Contents

1. Project Overview

2. Online Survey Results

3. Pedestrian Activity: Where walking is important
   a) Revised criteria/scoring
   b) Draft composite maps

4. Pedestrian safety: The conditions pedestrians face
   a) Pedestrian safety and security maps
   b) Safety conditions maps
   c) Draft criteria
Project Overview
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
<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><strong>Goal</strong></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><strong>Product</strong></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>
WalkFirst Survey Results

- On-line Survey available February 8 - March 25, 2011
- 386 responses received
Survey Results:

Location of survey respondents by zip code
Survey Results:

Please use the map to identify the walking routes that you typically use
Survey Results:

In San Francisco, which street is your favorite to walk on?

*Only streets receiving ten or more responses are shown here.*
Survey Results:

*In San Francisco, which street is your favorite to walk on?*
Survey Results:

*Why is this street your favorite?*

- Attractive Buildings: 50%
- Clean: 54%
- Convenient Route: 48%
- Ease of Access: 47%
- Feels Secure: 58%
- Good Views: 46%
- Interesting Shops: 45%
- Know People Here: 58%
- Light/Slow Traffic: 32%
- Other People Walking: 47%
- Sunny/Good Climate: 25%
- Quiet: 21%
- Trees & Landscaping: 44%
- Well Lit: 44%
- Wide Sidewalks: 21%
- Other: 18%

*Respondants were able to select multiple options.*
Survey Results:

Of the reasons selected, which one is the most important?
Survey Results:

*In San Francisco, which street is your least favorite street to walk on?*

*Only streets receiving ten or more responses are shown here.*
Survey Results:

In San Francisco, which street is your least favorite street to walk on?
Survey Results:

Why is this street your least favorite?

*Respondents were able to select multiple options.*
Survey Results:

*Of the reasons selected, which one is the most important?*

- Dirty (garbage, graffiti, etc.): 16%
- Fast Traffic: 25%
- Noisy: 1%
- Feels Unsafe from Crime: 11%
- Lack of Curb Ramps: 24%
- Obstacles in Path of Travel: 1%
- Uninteresting Buildings: 4%
- Narrow Sidewalks: 4%
- Feels Unsafe Crossing Street: 2%
- Other: 2%
- Lack of Trees & Landscaping: 9%
Pedestrian Activity: Where Walking is Important
Pedestrian Activity: Where Walking is Important - REVISED

- Access/need to walk
  - Transit mode share, walking mode share

- Transit ridership
  - Daily transit boardings

- Density of people
  - Residential density, job density

- Pedestrian generators
  - Colleges, public & private schools, hospitals and clinics, shopping districts, parks, tourist destinations, senior centers, service providers to persons with disabilities

- Vulnerable populations
  - Seniors, youth, persons with disabilities

- Income

- Street slope
Pedestrian Activity:
*Category Maps with Street Segment*
*Score 1-10*
Composite Map

Composite Map 1:
Raw Score, Equal Weights
Category 1: Access / Need to Walk
Category 2: Transit Ridership
Category 3: Density of People
Category 4: Pedestrian Generators
Category 5: Vulnerable Populations
Category 6: Income
Category 7: Street Slope

Street Segment Score
- 7 - 15
- 16 - 20
- 21 - 25
- 26 - 30
- 31 - 35
- 36 - 40
- 41 - 45
- 46 - 50
- 51 - 55
- 56 - 68

SAN FRANCISCO
Composite Map 1
April 1, 2011
Pedestrian Safety and Security: The Conditions Pedestrians Face
Pedestrian Safety Needs & Conditions: Draft Criteria

- Pedestrian Safety & Security

  - Pedestrian Injuries & Severity by Location
  - Pedestrian Collision Rate per Crossing
  - Crime – Assaults, Homicide, Robberies, and Sex Crimes
Number of Pedestrian Injuries and Severity
Number of Pedestrian-Involved Collisions
Rate of Pedestrian-Involved Collisions
Locations for Crime – Assaults, homicide, robberies, sex crimes
Street and Sidewalk Characteristics:
The Conditions Pedestrians Face
Pedestrian Safety Needs & Conditions: Draft Criteria

- **Street and Sidewalk Characteristics**
  - Traffic Control Devices
    - Stop Signs
    - Traffic & Pedestrian Signals
    - Continental Crosswalks, In-Pavement Crosswalk Lights
    - Ped Scramble Phasing
  - Street Designs & Streetscape
    - Street Crossing Distance
    - Street Lighting
    - Street Trees
    - Intersection & Driveway Spacing
    - One-Way Streets
    - Street Functional Type
  - Walking Space & Buffers
    - Sidewalk Width
    - Bike lanes
    - Planting strip
    - On-street parking
Pedestrian Safety Needs & Conditions: Draft Criteria

- **Street and Sidewalk Characteristics**
  - **Traffic Characteristics**
    - Traffic Volumes
    - Speeds: Posted Limit
    - Speeds: 85th Percentile Actual Speeds
  - **Traffic Calming Features**
    - Speed Humps
    - Bulbouts
    - Chicanes/Circles/Median Refuge Islands
    - Area Plans
  - **Accessibility**
    - Accessible Pedestrian Signals
    - Missing Sidewalks
    - Curb Ramps
    - Facilities to Cross Barriers
SPEED LIMITS
San Francisco, CA 2009

De facto speed limit refers to the standard speed limits set by the California Vehicle Code (CVC). The speed limit is 25 MPH for most residential and commercial streets.

Map does not include any speed limits less than 25 MPH.

SFMTA | Municipal Transportation Agency

Disclaimer: The City and County of San Francisco does not guarantee the accuracy or completeness of any information provided.

SOURCE: Basemap - Department of Public Works
Speed limit layer - Department of Parking and Traffic Engineering
Prepared by - Ricardo Ollo
Updates & Revisions by - Tamam Abdullah

Last Modified: January 7, 2009
Comments: 

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Traffic Calming Program

Installed Measures

- Bulb-out
- Channelization
- Chicane
- Choker
- Diverter
- Median Extension
- Speed Radar Sign
- Speed Hump
- Speed Cushion
- Traffic Circle
- Traffic Island

Prepared 3/15/2010
Pedestrian Safety

- **Safety Level** to be rated based on:
  - Severity-weighted number of pedestrian injuries (absolute number) **AND**
  - Pedestrian injury rate (per estimated no. of pedestrian crossings)

- **Street and Sidewalk Characteristics** to be considered in selecting and prioritizing specific capital improvements
Upcoming PSAC presentations

May

- Pedestrian activity: revised composite maps; draft map of key pedestrian streets
- Pedestrian safety: revised criteria and maps
- Project readiness: draft criteria

June

- Project readiness: revised criteria
- Guidelines for prioritizing and selecting projects
- Selected case study examples
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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