

Improving safety
and walking
conditions in
San Francisco



Prioritizing Walking Improvements

PSAC | August 9, 2011



San Francisco
Department of Public Health

SAN FRANCISCO
PLANNING DEPARTMENT



SFMTA | Municipal Transportation Agency

Contents

1. Update on recent focus groups
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Project Purpose

The project's goal is to improve walking conditions in San Francisco, and encourage walking as a way of getting around the city.

The WalkFirst project will **identify** where people walk, and **prioritize** how to make safety improvements to best serve pedestrians. This is important in order to best make use of limited funding.





Project Deliverables

- Map of key walking streets in San Francisco
- Method for prioritizing the most important safety improvements
- Preliminary list of pedestrian safety upgrades
- Draft policies to guide City decisions about pedestrian safety and walking conditions
- Examples of street designs to improve the walking environment



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Focus Groups

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

Prioritizing Locations for Walking Improvements

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 in SF	Map of identified areas of improvement for pedestrian safety	Preliminary project list	Preliminary project list

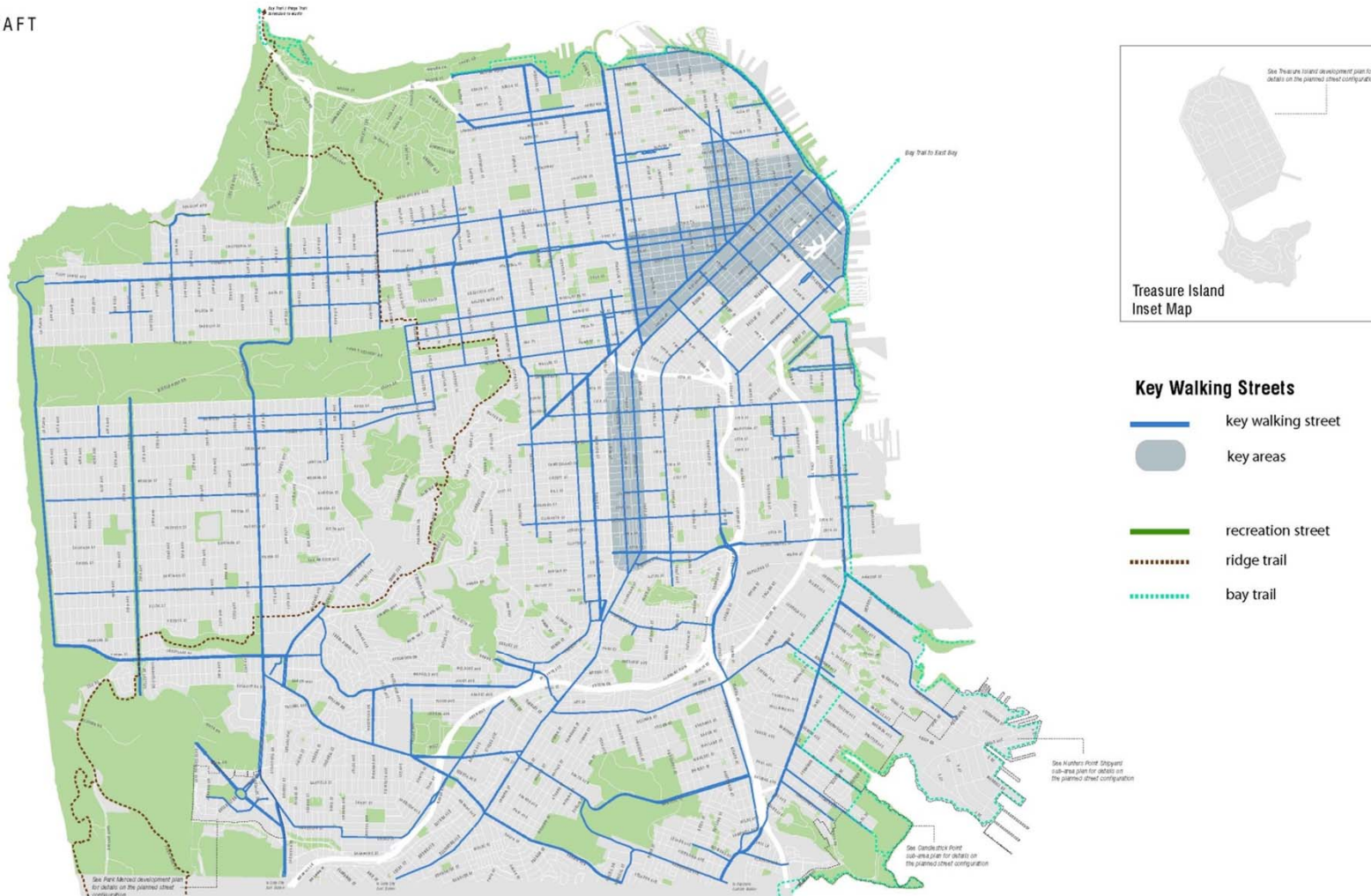
Prioritizing locations for walking improvements

Ped Safety: # of collisions and collision rate/crossing

Ped Activity: Key walking streets and areas	Ped Safety: # of collisions and collision rate/crossing		
	<i>High:</i> ranks in top 1/3 of ped safety needs	<i>Medium:</i> ranks in next 1/3	<i>Low:</i> ranks in last 1/3
<i>High:</i> identified as key walking street or area (primary)	HIGHEST	High	Medium
<i>Medium:</i> identified as key walking street or area (secondary)	High	Medium	Low
<i>Low:</i> not identified	High	Low	Low

Map of Key Walking Streets

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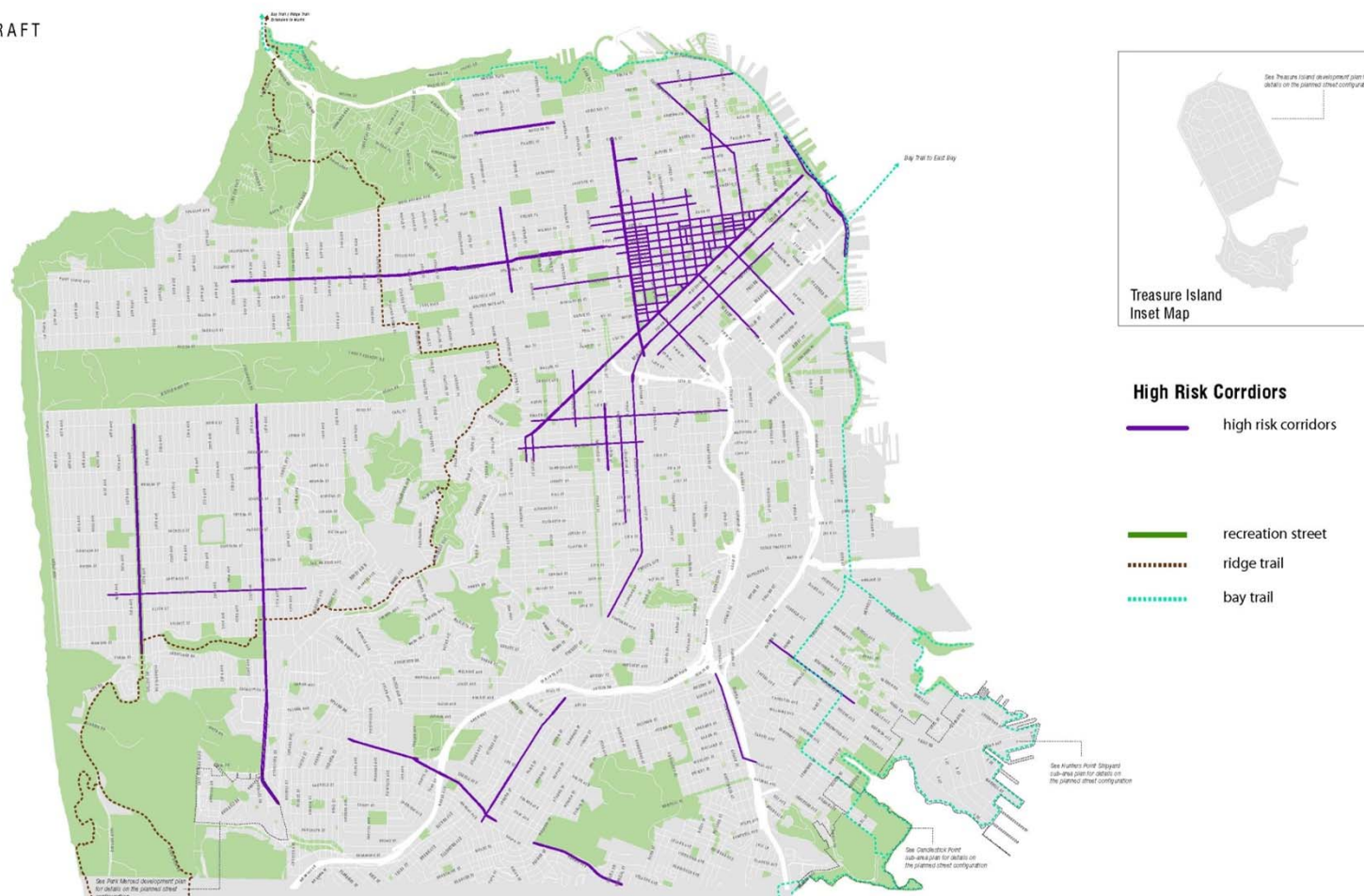
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WalkFirst: Key Walking Streets

Source: San Francisco Planning Department, June 13 2011

High Risk Injury Corridors and Areas

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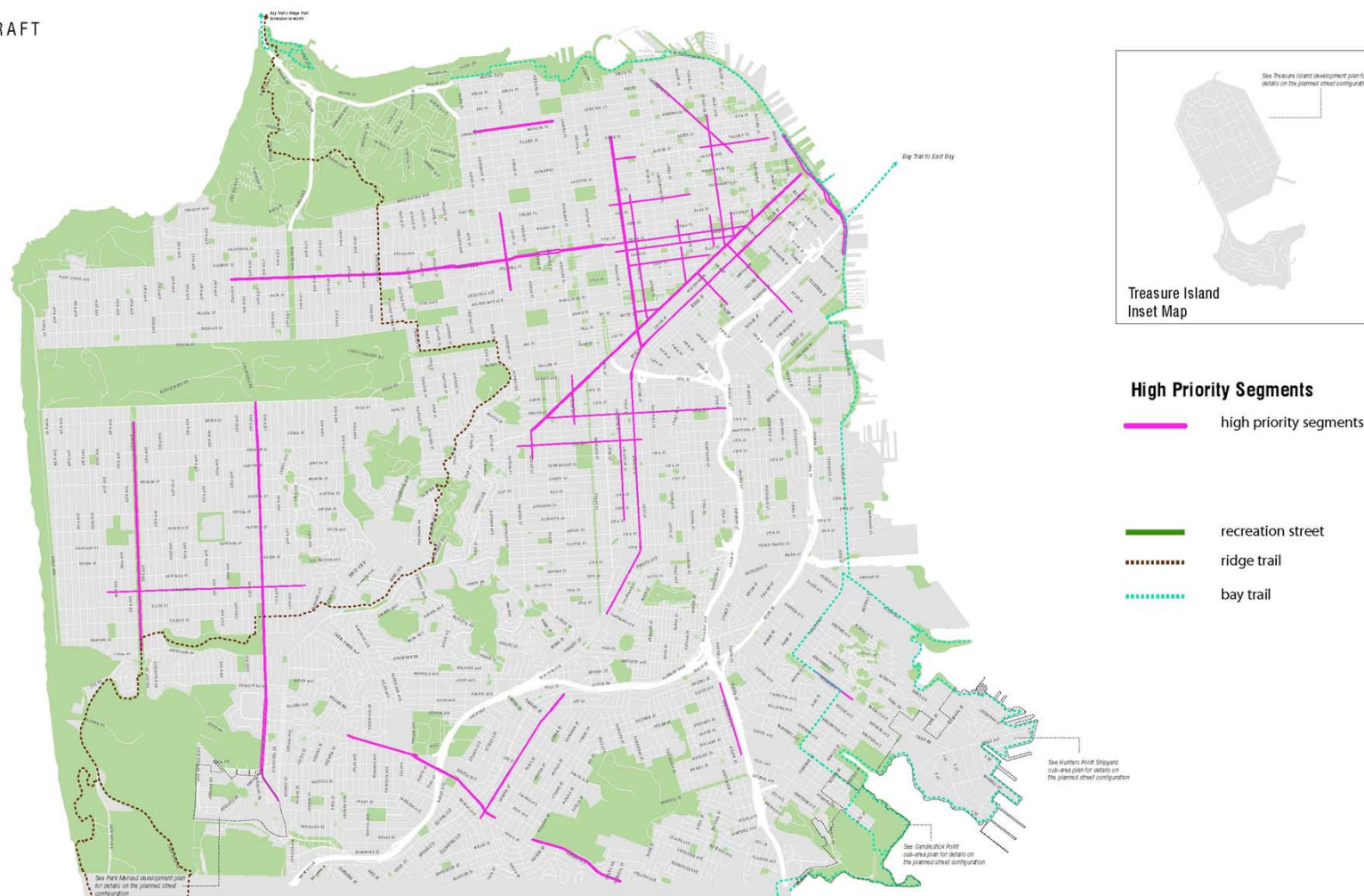
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Source: San Francisco Planning Department, San Francisco Department of Public Health, San Francisco Municipal Transportation Agency

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

Map of High Priority Segments

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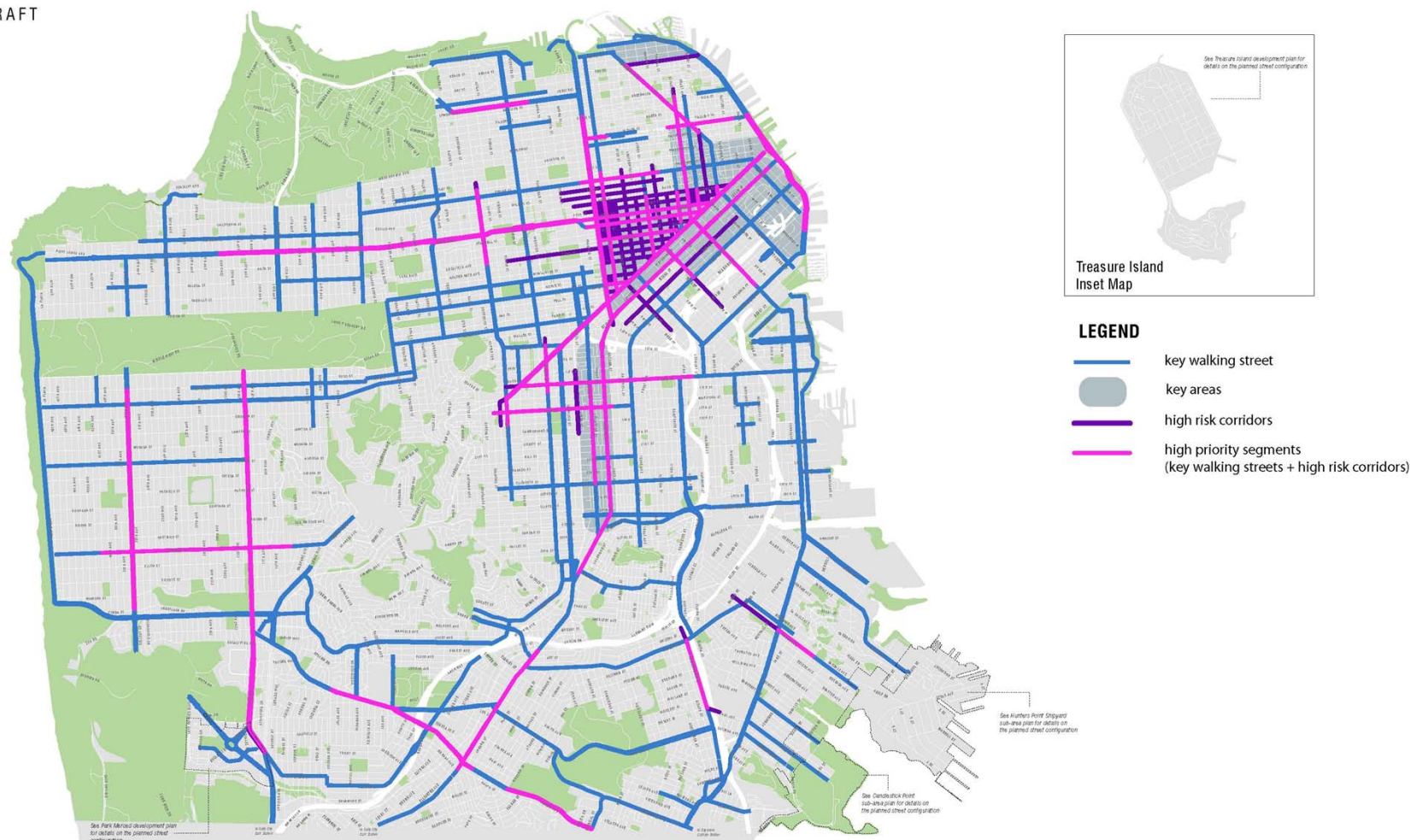
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Source: San Francisco Planning Department, San Francisco Department of Public Health, San Francisco Municipal Transportation Agency

Overlay of Key Walking Streets, High Risk Corridors, and High Priority Streets

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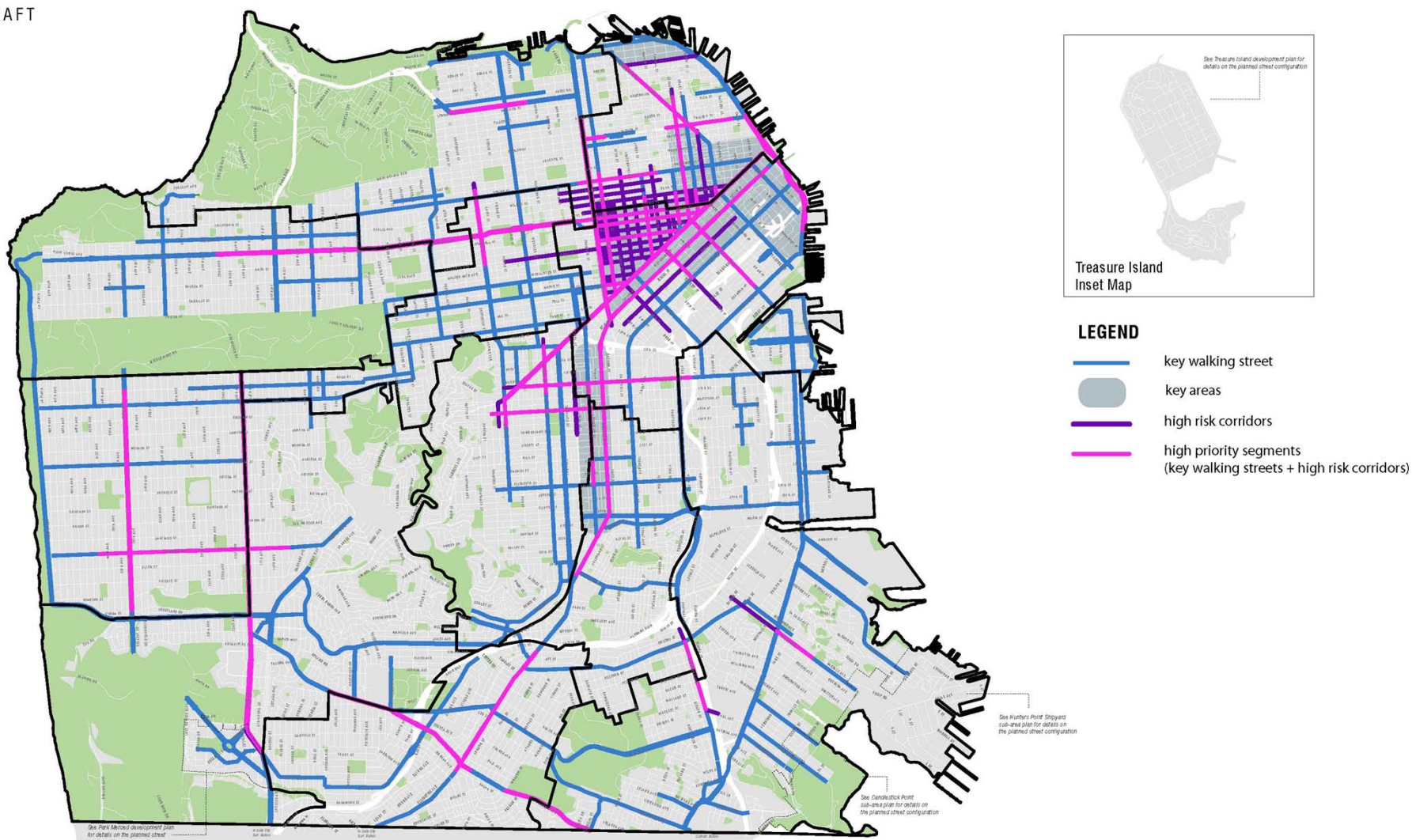
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Source: San Francisco Planning Department, San Francisco Department of Public Health, San Francisco Municipal Transportation Agency

Overlay with Supervisorial Districts

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Source: San Francisco Planning Department, San Francisco Department of Public Health, San Francisco Municipal Transportation Agency

Preliminary Capital Improvements List

- Preliminary Capital Improvements List locations will be based primarily on the high-priority corridors and intersections
- In priority locations, we will also consider the following factors to determine appropriate types of improvements:
 - Street type and function
 - Street and sidewalk characteristics
 - Project readiness
 - Equity
- Later phases (if funded) to refine the approach and expand the locations covered by recommendations

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 streets to accommodate and highlight walking as an important travel mode
 - Prioritize key walking streets and areas for pedestrian improvements
- Apply a multi-disciplinary approach to improve pedestrian safety

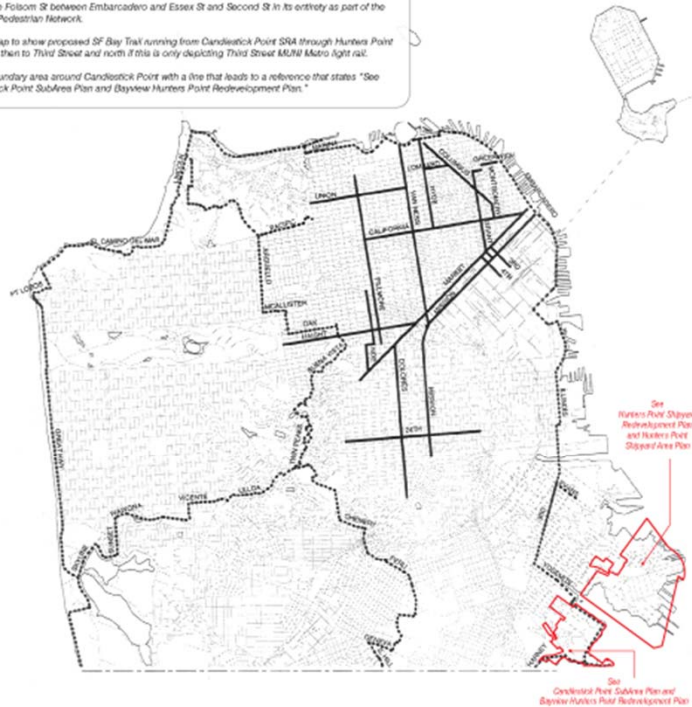
* Replaces objective and policies related to Citywide Pedestrian Network

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

Map 11

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

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."



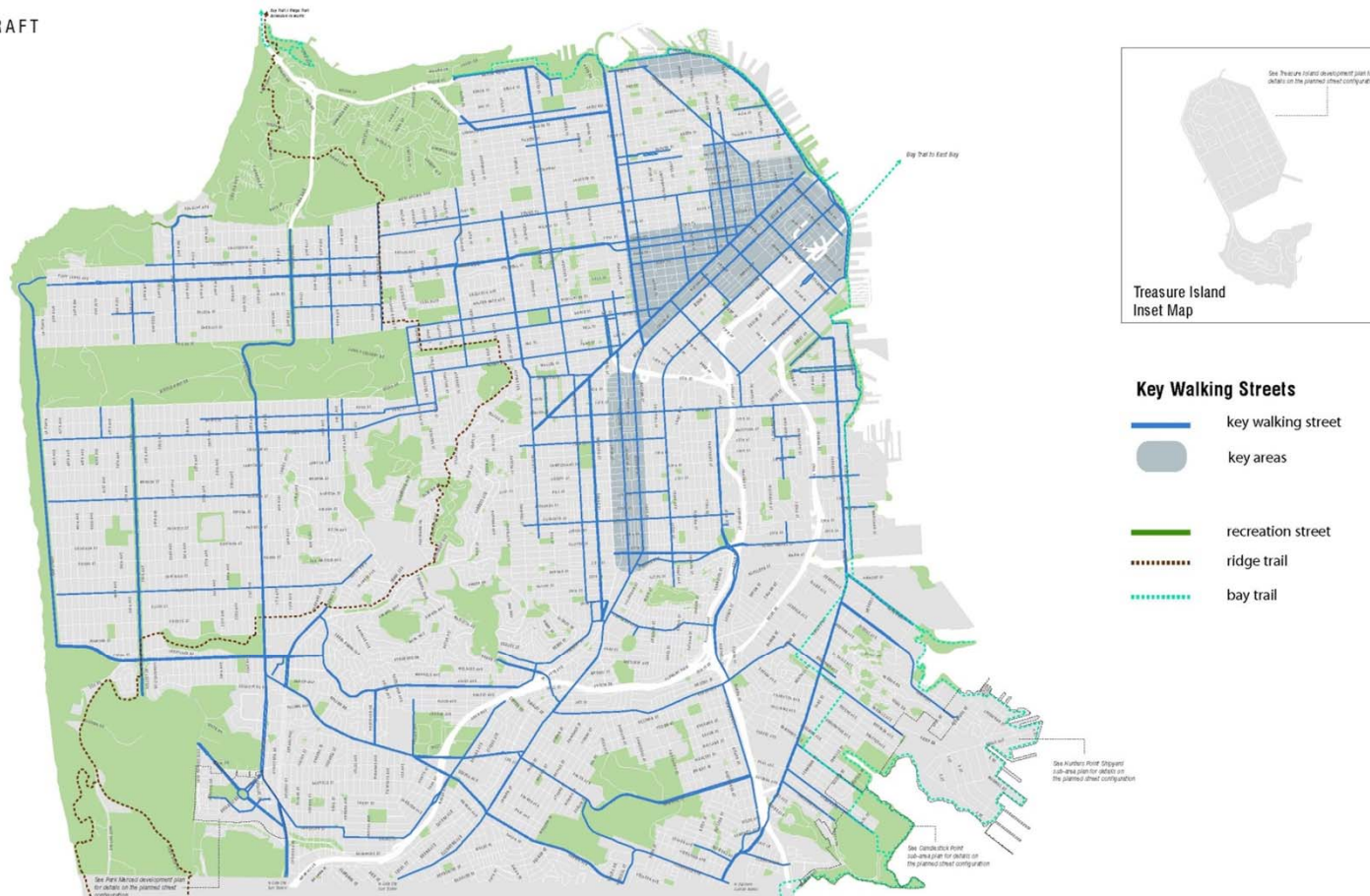
NEIGHBORHOOD PEDESTRIAN STREETS

Map 12

- Neighborhood Commercial Street
- Neighborhood Network Connection Street

Map of Key Walking Streets

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WalkFirst: Key Walking Streets
Source: San Francisco Planning Department, June 13 2011

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*



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Case Studies

Case Studies

- Illustrate how the prioritization recommendations can be translated into physical improvements
- Locations selected with significant pedestrian safety problems and high levels of pedestrian activity
- Illustrate typical conditions
- Concepts could be broadly applied to similar street conditions across the city
- Build on earlier community and agency planning efforts

Improvement Types to Include for WalkFirst Case Studies (Page 1 of 2)

- Curb and Bus Bulb-outs
 - Continental Crosswalks*
 - Flashing Beacons or Full Traffic Signal
 - Sidewalk Widening
 - Pedestrian-Friendly Signal Changes, such as:
 - Scramble Signal Phasing
 - Leading Pedestrian Intervals
 - Protected Left Turns or Turn Restrictions
 - Pedestrian Refuge Islands
 - Pedestrian-Scale and Roadway Safety Lighting
- * To be the standard crosswalk marking, but conversion and new locations could still be prioritized



Additional Improvement Types to Include for WalkFirst Case Studies (Page 2 of 2)

- Street Trees (*block level only*)
- Pedestrian Countdown Signals
- Opening Closed Crosswalks
- Speed Control Measures, such as:
 - Radar speed display signs
 - Roadway narrowing
 - Roadway texture changes
 - Signal timing and speed limit changes



Already Prioritized by Other Processes

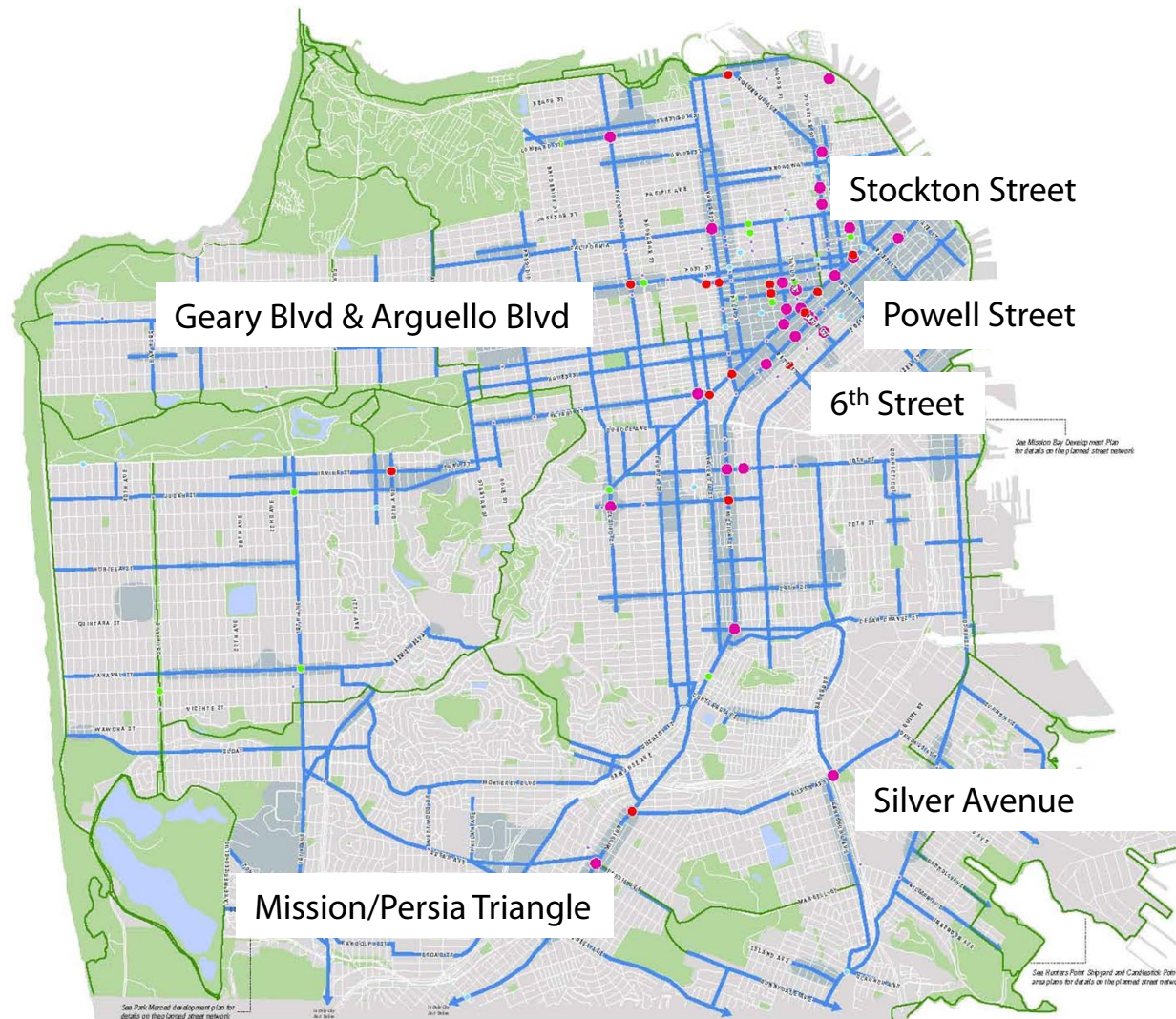
- Curb Ramps
- Neighborhood Traffic Calming Measures
- Accessible (Audible) Pedestrian Signals

Case Studies: Locations

- 6th Street (Market Street to Howard Street)
- Geary Boulevard (Arguello Boulevard to Palm Avenue)
- Mission/Persia/Ocean Triangle
- Powell Street (Ellis Street to Geary Street)
- Silver Avenue (San Bruno Avenue to Bayshore Boulevard)
- Stockton Street (Sacramento Street to Washington Street)



Case Studies



Case Studies: Comparison of Locations

	Better Streets Plan Classification	Street Width (curb-to-curb, plus no. of through lanes)	Traffic Controls	Est. Pedestrian Volumes (rank of 8,135 intersections)	Pedestrian Injuries/Fatalities (rank in severity-weighted injuries)	Key Projects and Plans
Geary Blvd	Neighborhood commercial	99 ft. (6 lanes)	Traffic & ped. signals (Adjacent Palm intersection has flashing beacons)	161 st	82 nd	Geary Bus Rapid Transit in environmental review
Stockton St	Neighborhood commercial	46 ft. (3 lanes)	Traffic & ped. signals	Stockton/Sacramento: 501 st Stockton/Clay: 346 th Stockton/Washington: 184 th	Stockton/Sacramento: 7 th Stockton/Clay: 148 th Stockton/Washington: 23 rd	Central Subway in design
Powell St	Downtown commercial	36 ft. (2 lanes)	Traffic & ped. signals	Powell/Geary: 305 th Powell/O'Farrell: 122 nd	Powell/Geary: 61 st Powell/O'Farrell: 82 nd	Pilot Promenade constructed in parking lanes

Case Studies: Comparison of Locations

	Better Streets Plan Classification	Street Width (curb-to-curb, plus no. of through lanes)	Traffic Controls	Est. Pedestrian Volumes	Pedestrian Injuries/Fatalities	Key Projects and Plans
6 th St	Neighborhood commercial	62.5 ft . (4 lanes, 5 with tow-away)	Traffic & ped. signals at major intersections. Minna alley has a marked crosswalk	6 th /Market: 123 rd 6 th /Jessie: 737 th 6 th /Mission: 328 th 6 th /Howard: 317 th	6 th /Market: 1 st , 6 th /Jessie: 5 th Mission: 3 rd 6 th /Howard: 2 nd	Continental crosswalks and pilot end of tow-away lane; Area studies underway
Mission/Persia/Ocean Triangle	Mission and Ocean: Neighborhood commercial Persia: Neighborhood residential	Mission: 58.5 ft. (4 lanes) Ocean: 46 ft. (2 lanes) Persia: 40 ft. (2 lanes)	Traffic & ped. signals at Mission intersections. Persia stop-controlled at Ocean.	Mission/Persia: 779 th Mission/Ocean: 568 th Ocean/Persia: 1, 556 th	Mission/Persia: 3 rd Mission/Ocean: 248 th Ocean/Persia: No injuries recorded	Mission-Geneva Study completed; Prop K grant for design to SFMTA
Silver Ave	Silver (and Bayshore): Neighborhood residential (San Bruno: Neighborhood commercial)	56 ft. on overcrossing (4 lanes)	Traffic & ped. signals.	Silver/San Bruno: 1,516 th Silver/Bayshore: 3,138 th	Silver/San Bruno: 148 th Silver/Bayshore: 13 th	San Bruno "Great Street" streetscape improvements completed

Case Study: Stockton Street (Washington – Clay): Preliminary Draft Recommendations

Stockton and Washington:

- *Sidewalk extension in front of future Central Subway station entrance on northwest corner*
- *Relocate bus stops west of Washington to northern corners of Stockton/Washington intersection for improved access to Central Subway station, with new bus bulbs*
- *Partial diagonal crossing indications and/or decorative crosswalks*
- *24-hour phased signal operation (currently operates on flashing red after 9pm)*

Stockton and Clay:

- *Sidewalk extension in front of produce market at northeast corner*
- *Partial diagonal crossing indications and/or decorative crosswalks*
- *Red visibility curb at northwest corner*

Case Study: Stockton Street (Sacramento, Tunnel Entrance, Corridor-wide): Preliminary Draft Recommendations

Stockton and Sacramento:

- *Remove parking on Stockton approach to provide left-turn pocket with protected signal phase*
- *Install continental or decorative crosswalks*

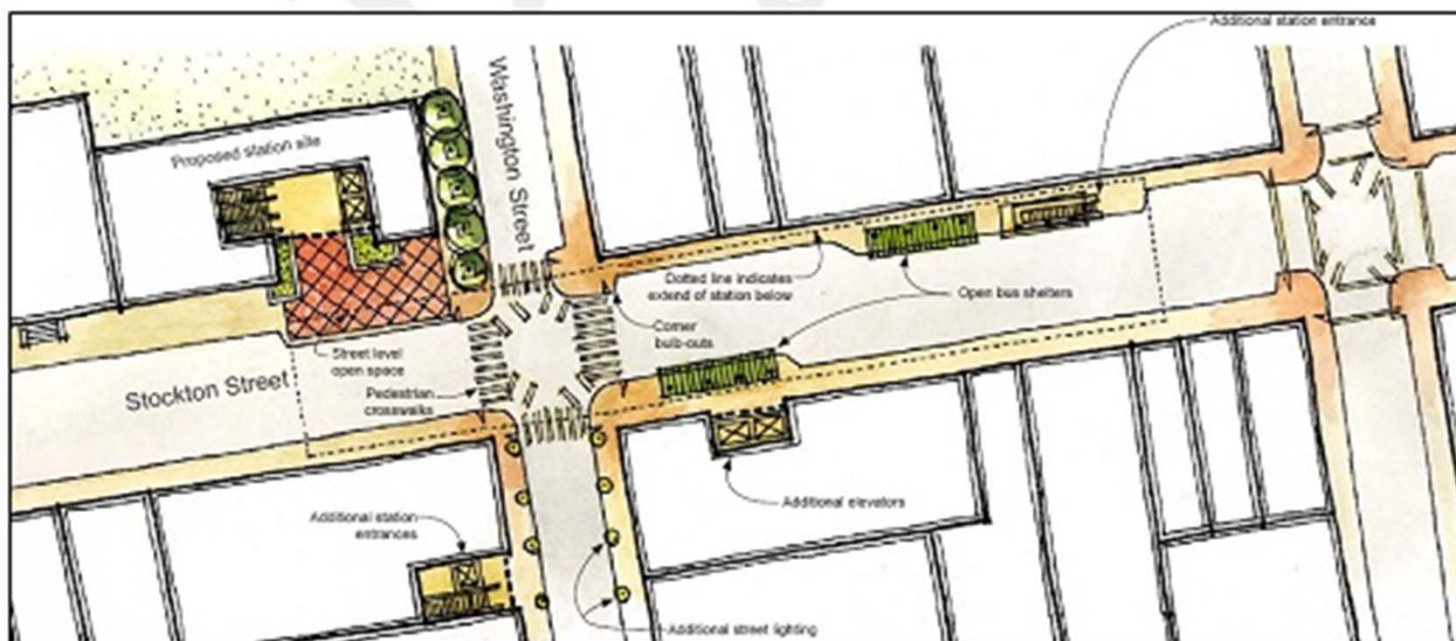
Stockton Tunnel Entrance/Exit:

- *Install rumble strips or textured pavement at tunnel exit*
- *Install radar speed display signs on Stockton near tunnel exit*

Corridor-wide:

- *Install multi-space parking meters to reduce sidewalk clutter*
- *ADA-compliant curb ramps and accessible pedestrian signals (APS) at all intersections*
- *Pedestrian-scale lighting, focused on crosswalks*

Case Study: Stockton Street (Washington – Clay): CCDC Community Design Guidelines





Upcoming PSAC presentations

September

- Additional case study concepts
- DRAFT Preliminary capital project list

Stay involved!

- Monthly presentations at PSAC
- Focus groups/stakeholder meetings
- Join the mailing list for updates: send an email to walkfirst@sfgov.org



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



Email us at:
walkfirst@sfgov.org

Thank you!



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