



Improving safety
and walking
conditions in
San Francisco

Prioritizing Walking Improvements

PSAC | September 13, 2011



San Francisco
Department of Public Health

SAN FRANCISCO
PLANNING DEPARTMENT



SFMTA | Municipal Transportation Agency

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Project Background



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



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



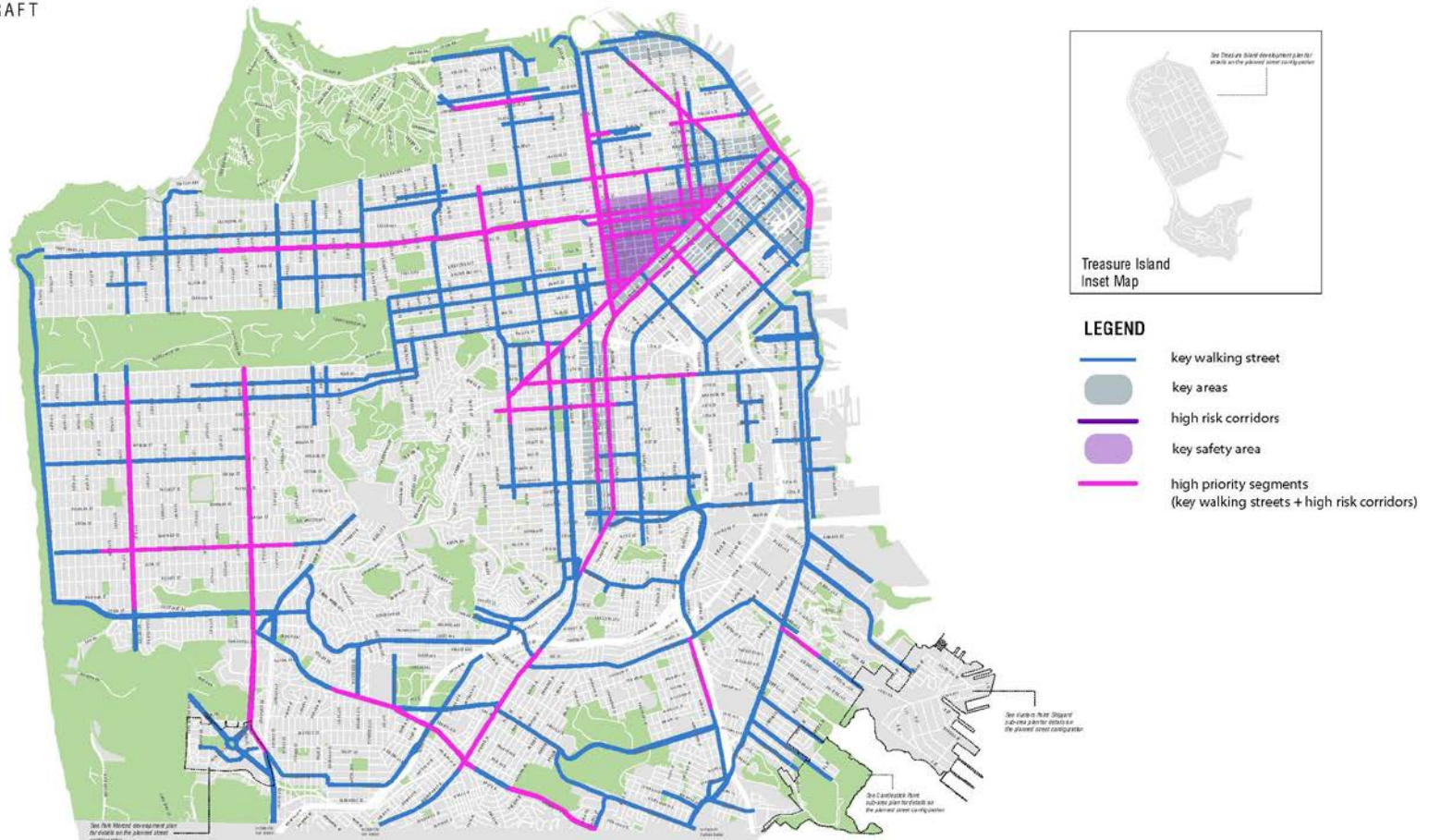
Prioritizing locations for walking improvements

Ped Safety: # of collisions and collision rate/crossing

Ped Activity: Key walking streets and areas		High: ranks in top 1/3 of ped safety needs	Medium: ranks in next 1/3	Low: ranks in last 1/3
	High: identified as key walking street or area (primary)	HIGHEST	High	Medium
	Medium: identified as key walking street or area (secondary)	High	Medium	Low
	Low: not identified	High	Low	Low

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

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WalkFirst

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



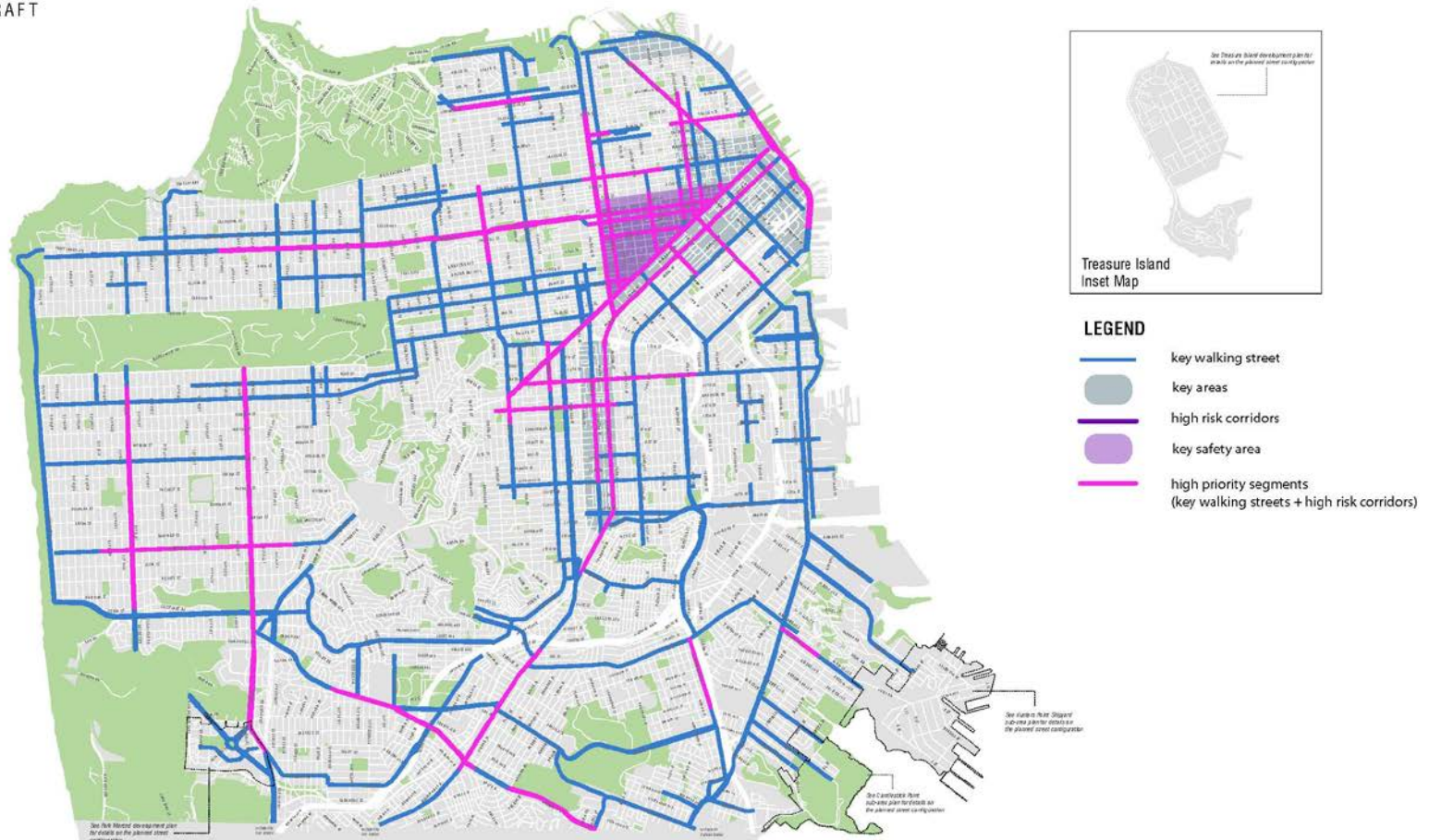
DRAFT Preliminary capital project list

Preliminary Capital Improvements List

- *Better Streets Plan* Standard Improvements should be prioritized for high priority streets
 - *Based on safety needs and pedestrian activity*
- Prioritize these treatments to 44 miles, with slightly over 50% of the severe and fatal pedestrian injuries
- Will help achieve the goals of the Mayor's Directive on Pedestrian Safety:
 - *Reduce severe/fatal pedestrian injuries by 25% by 2016 and by 50% by 2021*

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

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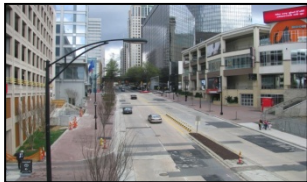

WalkFirst

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






Priorities for BSP Standard Improvements – Safety Treatments

Safety Improvement Type	Images	Estimated Costs Per Mile	Percentage of Total Costs
Corner Curb Extensions (bulbouts, including curb ramp upgrades)		\$1,800,000 – \$3,900,000	9.6% (bulbs on major streets only to 18.5% (full corner bulbs)
Curb Ramps (stand-alone)		\$20,000	0.1%
Pedestrian Countdown Signals		\$300,000	1.7%
Accessible (Audible) Pedestrian Signals		\$100,000	0.6%
High Visibility (Continental) Crosswalk Markings		\$100,000	0.6%
Subtotal for Safety Improvements		\$2.3 Million - \$4.4 Million	12.7%

Priorities for BSP Standard Improvements: Combined Safety-and-Walkability Treatments

<i>Safety AND Walkability Improvements</i>	Images	Estimated Costs Per Mile	Percentage of Total Costs
Sidewalk Widening (to BSP minimums only)		\$5,200,000	27.7%
Pedestrian-Scale Lighting		\$2,700,000	14.5%
Subtotal for Safety AND Walkability Improvements		\$7.9 Million	42.2%

Priorities for BSP Standard Improvements: Other Streetscape Improvements

<i>Other Streetscape Improvements</i>	Images	Estimated Costs Per Mile	Percentage of Total Costs
Street Trees		\$220,000	1.2%
Sidewalk Planters		\$2,800,000	14.5%
Stormwater Measures		\$4,400,000 (cost likely funded from non-transportation funding sources)	22.9%
Special Paving in Furnishings Zone		\$1,100,000	6.0%
Site Furnishings		\$100,000	0.6%
<i>Subtotal for Other Streetscape Improvements</i>		\$8.6 Million <i>(\$4.2 Million potentially funded from transportation sources)</i>	45.2%

Summary of BSP Standard Improvement Costs for High Priority Streets

■ Safety Improvements	\$105-195 Million	16%
■ Safety-and-Walkability Improvements	\$350 Million	55%
■ Other Streetscape Improvements*	\$185 Million	29%
TOTAL	\$640-\$730 Million	100%

*Excludes Stormwater Measures

(additional \$190 million likely funded by non-transportation sources)

Notes on Preliminary Capital Improvements List

- BSP recommendations applied according to street classification. (*Not all measures recommended for all street types.*)
- Order of magnitude costs
 - *Field checks not possible*
 - *Not checked on a block-by-block basis for feasibility*
 - *Subtracted out costs of safety improvements where already installed, but assumed streetscape improvements would be installed on all blocks*

Next Steps for Preliminary Capital Improvements List

- Before implementation, need to do:
 - *Technical refinement*
 - *Community outreach*
 - *Environmental review as needed*
- October – Will present PSAC with focused recommendations for safety improvements for very highest priority streets

Pedestrian Capital Funding Available

- Order-of-magnitude annual average programmed: ~\$23 M
 - *SFCTA programmed/prioritized* \$15 M (65%)
 - *Discretionary* \$ 8 M (35%)
- 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

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
- Stop Signs
- 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

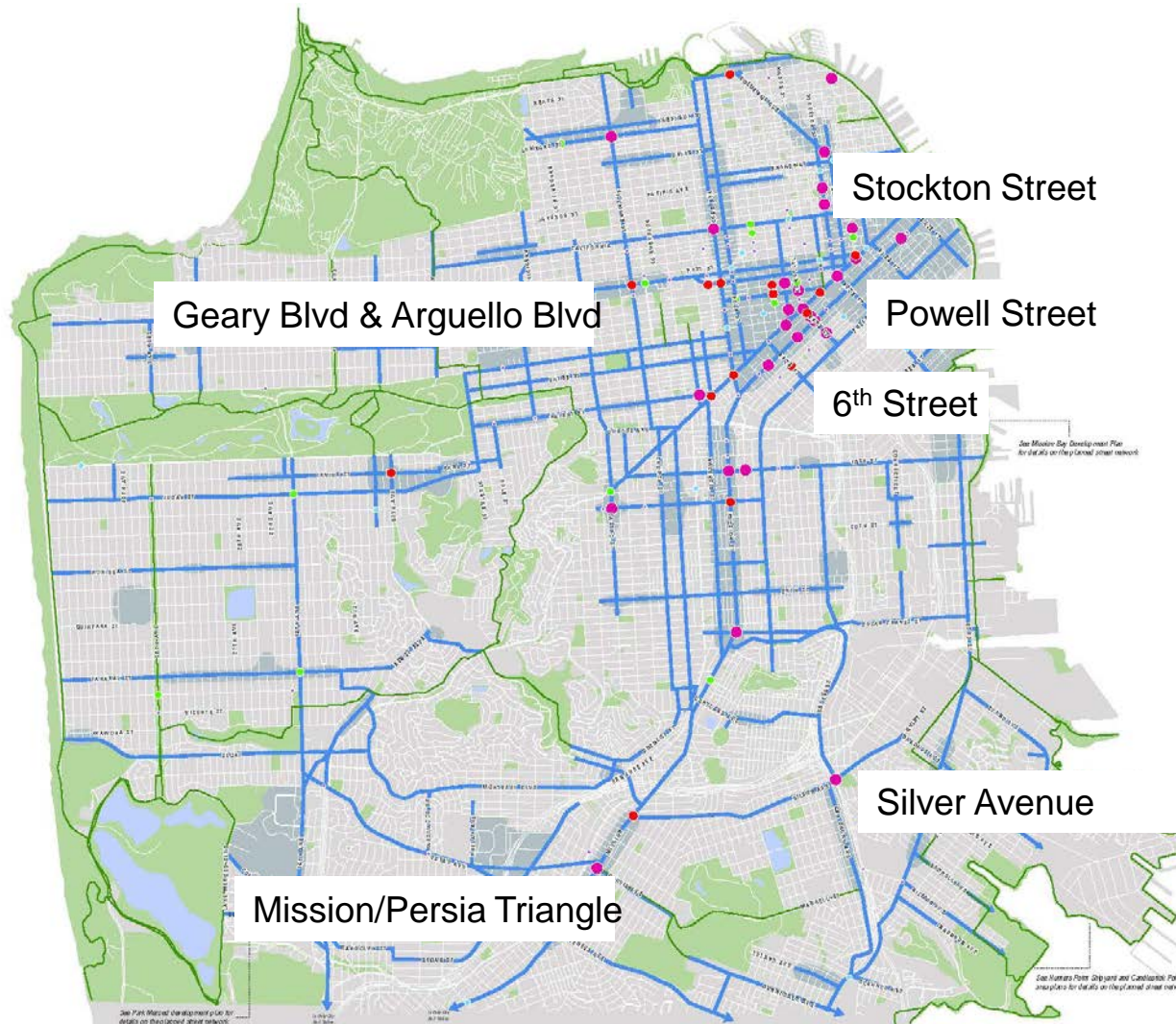
- Curb Ramps
- Neighborhood Traffic Calming Measures
- Accessible (Audible) Pedestrian Signals

Case Studies: Locations

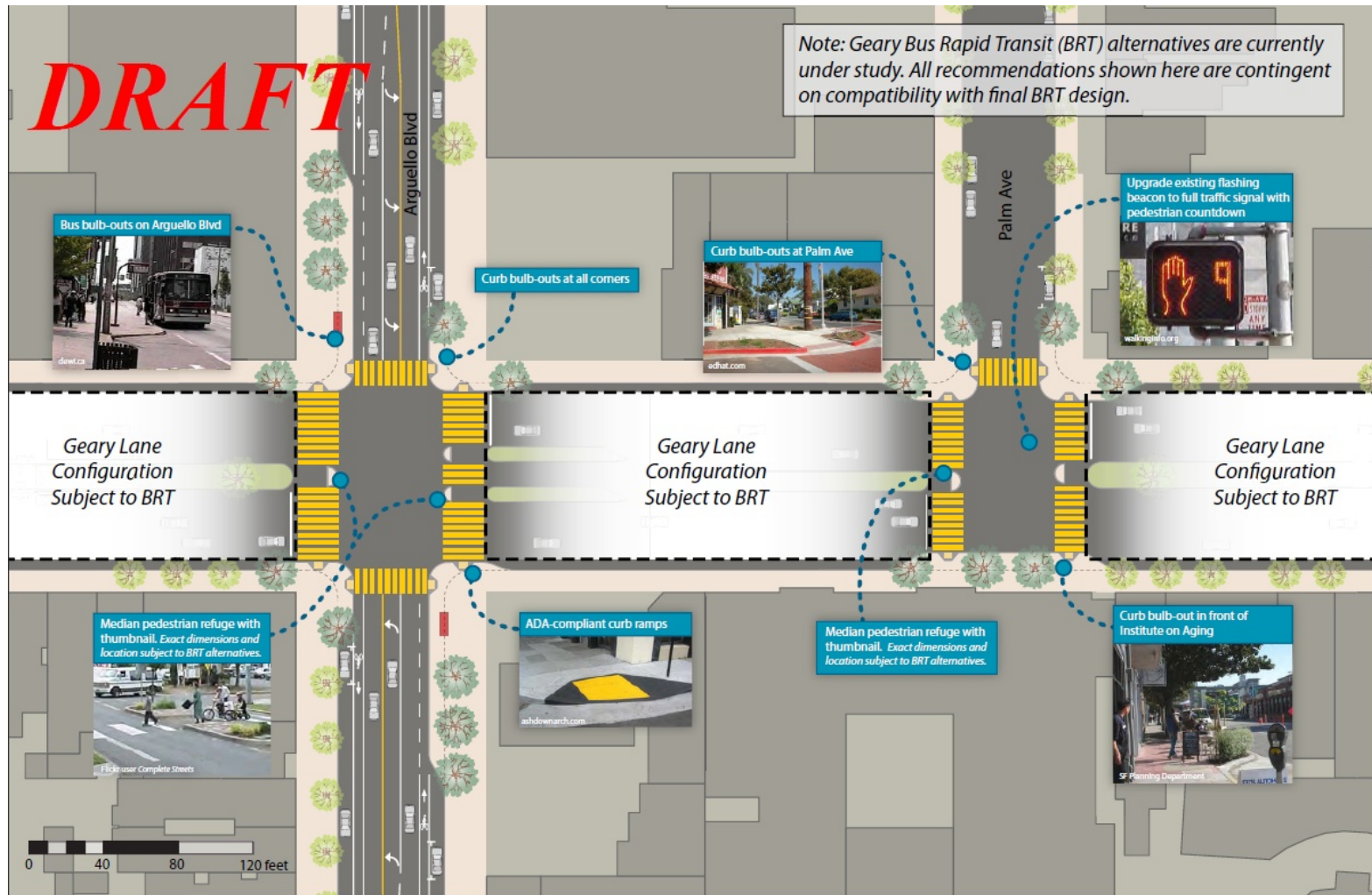
- 6th Street (Market Street to Howard Street) – October 2011
- Geary Boulevard (Arguello Boulevard to Palm Avenue) – September 2011
- Mission/Persia/Ocean Triangle – September 2011
- Powell Street (Ellis Street to Geary Street) – *under development*
- Silver Avenue (San Bruno Avenue to Bayshore Boulevard) – October 2011
- Stockton Street (Sacramento Street to Washington Street) – August 2011



Case Studies



Case Study: Geary Boulevard (Arguello Boulevard to Palm Avenue)



Case Study: Mission/Persia/Ocean Triangle



Upcoming presentations

October PSAC

- Additional preliminary capital improvements list for highest severe/fatal injury areas
- Case Study on 6th Street (Market Street to Howard Street)
- Case Study on Silver Avenue (San Bruno Avenue to Bayshore Boulevard)
- Highlights of final report



Stay involved!

- **Monthly presentations at PSAC**
- **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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