



Prioritizing Walking Improvements

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San Francisco Department of Public Health

SAN FRANCISCO PLANNING DEPARTMENT





SFMTA Municipal Transportation Agency

GALIFORNIA OFFICE OF TRAFFIC SAFETY



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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



Prioritizing Locations for Walking Improvements





Prioritizing locations for walking improvements

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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		<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



WalkFirst Deliverables





DRAFT Map of Key Walking Streets and Areas





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High Risk Injury Corridors and Areas

- 6.7% of city street length in miles
- 55% of severe and fatal pedestrian injuries
- 51% of total pedestrian injuries

Vehicle-Pedestrian Injuries Candidate High-Risk Street Corridors San Francisco, CA (2005-2009) niury Zone (assessed based on segment-weighted iniury density) ource: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS nty of San Francisco Department of Public Health: Environmental Health Sect mation regarding this map please contact M egan Wier at megan.wier@stdph.org

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



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



DRAFT Preliminary capital project list

Preliminary Capital Improvements List: Phase I

- Phase I Better Streets Plan Standard Improvements:
 - 44 miles of priority locations for:
 - Safety improvements especially
 - Also included Walkability & Sustainability improvements
- Phase I A Safety Improvements:
 - More Focused: 8 miles and 9 stand-alone intersections
 - Segments with 38+ severity-weighted injuries per mile
 - Except NE segments: 90+ severity-weighted injuries per mile
 - Stand-alone Intersections with 2.1+ severity-weighted injuries per 10 M crossings
 - Broader range of safety improvements
 - Such as speed reduction measures
 - Smaller price tag: \$18 M \$81 M

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Preliminary Capital Improvements List: Locations



Municipal Transportation Agency

SFMTA

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

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Preliminary Capital Improvements List: Rankings and Criteria for Different Treatments

Pedestrian Improvement Type (Treatment)	Est. Cost for Phase I A (\$ Millions)	Criteria for Including Location
Bus Bulb-Outs	\$ 6.0	TEP priority on Rapid Routes
Continental Crosswalk and Advance Limit/Yield Lines	\$3.9	All existing crosswalk locations
Pedestrian Countdown Signals	\$1.8	All crossings with traffic signals but not countdowns
Pedestrian Signal Changes and Pedestrian Refuge Islands	TBD	SFMTA Pedestrian Signal Timing Guidelines and assessment of locations for roadway and median width, etc.
Speed Reduction Measures (e.g., lane reduction, radar speed display signs)	TBD	Posted or 85 th percentile speeds of 30+ MPH
Corner and Crosswalk Lighting Upgrades	\$2.0	Locations with nighttime ped. inj. collisions at least 50% of total
Flashing Beacons	\$0.1	Highest severity-weighted ped. injury totals at uncontrolled or mid- block locations
Corner Bulb-outs	\$23.4	Scores based on: roadway width, posted speed, traffic volumes and TEP rapid route (but not recommended for bus bulb)
Sidewalk Widening	\$45.0	BSP guidelines (for minimum width)



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



Case Studies





Next Steps





Next Steps for WalkFirst

- Continue coordination with Ped Safety Task Force and other ped sector planning efforts
- Coordinate with Pedestrian Strategic Action Plan
- Scope and seek funding to continue project, including:
 - Technical refinement
 - Community outreach
 - Environmental review
 - Adoptions by City bodies



Thank you!



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

