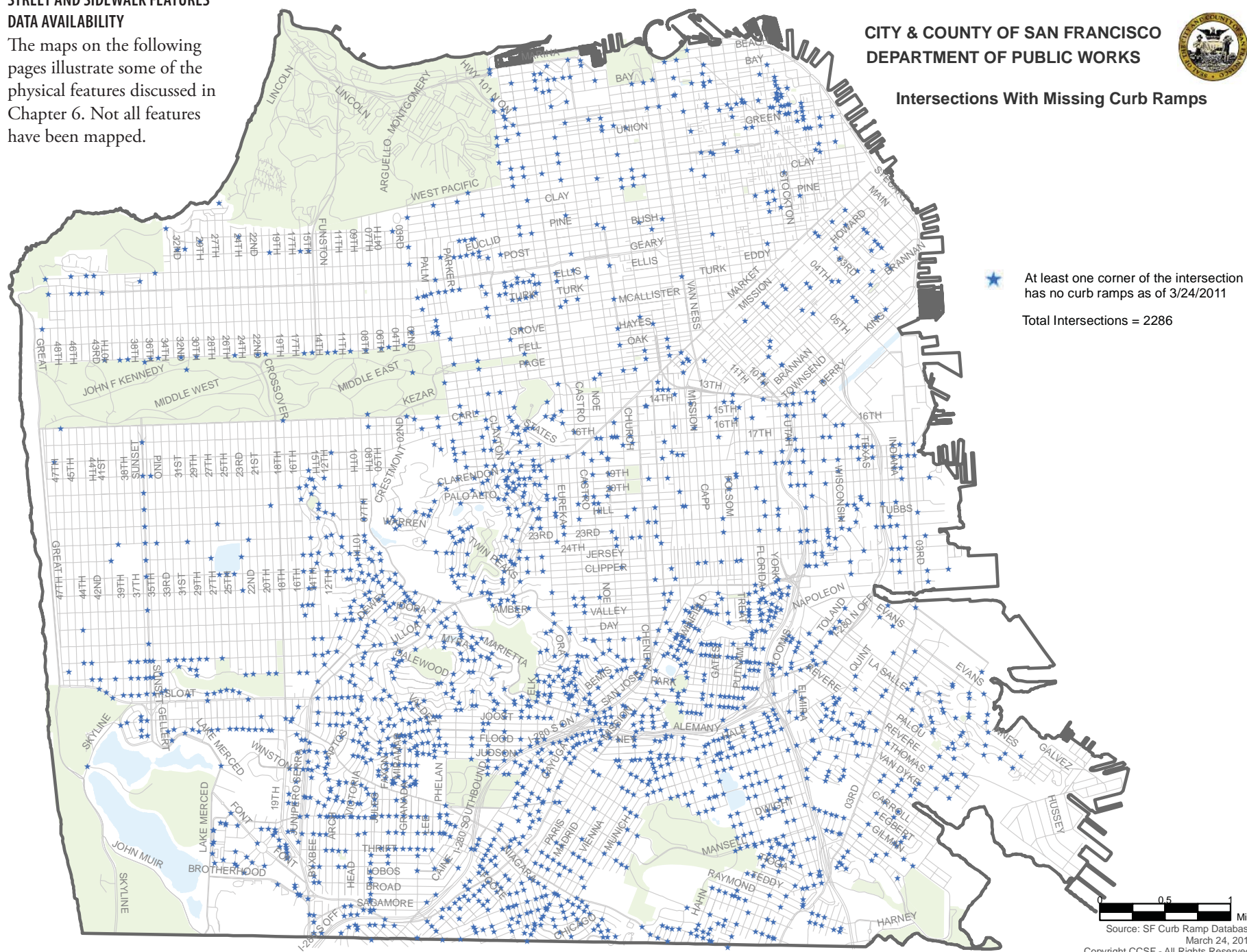
STREET AND SIDEWALK FEATURES DATA AVAILABILITY

The maps on the following pages illustrate some of the physical features discussed in Chapter 6. Not all features have been mapped.

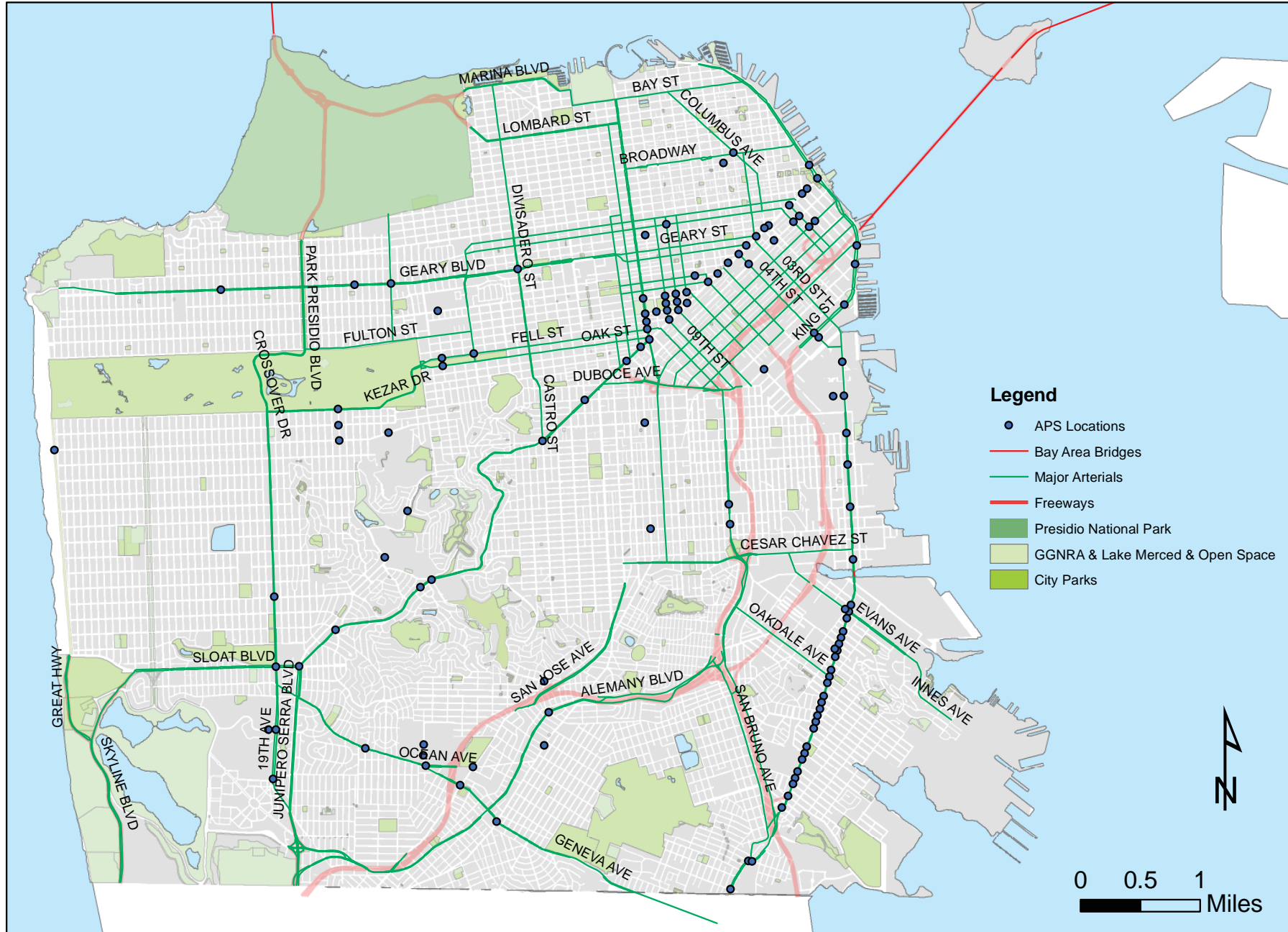
CITY & COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS



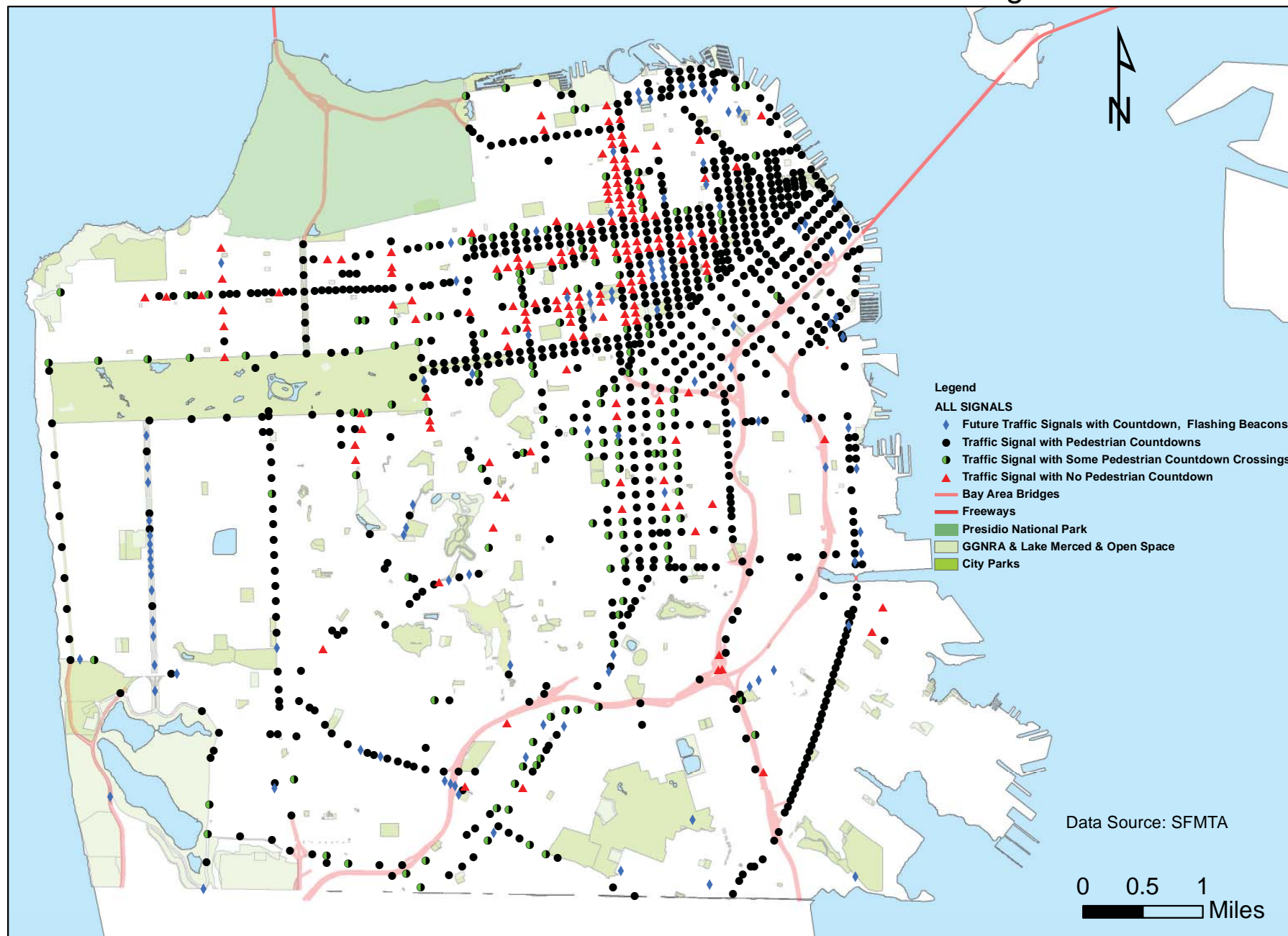
Intersections With Missing Curb Ramps



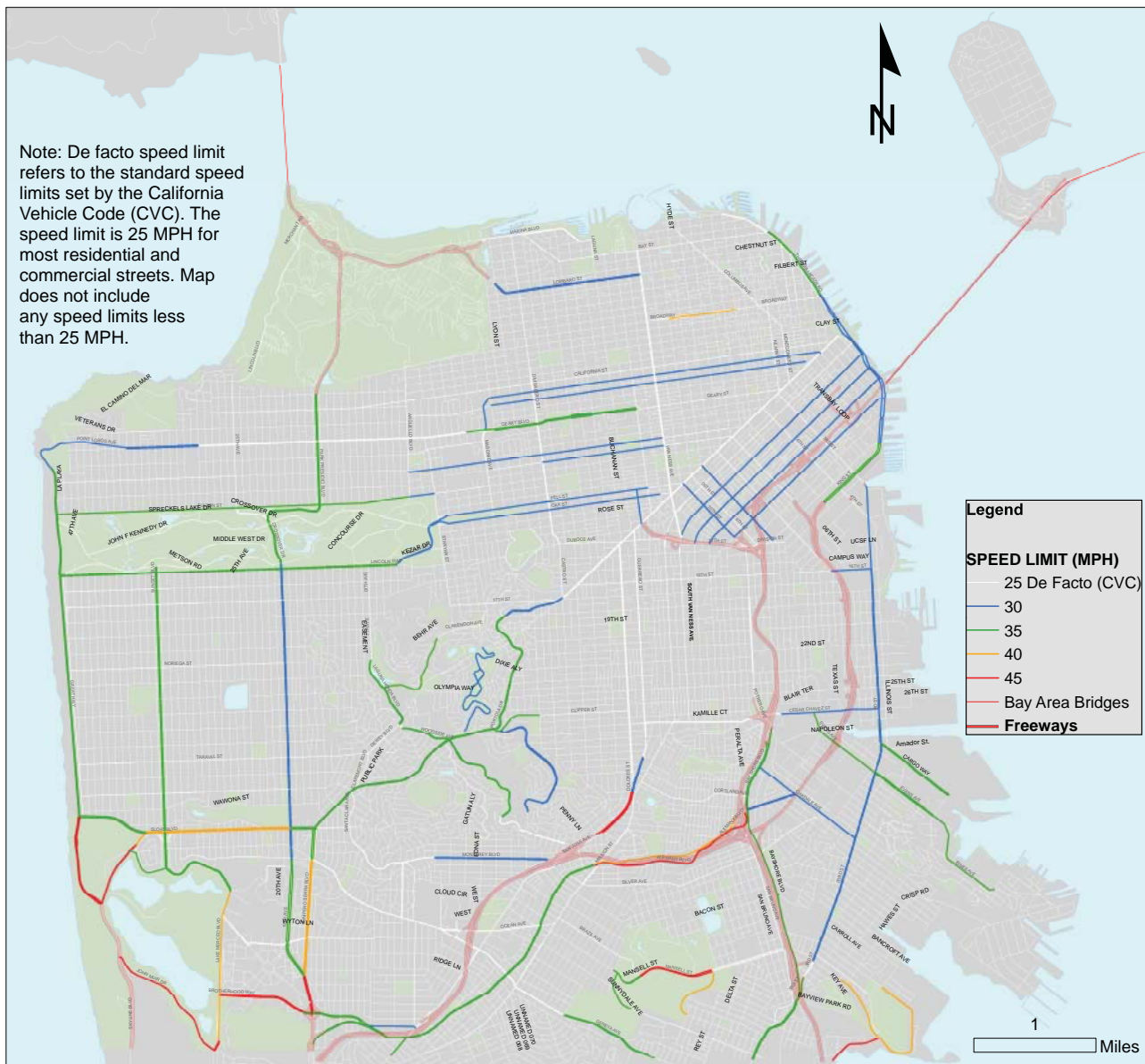
San Francisco: Accessible Pedestrian Signals



San Francisco: Installed Traffic and Pedestrian Signals



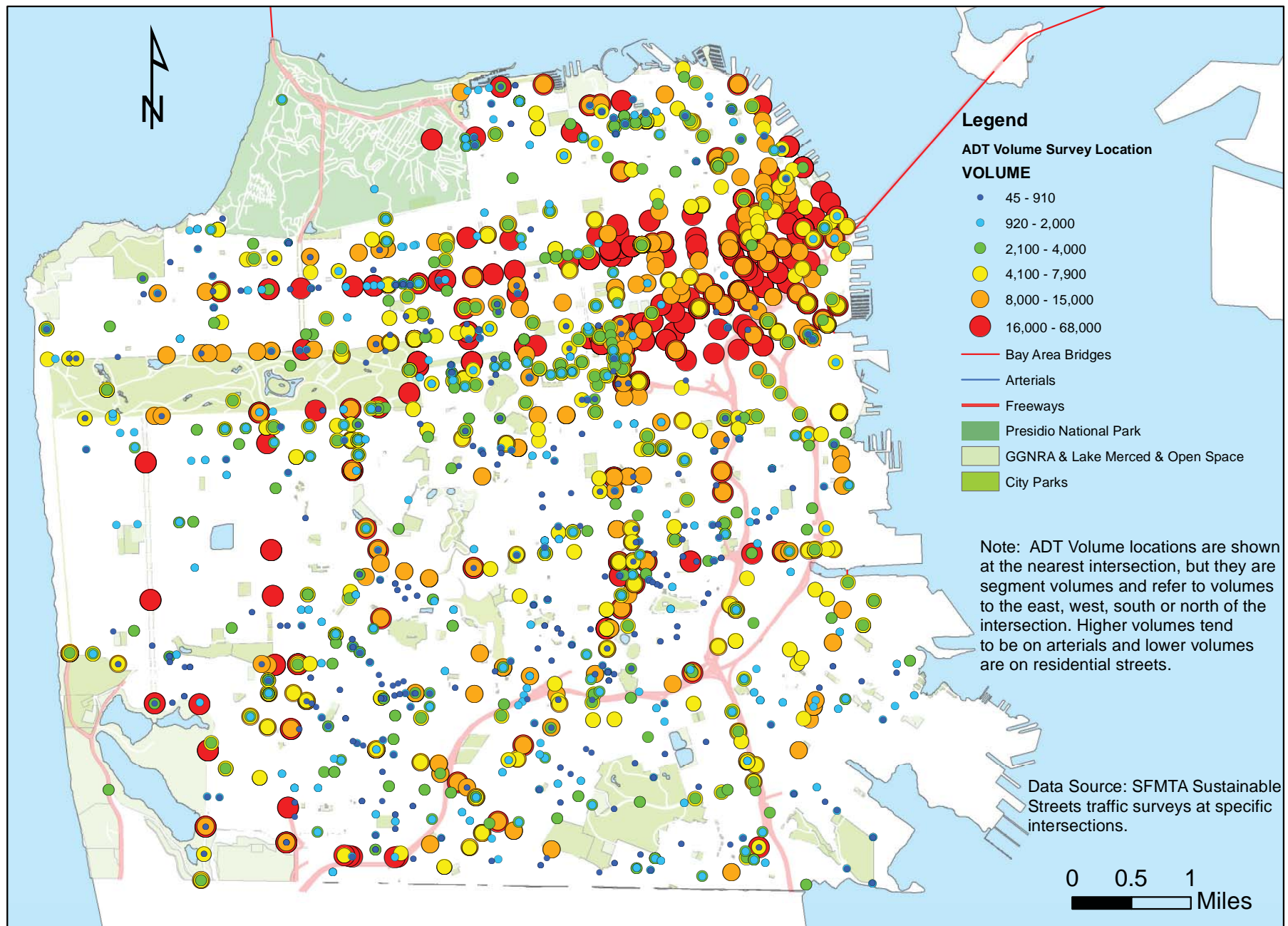
San Francisco Posted Speed Limits



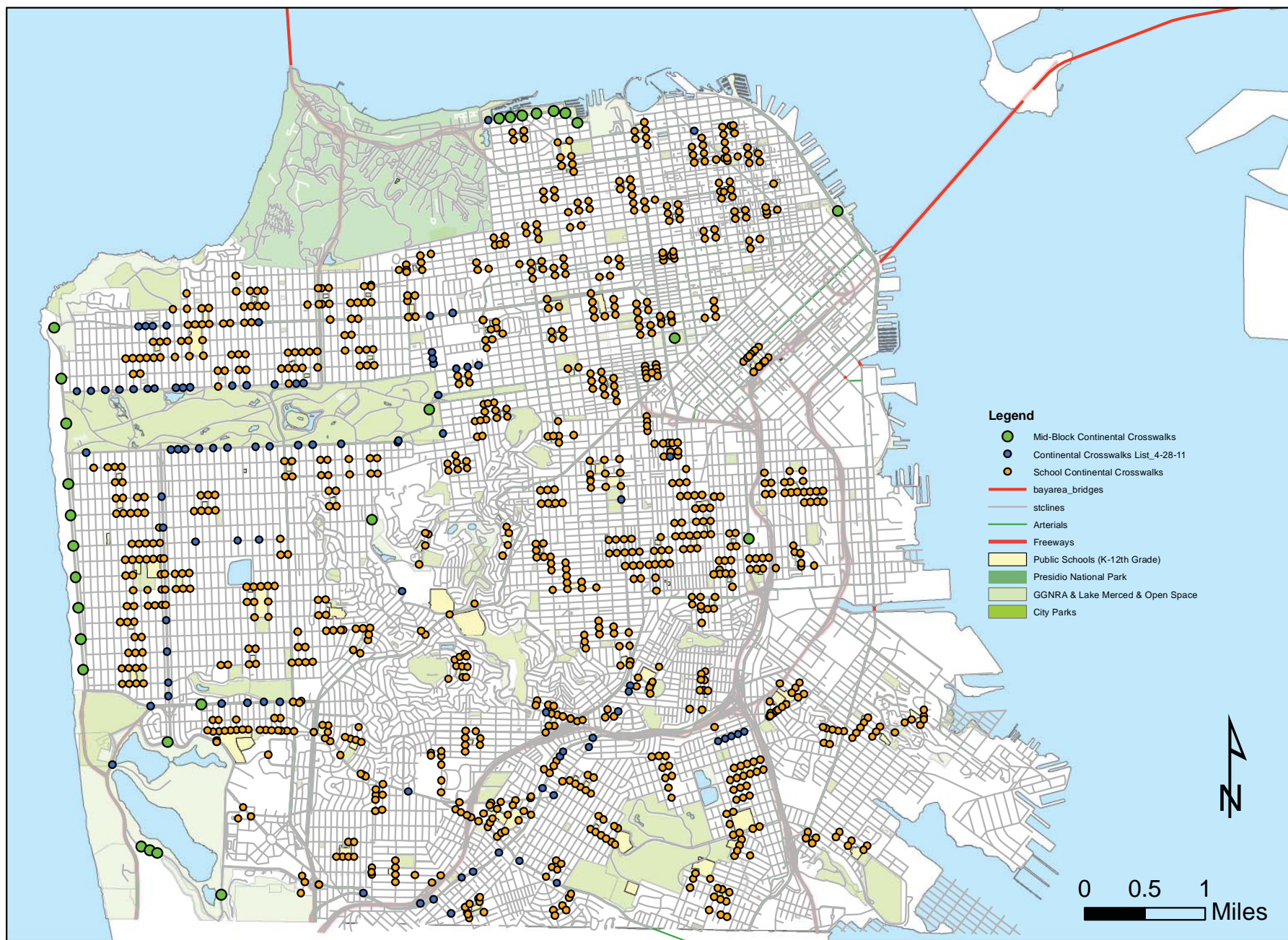
San Francisco Mean Speed Surveys



San Francisco: Average Daily Traffic Volumes



San Francisco: Continental Crosswalks

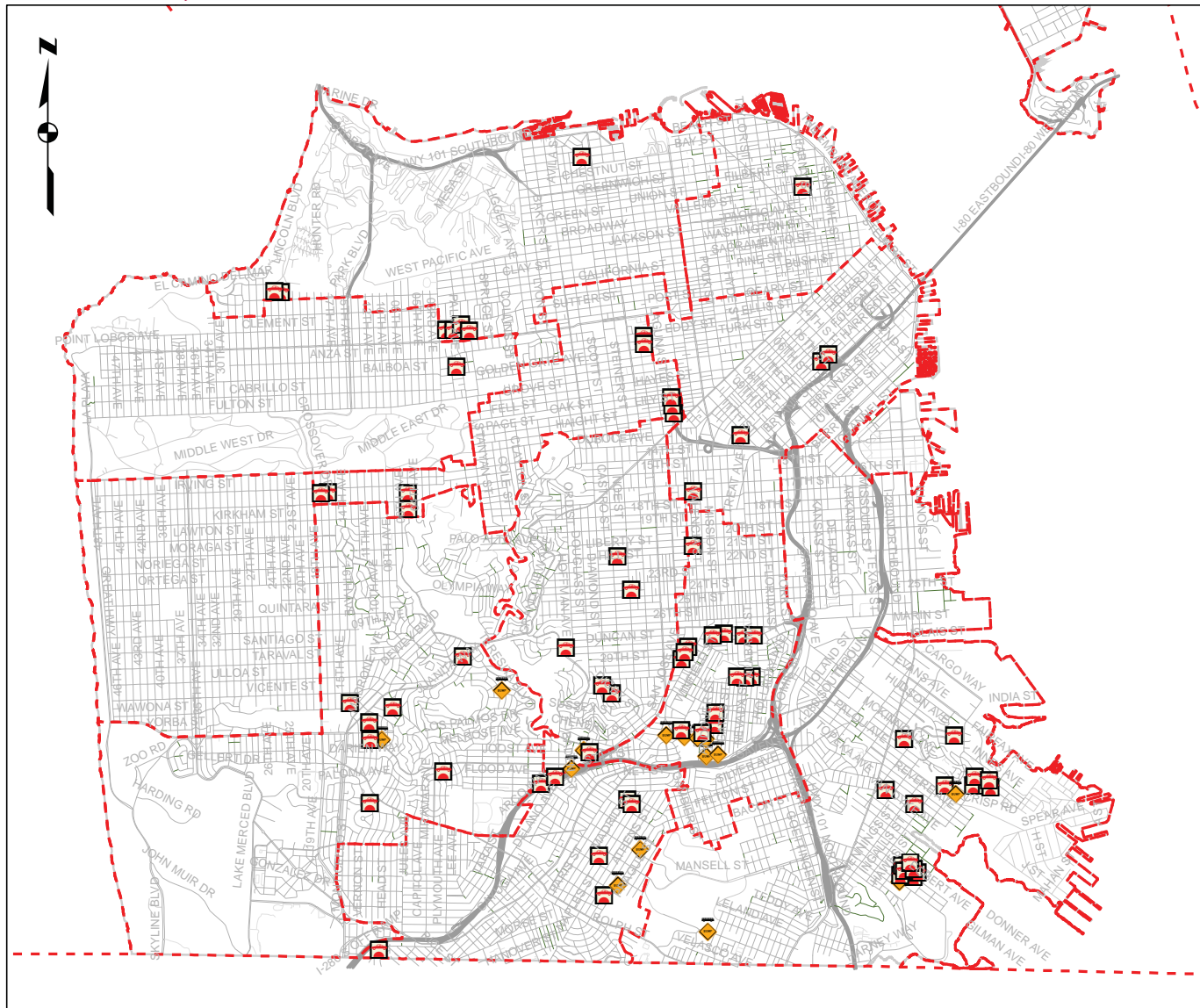


A4. Cont'd

STREET AND SIDEWALK FEATURES DATA AVAILABILITY



SFMTA

Municipal Transportation Agency



Traffic Calming Program

Installed Speed Humps and Cushions

-  Speed Hump
-  Speed Cushion

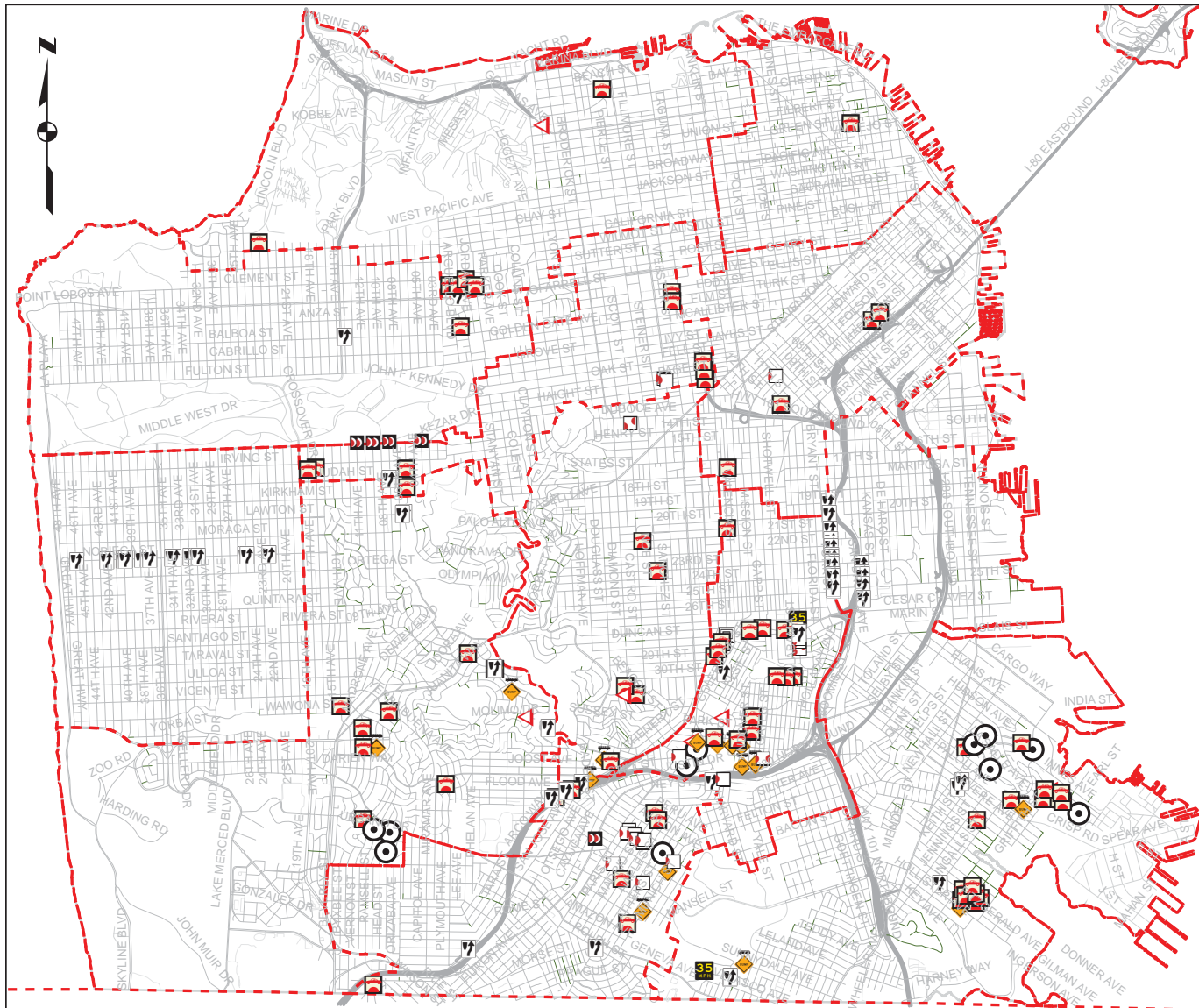
The City and County of San Francisco does not guarantee the accuracy or completeness of any information in this map.

A4. Cont'd

STREET AND SIDEWALK FEATURES DATA AVAILABILITY



Municipal Transportation Agency



Traffic Calming Program

Installed Measures

- Bulb-out
- Channelization
- Chicane
- Choker
- Diverter
- Median Extension
- Speed Radar Sign
- Speed Hump
- Speed Cushion
- Traffic Circle
- Traffic Island

Prepared 3/15/2010

A5.
HIGH-INJURY
DENSITY CORRIDOR
SUMMARY
STATISTICS:
SAN FRANCISCO, CA
(2005-2009)

STREET*	CROSS STREET (1)	CROSS STREET (2)	HIGH INJURY CORRIDOR LENGTH (MILES)**	SEVERE/FATAL INJURIES PER MILE	TOTAL INJURIES PER MILE	TOTAL WEIGHTED INJURIES PER MILE
San Francisco (Total Street Length)			1210.7	0.4	3.2	4
High Injury Density Corridors (Total)			79.8	4.8	37	46.5
Charles J Brenham	Mcallister	Market	0.05	20.1	462.4	522.8
Montgomery	Sutter	Market	0.09	0.0	150.5	150.5
Cyril Magnin	Ofarrell	Market	0.17	23.2	145.1	214.8
06th	Market	Brannan	0.72	20.8	142.6	204.9
Jones	Sutter	Market	0.53	9.4	129.2	157.3
Taylor	Sacramento	Market/Golden Gate	0.73	12.3	123.2	160.2
Castro	17th	19th	0.23	8.5	119.7	145.3
Powell	Sutter	Ellis	0.26	0.0	118.9	118.9
Kearny	Pacific	Market	0.66	12.1	115.2	151.6
Golden Gate	Market/Taylor	Van Ness	0.56	10.7	113.8	145.8
Fell	Market/Polk	Van Ness	0.11	8.9	89.0	115.6
Ellis	Market/Stockton	Van Ness	0.84	10.7	86.8	118.9
Leavenworth	Sutter	Mcallister	0.52	7.7	80.6	103.6
Mason	Sutter	Market/Turk	0.40	2.5	76.9	84.4
Hyde	Sacramento	Market/Grove	0.93	6.5	76.6	96.0
Polk	Sacramento	Market/Fell	0.93	11.8	76.3	111.7
Stockton	Greenwich	Market	1.34	13.4	71.5	111.7
Paul	San Bruno	Wheat	0.11	0.0	70.4	70.4
09th	Market	Mclea	0.56	5.4	67.9	83.9
Eddy	Cyril Magnin	Van Ness	0.68	4.4	67.3	80.5
04th	Market	Bluxome	0.78	11.5	63.9	98.4
Market (2)	04th/Stockton/Ellis	10th/polk/fell	1.83	7.7	62.9	85.9
Grove	Market/Hyde	Van Ness	0.29	6.9	62.4	83.1
Ofarrell	Market/Grant	Franklin	1.01	7.9	61.2	84.9
Columbus	Bay	Kearny	0.87	6.9	56.5	77.3
Mission (2)	08th	20th	1.64	7.3	53.7	75.6
Larkin	Sutter	Market	0.73	4.1	51.9	64.2
Church	Hermann	Chula	0.47	6.4	51.2	70.4
Sutter	Market	Gough	1.38	2.9	49.3	58.0
18th	Capp	Diamond	1.04	6.7	48.1	68.3
16th	San Bruno	Castro	1.63	6.7	47.8	68.0
Mission (1)	Spear	08th	1.65	4.2	46.7	59.4
Broadway	Front	Powell	0.85	5.9	44.6	62.3
Geary (1)	Market	Laguna	1.58	3.8	44.2	55.5
Market (1)	Steuart	04th/Stockton/Ellis	1.75	5.7	44.1	61.3
Turk	Market	Pierce	1.47	2.7	42.9	51.0
Howard	New Montgomery	Lafayette	1.34	4.5	42.5	55.9
Mission (3)	20th	Santa Marina	1.31	7.6	42.0	65.0

* Identified corridors exceeding two miles in length were partitioned into shorter corridors based on patterns in injury density along that corridor.

** Street length includes all streets in San Francisco – including streets managed by non-CCSF agencies such as Caltrans or the U.S. National Parks Service.

A5. Cont'd
**HIGH-INJURY
 DENSITY CORRIDOR
 SUMMARY
 STATISTICS:
 SAN FRANCISCO, CA
 (2005-2009)**

STREET*	CROSS STREET (1)	CROSS STREET (2)	HIGH INJURY CORRIDOR LENGTH (MILES)**	SEVERE/FATAL INJURIES PER MILE	TOTAL INJURIES PER MILE	TOTAL WEIGHTED INJURIES PER MILE
Mcallister	Market	Van Ness	0.47	4.2	40.0	52.7
California	Cushman	Franklin	0.68	5.9	39.7	57.4
Collingwood	Market	19th	0.20	5.0	39.7	54.6
Pine	Mason	Octavia	0.89	4.5	38.2	51.7
Mission (4)	Trumbull	Niagara	1.80	4.4	37.8	51.1
San Bruno	Gaven	Paul	0.74	4.1	35.2	47.4
Post	Market	Franklin	1.18	2.6	34.9	42.5
Grant	Sutter	Market/O'Farrell	0.21	0.0	33.3	33.3
Fulton	Hyde	Larkin	0.09	0.0	33.0	33.0
Dr Carlton B Goodlett (Polk)	Mcallister	Grove	0.12	8.1	32.3	56.5
Bush	Jones	Octavia	0.73	6.9	30.2	50.8
Bay	The Embarcadero	Columbus	0.64	6.2	29.6	48.3
Hayes	Market	Van Ness	0.20	9.8	29.4	58.7
South Van Ness	Market	12th	0.42	9.5	28.5	57.0
Taraval	Funston	41st	1.65	5.5	28.5	44.8
Van Ness (2)	Post	Market	1.66	4.2	28.3	41.0
Market (4)	Duboce/Buchanan	Collingwood	1.53	2.0	26.8	32.6
Ocean	Geneva	Ashton	1.25	3.2	24.9	34.5
Valencia	16th	24th	0.89	6.8	23.7	44.0
Geneva (2)	Paris	Ocean	1.79	1.7	22.3	27.3
Geary (5)	09th	22nd	1.63	3.1	22.1	31.4
Palou	Rankin	Jennings	0.88	4.5	21.6	35.2
Van Ness (1)	Union	Post	1.78	7.9	19.7	43.4
Geary (4)	Cook	09th	1.76	3.4	19.4	29.6
Lombard	Buchanan	Richardson	1.38	3.6	18.8	29.7
Market (3)	10th/Polk/Fell	Duboce/Buchanan	1.39	4.3	18.8	31.8
Divisadero	Clay	Turk	1.46	3.4	17.2	27.5
Guerrero	15th	20th	1.12	3.6	17.0	27.7
19th (2)	Ortega	Vicente	1.82	0.5	15.3	17.0
19th (1)	Lincoln	Ortega	1.83	2.2	14.2	20.7
Sunset (3)	Santiago	Yorba	1.27	3.9	12.6	24.3
Geary (3)	Divisadero	Cook	1.87	1.1	11.8	15.0
19th (4)	Winston	Junipero Serra	1.48	1.4	10.8	14.9
Geary (2)	Laguna	Divisadero	1.72	2.9	10.5	19.2
19th (3)	Vicente	Winston	1.73	0.6	9.2	11.0
Sunset (2)	Noriega	Santiago	1.31	1.5	8.4	13.0
The Embarcadero (2)	Howard	Brannan	1.24	3.2	7.3	17.0
Geneva (1)	Santos	Moscow	1.69	3.6	7.1	17.8
Sunset (1)	Irving	Noriega	1.31	1.5	6.9	11.4
The Embarcadero (1)	Broadway	Howard	1.22	1.6	5.7	10.6

* Identified corridors exceeding two miles in length were partitioned into shorter corridors based on patterns in injury density along that corridor.

** Street length includes all streets in San Francisco – including streets managed by non-CCSF agencies such as Caltrans or the U.S. National Parks Service.

A6.

CHARACTERISTICS OF PHASE 1A LOCATIONS

Preliminary Pedestrian Safety Capital Improvements List									
Phase 1A Locations									
High Priority Locations	PEDESTRIAN SAFETY CHARACTERISTICS	ROADWAY CHARACTERISTICS					LAND USES/PED GENERATORS		
	Injuries/mi severity-weighted	Segment Length miles	# of intersections	Street width curb to curb	Sidewalk width	Speed posted	Quadrant	BOS District	Better Streets Plan Classification
SEGMENTS									
19th Ave. (Taraval-Quintara)	38	0.40	4	81'	9'6"	30	SW	4	Neighborhood residential
6th St (Market-Howard)	415	0.20	7	62'6"	10'	25	NE	6	Mixed use/downtown commercial
Broadway (Battery-Columbus)	93	0.30	9	44'-58'	12'-19'	25	NE	3	Neighborhood commercial
Castro (Market-18th)	180	0.10	2	58'	12'-18'	25	NW	8	Neighborhood residential
Geary (Arguello-15th Ave)	128	0.80	16	99'	13'	25	NW	1	Neighborhood commercial
Geary (Van Ness-Divisadero)	46	1.00	11	127'-148'	15'	35	NE	5, 2	Neighborhood commercial
Geneva (1280-London)	40	0.60	11	71' +/-	12'-15'	25	SE	11	Neighborhood commercial/residential
Jones (Golden Gate-Geary)	150	0.30	6	38'4"-44'9"	12'-15'	25	NE	6	Downtown residential
Leavenworth (Eddy-Ellis)	283	0.06	2	44'9"	12'	25	NE	6	Downtown residential
Lombard (Divisadero-Fillmore)	65	0.40	5	80'	10'	25	NW	2	Neighborhood commercial
Market (2nd-8th)	156	1.00	15	50'-57'6"	26'-36'	25	NE	6	Downtown commercial
Mission (22nd St-23rd St)	100	0.10	2	58'6"	15'-16'6"	25	SE	9	Neighborhood commercial
Mission (Ceasar Chavez-Cortland)	68	0.50	10	46'6"-58'6"	12'-18'	25	SE	9	Neighborhood commercial
Mission (Silver-Rolph)	62	1.10	21	56'6"-58'6"	12'	25	SW	11	Neighborhood commercial
Powell (Market-Geary)	430	0.10	14	41'-43'	10'-15'	25	NE	6	Downtown commercial
Silver (Bayshore-San Bruno)	246	0.06	2	54'	6'	25	SE	9,10	Neighborhood residential
Stockton (Sacramento-Broadway)	153	0.30	7	37'3"-45'11"	10'-16'	25	NE	3	Neighborhood commercial/residential
Sunset (Taraval-Ulloa)	70	0.10	2	95'	9'-15'	35	SW	4	Neighborhood residential
Taraval (17th Ave-19th Ave)	210	0.10	3	60'	10'	25	SW	4,7	Neighborhood commercial
Turk (Jones-Leavenworth)	156	0.09	2	44'9"	12'	25	NE	6	Downtown commercial
INTERSECTIONS									
	PEDESTRIAN SAFETY & VOLUME CHARACTERISTICS			ROADWAY CHARACTERISTICS			LAND USES/PED GENERATORS		
	Ped Collisions Rank severity-weighted	Pedestrian Volumes annual estimates	Citywide Ped Volume Rank Out of 8,135 SF intersections	Street width curb to curb	Sidewalk width	Speed posted	Quadrant	BOS District	Better Streets Plan Classification
19th Ave./Judah	45th	1,200,000	1727th	81'/56'	9'6"/10'	30	NW	4,7,5	Neighborhood commercial
2nd St./Bryant	45th	6,600,000	345th	62'6"/52'6"	10'/8'-15'	25	NE	6	Mixed use
3rd St/Palou	82nd	3,000,000	763rd	77'/42'-50'	12'/15'-19'	35	SE	10	Neighborhood commercial
Bayshore/Arlota+San Bruno	61st	600,000	2382nd	100'-132'	8'-12'	35	SE	10	Neighborhood commercial/residential
Hyde/Beach	30th	2,800,000	798th	42'3"-45'/41'	12'-15'/10'-20'	25	NE	2	Neighborhood commercial
Hyde/California	45th	6,600,000	354th	38'-44'9"/61'	12'-15'/10'	25	NE	3	Dwtn resid., neighborhood comm./res.
Irving/7th Ave	30th	9,800,000	172nd	50'/46'	15'/12'	25	NW	5	Neighborhood commercial
Kirkham/9th Ave	61st	700,000	2241st	50'/40'	15'/15'	25	SW	5,7	Neighborhood residential
Mission/Sickles+Acton	61st	900,000	2017th	58'6"/30'-56'	12'/12'-15'	25	SW	11	Neighborhood commercial

A7.

PROJECT READINESS FACTORS FOR PHASE 1A STREET SEGMENTS AND INTERSECTIONS

1A SEGMENT STREET	FROM	TO	COMMITTED STREET PROJECTS SCHEDULE*		PLANNING PROJECTS
			YEAR	COMMITTED PROJECT NAME	PROJECTS MAY NOT BE APPROVED OR FUNDED YET
19th Ave.	Taraval St	Quintara St	2012-2014	• 19th Ave. Great Streets	• SFCTA 19th Ave. Plan • Prop. K funds for bulbouts and medians. • TEP Implementation
6th St.	Market St	Howard	2011-2014	• Tenderloin Sewer Project • SFgo Parking Guidance and Pavement Renovation • PG&E project • Pavement Renov. Folsom St. Phase 4	• WalkFirst Case Study: 6th St btw Market and Howard Sts • ENTRIPS: Folsom/Howard 5th to 11th
Broadway	Battery St	Columbus Ave	2012-2014	• Broadway Joint Paving and Streetscape • Columbus Ave Pavement Renovation	
Castro St	Market St	18 th St	2011-2013	• 1729J-Paving • Pavement Renov.-17th and 18th St	
Geary Blvd.**	Van Ness Ave	Divisadero St	2013-2016	Pavement Renovation-Geary Blvd.	• Bus Rapid Transit near environmental review • SFMTA-Geary/Steiner Bulbouts and ramps • SFMTA-Geary/Webster Bulbouts and ramps
Geary Blvd.**	Arguello Blvd	15th Ave.	2011-2019	• 1827J-Paving • Arguello Blvd Repaving • Geary Pavement Renovation.	• Bus Rapid Transit near environmental review
Geneva Ave	I-280	London Ave	7/1/2015	• Cayuga Ave. Pavement Renovation • SFMTA-New Signal at Geneva/Howth • Safe Route to Transit Improvements-Balboa Park BART Station Area Phase 1: medians and curb ramps • SFMTA-Green Light Rail Track Replacement (8 curb ramps)	SFMTA-Balboa Park "Fast Track" Intermodal Improvements: • Transit canopies for Geneva Transit Plazas • Lighting improvements • Wayfinding improvements • Accessibility improvements
Jones St	Golden Gate Ave	Geary	N/A	N/A	

A7. Cont'd

PROJECT READINESS FACTORS FOR PHASE 1A STREET SEGMENTS AND INTERSECTIONS

1A SEGMENT STREET	FROM	TO	COMMITTED STREET PROJECTS SCHEDULE*		PLANNING PROJECTS
			YEAR	COMMITTED PROJECT NAME	PROJECTS MAY NOT BE APPROVED OR FUNDED YET
Leavenworth St	Eddy St	Ellis St	2011	• 1729J-Paving	• SFMTA-Funding is being sought by CPMC to pay for bulbs at these two intersections.
Lombard St.	Divisadero St	Fillmore St	N/A	N/A	
Market St.	2 nd St	8 th St	2015	• 1603J-Paving	• ENTRIPS: 7th/8th Market to Harrison
Mission St.	C. Chavez	Cortland Ave	2011-2012	• 1898J-Paving • 1707J-Paving	
Mission St.	Silver Ave	Rolph St	N/A	N/A	• Mission-Geneva neighborhood plan prepared by SFCTA • SFMTA-Persia Triangle Project: Bulbouts, 2 Bus Bulbs, Ramps • WalkFirst Case Study: Mission/Persia/Ocean Triangle
Mission St.	23 rd	22nd	2011	• 1724J-Paving	• SFMTA-Large bus bulbs at NE and SW corner installed in 2005. None of the other corners are feasible.
Powell St.	Market St	Geary St	N/A	N/A	• WalkFirst Case Study: Powell btw Ellis and Geary Streets
Silver Ave	Bayshore Blvd	San Bruno Ave	2012	• San Bruno Ave Pavement Renovation • 1767J-Paving	• WalkFirst Case Study Location • SFMTA-San Bruno Ave TEP Bus bulbs, etc.
Stockton St	Sacramento St	Broadway	2012-2018	• Central Subway Construction	
Sunset Blvd	Taraval St	Ulloa St	2011	• 1794J MOD FY10-11 Curb Ramps • Contract 60-New Signal • New Sunset Blvd. Signal	
Taraval St.	19th Ave.	17th Ave.	2012-2014	• 19th Great Street • Sewer Project	• TEP Implementation
Turk St.	Jones St	Leavenworth St	N/A	N/A	N/A

A7. Cont'd

PROJECT READINESS FACTORS FOR PHASE 1A STREET SEGMENTS AND INTERSECTIONS

1A SEGMENT STREET	FROM	TO	COMMITTED STREET PROJECTS SCHEDULE*		PLANNING PROJECTS
			YEAR	COMMITTED PROJECT NAME	PROJECTS MAY NOT BE APPROVED OR FUNDED YET
Intersections					
18th St	Collingwood St	2013	• Pavement Renovation-17th and 18th Streets		
19 th Ave	Judah St	N/A	N/A		N/A
2nd St.	Bryant St.	2011-2012	• 30853736-Utility Project • Great Streets-2nd St		
3 rd St	Palou St	2012	• 1145J-Sewer		
Bayshore Blvd	Arleta St	2013	• BAYSHORE (HP)-Utility • TEP Implementation		
Beach St	Hyde St	2013	• Hyde St. Cable Car Infrastructure Improvements		
California St	Hyde	2010	• CA Cable Car Line Infrastructure (Under way)		
Irving St	7th Ave.	2014-2015	• Sewer Project • Pavement Renovation-Irving St • SFMTA-2010 Inner Sunset Bulb-out Projects: Bulbs were added at the NE and SW corners. Five other bulbs on the Irving corridor between 4th and 9th Avenues were added. No other corners are feasible.		TEP Implementation
Kirkham St	9th Ave.	2011-2013	• WD-2583-Water • Kirkham St. Pavement Renovation		
Mission St	Sickles St	2012-2013	• Pavement Renovation-Sickles Ave and Alemany Blvd. • Utility Project		TEP Implementation

NOTE:

*For specific street block locations of projects please see DPW 5 YR Plan website: <http://sfdpw.org/index.aspx?page=370>.

**Pedestrian improvements on Geary Blvd. segments will be compatible with BRT.

FUNDING PROGRAMS FOR PEDESTRIAN IMPROVEMENTS

Funding Programs for Pedestrian Improvements¹

Funding Program	Issuing Agency	Eligible Sponsors	Project Type / Description		Programmed to SF Pedestrian Projects (annual average based on the last cycle)	Website
Pedestrian Focused						
Prop AA (Vehicle Registration Fee)	SFCTA	Public agencies	Capital	Improvements to the safety and usability of city streets for pedestrians	\$ 1,250,000	www.sfcta.org/PropAA
Prop K Balboa Park Station Access	SFCTA	As designated in Prop K Expenditure Plan	Capital	improvements to enhance BART, bus and MUNI light rail transit connections.	\$ 1,286,400	www.sfcta.org/propk
Prop K BART Station Access, Safety, Capacity	SFCTA	As designated in Prop K Expenditure Plan	Capital	Improvements to BART stations and other facilities to enhance passenger safety, accessibility, and capacity	\$ 355,000	www.sfcta.org/propk
Prop K Curb Ramps	SFCTA	As designated in Prop K Expenditure Plan	Capital	Construction/reconstruction of curb ramps and related roadway work for the mobility impaired	\$ 763,000	www.sfcta.org/propk
Prop K Other Upgrades to Major Arterials (19th Ave Bulb Outs) ³	SFCTA	As designated in Prop K Expenditure Plan	Capital	Upgrades to major arterials to complement traffic calming on adjacent neighborhood streets, including pedestrian improvements	\$ -	www.sfcta.org/propk
Prop K Pedestrian / Bicycle Facility Maintenance	SFCTA	As designated in Prop K Expenditure Plan	Capital	Public sidewalk repair and reconstruction; additional pedestrian facility improvements	\$ 570,400	www.sfcta.org/propk
Prop K Pedestrian Circulation/Safety	SFCTA	As designated in Prop K Expenditure Plan	Capital	Programmatic improvements to the safety and usability of city streets for pedestrians	\$ 1,088,000	www.sfcta.org/propk
Prop K Traffic Calming	SFCTA	As designated in Prop K Expenditure Plan	Capital / Planning	Programmatic improvements to neighborhood streets to make them more livable and safe to use for all users, including pedestrians	\$ 3,066,500	www.sfcta.org/propk
Prop K Tree Planting and Maintenance	SFCTA	As designated in Prop K Expenditure Plan	Capital	Planting and maintenance of trees in public rights-of-way	\$ 1,060,000	www.sfcta.org/propk
Safe Routes to School - Federal	FHWA/Caltrans	Public agencies, non-profits, school districts, tribal governments	Capital / Planning / Education / Outreach	Capital (traffic calming measures, bike and pedestrian facilities) and programmatic (education and outreach) improvements at K-12 schools that improve safety and encourage students to walk and bike to school.	\$ 413,000	www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm
Safe Routes to School - State	Caltrans	City and county agencies	Capital / Planning / Education / Outreach	Infrastructure improvements to improve the ability of students in K-12 grades to walk and bicycle to school. Incidental costs within 10% of the construction funds, e.g. public outreach, education, and enforcement, are allowed.	\$ 829,000	www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

A8. Cont'd

FUNDING PROGRAMS FOR PEDESTRIAN IMPROVEMENTS

Funding Programs for Pedestrian Improvements¹

Funding Program	Issuing Agency	Eligible Sponsors	Project Type / Description		Programmed to SF Pedestrian Projects (annual average based on the last cycle)	Website
Safe Routes to School - Regional ⁴	MTC	Public agencies, non-profits, school districts, tribal governments	Capital / Planning / Education / Outreach	Capital (traffic calming measures, bike and pedestrian facilities) and programmatic (education and outreach) improvements at K-12 schools that reduce vehicle emissions for school-related trips	\$ -	www.mtc.ca.gov/planning/climate/
Safe Routes to School - SF	MTC/SFCTA	Public agencies, non-profits, school districts, tribal governments	Capital / Education / Outreach	Capital (traffic calming measures, bike and pedestrian facilities) and programmatic (education and outreach) improvements at K-12 schools that reduce vehicle emissions for school-related trips	\$ 360,000	www.mtc.ca.gov/funding/STPC/MAQ/4_Block_Grant_Workshop_w_Handouts.pdf
Safe Routes to Transit	MTC/TransForm	Public agencies	Capital / Planning	Projects with a toll bridge nexus, i.e. reducing congestion on state toll bridges by facilitating walking/biking to regional transit services or car share	\$ 922,000	www.transformca.org/campaign/sr2t
Transportation Development Act Article 3 ⁵	Caltrans/MTC	City and county agencies	Capital	Improvements on bicycle and pedestrian facilities per the City's priorities (safety education is fundable only for bicycle projects)	\$ 327,000	http://www.mtc.ca.gov/funding/STA-TDA/

FUNDING PROGRAMS FOR PEDESTRIAN IMPROVEMENTS

Funding Programs for Pedestrian Improvements¹

Funding Program	Issuing Agency	Eligible Sponsors	Project Type / Description		Programmed to SF Pedestrian Projects (annual average based on the last cycle)	Website
Pedestrian Eligible ²						
Caltrans Planning Grant - Community Based Transportation Plan and Environmental Justice	Caltrans	Public agencies and tribal governments	Planning	Planning studies that lead to implementation of projects that improve mobility. Specifics vary by grant program.	\$ 680,000	www.dot.ca.gov/hq/tpp/grants.html
Highway Safety Improvement Program	Caltrans	City and county agencies	Capital	Improvements on roadway or bicycle/pedestrian pathway or trail to correct or improve the safety for its users	\$ 1,286,000	www.dot.ca.gov/hq/LocalPrograms/hsip.htm
Lifeline Transportation Program	SFCTA	Public agencies, county social service agencies, non-profits (limited case)	Capital / Operating	Transit-related capital and operating projects that improve mobility for low-income San Franciscans	\$ 1,666,000	www.sfcta.org/lifeline
Office of Traffic Safety	CA Office of Traffic Safety		Capital / Planning	Projects that reduce traffic deaths and injuries; priority areas include pedestrian and bicycle safety.	\$ 200,000	http://www.ots.ca.gov/Grants
Prop K New Signals and Signs	SFCTA	As designated in Prop K Expenditure Plan	Capital	Programmatic improvements including new traffic signs and signals, including pedestrian and bicycle signals	\$ 1,062,000	www.sfcta.org/propk
Prop K Signals and Signs	SFCTA	As designated in Prop K Expenditure Plan	Capital	Programmatic improvements including maintenance and upgrade of traffic signs and signals	\$ 442,200	www.sfcta.org/propk
Prop K Transportation / Land Use Coordination	SFCTA	As designated in Prop K Expenditure Plan	Capital / Planning	Transportation studies and planning, as well as local match for regional grant programs that fund capital projects, to support transit oriented development and neighborhood transportation planning	\$ 582,000	www.sfcta.org/propk
Station Area Planning	MTC	City and county agencies in partnership with transit providers and Congestion Management Agency	Planning	Planning efforts aimed at increasing transit ridership around public transit hubs and bus and rail corridors.	\$ 1,110,000	www.mtc.ca.gov/planning/smart_growth/stations/
Transportation Enhancements	FHWA/Caltrans	Public agencies	Capital / Education / Outreach	Projects with a scope “above and beyond” a normal project related to intermodal transportation system and eligible under twelve specified categories, three of which are directly related to pedestrians and bicyclists, including safety and education programs.	\$ 625,000	www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm

A8. Cont'd

FUNDING PROGRAMS FOR PEDESTRIAN IMPROVEMENTS

Funding Programs for Pedestrian Improvements¹

Funding Program	Issuing Agency	Eligible Sponsors	Project Type / Description		Programmed to SF Pedestrian Projects (annual average based on the last cycle)	Website
Transportation for Livable Communities - CMA Block Grant	MTC/SFCTA	City and county agencies	Capital	Community-based transportation projects that support multimodal travel, more livable neighborhoods, and development of jobs and housing in Priority Development Areas	\$ 997,000	www.mtc.ca.gov/funding/STPC/MAQ/4_Block_Grant_Workshop_w_Handouts.pdf
Transportation for Livable Communities - Regional	MTC/SFCTA	City and county agencies	Capital	Community-based transportation projects that support multimodal travel, more livable neighborhoods, and housing in Priority Development Areas	\$ 2,470,000	www.mtc.ca.gov/planning/smart_growth/tlc/
					\$ 23,410,500	

¹ This table provides order-of-magnitude estimates of annual funding available for pedestrian projects, based on an annual average of the last funding cycle, which covers one to three years.

² "Pedestrian Eligible" refers to funding programs with a broader focus where pedestrian projects compete relatively well.

³ The 19th Avenue Bulb Outs project does not have any funds programmed in Fiscal Year 2009/10 or 2010/11 but has \$500,000 and \$1,000,000 available for allocation in Fiscal Year 2011/12 and 2012/13, respectively.

⁴ The Safe Routes to School - Regional competitive grant program was introduced as part of MTC's recent Climate Initiatives Program and has had only one cycle and awarded two projects.

⁵ Transportation Development Act Article 3 funds for San Francisco are split equally between pedestrian projects (curb ramps and sidewalk maintenance) and bicycle projects.