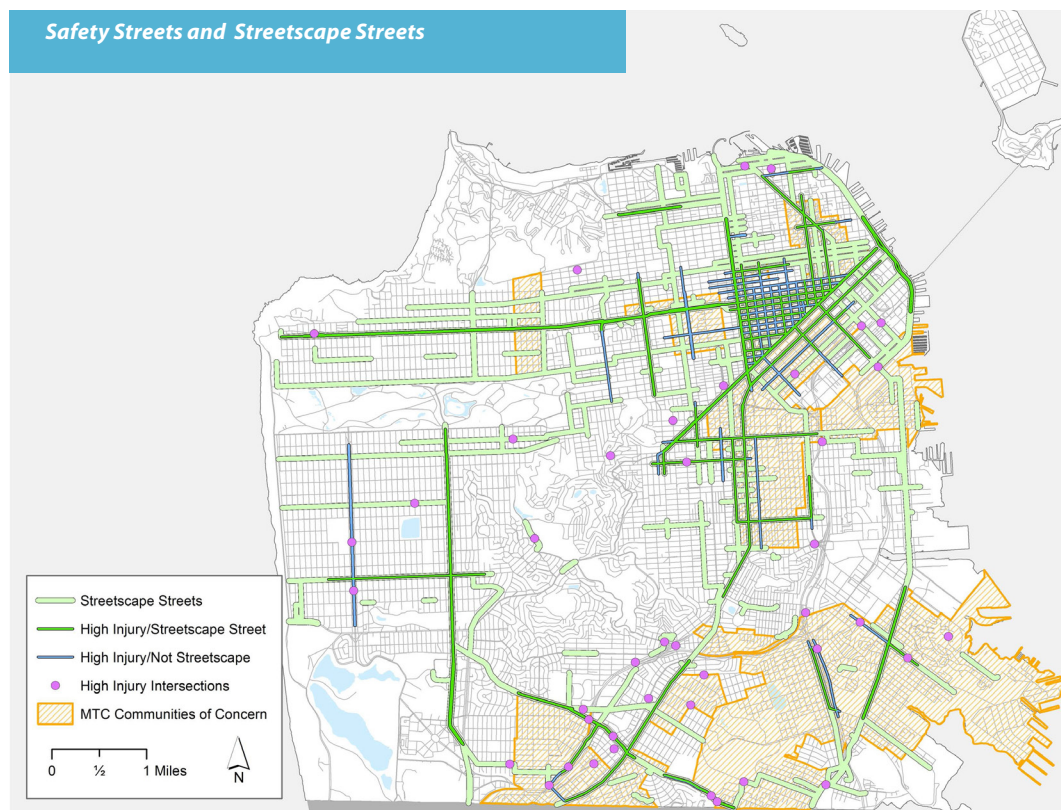




## Pedestrian Investment Map

The Pedestrian Investment Map represents locations for investments in walkability and pedestrian safety. These two categories have been defined and mapped. The map reflects the City's on-going efforts to match investment to locations with the greatest need based on pedestrian activity and collision history.



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SAN FRANCISCO  
PLANNING DEPARTMENT



*This project is made possible by the San Francisco Transportation Authority through a grant of Proposition K Local Transportation Sales Tax Funds.*

# Pedestrian Safety Category

The pedestrian safety category includes streets and intersections with high concentrations of pedestrian injuries.

## SAFETY STREETS

The pedestrian safety category includes streets and intersections with high concentrations of pedestrian injuries and fatalities. The San Francisco Department of Public Health developed the original map included in the Pedestrian Safety Strategy. The City refined this map to include more recent collision data, and to incorporate additional considerations for the geographic distribution of corridors across the City

### Criteria:

#### 1 Pedestrian injuries

Collision data from 2005 - 2011

#### 2 Geographic distribution

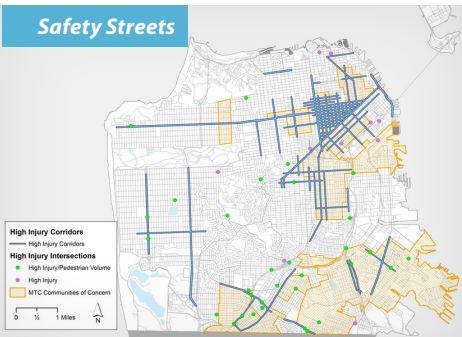
Communities of Concern

The refined pedestrian safety map includes 69 miles, or six percent of the City's streets which account for 55% of total injuries and 59% of severe and fatal injuries that occurred in 2005-2011.

In addition to corridors, the safety category includes 10 individual intersections with a high absolute number of pedestrian injuries as well as 32 individual intersections with relatively high rates of injury given the number of people walking there. These 32 locations account for less than one percent of the City's intersections but almost six percent of severe/fatal injuries.

The refined map increases the coverage throughout the City and captures a higher proportion of injuries in those areas. The injury rate (Annual Rate of Severe and Fatal Injuries per 100 Road Miles) on the expanded map is nine times the citywide rate, which is strongly supportive of the definition of these corridors as high injury.

The refined map increases the number of miles in Communities of Concern, with 50% of the street miles also located in Communities of Concern. Communities of Concern, defined by the Metropolitan Transportation Commission, are areas that face particular transportation challenges, either because of affordability, disability, or because of age-related mobility limitations. Citywide, 46% of pedestrian injuries and 43% of severe/fatal pedestrian injuries occur in Communities of Concern, even though they account for only 28% of the City streets. This finding is consistent with previous analysis conducted by SFDPH that summarized neighborhood inequities in the distribution of pedestrian injuries in San Francisco, and the association of increased injury density with concentrations of vulnerable populations as defined by age, income, transit-dependence, and race.



# Streetscape Category

The streetscape category includes streets and areas. Streetscape streets and areas represent where people are walking OR would walk if the conditions were better.

## STREETSCAPE STREETS

The factors used to define "streetscape streets" generally include the same factors used in the WalkFirst project. This includes density of people, transit, pedestrian generators, street slope, demographics, and household income. Some modifications were made to better account for land use, transportation and priority pedestrian streets already identified in streetscape plans.

### Criteria:

#### 1 Land Uses:

Commercial land uses (defined by Better Streets Plan Street Types; Commercial Thoroughway, Neighborhood Commercial)

Civic and institutional land uses: Streets fronting these land uses. (UCSF, USF, City Hall/Civic Center, SF General, Laguna Honda, Kaiser, Mission Bay)

#### 2 Transportation:

MUNI Rapid transit network  
(E, F, J, KT, L, M, N, 1, 5, 8, 9, 14, 22, 28, 30, 38, 47, 49, 71)

Major Transit Nodes (MUNI Metro, BART, Caltrans)

#### 3 "Primary" Pedestrian Streets identified in a streetscape plan:

Candlestick Point/Hunters Point Shipyard Phase II Urban Design Plan & Transportation Plan

Downtown Area Plan (Map 7 Pedestrian Network: Downtown District Pedestrian Oriented Streets)

Fisherman's Wharf Public Realm Plan

Park Merced Vision Plan

#### 4 Connections where the above criteria is not present along an entire street and there is a gap of three blocks or shorter, the gap should also be included

#### 5 For new development projects where there will be new streets, the relevant area plan or streetscape plan should be used as a guide.

## STREETSCAPE AREAS

Streetscape areas have a high need for pedestrian amenities and additional space. Within streetscape areas, streetscape streets are the priority streets for pedestrian investments. Walkability and pedestrian safety are top design priorities on these streets.

### Criteria:

#### 1 Dense concentrations of jobs and housing:

Chinatown; Downtown; Fisherman's Wharf; North Beach

