



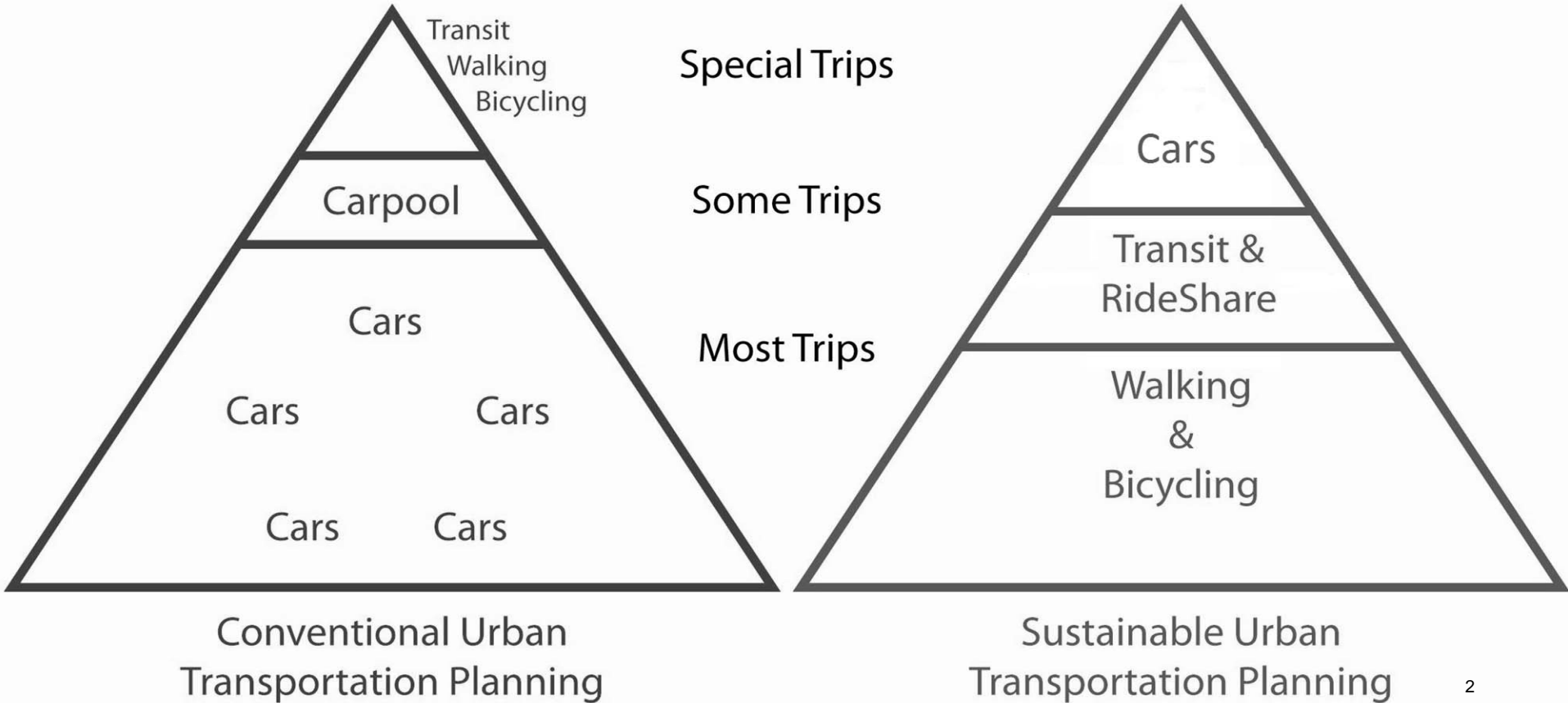
# **Pedestrian Safety Workshop**

02 | 15 | 2011 | SAN FRANCISCO, CALIFORNIA

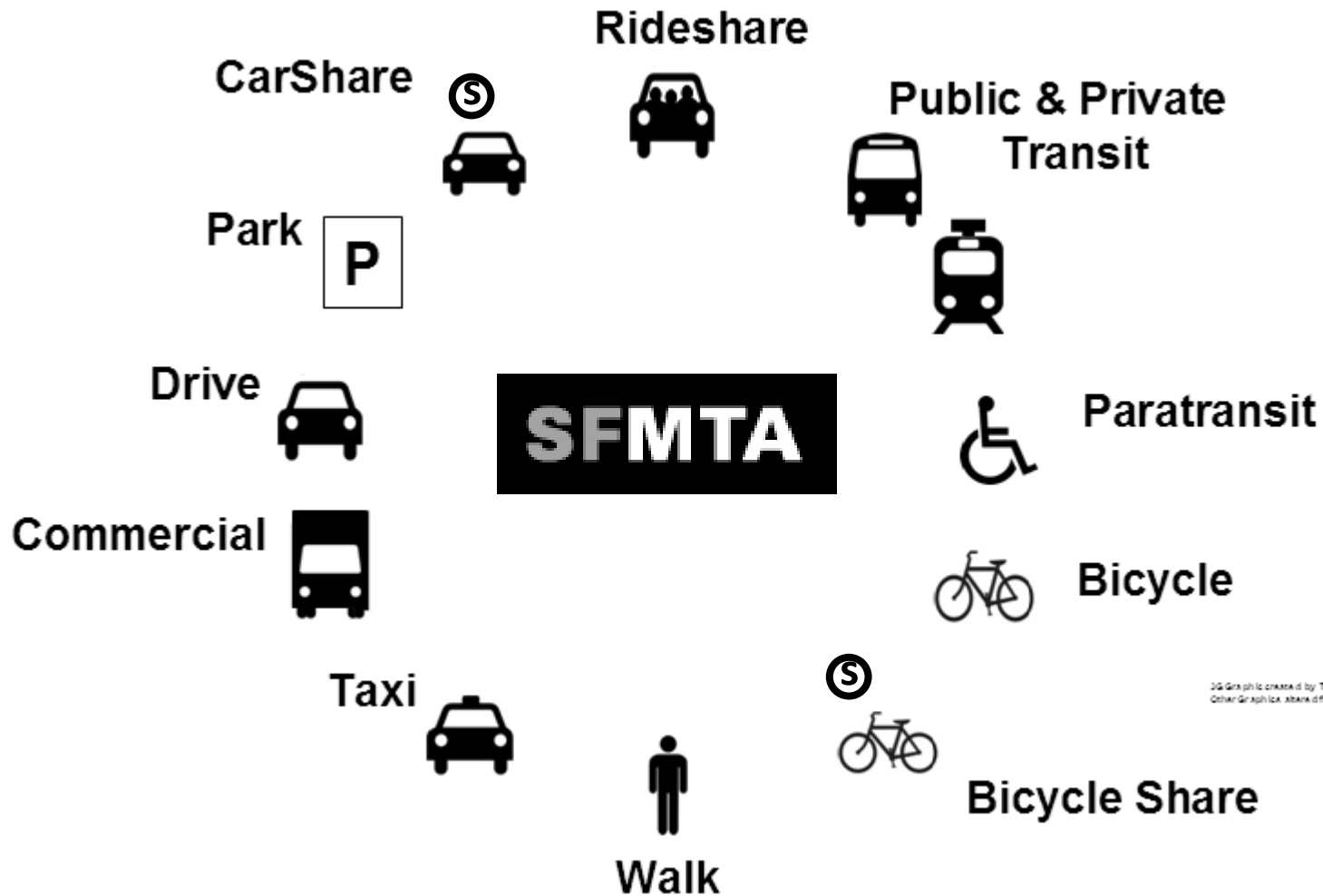
# Agenda

- **Walking in San Francisco**
- **Accomplishments and Current Pedestrian Activities**
- **Mayor's Pedestrian Safety Executive Directive**
- **Next Steps**

# TRANSPORTATION PYRAMID



**Policy Shift: City of Sustainable Mobility Choices**



© Graphic created by Timmy Papanicolaou 2009  
Other Graphics: Adapted from AIGA

**Walking is fundamental to our mobility vision**

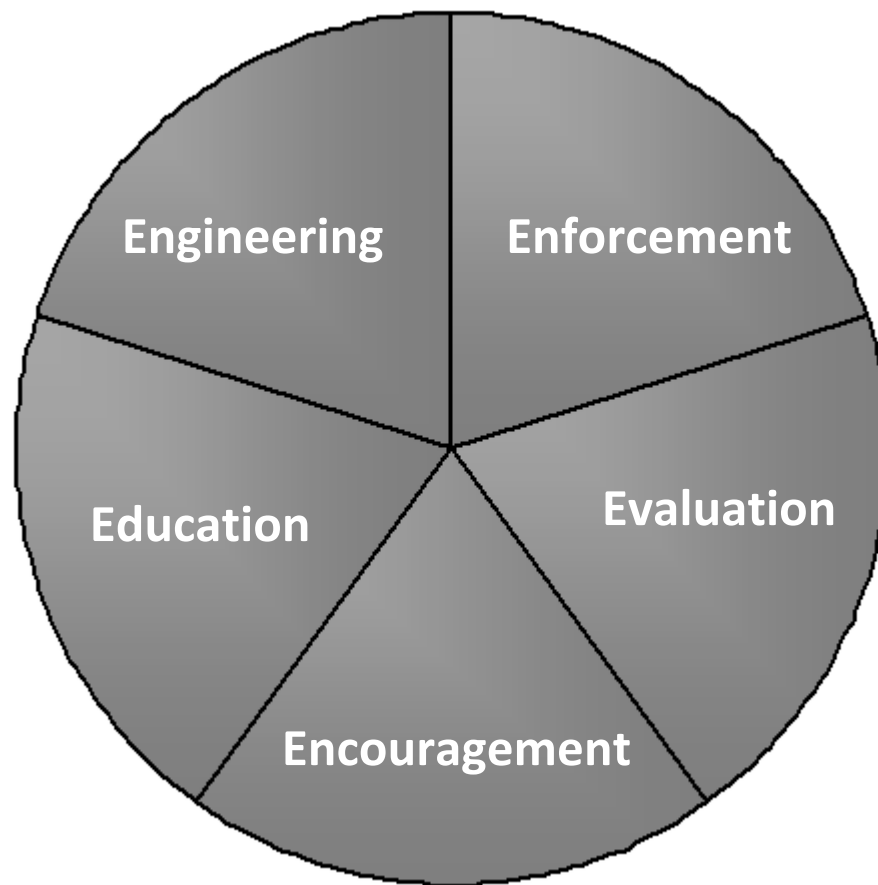


MEASUREMENTS INTANGIBLES KEY ATTRIBUTES

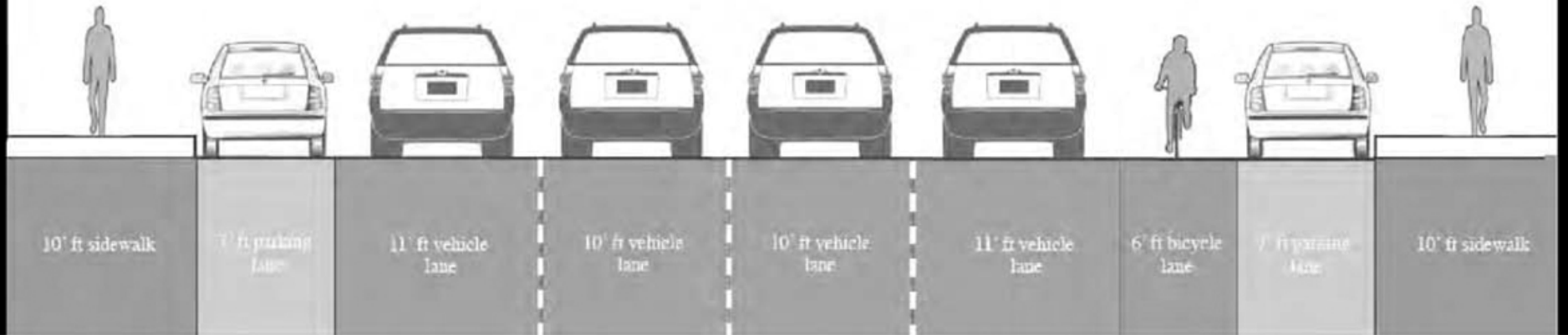
Source: PPS

# Key attributes to a successful public realm

# 5 E's (Elements) of Good Street Design



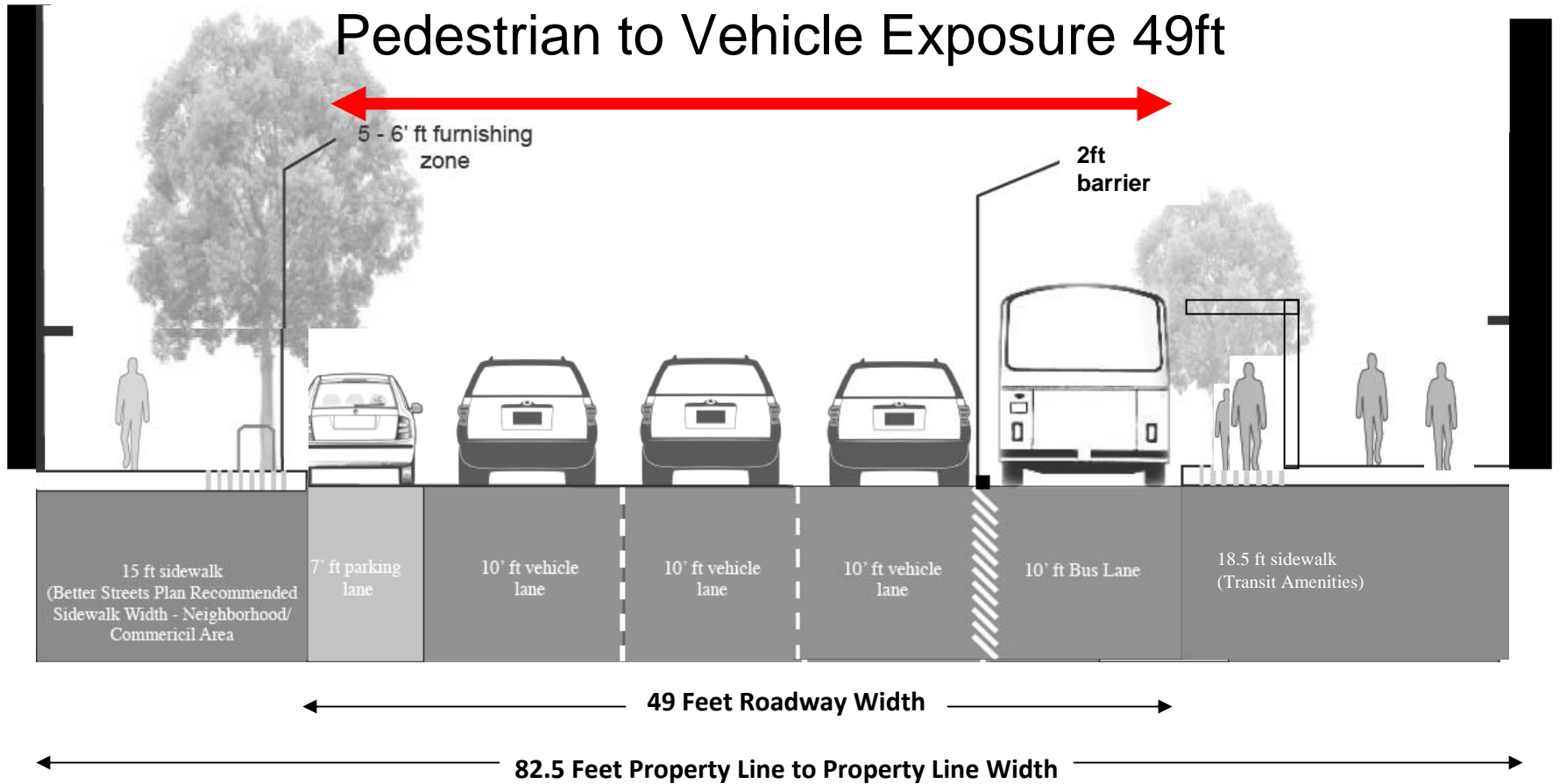
# Pedestrian to Vehicle Exposure 62.5 ft



62.5 Feet Roadway Width

82.5 Feet Typical Right-of-Way Width

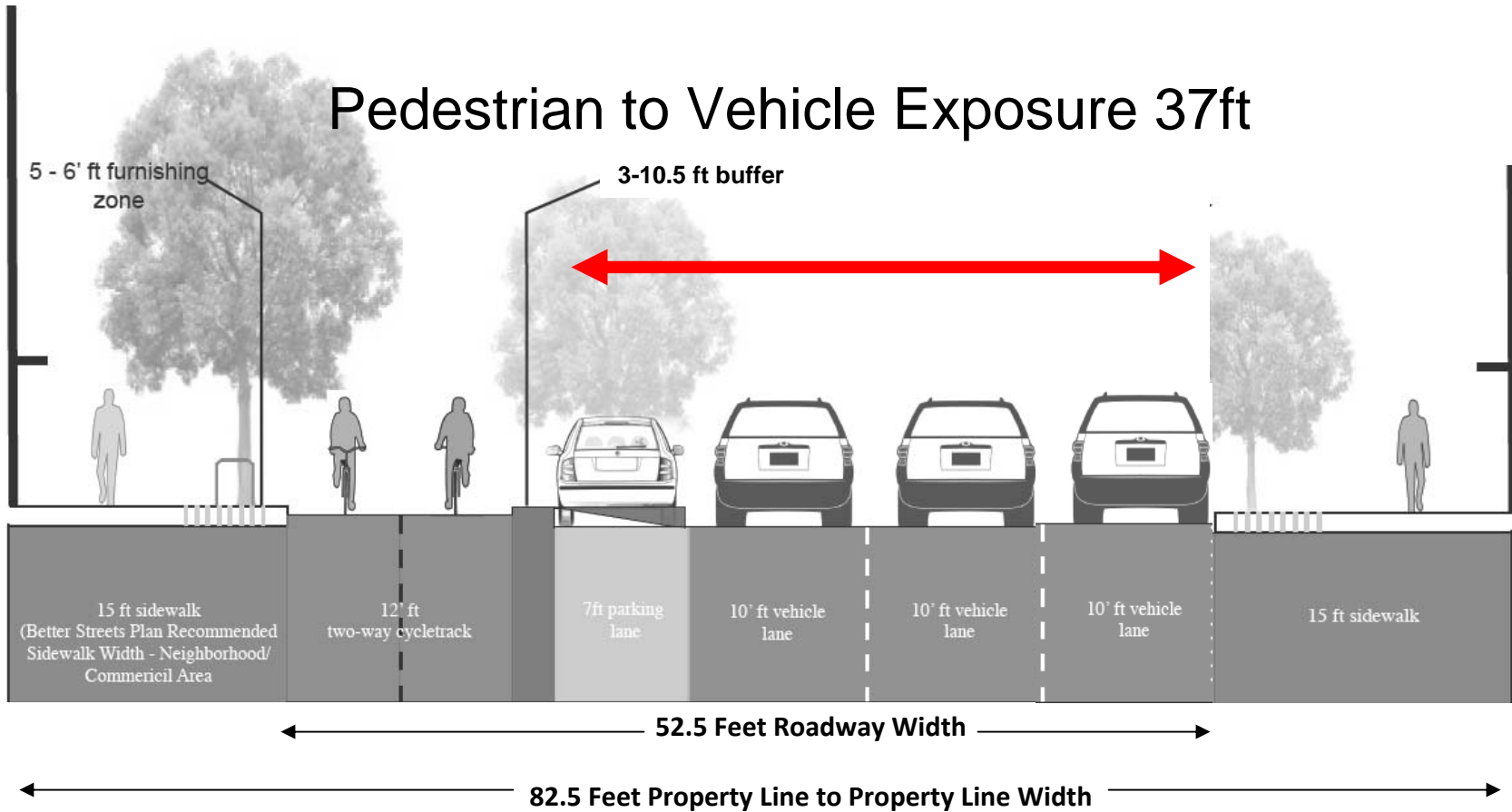
**Street Design is critical to safe walking conditions**



**Trade offs: travel lane and/or parking lane removal**

**Complete Streets-Improves walking conditions**

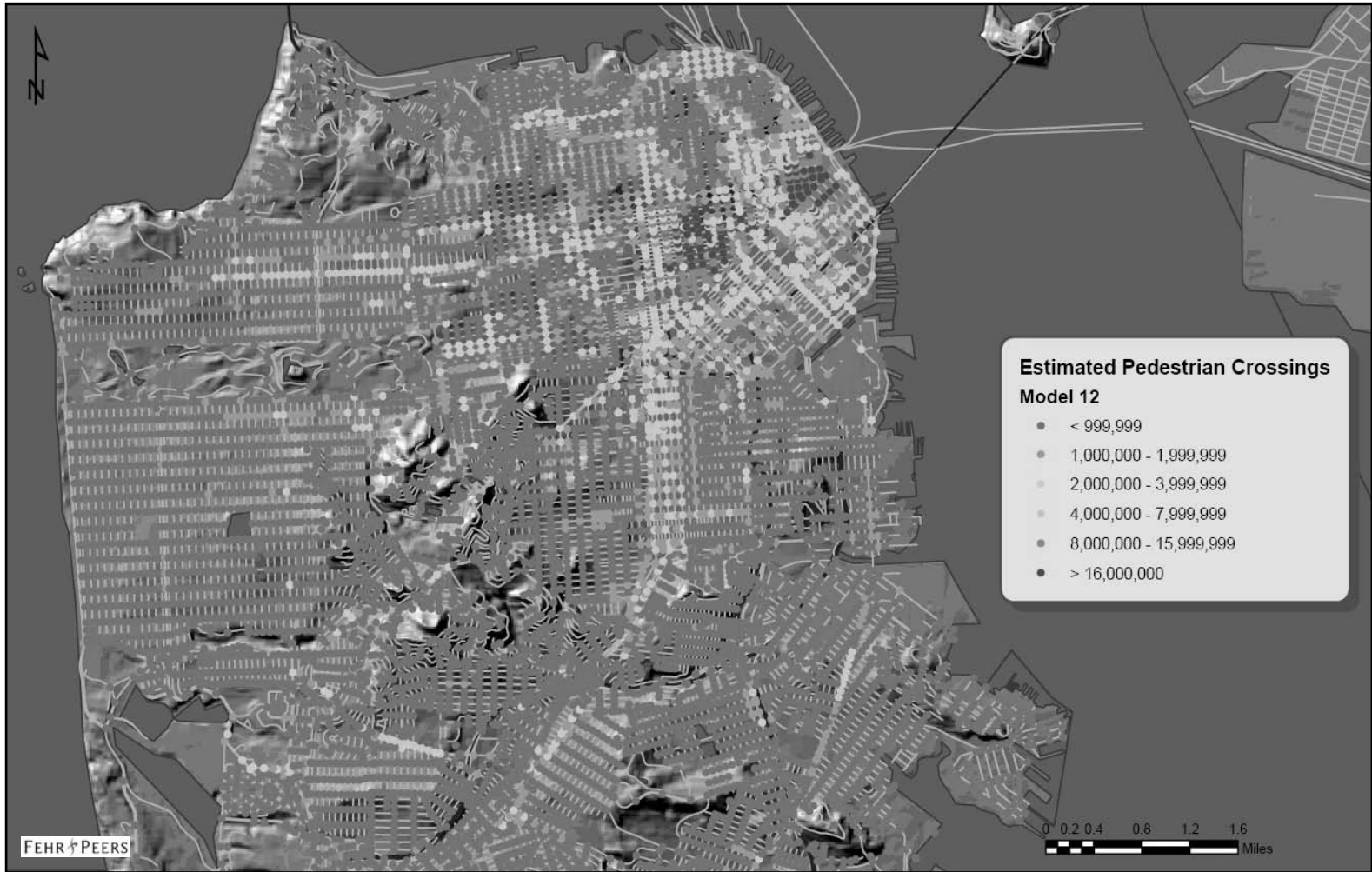




**Trade offs: travel lane and parking lane removal, driveways**

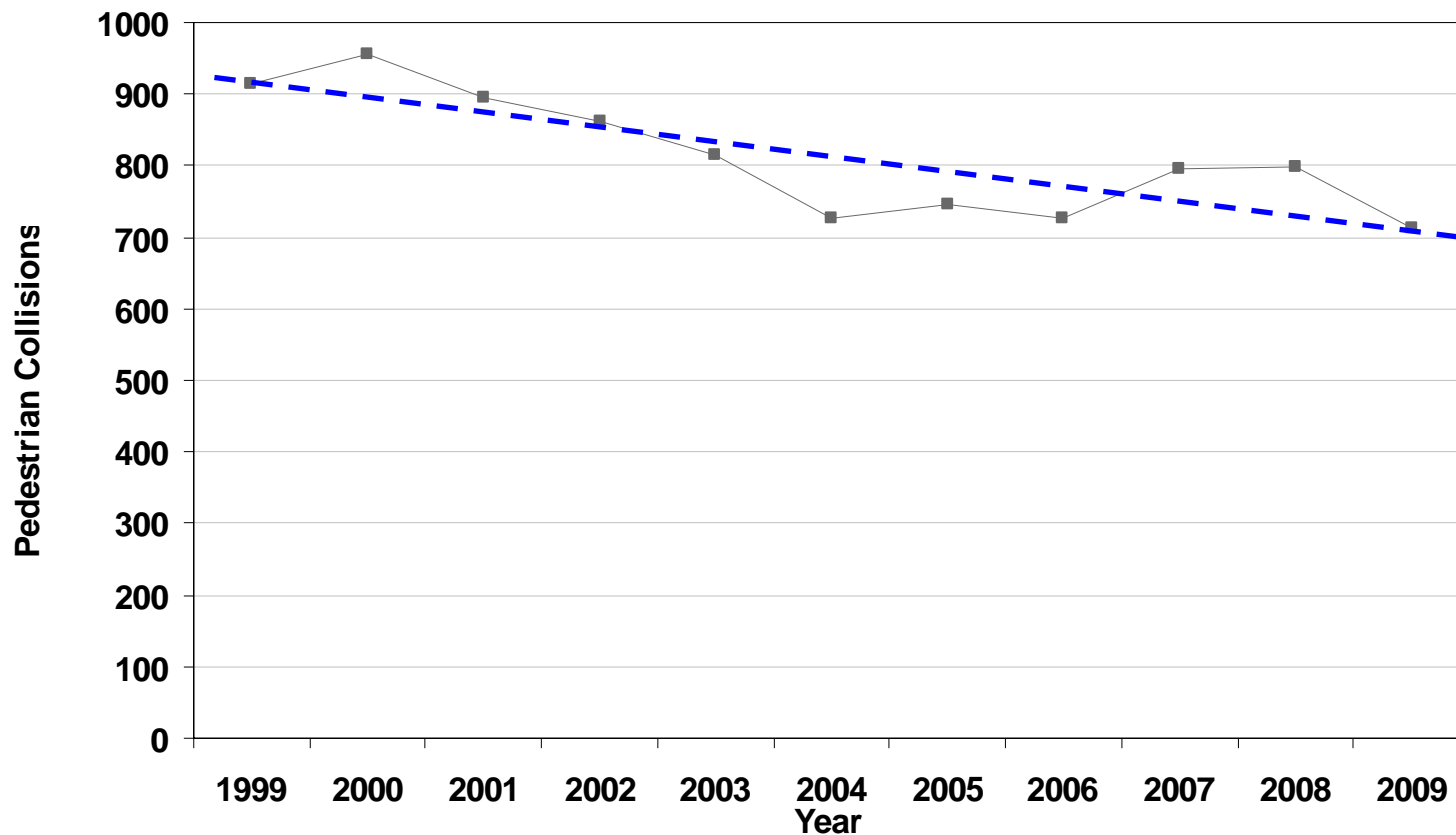
**Complete Streets-promotes safety through design**

# Estimated Annual Pedestrian Crossings (in millions)



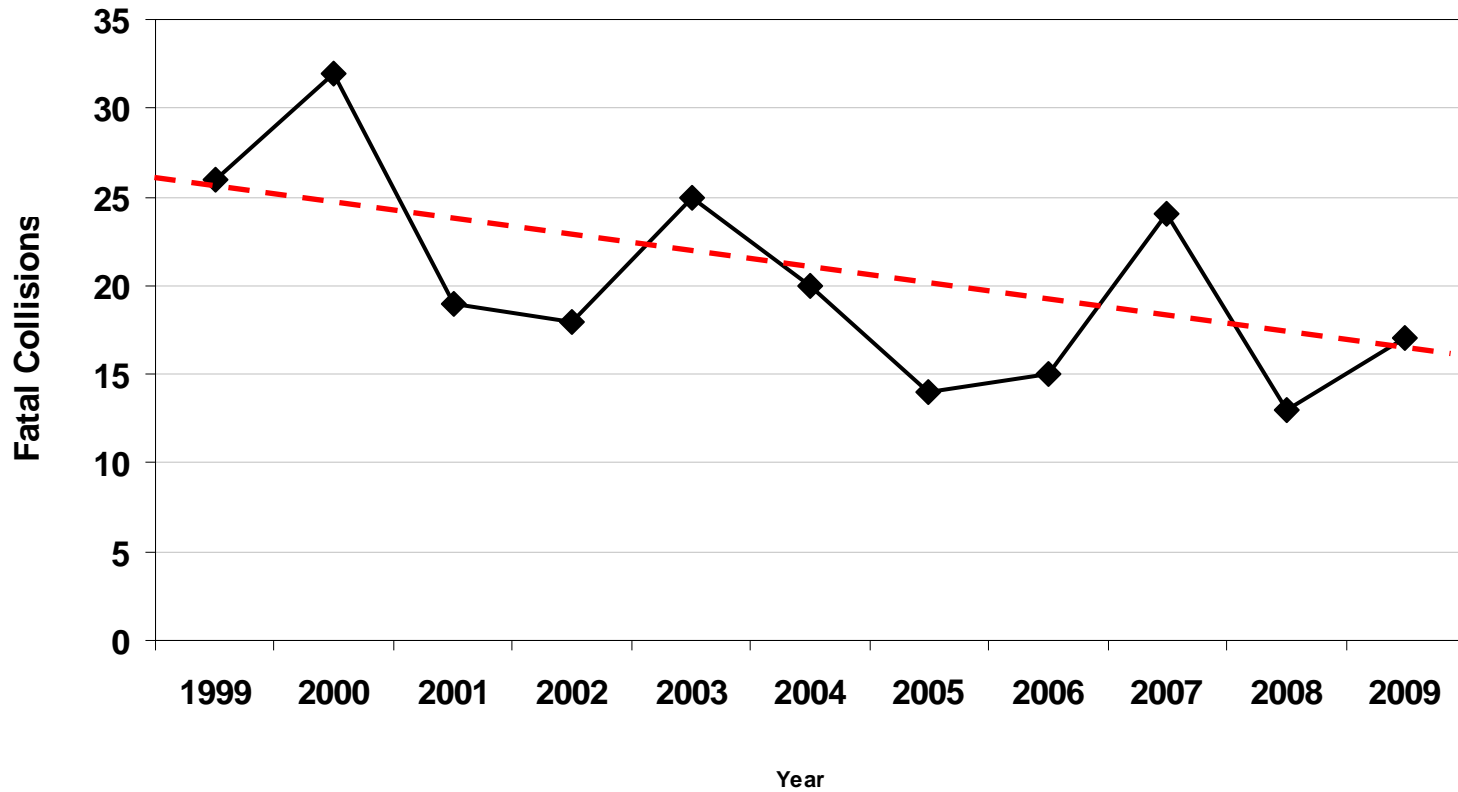
**City of short trips-voted most walkable city**

# Injury Collisions Involving Pedestrians 1999-2009



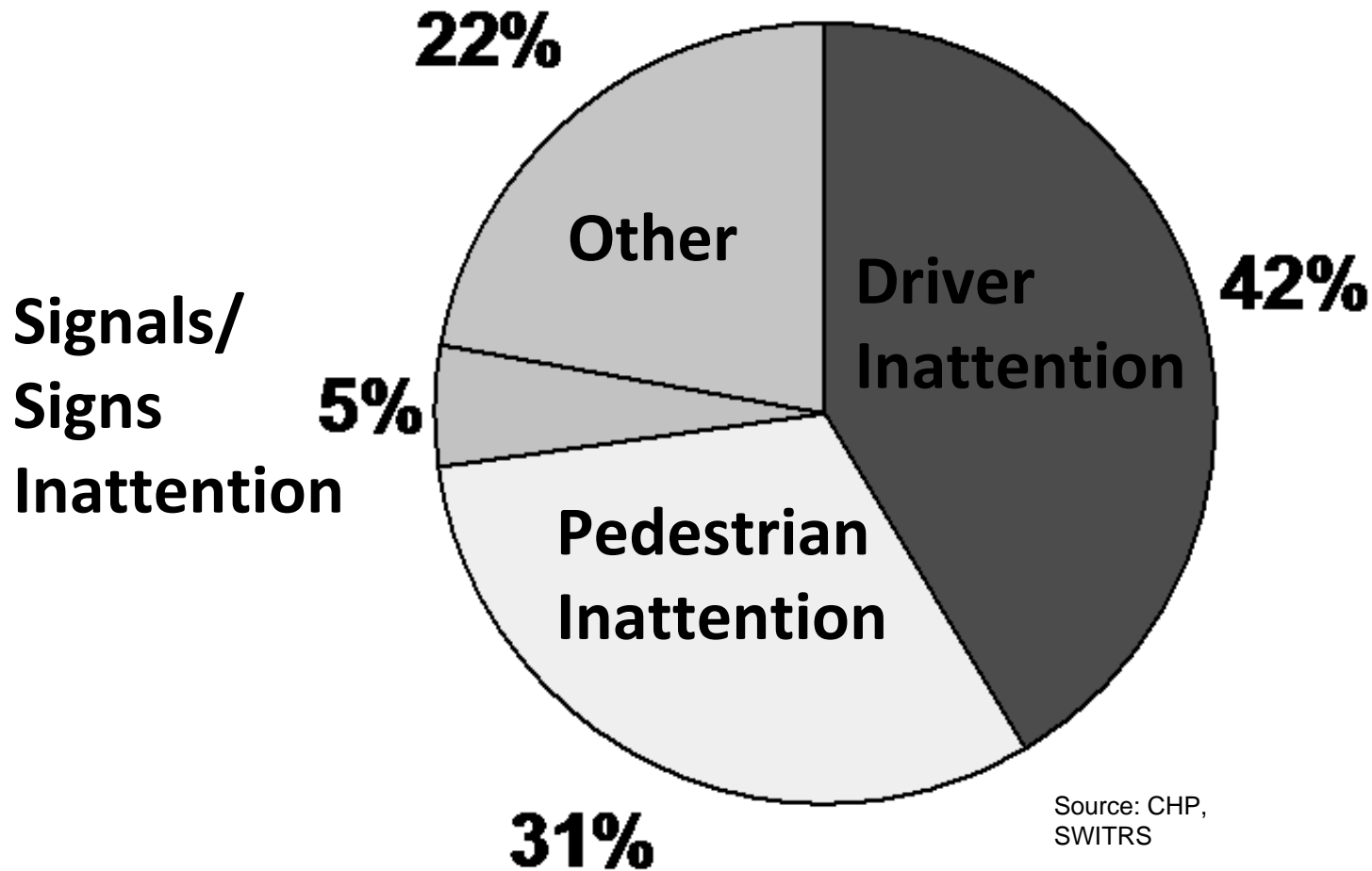
Source: CHP, Statewide Traffic Records System (SWITRS)

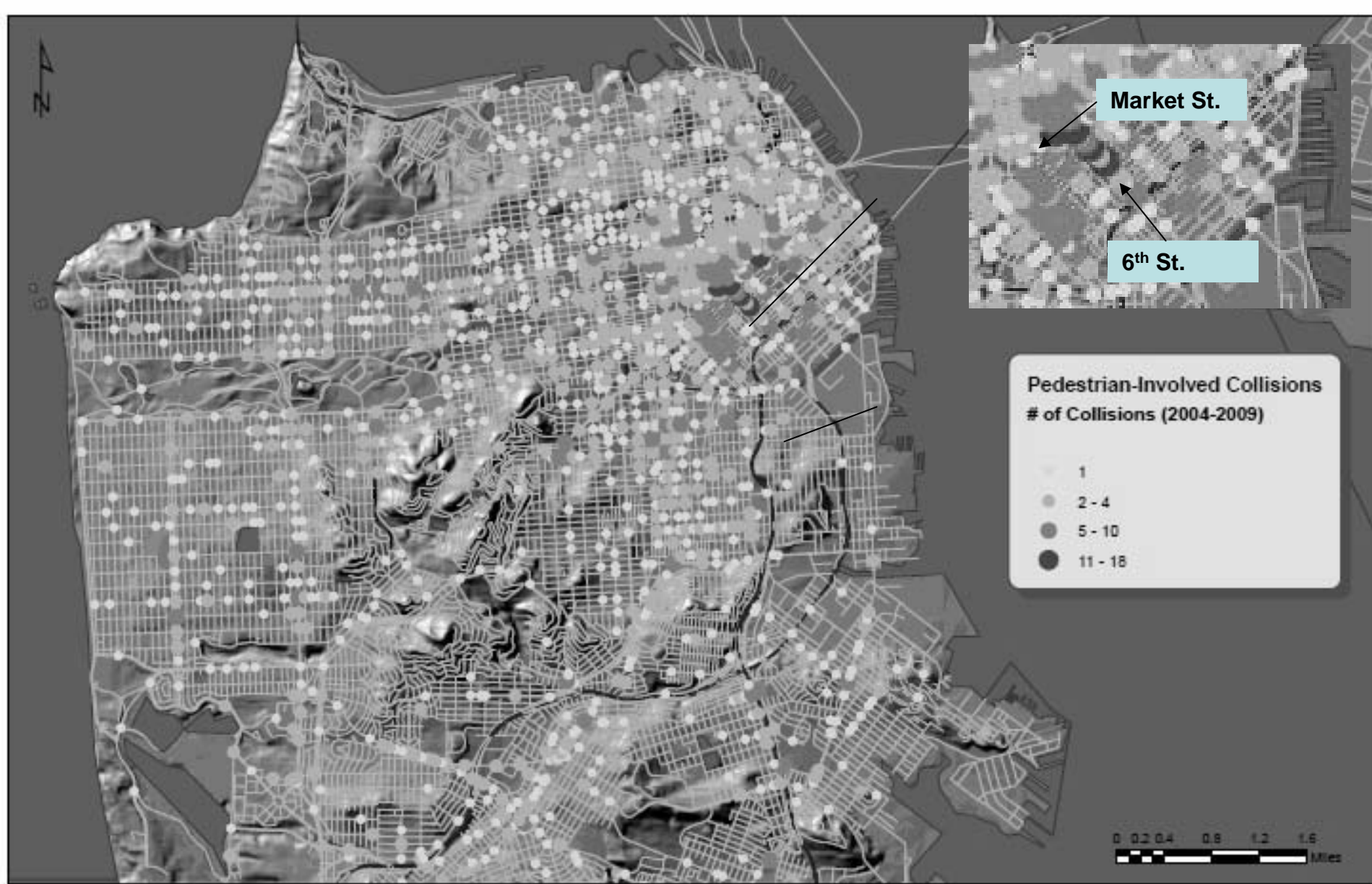
# Fatal Pedestrian Collisions 1999-2009



Source: CHP, Statewide Traffic Records System

# Pedestrian Non-fatal Injuries: Primary Collision Factors



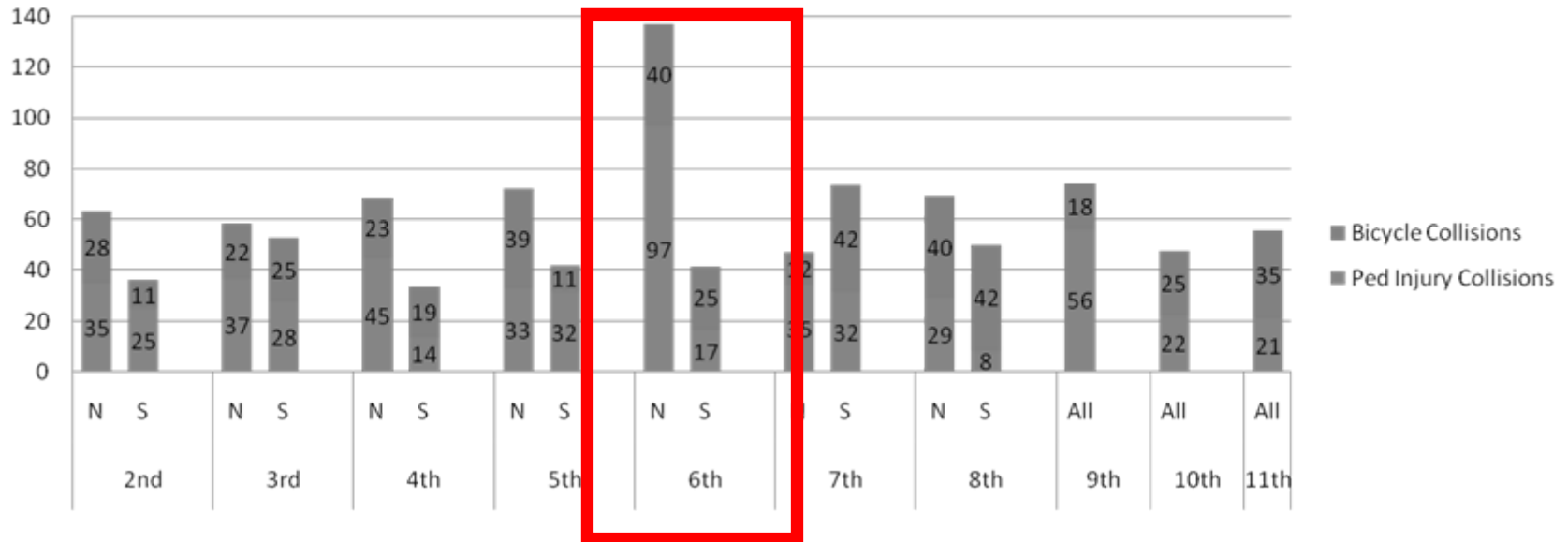


Source: Fehr & Peers, SWITRS.

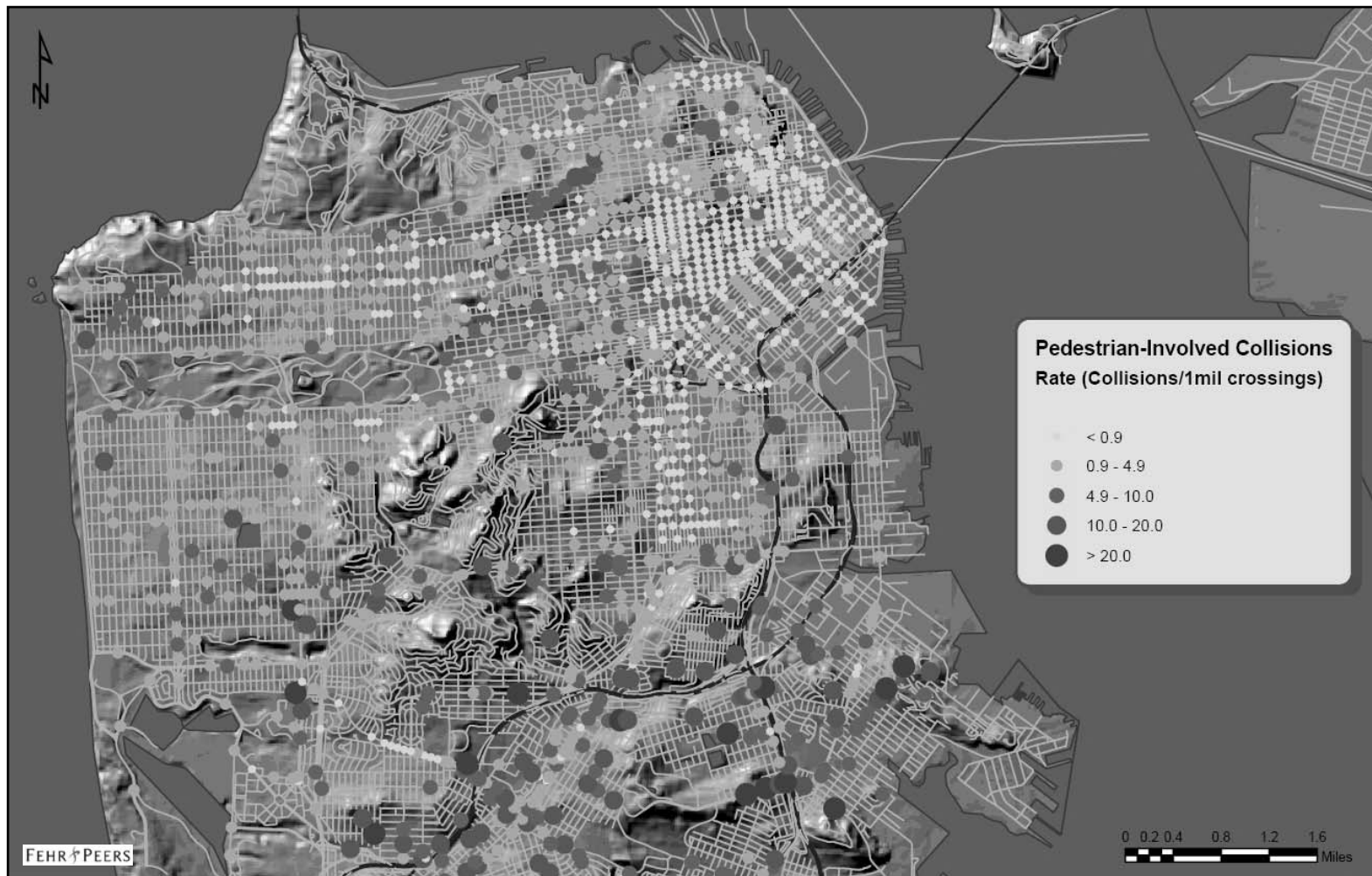
# Pedestrian Collision Locations 2004-2009

# Corridor Analysis Example: SOMA Vehicle Collisions

N-S Streets: Pedestrian and Bicycle Collisions 2004 - 2008



- Northern segments of North-South SOMA arterials stand out for collisions, particularly 6<sup>th</sup> Street.



**Rate of Pedestrian-Involved Collisions (2004-2009)**





## **Pedestrian Accomplishments to Date**



- **Better Streets Plan**
- **WalkFirst Study**
- **Pedestrian Action Plan**
- **Risk Reduction Plan**
- **Walkable Neighborhoods**

A framework for pedestrian improvements in San Francisco

The WalkFirst project will identify key walking streets throughout San Francisco and establish criteria to prioritize pedestrian improvements in order to improve pedestrian safety and walking conditions, encourage walking, and enhance pedestrian connections to key destinations.

This project builds on the Better Streets Plan, a comprehensive set of pedestrian-oriented policies and design guidelines for public San Francisco's streets and sidewalks, and coordinates with other efforts to improve the City's streets and transportation system.

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

Email us at:  
[walkfirst@sfgov.org](mailto:walkfirst@sfgov.org)

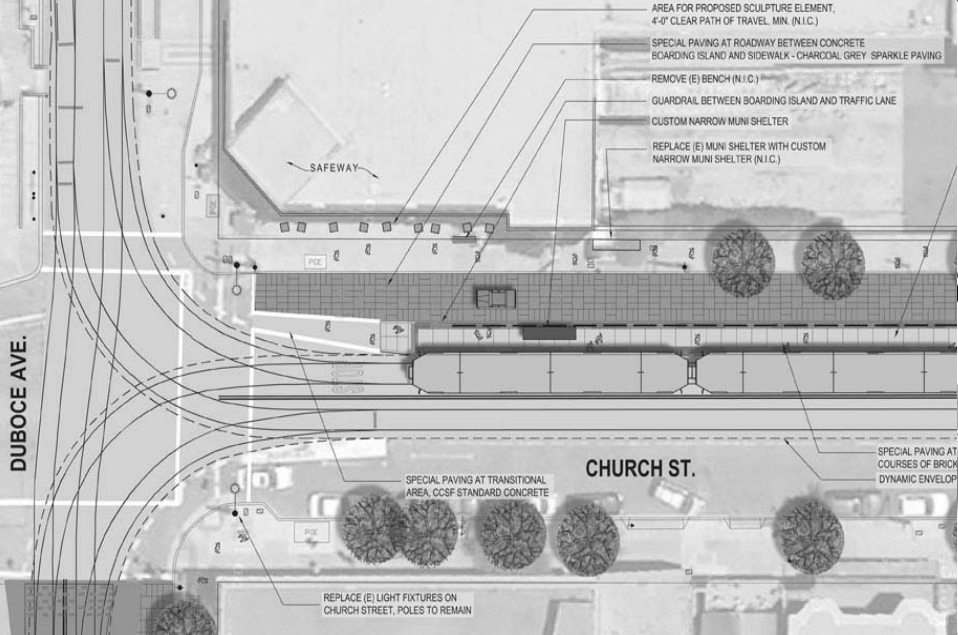
STAY INFORMED  
& GIVE US YOUR  
FEEDBACK

## Pedestrian Planning Activities

# San Francisco Priority Development Areas



**Growth is focused on creating walkable neighborhoods**



Market  
 Church and Duboce  
 Cesar Chavez  
 Van Ness  
 Geary  
 4<sup>th</sup> Street  
 EN-Trips

**Future redesign efforts focus on walkability**



# Street Redesigns Pilots



**Pavement to Parks replaced excess road space**



## Open space and walking improvements



**Parklets widened sidewalks and walking amenities**





**Powell Street Promenade link Hallidie Plaza to Union Square**



# Market St Pilots improvements for all users



**Bicycle Boxes-Increased setback for all users**



# On Street Bicycle Corral Parking



**Accessibility Focus- highest priority**



## Valencia Street – Better Streets Plan into action



- Walking Audit School 1/4 Mile Buffer  
(To be completed by Feb. 2011)
- TC Approved Site Specific Applications
- Areawide Projects**
- In Planning
- Plan Complete
- Next 3 Years
- Future

The City and County of San Francisco does not guarantee the accuracy, adequacy, completeness or usefulness of any information. The City does not warrant the positional or thematic accuracy of the GIS data. The GIS data and cartographic digital files are not legal representations of the depicted data. Information shown on these maps is derived from public records that are constantly undergoing change. Under no circumstances shall GIS mapping be used for final design purposes. The City provides this information on an "as is" basis without warranty of any kind, express or implied, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.

1/7/2011

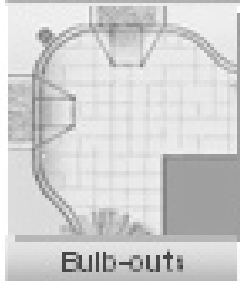
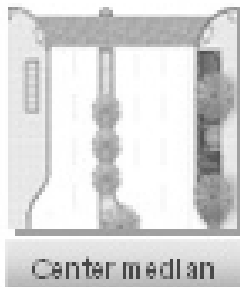
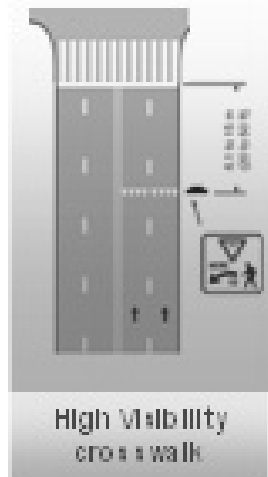


# Citywide Traffic Calming Studies



# Home Zones Pilot: Mission Traffic Calming



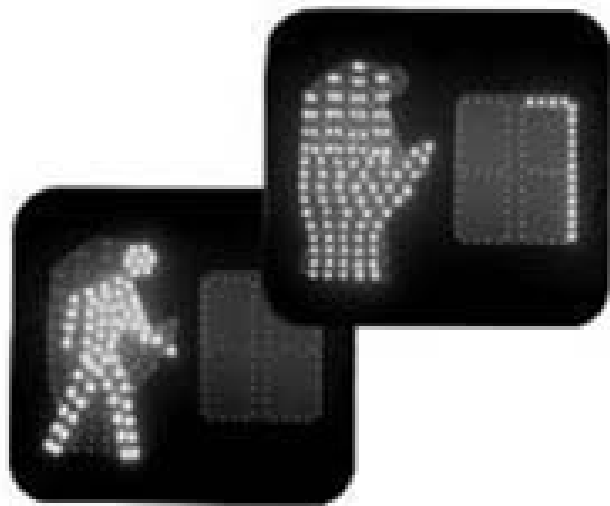


- Advance limit lines with high visibility crosswalks
- Center Median improvements
- Sidewalk “bulb-outs”
- Improved Lighting
- Raised Crosswalks



- Pedestrian Countdown Signals (PCS)

# Pedestrian Safety Engineering Program



22% Reduction of Collisions after installation\*

\*SafeTREC, 2003

## Pedestrian Countdown Signals



**Red Zones**  
**Continental Crosswalks**  
**Closed Crosswalks**  
**School Crosswalks**  
**Audible Ped Signals**  
**Countdown Signals**

**Current Pedestrian Engineering Activities** 35

STOP. LOOK. LISTEN.



Do you want Beethoven to be the last thing you hear?

For more information, visit [www.sfmta.com](http://www.sfmta.com) or call 415-398-3333

They are not always right, but YOU can be  
行人并非总是对的, 但你可以



San Francisco Department of Public Health

SFMTA

Municipal Transportation Agency

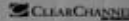
Let pedestrians go first 请让行人先行

# Pedestrian Safety Campaigns



# NO SUNDAY DRIVERS. GUARANTEED.

[www.sundaystreetsf.com](http://www.sundaystreetsf.com)



Municipal Transportation Agency

10 a.m. to 3 p.m.  
March 14 • April 11/18 • May 23  
June 20 • July 11 • Aug. 22 • Sept. 19 • Oct. 24



**Sunday Streets (Ciclovía) street closures**

# Mayor's Executive Directive on Pedestrian Safety Overview

- **City Agencies Coordinate through the Director's Working Group Targeting:**
  - By 2016: 25% reduction in serious/fatal pedestrian injuries
  - By 2021: 50% reduction
  - Reduce safety geographic "inequities"
  - Increase walking
- **Near Term Actions**
- **Pedestrian Safety Task Force**
- **Pedestrian Action Plan**

# Mayor's Executive Directive why now?

- Pedestrian safety focus
- Pedestrian targets and goals first for a City
- Departments lack a coordinated vision for walking and pedestrian needs.

<b>Task</b>	<b>Schedule &amp; Status</b>
Mayor signs Directive	December 20, 2010
Commence Nine Near Term Actions	By February 18, 2011 (SFMTA Actions Started)
Begin Pedestrian Action Plan	By December 20, 2011

# 1. 15 MPH Speed Limit

- **Who: SFMTA, SFPD**
- **What: 15 MPH Posted Speed Limit at ~255 Schools**
- **When: Up to 2 years**
- **Cost: 5 signs at each school = \$550,000 for planning, design, and construction**
- **Funding: TBD**



## 2. Home Zones

- **Who: SFMTA**
- **What: Three zones with streets safe and comfortable to use in a vehicle, on a bike, or walking through effective street design**
- **When: Four years**
- **Cost: 3 home zones = \$1.8 million for planning, design, and construction**
- **Funding: TBD**

### 3. Pedestrian Safety Engineering Program

- **Who: SFMTA, DPH, and Planning**
- **What: Phase II of the WalkFirst project**
- **When: On-going**
- **Cost: Phase 2 = ~\$400,000**
- **Funding: TBD – potential OTS for unfunded Phase 2**

## 4. Targeted Pedestrian Safety Enforcement

- **Who: SFPD, SFMTA, DPH**
- **What: Continue coordination and deploy targeted pedestrian safety enforcement.**
- **When: On-going**
- **Cost: \$50,000 per year**
- **Funding: TBD/Existing and Future OTS**

## **Other Actions**

- 5. Develop Injury Prediction Model**
- 6. Evaluate Pedestrian Environmental Quality Index (PEQI)**
- 7. Research International Safety Practices**
- 8. Identify Existing and New Funds**
- 9. Outreach with Community Organizations**

# Task Force Representation

- **Who:**
  - SFDPH
  - SFMTA
  - SFCTA
  - SFPD
  - SFFD
  - SFDPW
  - SFPUC
  - SF Planning
  - Recreation & Park
  - SFUSD
  - SF DOE
  - Mayor's Office on Disability
  - Pedestrian Safety Organization(s)
- **When:** SFMTA has made initial outreach to other city partners.

# Pedestrian Action Plan

- **Who: SFMTA, PSAC, DPH, Planning**
- **What: Goals for Pedestrian Safety, Summary of Existing Planning Efforts & Funding, Identify Future Investments & Funding Needs, CEQA Clearance**
- **When: Commence by 12/2011**
- **Cost: TBD**
- **Funding: TBD**

# Interdepartmental and Community Partnerships

- **Interdepartmental Working Group**
- **Better Streets Working Group**
- **PSAC**
  - ROLE - Official Advisor to the Board of Supervisors
  - CREATED in 2003
  - MEMBERSHIP – 23 seats:
    - 11 district seats
    - 2 at large seats
    - Representatives of organizations
  - ASSESSED State of Pedestrian Safety in 2010 Report to BOS

## Next Steps

- **Convene Task Force**
- **Coordinate City Departments**
- **Develop Framework on delivering early actions**
- **Identify immediate funding needs and resources to meet goals**
- **Develop Pedestrian Action Plan framework**