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January 2010- SFMTA Pedestrian Program Quarterly Report to the Pedestrian Safety Advisory Committee (PSAC)

Compiled by the SFMTA Pedestrian Program Staff

A. Planning

1. PEDESTRIAN COUNTING PROJECT: Ped Program is reviewing a draft of the Pedestrian Count Report (a manual count of pedestrians throughout the City). Staff has processed the purchase order for automated pedestrian counters and is moving forward on an amended scope for an existing SFMTA contract with Fehrs and Peers. Contract would evaluate the data generated from the automated pedestrian counters.

2. BETTER STREETS PLAN: The overall review of the draft environmental review document was completed. The Controller's Office has hired a consultant to look at the unit costs of current streetscape improvements, and those of that are recommend within the Better Streets Plan. The consultant will attempt to include the full life cycle costs (including the cost of maintenance), comparing how the City currently does things, and what would be the savings/additional costs of implementing Better Streets concepts. The Better Streets Plan will most likely be up for adoption within the Spring of 2010.

3. CROSSWALK GUIDELINES: The Ped Program's latest draft is being internally reviewed. Policies such as Continental Crosswalk and "No Parking" or "Red Zones" at intersections are among the items discussed within the draft guidelines.

4. 2008 SAN FRANCISCO COLLISION REPORT: The latest version of SFMTA's annual collision report was released in Dec 2009. This document highlights collision trends throughout the City. An important addition was Chapter 8, which highlights some of the issues of comparing cities. This document is available on the web at:

http://www.sfmta.com/cms/rtraffic/documents/Collision_report_2008.pdf

B. FACILITIES

1. CONTINENTAL CROSSWALKS: Staff reviewed all uncontrolled crosswalks on arterials and ranked locations based on speed limit, pedestrian generators, and pedestrian collision history. This list was submitted to the SFCTA and will be used to direct SFMTA's Prop K funds to convert standard crosswalks to continental crosswalks.

2. CROSSWALK AT GEARY AND STEINER: Response completed for Ed Reiskin's request to re-open the west crosswalk across Geary at Steiner (same side as pedestrian bridge). This is tied to a request from the Supervisor for the same intersection. Response mentions that a crosswalk could be put in at grade, however it will cost over \$250,000.

3. SCHOOL CROSSWALK REPAINTING: School Program and Ped Program are generating a list of locations to repaint school crosswalks based on Staff observations and feedback from school crossing guards.

4. NO PARKING AT INTERSECTIONS (RED ZONES): Staff is generating a list of locations where we recommend installing 10' red zones at intersections to improve pedestrian visibility. Many of these locations will coincide with the 'standard to continental crosswalk' conversion project. An additional source of locations is uncontrolled locations with high pedestrian collisions. This list will be used to direct SFMTA's Prop K funds for painting red zones.

5. GOLDEN GATE PARK PEDESTRIAN IMPROVEMENTS: Deliverables for this project, including final drawings and 'before' pictures were sent to the SFCTA. Project includes: 8th and Fulton Golden Gate Park pathway and accessibility improvements; Squaring the intersections of Martin Luther King at Middle drive east and 9th Avenue; a new traffic signal at Page and Stanyan; and a new midblock crosswalk in front of the Strybing entrance.

6. REOPENING CLOSED CROSSWALKS: Staff began analysis of closed crosswalk locations and is gathering background data. This includes aerial photos, signal timing cards, signal inventory diagrams, information about ramps, turn restrictions, type of crosswalk, ped generators, paving schedule, construction moratorium, and collisions. This information will help the Ped Program complete a ranked list which will be sent to the SFCTA by the end of March.

7. REVIEW OF REPAVING AND ROAD WORK PROJECTS: After reviewing several upcoming paving and PUC projects, the Pedestrian Program will work with the Traffic Routing Section to apply wanted changes to several intersections along the respective alignments. An example of the fruits of this review is the new continental crosswalks at the intersection of Waller/Divisadero/Castro Streets.

C. Funding

1. TEA GRANT FOR SUNSET: Ped Program applied for a grant to improve the pedestrian crossings along Sunset Blvd. The SFCTA only recommended partial funding for this grant, reducing funding by 25%, from \$750K to \$566K. Scope was reduced.

2. TEA GRANT FOR PED OUTREACH: Ped Program submitted a \$225,000 Transportation Enhancement Grant for a general 3 year citywide pedestrian safety campaign. The SFCTA did not recommend this project to be funded. SFCTA's recommended other grant sources should be sought. Unfortunately, few grant sources are available for pedestrian safety campaigns; Prop K funds are specifically ineligible for this type of program activity.

3. SFCTA PROP K: Job orders for the following projects have been opened: Pedestrian Counting Project \$55,000; Converting Standard Crosswalks to Continental Crosswalks \$80,000; Re-opening Closed Crosswalks \$230,000; Red Visibility Curbs \$30,000; School Crosswalk Maintenance \$75,000; Construct pedestrian improvements in Golden Gate Park \$403,000 and Design two curb extensions on Duboce Avenue: \$47,000. The Ped Program submitted the 2009 Annual Report to the SFCTA. Less formal than the SFCTA quarterlies, the annual report captures the highlights of each of the outstanding Prop K funded projects.

4. GRANT EXTENSION REQUEST FOR MISSION AND 24TH STREET BUS BULBS:

The TEP will develop an estimate for moving the bulbs to the BART Plaza side and converting them to bus bulbs nearly 150 feet each. Due to the December Muni route changes that estimate will be delayed to later in December. A request to the SFCTA for another grant extension will be required.

D. Miscellaneous

1 DPW FIVE-YEAR PLAN TRAINING: Staff updated the DPW 5 year plans for the Pedestrian Program. The DPW 5 year tool will be useful for coordinating future Better Streets Plan implementation.

2. PUBLIC MEETING CATHEDRAL HILL: Staff attended a community meeting representing seniors around Cathedral Hill. Seniors expressed concerns around pedestrian safety and will be looking for response from SFMTA on various issues. Staff is following up with the appropriate parties.

3. MEDIA ON PEDESTRIAN SAFETY: News articles in the Examiner and Chronicle quoted WalkSF's comments on a recent study by Transportation for America titled *Dangerous by Design*. The quotes from WalkSF did not take into consideration that there are more pedestrian collisions in San Francisco due to the fact that there are more people walking in San Francisco; and the report was comparing Metro Areas so an area greater than San Francisco was considered. Either one of the factors could have been expressed. Most importantly, the WalkSF press release missed the critical point of the report, which was the utilization of the "Pedestrian Danger Index (PDI). The PDI factors in the percentage of walking commuters in a metro area for the comparison of cities. When the PDI is used, the San Francisco-Oakland-Fremont Urban area is one of the safest (40th out of 52 urban areas over 1 million people).