



Intro

Strategic Plan

SFTP

TDM

Facilities

Transit

Bicycle

Pedestrian

Taxi

PEDESTRIAN UPDATE

Presented by Timothy Papandreou, Strategic Planning & Policy



Strategic Goals & Objectives

- **Goal 1: Create a safer transportation experience for everyone**
 - Objective 1.3 Improve the safety of the transportation system
- **Goal 2: Make transit, walking, bicycling, taxi, ridesharing and car sharing the preferred means of travel**
 - Objective 2.3 Increase use of all non-private auto modes
- **Goal 3: Improve the environment and quality of life in San Francisco**
 - Objective 3.1 Reduce the Agency's and the transportation system's resource consumption, emissions, waste and noise
 - Objective 3.2 Increase the transportation system's positive impact to the economy



Key Strategic Actions

- **1.3 #3:** Utilize technology for data collisions reporting and analysis; expand in-depth analysis for pedestrian/bike crashes
- **1.3 #10:** Identify and implement key safety capital actions from up-coming Pedestrian Strategy specific to SFMTA
- **2.3 #3:** Develop and roll out a revised Traffic Calming Program to focus on pedestrian and bicycle safety
- **2.3 #4:** Develop and pilot a speed reduction program for signalized corridors
- **3.4 #23.1:** Strengthen and formalize scheduled preventative maintenance throughout Sustainable Streets Division's Sign and Paint Shop operations



Key Successes

- **Walking is a fundamental part of getting around San Francisco**
- **35.5% of trips include a significant amount of walking**
- **10% of people walk as their usual commute choice, a 30% increase since 2002.**
- **The number of kids and parents who walk to school together is increasing**
- **10 Sunday Streets events held in 2012**



Key Challenges

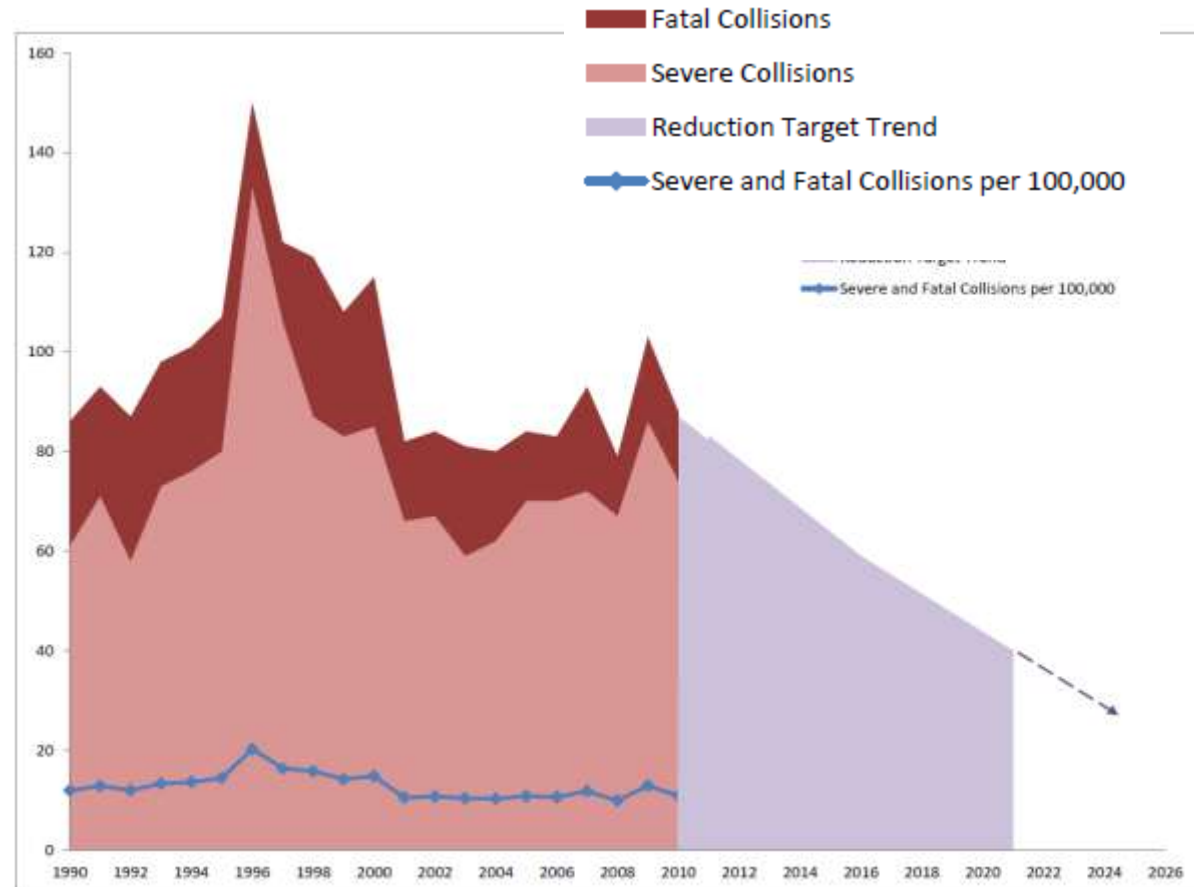
- **People are distracted while walking, bicycling and driving**
 - **Failure to Yield: In 2011 41% of pedestrian collisions were due to drivers failing to yield to pedestrians in the crosswalk.**
 - **Left Turns: Of 2,692 intersection collisions involving pedestrians from 1999-2003, 15% involved a right turning vehicle**
- **Funding pedestrian improvements**
 - **Streetscape projects are complex, costly and have long implementation timelines**
 - **Multiple decision-making agencies increase project complexity**
 - **Inadequate funding sources to meet need**



Pedestrian Strategy Background

Mayor's Executive Directive 10-03 (Dec 2010)

- Reduce fatal and severe injuries by 25% by 2016 and by 50% by 2021 and increase walking trips
- Complete near term pedestrian safety and walkability action items and develop Pedestrian Strategy with mid and long term action items





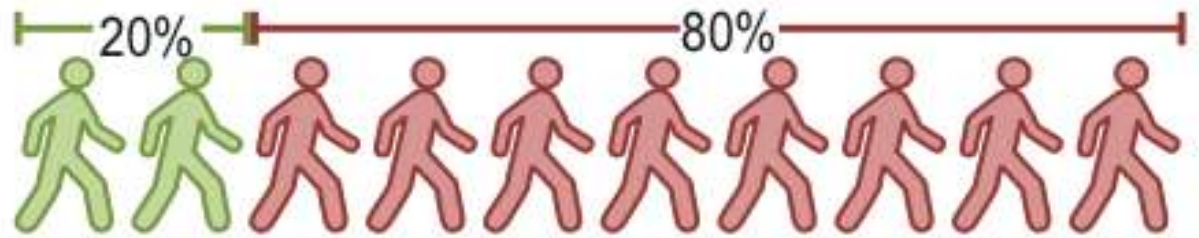
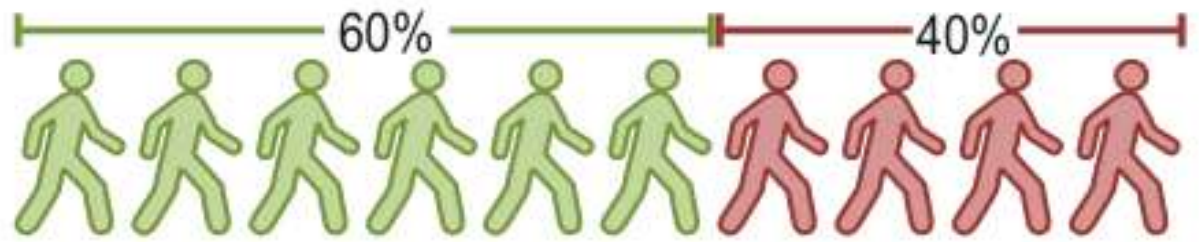
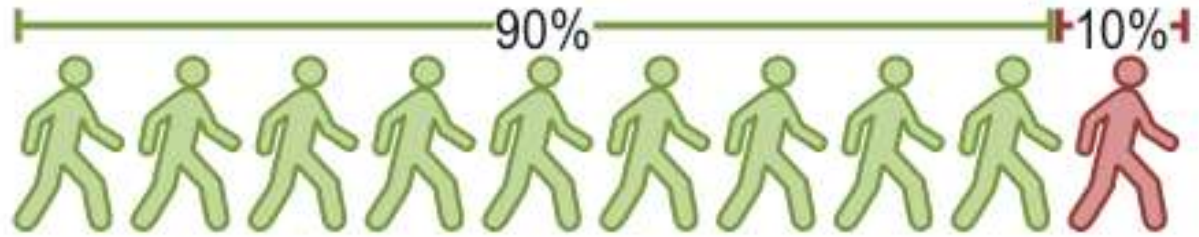
Slowing Down Arterial Traffic is Key

Vehicle Speed & Risk of Serious injury

If hit by a vehicle going:

Survives the Collision

Sustains Fatal Injuries





Pedestrian Strategy Framework



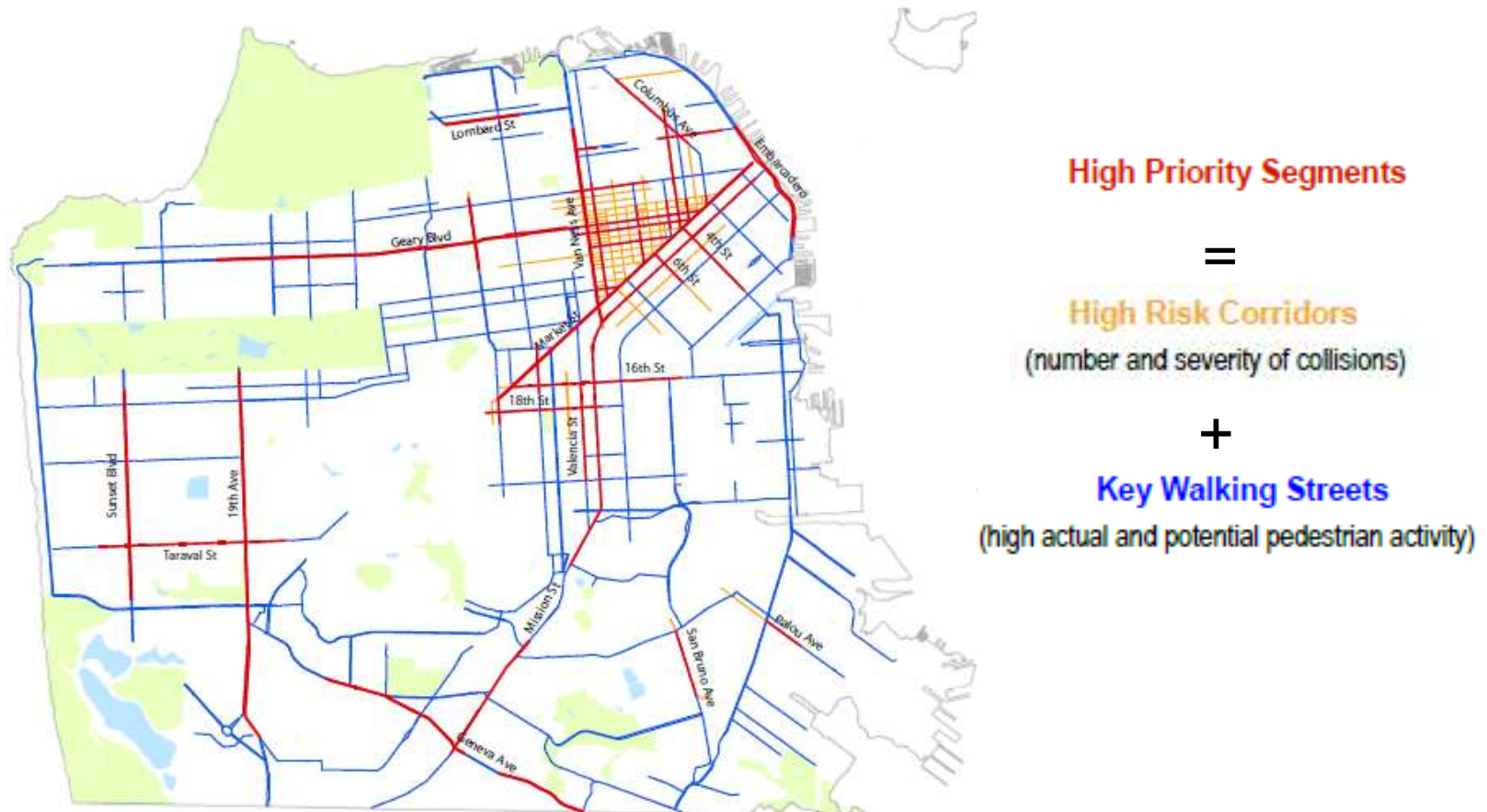


Key Findings

- Upgrade 44 miles of streets, 5 miles annually through 2021 to improve walking, safety and comfort on streets
- Give extra crossing time at 800 intersections citywide
- Upgrade 13,000 curb ramps in the next 10 years
- Re-open 85 closed crosswalks
- Re-engineer streets around at least 5 schools and 2 areas with high numbers of injuries to seniors annually
- Install pedestrian countdown signals at 184 intersections
- Targeted enforcement of high-risk corridors and intersections



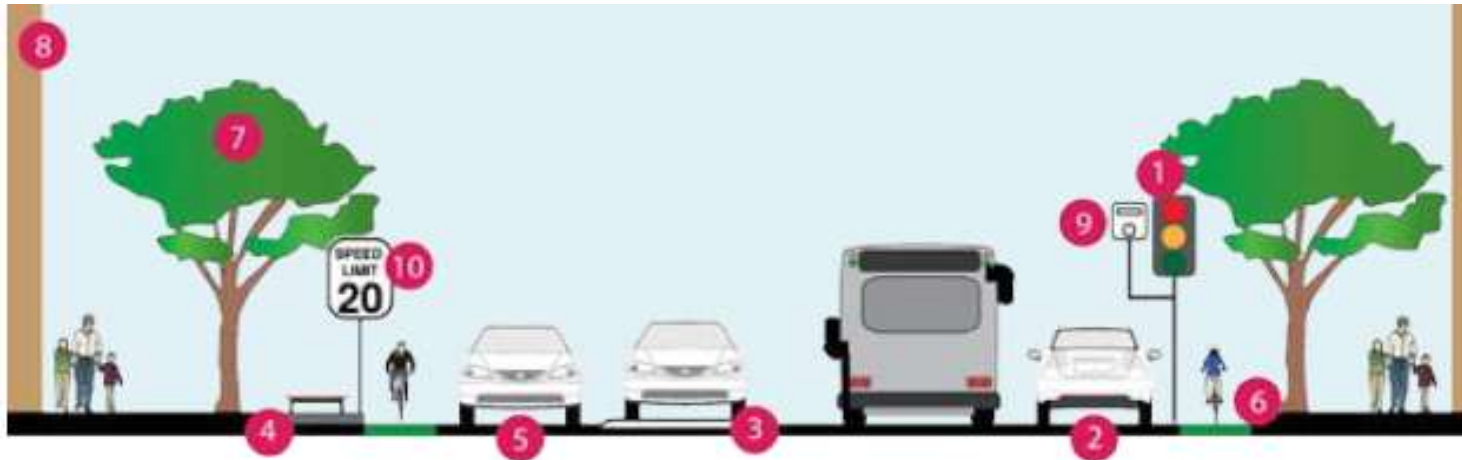
44 Miles of High Priority Segments (HPS) Need Complete Street Type Treatments by 2021



8 miles need treatments estimated to be \$15-\$20M/mile
36 miles need treatments estimated to be \$1-\$5M/mile



Arterial Traffic Calming Toolkit



1. Signal Timing to Control Auto Speeds
2. Narrow Lane Widths
3. Traffic Calming Devices (e.g. speed tables)
4. Sidewalk Extensions, Bulbouts, Parklets
5. On-Street Parking
6. Bicycle Paths to Mix Traffic
7. Trees & Landscaping Treatments
8. Buildings with Activated Storefronts
9. Speed Enforcement Cameras
10. Posted Speed Limit Signs



pedestrian scaled lighting

buffered bike lane

wider medians for landscaping bioswales

plazas & parklets

bike corrals

activated storefronts



Intersection Toolkit



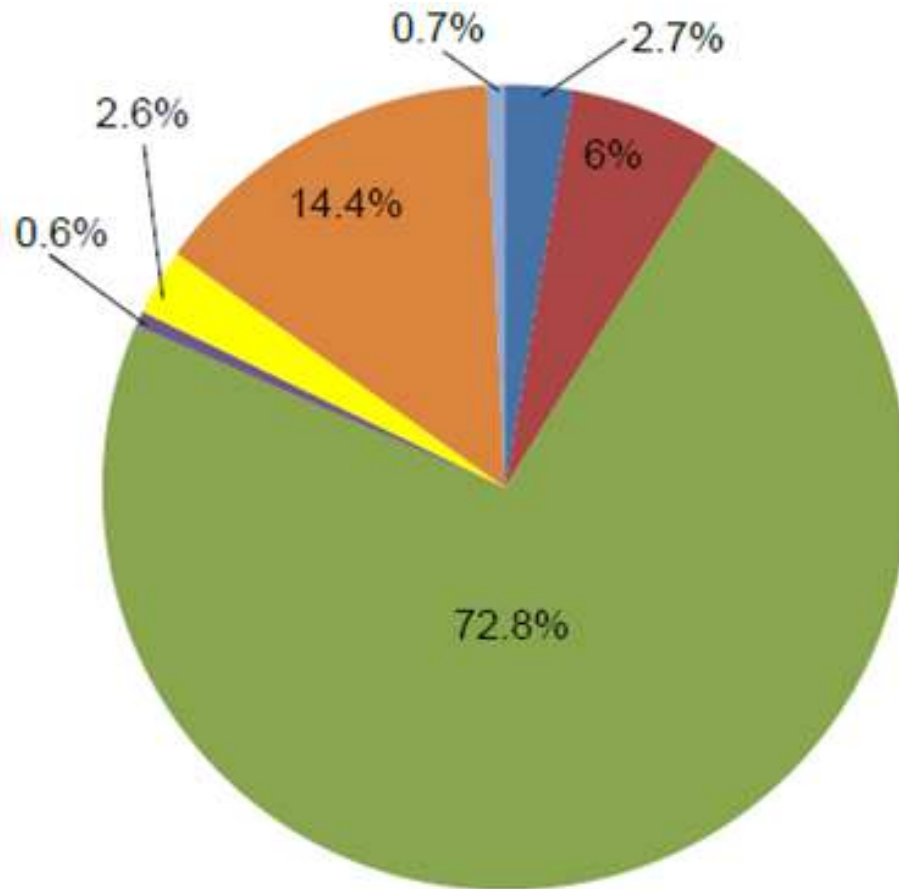


Revised Traffic Calming Program

- **Will be more transparent and streamlined project delivery program**
- **No backlog lists - Identify the number of projects that we can deliver each year and report on progress**
- **Will target high priority arterial traffic calming segments**
- **Will include pilot treatments to maximize impacts early while capital program catches up**



10-year Pedestrian Safety Investment Needs by Type







- 5 miles of High Priority Segments per year
- Spot Treatments
- Pilot Treatments
- Capital Programs (e.g. Green Connections, Pavement to Parks)
- Targeted Enforcement
- New integration policies and innovative project delivery methods

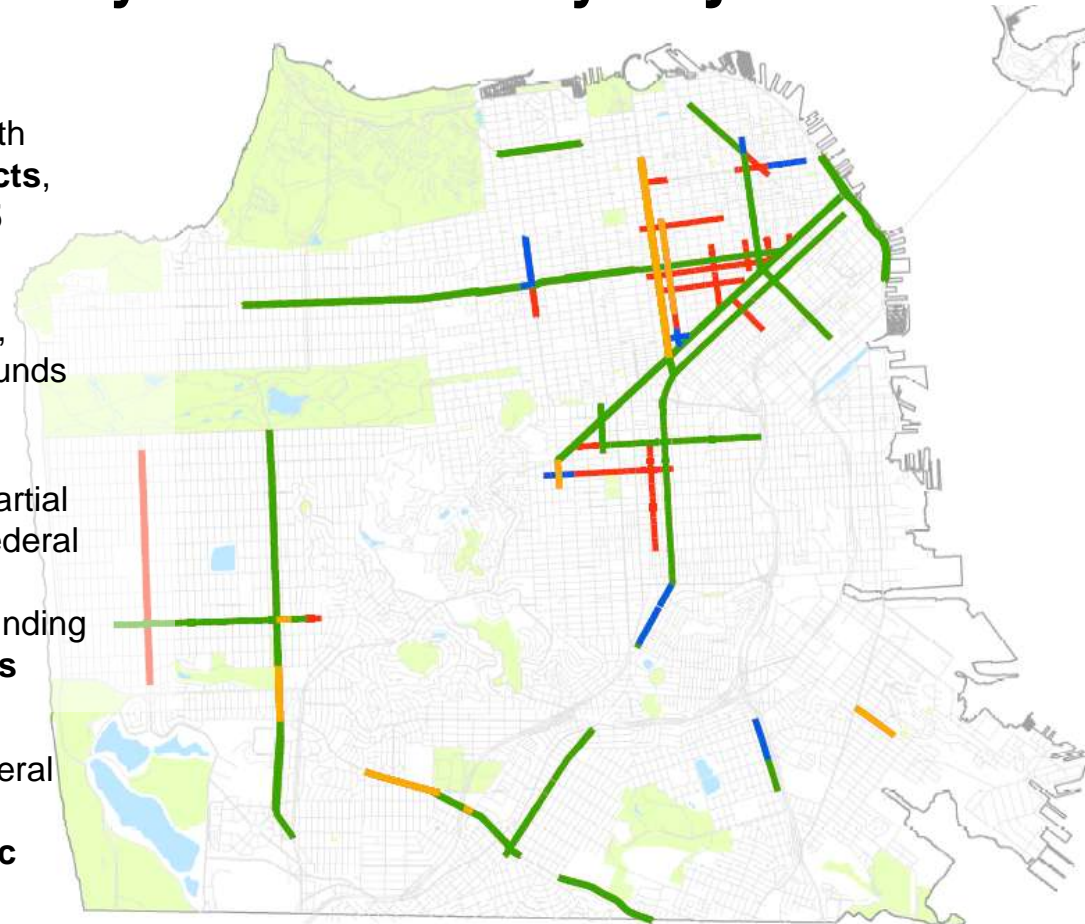


\$330 million shortfall to meet Pedestrian Safety Needs



Leverage Funds with Complete Streets Planning Process: Overlay of 44 miles of High Priority Streets with City Projects

-  High Priority Streets (HPS) that overlap with **Streetscape Program and Transit Projects**, funded, includes pedestrian treatments—**5 miles**
-  HPS that overlap with **Repaving Projects**, funded but will require local/state/federal funds to include pedestrian treatments—**3 miles**
-  HPS that overlap with **Transit Projects**, partial funding identified, will require local/state/federal funds to complete and include pedestrian treatments--but would require additional funding to include pedestrian treatments—**27 miles**
-  Remaining HPS will require local/state/federal funds for design and implementation of pedestrian treatments, possibly with **Traffic Calming**—**9 miles**



9 miles need planning, design or analysis

Pedestrian Strategy Next Steps



- Physical improvements
- Enforcement
- Project delivery
- Performance monitoring



Key Policy Questions

- **Feedback on overall strategy and framework**
- **Support agency shift in focus to more traffic calming on arterials to meet reduction goals**
- **Support pilot approach to traffic calming**
- **Support city pursuing legislation to identify speed enforcement measures**
- **Support next steps and working with city departments to prioritize measures for implementation**
- **Support city engagement in identifying existing and new resources to close funding gaps**