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Project Background and Goals
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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<td>Identify places where people walk</td>
<td>Identify most important locations for safety improvements</td>
<td>Identify opportunities to fund and construct pedestrian improvements</td>
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<td>Map of key walking streets in SF</td>
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Goals for the Pedestrian Sector

- **Safety** – Improve pedestrian safety through physical upgrades
- **Connectivity** – Enhance walking as a simple and convenient way to get around the City
- **Pedestrian Experience** – Provide a stronger understanding and orientation of the City through the pedestrian experience
- **Sustainability** – Support sustainable growth built around walkable neighborhoods
Pedestrian Activity: Where People Walk
Pedestrian Activity: Where People Walk

1. Access/need to walk
   • non-auto mode share, walking to work mode share
2. Transit ridership
   • Transit network, transit boardings
3. Density of people
   • Residential density, job density, retail density
4. Pedestrian generators
   • Colleges, public schools, hospitals and clinics, shopping districts, parks
5. Demographics
   • Income, seniors, youth
6. Street slope
Access/Need to Walk
(ex. Walk to Work: % of workers by census block group)

Other factors:
- % of non-auto trips
Transit Ridership
(ex. Transit Network: MUNI, BART and Caltrain routes)
Pedestrian Generators
(ex. Shopping Districts: 1/8, ¼, ½ mile Buffers)

Other factors:
- public schools
- tourist destinations
- health care facilities
- parks and open space
- libraries
- colleges & universities
Demographics
(ex. Youth: youth (0-17) per acre by census block group)

Other factors:
- seniors
- income levels
Topography

(Street Slope: % grade change/block)
Take the WalkFirst Survey: http://walkfirstsurvey.sfplanning.org/

Part 1: Neighborhood Walking Routes

1. Please use the map below to identify the walking routes that you typically use. Feel free to identify as many routes as you like. If you do not wish to use the map Click HERE.

Instructions:
- Click on the map to start the route.
- Route Start (select one):
  - Home
  - Work
  - Shopping
  - School
  - Transit Stop
  - Recreation
  - Other
- Destinations (select all that apply):
  - Home
  - Work
  - Shopping
  - School
  - Transit Stop
  - Recreation
  - Other
Pedestrian Safety: The Conditions People Face
Pedestrian Safety Conditions

- SF Pedestrian Collisions generally declined from 1999-2009
- Injuries and Fatality Numbers are high, compared to similar cities
  - But lower than most larger CA cities when amount of walking taking into account
- Primary Collision Factors: Driver failure to yield #1 factor for injury collisions
- Highest Collision Locations concentrated especially in the Tenderloin and South of Market areas
  - Top 4 locations on the 6th St. corridor
- Safety Infrastructure Improvements underway
  - Signs, signals, striping
  - Street redesign
Injury Collisions Involving Pedestrians 1999-2009

Source: CHP, Statewide Traffic Records System (SWITRS)
Fatal Pedestrian Collisions 1999-2009

Source: CHP, Statewide Traffic Records System
Traffic Collision Fatality Rates Per Capita: 2008

Source: New York City Pedestrian Safety Study and Action Plan, August 2010, pg.7
Pedestrian Injuries and Fatalities: Primary Collision Factors, 2008

- 41% Motorist Violation of Ped. Right-of-Way
- 32% Pedestrian Violation
- 22% Violation of Traffic Signals/Signs
- 5% Other

Source: CHP, SWITRS
Pedestrian Collisions

Source: Fehr & Peers, SWITRS.
Pedestrian Injuries

- Most interested in severe and fatal injuries
Pedestrian Safety Physical Improvements for Preliminary Capital Projects List

- Sidewalk Widening
- Sidewalk Buffers
  - Planting Strips
  - On-Street Parking
  - Bike Lanes
- Curb Ramps
- Stop Signs
- Traffic/Pedestrian Countdown Signals
- Crosswalk Visibility Improvements
  - Continental Crosswalks
  - Advance Yield Lines
- Speed Humps
- Curb Bulb-outs
- Accessible (audible) Pedestrian Signals
- In-Pavement Crosswalk Lights and Flashing Beacons
- “Pedestrian Scramble” Phasing
- Street Lighting
- Street Trees
- Median Refuge Islands
Stay involved!

- Monthly presentations at PSAC
- Take our survey: available online at walkfirst.sfplanning.org
- 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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