Prioritizing Walking Improvements

PSAC | September 13, 2011
Contents

1. Project Background
2. Prioritizing Locations for Pedestrian Improvements
3. DRAFT General Plan Objectives & Policies
4. Update on DRAFT concepts of Case Studies
5. DRAFT Preliminary capital project list
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

<table>
<thead>
<tr>
<th>Category</th>
<th>Pedestrian Activity</th>
<th>Pedestrian Safety</th>
<th>Street and Sidewalk Characteristics</th>
<th>Project Readiness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal</td>
<td>Identify places where people walk</td>
<td>Identify most important locations for safety improvements</td>
<td>Identify street and sidewalk infrastructure/conditions</td>
<td>Identify opportunities to fund and construct pedestrian improvements</td>
</tr>
<tr>
<td>Product</td>
<td>Map of key walking streets in SF</td>
<td>Map of identified areas of improvement for pedestrian safety</td>
<td>Preliminary project list</td>
<td>Preliminary project list</td>
</tr>
</tbody>
</table>
Prioritizing locations for walking improvements

**Ped Safety:** # of collisions and collision rate/crossing

<table>
<thead>
<tr>
<th>Ped Activity: Key walking streets and areas</th>
<th>High: ranks in top 1/3 of ped safety needs</th>
<th>Medium: ranks in next 1/3</th>
<th>Low: ranks in last 1/3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High:</strong> identified as key walking street or area (primary)</td>
<td>HIGHEST</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td><strong>Medium:</strong> identified as key walking street or area (secondary)</td>
<td>High</td>
<td>Medium</td>
<td>Low</td>
</tr>
<tr>
<td><strong>Low:</strong> not identified</td>
<td>High</td>
<td>Low</td>
<td>Low</td>
</tr>
</tbody>
</table>
Overlay of Key Walking Streets, High Risk Corridors, and High Priority Streets

SAN FRANCISCO
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
# Priorities for BSP Standard Improvements – Safety Treatments

<table>
<thead>
<tr>
<th>Safety Improvement Type</th>
<th>Images</th>
<th>Estimated Costs Per Mile</th>
<th>Percentage of Total Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corner Curb Extensions (bulbouts, including curb ramp upgrades)</td>
<td><img src="image" alt="Corner Curb Extensions" /></td>
<td>$1,800,000 – $3,900,000</td>
<td>9.6% (bulbs on major streets only to 18.5% (full corner bulbs))</td>
</tr>
<tr>
<td>Curb Ramps (stand-alone)</td>
<td><img src="image" alt="Curb Ramps" /></td>
<td>$20,000</td>
<td>0.1%</td>
</tr>
<tr>
<td>Pedestrian Countdown Signals</td>
<td><img src="image" alt="Pedestrian Countdown Signals" /></td>
<td>$300,000</td>
<td>1.7%</td>
</tr>
<tr>
<td>Accessible (Audible) Pedestrian Signals</td>
<td><img src="image" alt="Accessible (Audible) Pedestrian Signals" /></td>
<td>$100,000</td>
<td>0.6%</td>
</tr>
<tr>
<td>High Visibility (Continental) Crosswalk Markings</td>
<td><img src="image" alt="High Visibility (Continental) Crosswalk Markings" /></td>
<td>$100,000</td>
<td>0.6%</td>
</tr>
<tr>
<td><strong>Subtotal for Safety Improvements</strong></td>
<td></td>
<td>$2.3 Million - $4.4 Million</td>
<td>12.7%</td>
</tr>
</tbody>
</table>
## Priorities for BSP Standard Improvements: Combined Safety-and-Walkability Treatments

<table>
<thead>
<tr>
<th>Safety AND Walkability Improvements</th>
<th>Images</th>
<th>Estimated Costs Per Mile</th>
<th>Percentage of Total Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk Widening (to BSP minimums only)</td>
<td>![Image]</td>
<td>$5,200,000</td>
<td>27.7%</td>
</tr>
<tr>
<td>Pedestrian-Scale Lighting</td>
<td>![Image]</td>
<td>$2,700,000</td>
<td>14.5%</td>
</tr>
<tr>
<td><strong>Subtotal for Safety AND Walkability Improvements</strong></td>
<td><strong>Image</strong></td>
<td><strong>$7.9 Million</strong></td>
<td><strong>42.2%</strong></td>
</tr>
</tbody>
</table>
## Priorities for BSP Standard Improvements: Other Streetscape Improvements

<table>
<thead>
<tr>
<th>Other Streetscape Improvements</th>
<th>Images</th>
<th>Estimated Costs Per Mile</th>
<th>Percentage of Total Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Trees</td>
<td><img src="image1.png" alt="Image" /></td>
<td>$220,000</td>
<td>1.2%</td>
</tr>
<tr>
<td>Sidewalk Planters</td>
<td><img src="image2.png" alt="Image" /></td>
<td>$2,800,000</td>
<td>14.5%</td>
</tr>
<tr>
<td>Stormwater Measures</td>
<td><img src="image3.png" alt="Image" /></td>
<td>$4,400,000 (cost likely funded from non-transportation funding sources)</td>
<td>22.9%</td>
</tr>
<tr>
<td>Special Paving in Furnishings Zone</td>
<td><img src="image4.png" alt="Image" /></td>
<td>$1,100,000</td>
<td>6.0%</td>
</tr>
<tr>
<td>Site Furnishings</td>
<td><img src="image5.png" alt="Image" /></td>
<td>$100,000</td>
<td>0.6%</td>
</tr>
<tr>
<td><strong>Subtotal for Other Streetscape Improvements</strong></td>
<td></td>
<td><strong>$8.6 Million</strong> ($4.2 Million potentially funded from transportation sources)</td>
<td><strong>45.2%</strong></td>
</tr>
</tbody>
</table>
## Summary of BSP Standard Improvement Costs for High Priority Streets

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost (Million)</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety Improvements</td>
<td>$105-195</td>
<td>16%</td>
</tr>
<tr>
<td>Safety-and-Walkability Improvements</td>
<td>$350</td>
<td>55%</td>
</tr>
<tr>
<td>Other Streetscape Improvements</td>
<td>$185</td>
<td>29%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$640-$730</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

*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

- Stockton Street
- Geary Blvd & Arguello Blvd
- Powell Street
- 6th Street
- Silver Avenue
- Mission/Persia Triangle
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!

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

Email us at: 
walkfirst@sfgov.org