

Improving safety
and walking
conditions in
San Francisco



WalkFirst Project Overview

Planning Commission | January 12, 2011



San Francisco
Department of Public Health

SAN FRANCISCO
PLANNING DEPARTMENT



SFMTA | Municipal Transportation Agency

Project Overview

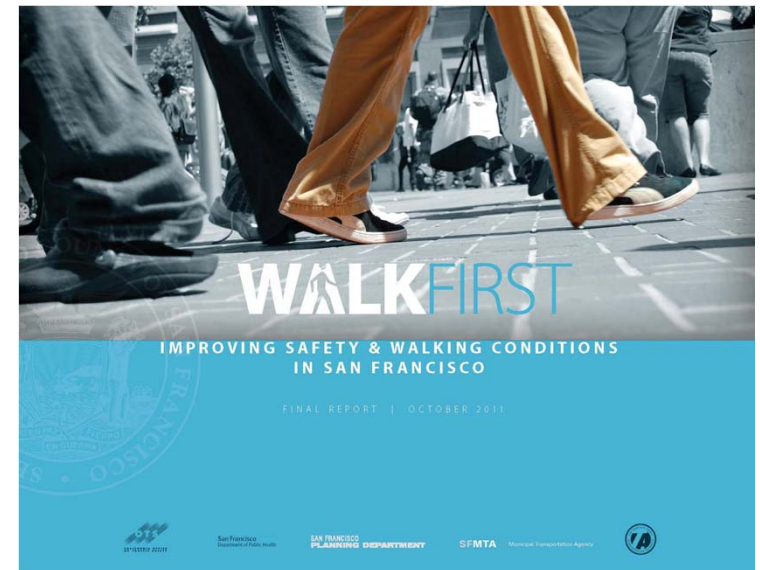
- **Goal:**
 - Identify where people walk and;
 - Develop criteria to prioritize pedestrian improvements.
- **Agency Partners:** Department of Public Health, Planning Department, Municipal Transportation Agency, and the San Francisco County Transportation Authority.
- **Funding:** One year grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- **Timeframe:** October 1, 2010 - September 30, 2011

Mayor's Directive on Pedestrian Safety

- Goal: Reduce severe/fatal pedestrian injuries by 25% by 2016 and by 50% by 2021
- Outlined 9 near term actions
- Established a Pedestrian Safety Task Force
- Complete Pedestrian Action Plan within 12 months

Key Work Products

1. Map of key walking streets and areas
2. Map of key safety streets and areas
3. Capital project list for high priority streets
4. Draft policies to guide City decisions about pedestrian safety and walking conditions
5. Examples of street designs to improve the walking environment



Public Engagement

- Monthly Presentations to the Pedestrian Safety Advisory Committee (PSAC)
- Focus groups with specific populations (Senior Action Network, Chinatown Youth, Lighthouse for the Blind...)
- Online Walking Survey
- Additional outreach to come...



WALKFIRST

Project Overview

Prioritizing locations for walking improvements



Category	Pedestrian Activity	Pedestrian Safety	Street and Sidewalk Characteristics	Project Readiness
Goal	Identify places where people walk	Identify most important locations for safety improvements	Identify street and sidewalk infrastructure/conditions	Identify opportunities to fund and construct pedestrian improvements
Product	Map of key walking streets and areas	Map of key safety streets and areas	Preliminary project list	Preliminary project list

1. Pedestrian Activity: Where People Walk

Pedestrian Activity

- Deliverable:
 - Map of key walking streets and areas
- Methodology:
 - Identify factors that contribute to walking
 - Determine how to measure each factor; create a score for each category
 - Apply the score to the street segment
 - Identify key walking streets and areas

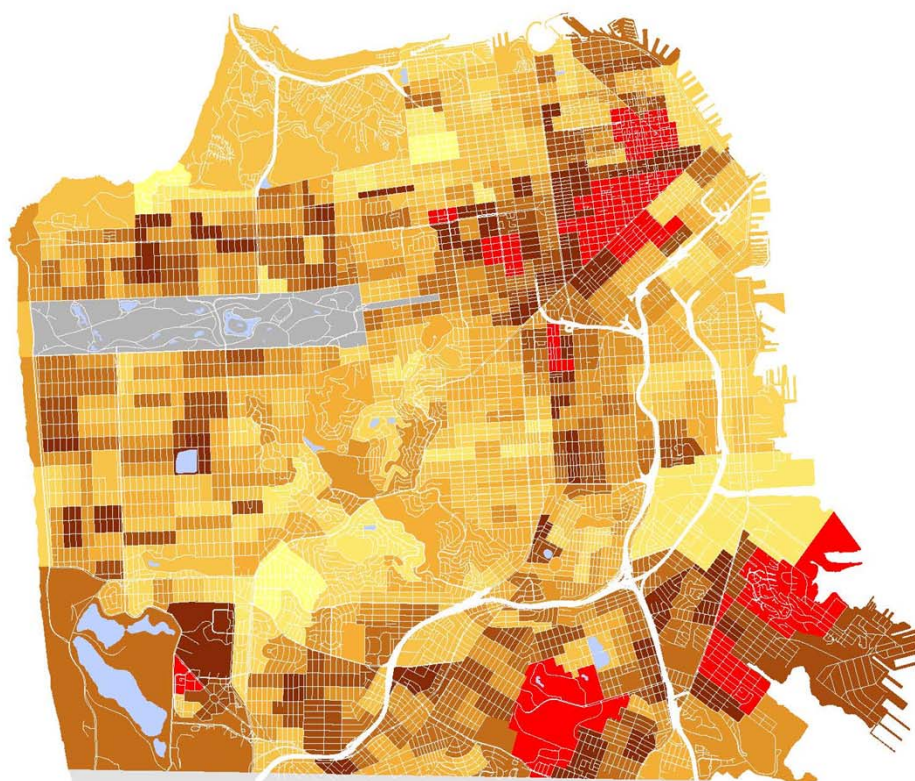
Pedestrian Activity

Identify factors that contribute to walking

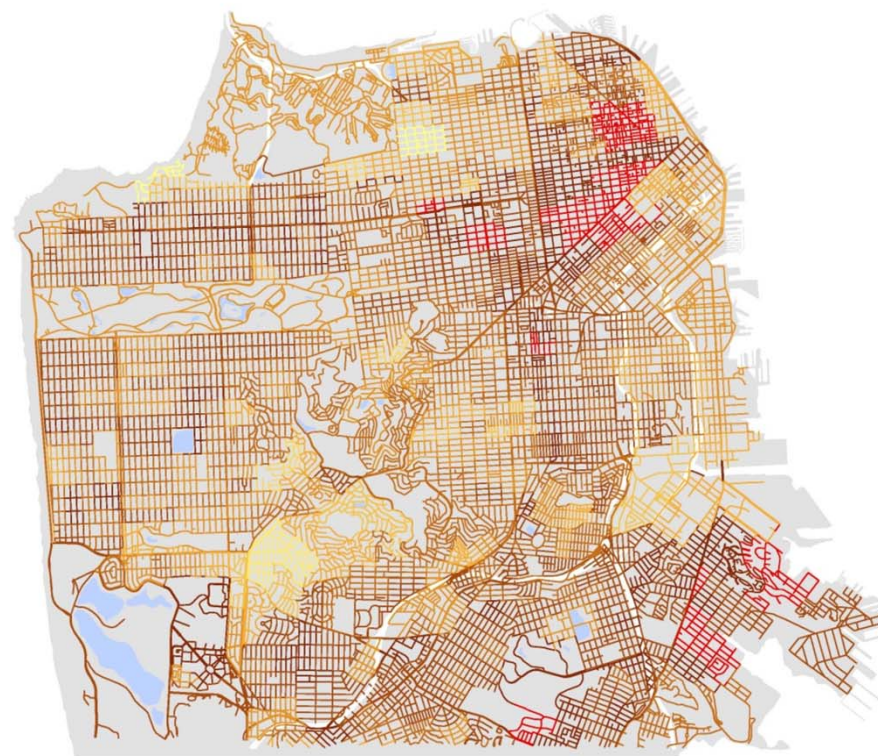
- Category 1: Access/need to walk
 - Walk to work, transit to work
- Category 2: Transit ridership
 - Daily transit boardings
- Category 3: Density of people
 - Residential density, job density
- Category 4: Pedestrian generators
 - Colleges, public & private schools, hospitals and clinics, shopping districts, parks, tourist destinations, senior centers, service providers to persons with disabilities
- Category 5: Vulnerable populations
 - Seniors, youth, persons with disabilities
- Category 6: Income
- Category 7: Street slope

Pedestrian Activity

Score & Map Individual factors



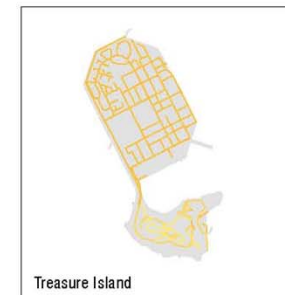
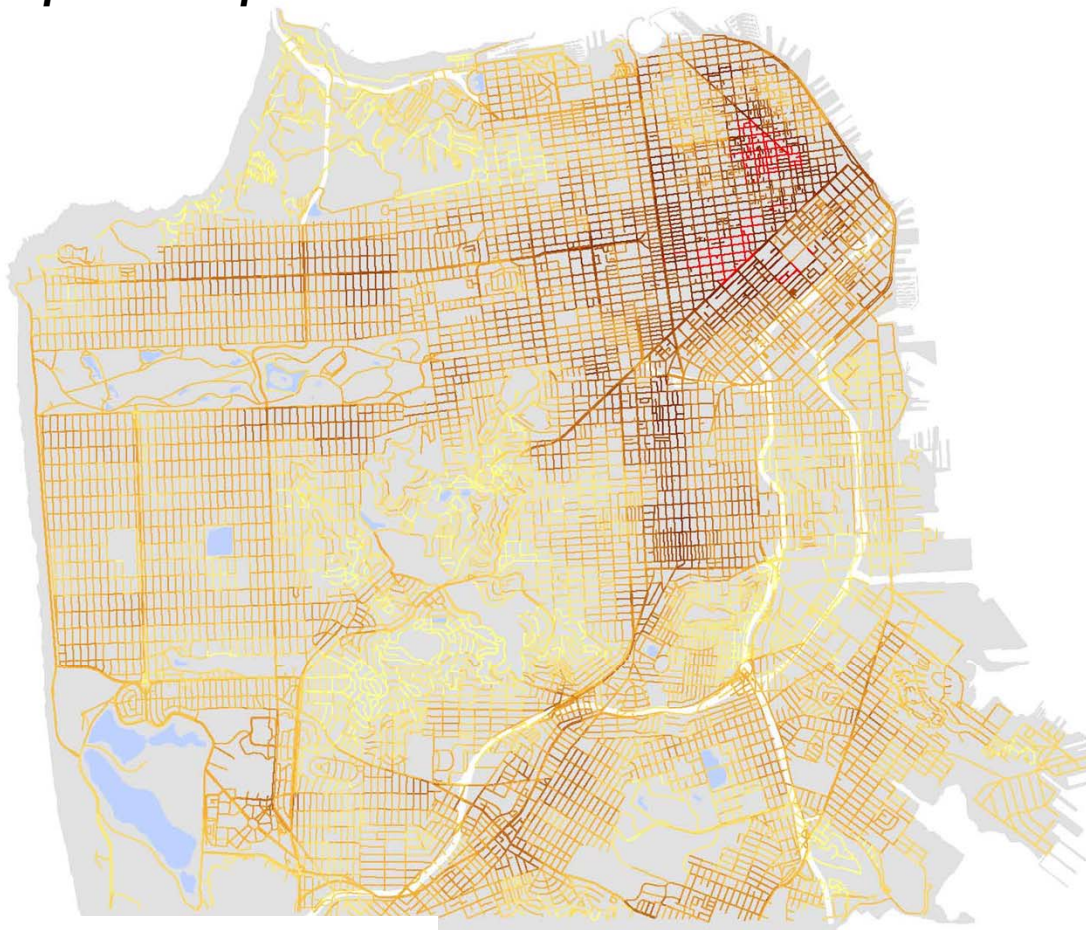
median household income, per census block group, ten breaks



median household income, per census block group, ten breaks, applied to street segment

Pedestrian Activity

Composite Map



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

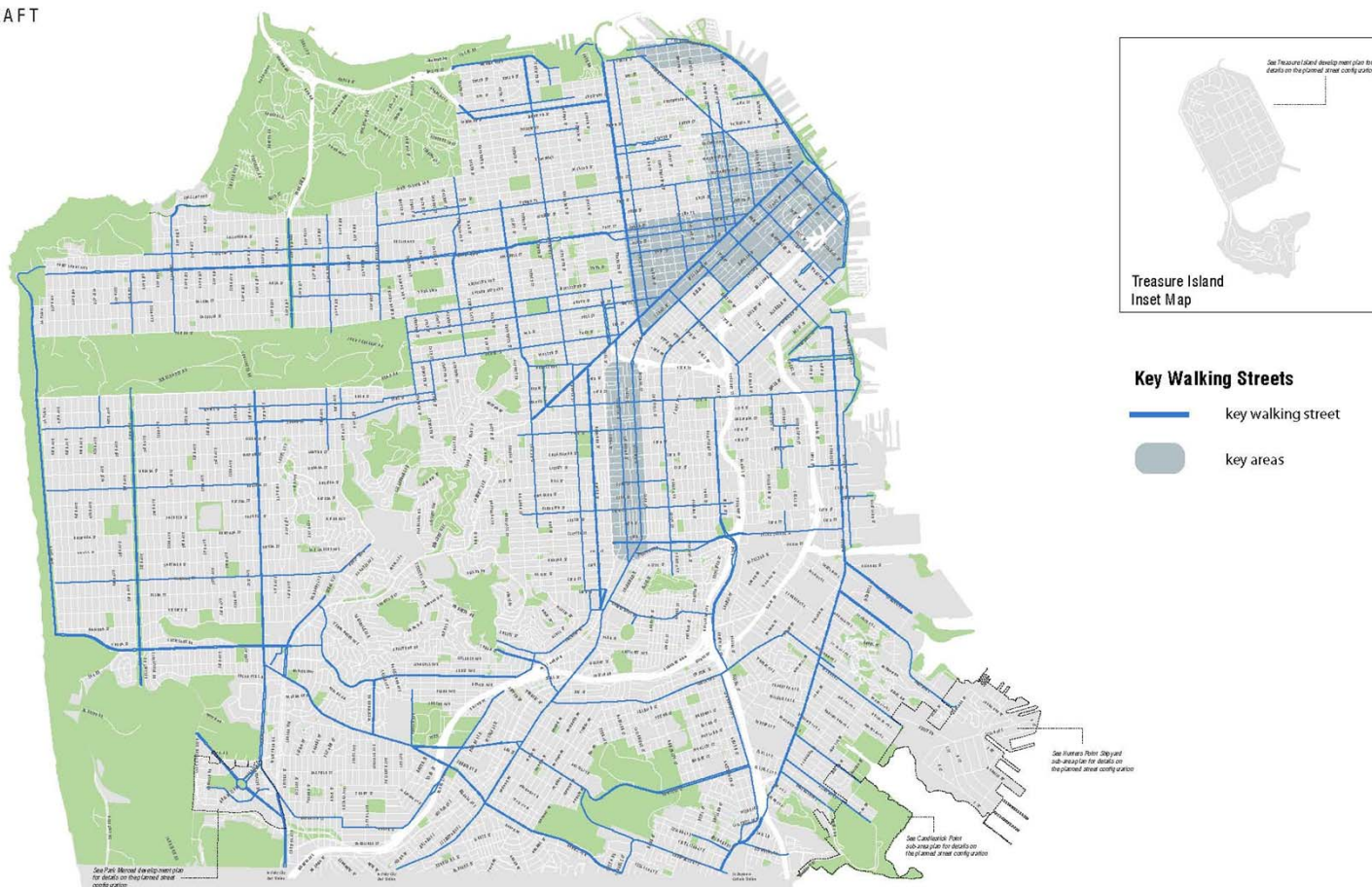
Street Segment Score

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

Pedestrian Activity Methodology

Map of Key Walking Streets & Areas

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2. Pedestrian Safety: The Conditions Pedestrians Face

Pedestrian Safety Methodology

- Deliverable:

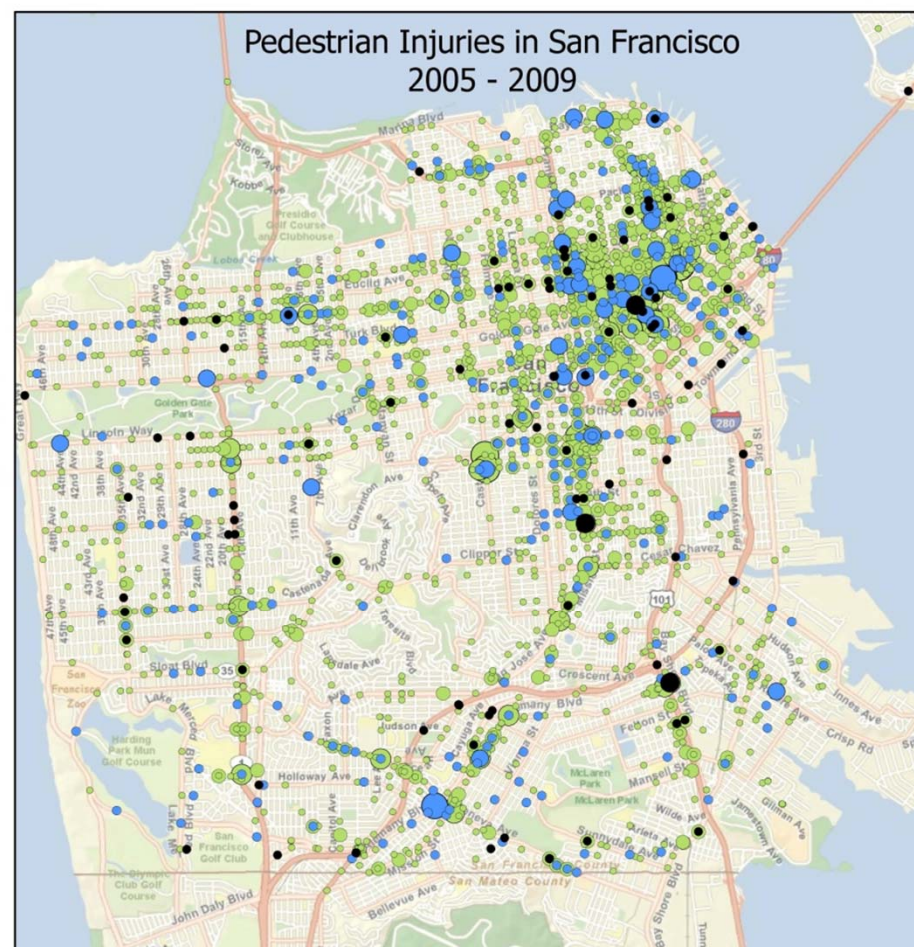
- Map of Key Safety Streets and Areas

- Methodology:

- Map pedestrian injuries and fatalities at intersections and corridors
- Develop safety score and assign to street segments
- Identify Key Safety Streets and Areas

Pedestrian Safety

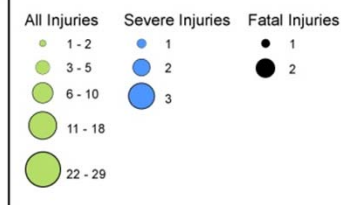
- Data from Statewide Integrated Traffic Records System (SWITRS)
- 5 year period (2005-2009)
- Injuries resulting from a collision between a vehicle and a pedestrian
- 3,883 pedestrian injuries, 383 of which were severe and 97 fatalities.



All collisions are geocoded to the nearest intersection.

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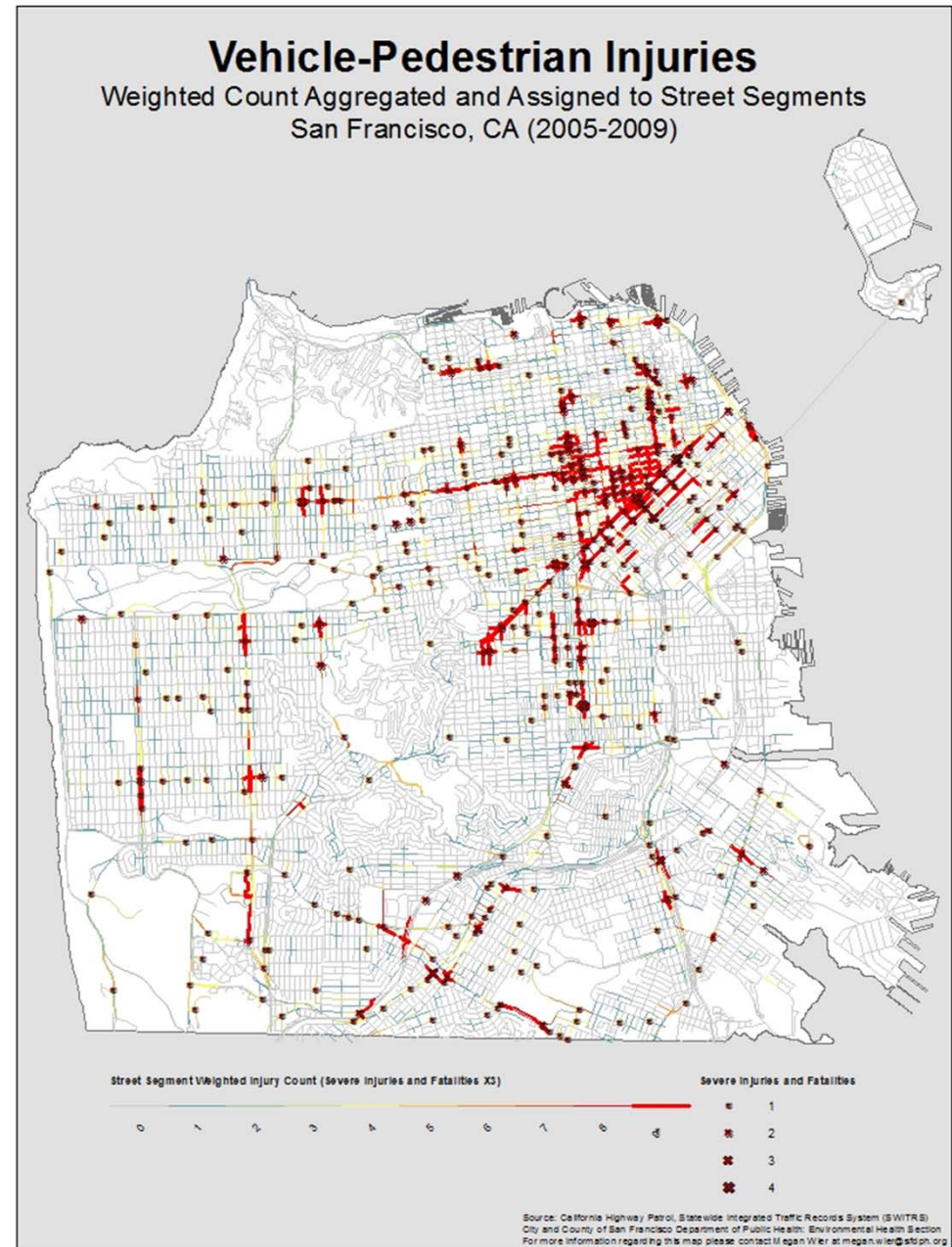
City & County of San Francisco
Dept. of Public Health
IT - Community Health Programs & Admin. Services



Data Source: Statewide Integrated Traffic Records System (SWITRS)
Production Date: 03/28/2011

Pedestrian Safety

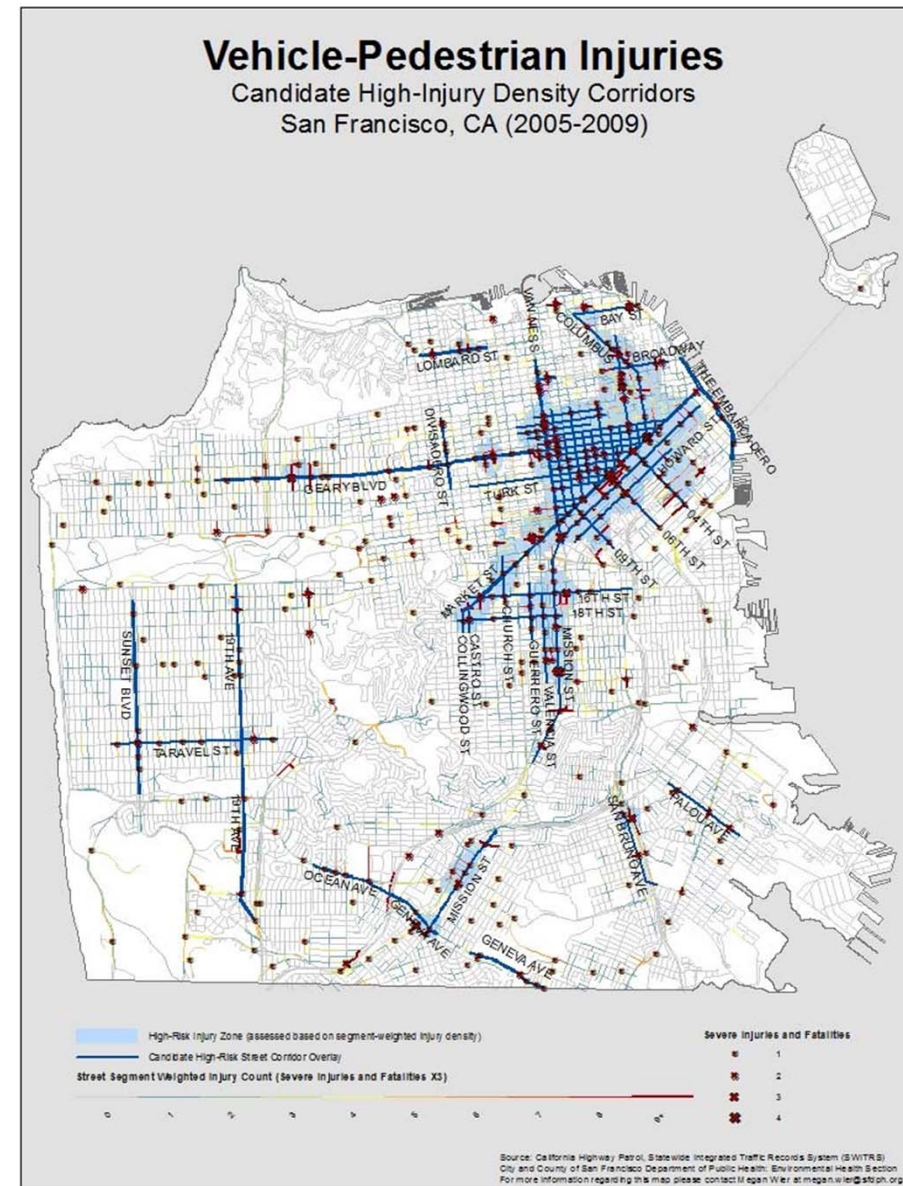
- Score based on number of injuries and fatalities
- Fatal and severe injuries weighted 3X
- Exclude pedestrian collisions with no injuries
- Score assigned to street segment



Pedestrian Safety

- Apply to corridors with score of 9+ over multiple blocks
- 6.7% of city street length in miles
- 55% of severe and fatal pedestrian injuries
- 51% of total pedestrian injuries

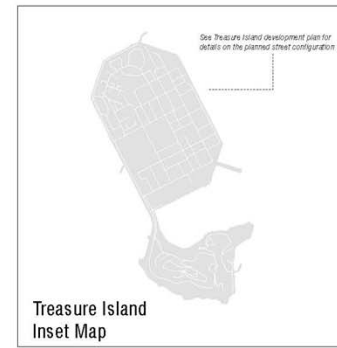
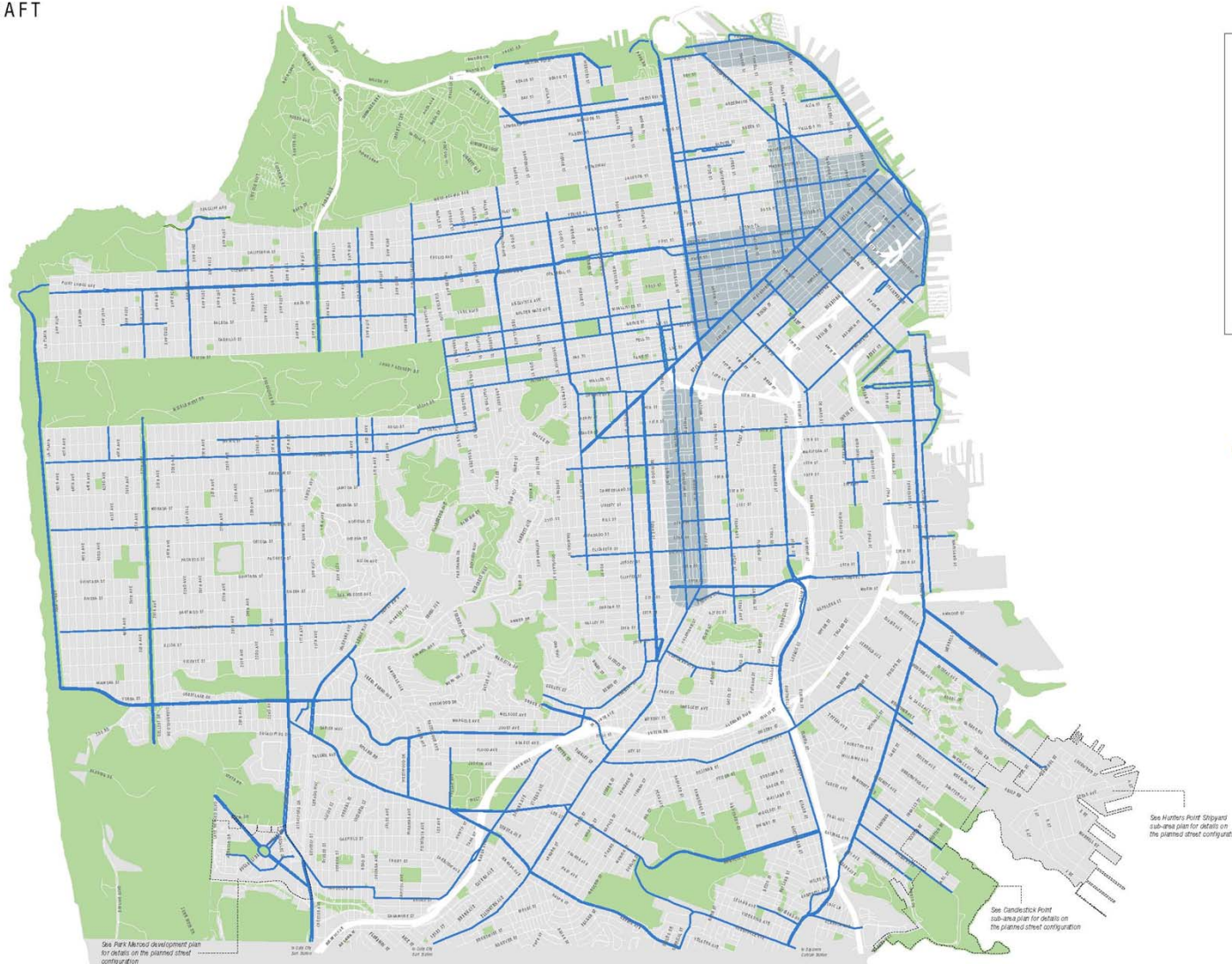
Methodology developed by SFDPH as a part of the Citywide Pedestrian Safety Task Force Data Subcommittee Deliverables.



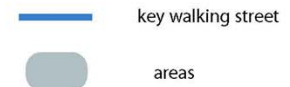
3. Capital project list for high priority streets

Key Walking Streets

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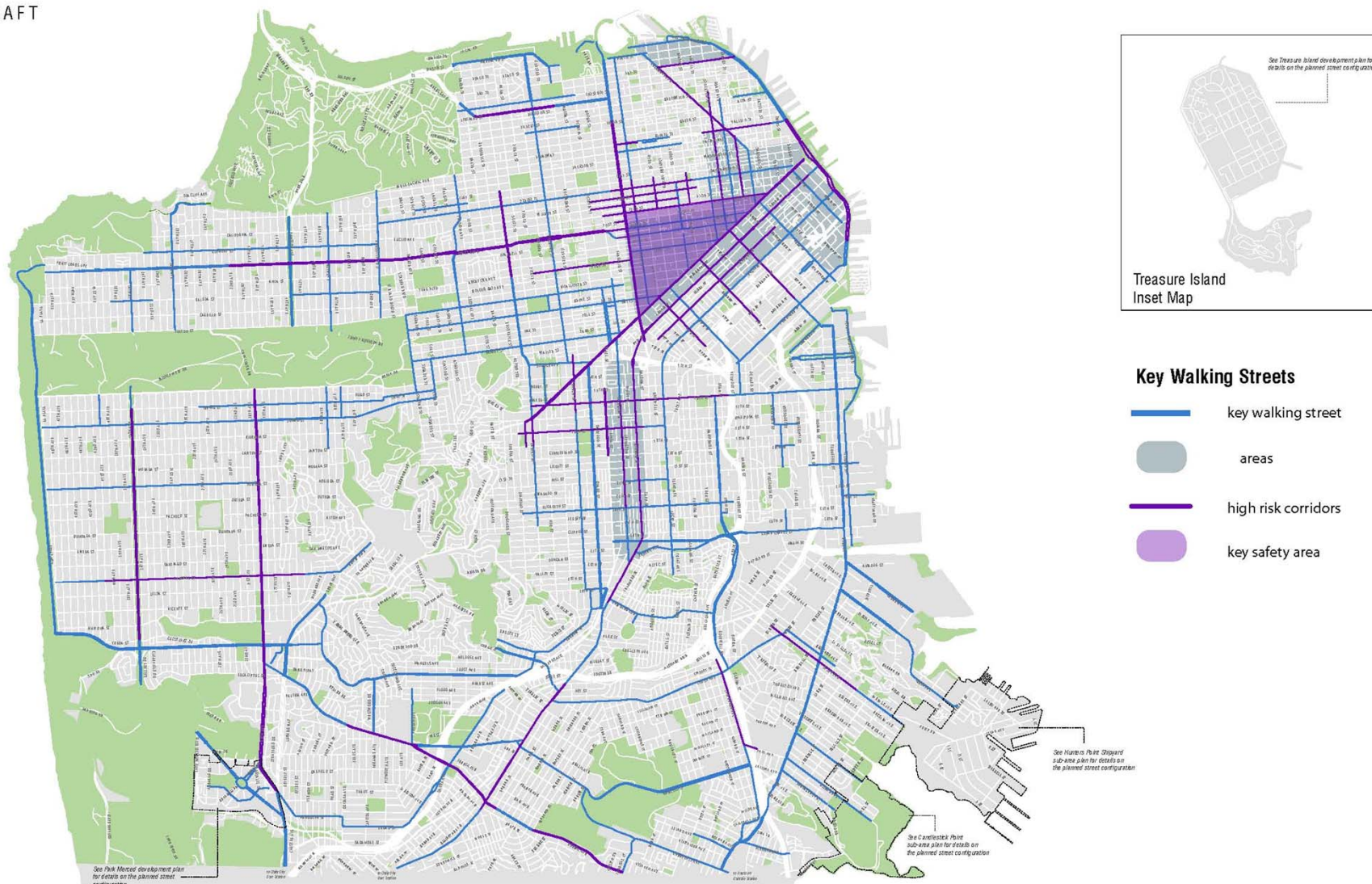


Key Walking Streets



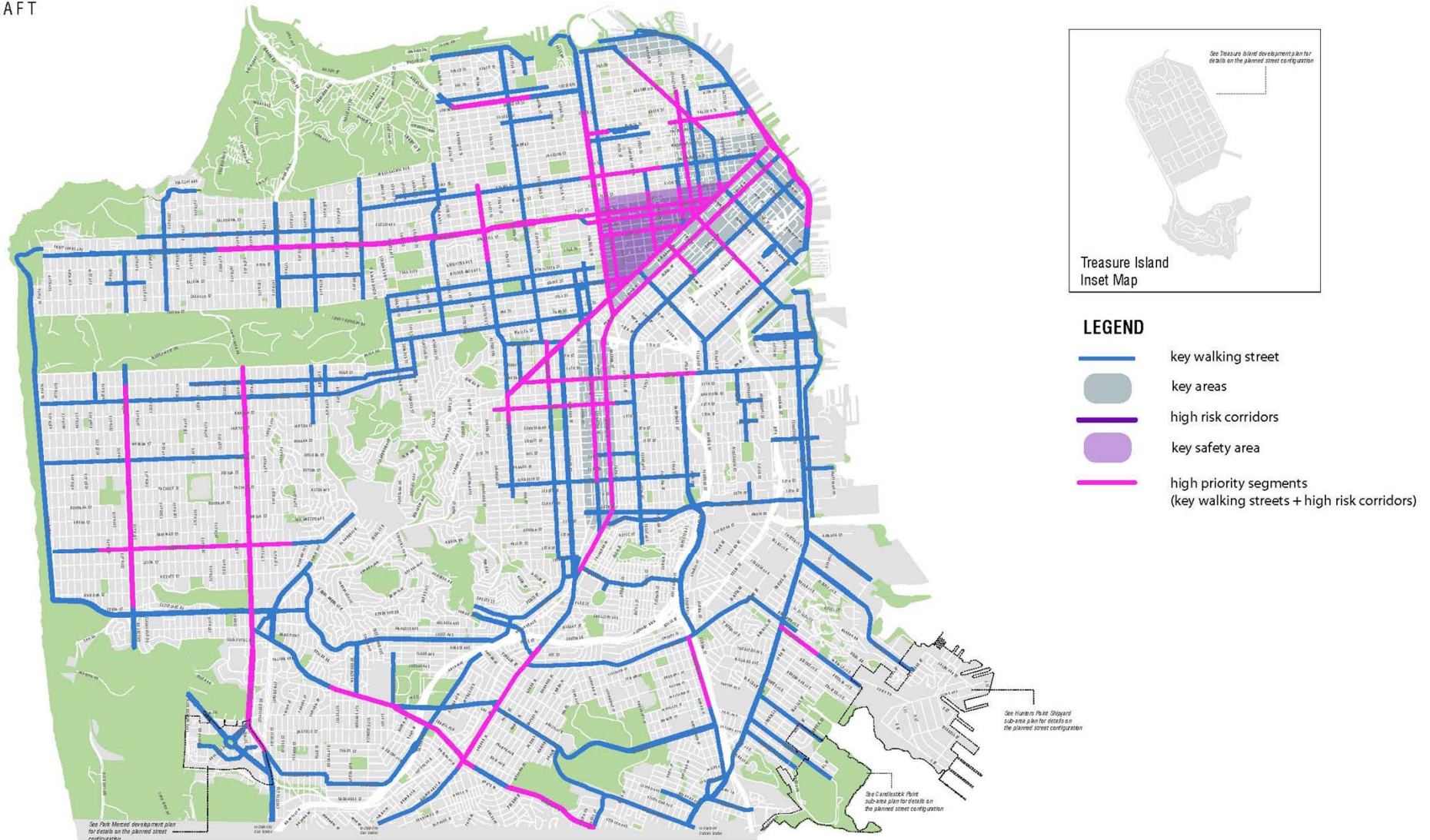
Key Walking Streets & Key Safety Corridors

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High Priority Streets = overlay of key walking streets and key safety corridors

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Pedestrian Funding (Approximate)

- Annual average programmed: ~\$23 M
 - Prop K (~\$10 M) is the largest single fund source
- Funds are primarily for capital infrastructure improvements
- Amounts cited above do not include:
 - City agency operations/maintenance, General Fund, developer fees, tax increment
 - Pedestrian improvements done as part of other modal projects such as street resurfacing

Source: SF County Transportation Authority(SFCTA), presentation to Pedestrian Safety Task Force, August 2011

Preliminary Capital Project List

Table 3

PRELIMINARY CAPITAL PROJECT LIST

CHAPTER 7: PRELIMINARY CAPITAL PROJECT LIST

33

1A SEGMENT OR INTERSECTION	FROM	TO	SEGMENT LENGTH MILES	COST TO IMPLEMENT		INTERSECTION IMPROVEMENTS						MID-BLOCK IMPROVEMENTS		
				LOW	HIGH	CORNER BULBOUTS (EACH)	BUS BULBOUTS (EACH)	CONTINENTAL CROSSWALKS AND ADVANCED LIMIT LINES	FLASHING BEACONS (CROSSING)	PEDESTRIAN COUNTDOWN SIGNALS (CROSSING)	LIGHTING (INTERSECTION)	SIDEWALK WIDENING (BLOCK FACE)	SPEED REDUCTION MEASURES (BLOCK)	FLASHING BEACONS (CROSSING)
STREET SEGMENT:														
19TH AVE.	TARAVAL	QUINTARA	0.40	\$1,738,500	\$1,738,500	X	X	X					X	
6TH ST.	MARKET	HOWARD	0.20	\$88,000	\$10,463,000	X		X				X	X	
BROADWAY	BATTERY	COLUMBUS	0.30	\$816,000	\$1,566,000	X		X		X	X			
CASTRO	MARKET	18TH	0.10	\$238,000	\$550,500	X		X			X			
GEARY BLVD.	ARGUELLO	15TH AVE.	0.80	\$528,000	\$4,028,000	X		X						
GEARY BLVD.	VAN NESS	DIVISADERO	1.00	\$3,202,500	\$15,202,500	X		X		X		X	X	
GENEVA	I-280	LONDON	0.60	\$1,205,500	\$10,330,500	X	X	X	X		X	X	X	
JONES	GOLDEN GATE	GEARY	0.30	\$163,000	\$1,288,000	X		X			X			
LEAVENWORTH	EDDY	ELLIS	0.06	\$44,000	\$294,000	X		X						
LOMBARD	DIVISADERO	FILLMORE	0.40	\$1,801,000	\$7,801,000	X		X			X	X	X	
MARKET ST.	2ND	8TH	1.00	\$308,000	\$308,000			X						
MISSION ST.	C. CHAVEZ	CORTLAND	0.10	\$1,058,000	\$2,933,000	X	X	X						
MISSION ST.	SILVER	ROLPH	0.50	\$4,973,500	\$8,223,500	X	X	X	X	X	X			
MISSION ST.	23RD	22ND	1.10	\$44,000	\$294,000	X		X						
POWELL	MARKET	GEARY	0.10	\$132,000	\$882,000	X		X						
SILVER	BAYSHORE	SAN BRUNO	0.06	\$88,000	\$1,588,000			X				X	X	
STOCKTON	SACRAMENTO	BROADWAY	0.30	\$176,000	\$5,488,500	X		X				X		
SUNSET	TARAVAL	ULLOA	0.10	\$88,000	\$1,588,000			X				X	X	
TARAVAL	19TH AVE.	17TH AVE.	0.10	\$44,000	\$3,544,000	X						X		
TURK ST.	JONES	LEAVENWORTH	0.09	\$75,000	\$325,000	X		X			X			
SEGMENTS TOTAL:				\$16,811,000	\$78,436,000									
STANDALONE INTERSECTIONS														
18TH ST	COLLINGWOOD ST				\$75,000	\$325,000	X				X			
19TH AVE.	JUDAH				\$625,000	\$625,000	X	X						
2ND ST.	BRYANT ST.				\$44,000	\$294,000	X		X					
3RD	PALOU				\$44,000	\$44,000			X					
BAYSHORE	ARLETA				\$244,000	\$244,000	X		X		X			
BEACH	HYDE				\$44,000	\$231,500	X		X					
CALIFORNIA	HYDE				\$44,000	\$294,000	X		X					
IRVING	7TH AVE.				\$0	\$125,000	X							
KIRKHAM	9TH AVE.				\$44,000	\$231,500	X		X					
MISSION	SICKLES				\$484,000	\$484,000	X		X		X			
INTERSECTIONS TOTAL:					\$1,648,000	\$2,898,000								
TOTAL					\$18,459,000	\$81,334,000								

4. Draft Policies & Objectives

DRAFT General Plan Objectives & Policies

- Would amend the pedestrian section of the Transportation Element of the General Plan
- Better Streets Plan previously amended objectives and policies focusing on design and engineering of pedestrian features
- WalkFirst would amend objectives and policies focused on pedestrian network/key pedestrian streets

DRAFT General Plan Objectives & Policies

New objectives

- Design every street in San Francisco for safe and convenient walking
- Establish a system of Key Walking Streets and Areas*
 - Design street to accommodate and highlight walking as key travel mode
 - Prioritize key walking streets and areas for pedestrian improvements
- Apply a multi-disciplinary approach to improve pedestrian safety

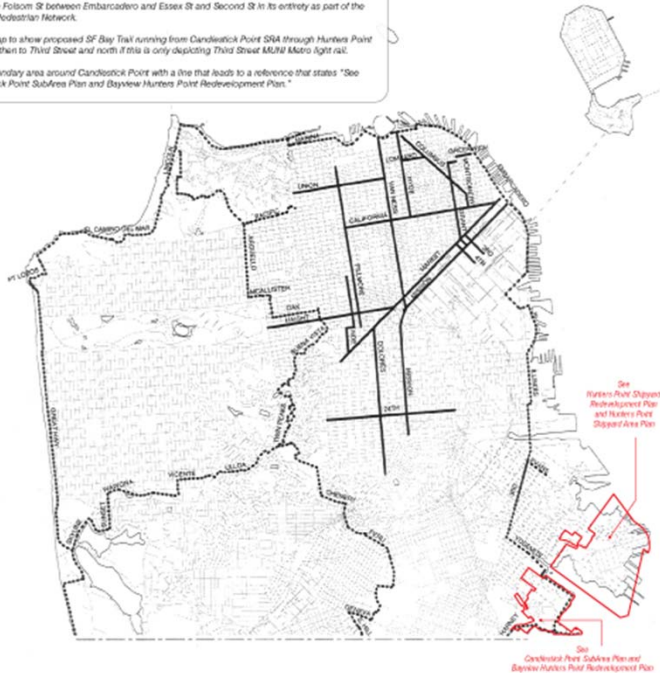
* Replaces objective and policies related to Citywide Pedestrian Network

Existing General Plan Maps

MAP APPROVED BY THE BOARD OF SUPERVISORS

The notation below in italics represents a recent amendment to the General Plan that has been approved by the Board of Supervisors after this map was originally adopted. The change will be added to the map during the next map update.

- Add a boundary area around the Hunters Point Shipyard area with a line that leads to a reference that states "See Hunters Point Redevelopment Plan and Hunters Point Shipyard Area Plan."
- Designate Folsom St between Embarcadero and Essex St and Second St in its entirety as part of the Citywide Pedestrian Network.
- Revise map to show proposed SF Bay Trail running from Candlestick Point SRA through Hunters Point Shipyard, then to Third Street and north if this is only depicting Third Street MUNI Metro light rail.
- Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."



CITYWIDE PEDESTRIAN NETWORK

- Citywide Pedestrian Network Street
- - - - - Bay, Ridge and Coast Trail

Map 11

MAP APPROVED BY THE BOARD OF SUPERVISORS

The notation below in italics represents a recent amendment to the General Plan that has been approved by the Board of Supervisors after this map was originally adopted. The change will be added to the map during the next map update.

- Amend the area for Mission Bay to reflect the street grid and pedestrian network of the Mission Bay North and Mission Bay South Redevelopment Plans and Design for Development documents. Add the boundary of the Mission Bay area with a line to lead that states "See Mission Bay North and Mission Bay South Redevelopment Plans."
- Add a boundary area around the Hunters Point Shipyard area with a line that leads to a reference that states "See Hunters Point Redevelopment Plan and Hunters Point Shipyard Area Plan."
- Designate Folsom Street Between Embarcadero and Essex Street as a "Neighborhood Commercial Street"
- Designate Beale, Main, and Spear Streets as "Neighborhood Network Connection Streets" between Market and Folsom
- Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."



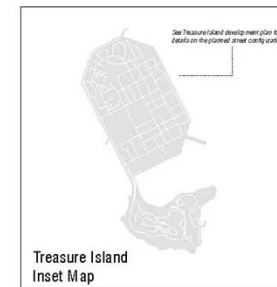
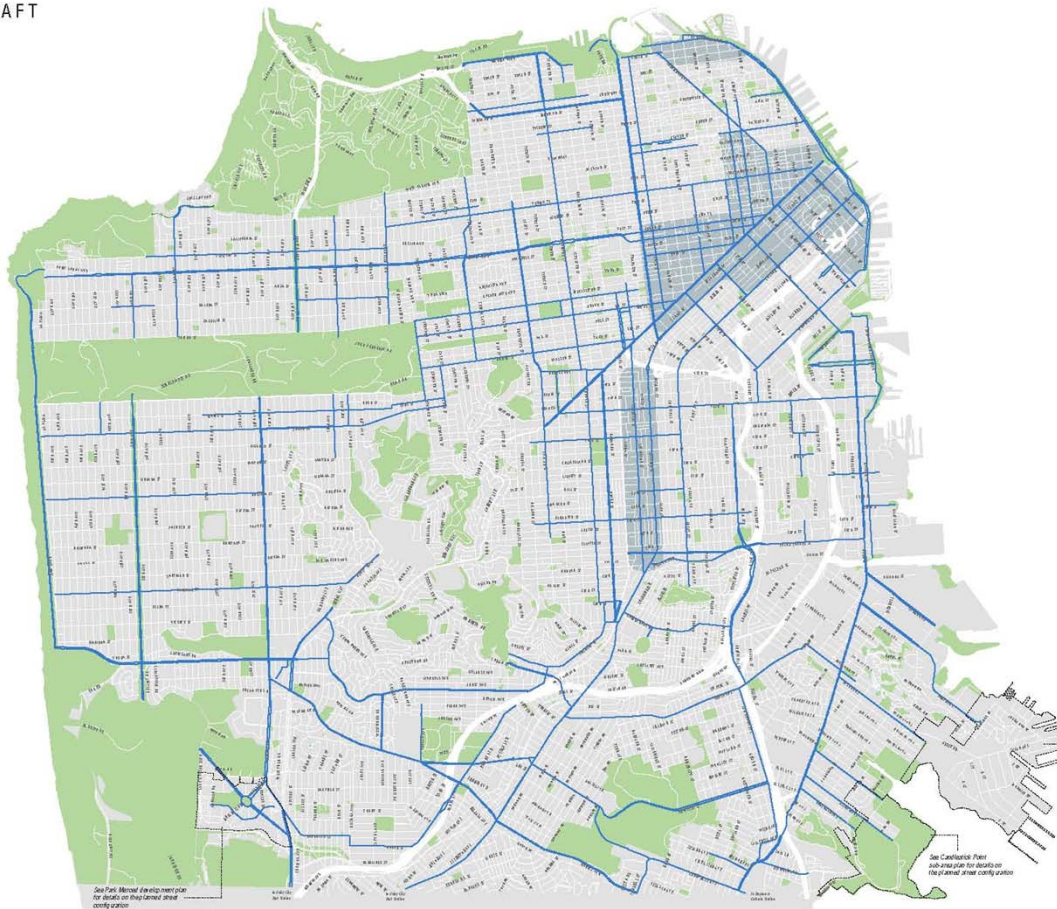
NEIGHBORHOOD PEDESTRIAN STREETS

- Neighborhood Commercial Street
- - - - - Neighborhood Network Connection Street



Map 12

Map of Key Walking Streets

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Key Walking Streets

-  key walking street
-  key areas

Better Streets Plan Typologies



Commercial

*Downtown
Throughway
Neighborhood*



Special

*Parkway
Park Edge
Boulevard
Ceremonial (Civic)*



Residential

*Downtown
Throughway
Neighborhood*



Small

*Alley
Shared Public Way
Paseo*

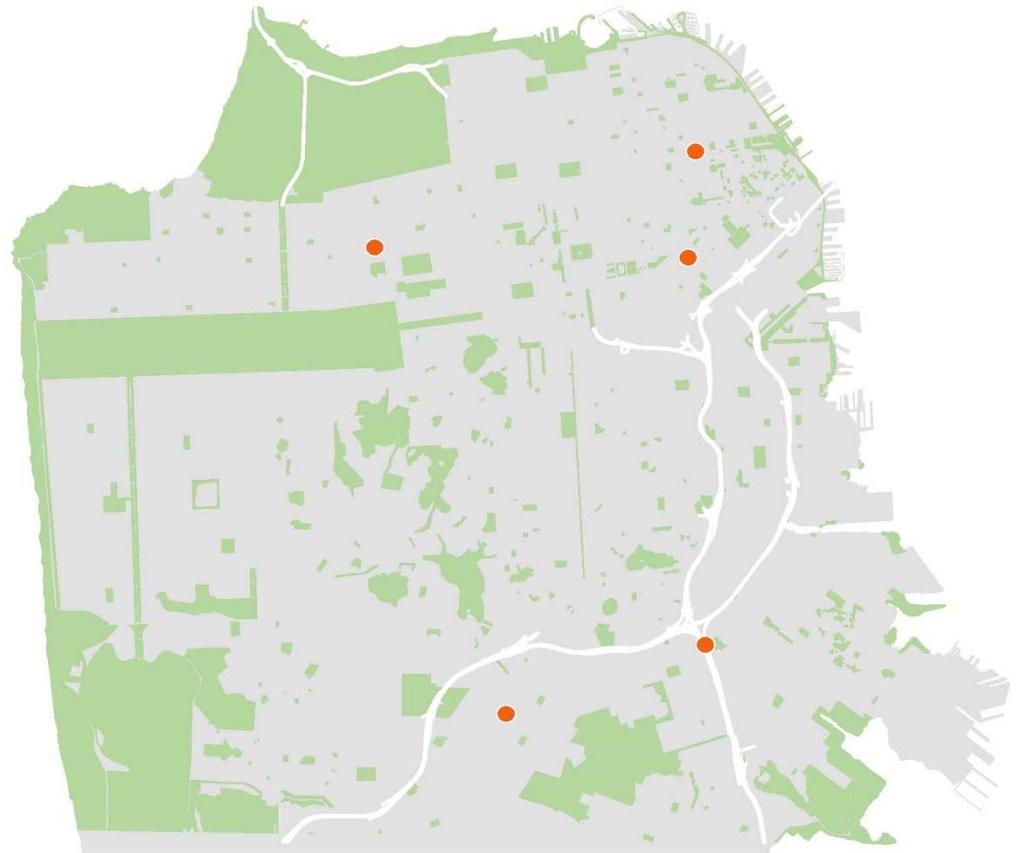
Other

*Industrial
Mixed-use*

5. Examples of street designs to improve the walking environment

WalkFirst Case Studies

- 5 case studies
- Illustrative examples to apply project recommendations on the ground
- Build on earlier community & agency planning efforts
- Locations have high levels of pedestrian activity and significant safety problems



Case Study: Mission/Persia/Ocean Triangle





WALKFIRST

Next Steps

Next Steps for WalkFirst

- Coordinate with Mayor's Pedestrian Safety Task Force on Pedestrian Strategic Action Plan
- Refine capital project list and map of key walking streets
 - Technical refinement
 - Community outreach
 - Environmental review
 - Adoptions by City bodies
- Seek funding to complete additional pieces of the project

Thank you!



For more information visit:
<http://walkfirst.sfplanning.org>



Email us at:
walkfirst@sfgov.org