Tenderloin – Little Saigon Area Study

Summary of past studies

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Introduction

Since 1997 there have been at least eight studies in the Tenderloin area that identified pedestrian safety as an important issue in the neighborhood and made improving pedestrian safety and conditions an explicit goal. Half of the studies were sponsored by city agencies with the other half of the studies by community organizations.

In preparation for the upcoming San Francisco County Transportation Authority (SFCTA) community based transportation plan for the area, this memo summarizes and condenses the findings of previous studies of the area. The first section of this memo condenses the previous studies by distilling their key findings (including area issues and problems) and recommendations. The second section of this memo contains a summary of each study.

Highlights from Previous Studies

Virtually all of the previous studies done in the Tenderloin in the past decade have come to a common conclusion: transportation issues are a major safety and quality of life issue for Tenderloin residents. For these transportation issues, the common conclusion was that pedestrian conditions and safety are substandard in the Tenderloin, and conflicts with auto traffic in the area are the main cause. Almost all of the studies attempted to document the severity and location of the problems, explain their causes, and recommend solutions. To summarize the key findings about the Tenderloin's transportation issues and problems from previous studies:

Summary of issues identified

- **Mobility of cars through the Tenderloin takes precedence over the accessibility, comfort, and convenience of pedestrians.** Previous studies documented a widespread community concern that most car traffic in the area is from people who are only passing through to somewhere else, and that the mobility of these passing cars often take precedence over the needs and desires of area residents.
- **The existing pedestrian environment is at certain times and places dangerous, uncomfortable, and hostile.** This is intimately related to the preceding issues. Factors in the pedestrian environment (all based on anecdotal evidence/perception):
    - Insufficient enforcement and respect for traffic laws
    - High quantity of through traffic
    - High speed of cars on the street
    - Some bicyclists ride on sidewalk instead of the street, presumably to avoid unsafe conditions on the streets.
    - Street vendors or criminal activity on sidewalks can be threatening, which at times pushes pedestrians into the streets or to cross the street at an intersection before they receive a "walk" signal.
    - Lack of enforcement of parking and driving violations
    - Pedestrians feel a constant threat or menace from cars

- **Transportation concerns overlap with significantly with security concerns.** Several studies reported that criminal activity on sidewalks degrades pedestrian conditions (e.g., if the sidewalk is blocked or threatening). Studies reported that these conditions cause some pedestrians to walk in the street rather than sidewalk, or to cross a street when it is inappropriate (either jaywalking or crossing at an intersection against a traffic signal).
- **The limited amount of public space in the Tenderloin puts pressure on sidewalks that can push pedestrians into the streets.** Previous studies have identified the perceived lack of parks in the Tenderloin pushing "public" activities onto the street. This includes children playing and adults congregating.
- **Car drivers cause most, but not all, of the problem; behavior of area pedestrians also plays a part.** The Department of Public Health study in 1997 found that pedestrians in the area cause a large number of pedestrian collisions (e.g., by walking into traffic midblock).
- **The Tenderloin has a high number of pedestrian injuries and fatalities.** Many of the previous studies use Statewide Integrated Traffic Records System (SWITRS) data[1] to document the number of pedestrian injuries and/or fatalities.
- **The Tenderloin has high concentration of non-auto users with a higher than average risk of involvement in pedestrian collisions.** These groups include: children, recent immigrants, seniors, disabled, and the mentally ill. This conclusion was based on anecdote and/or perception.
- **Transit performance.** There is a high amount of transit service in the area, but service quality could be higher in terms of travel times and headway adherence (i.e., buses being evenly spaced). This conclusion is based on both anecdote and transit data from the Inner Geary TPS plan.

As a rough indication of the most problematic intersections, the map at the end of this document summarizes the number of times a particular intersection is mentioned specifically in previous studies.

Summary of Recommendations

Most of the studies focused on similar recommendations, varying in their scope and amount of detail. To summarize (*italicized entries are those recommendations that were repeatedly recommended):*

- **Infrastructure**
  - **Pedestrian crossing**
    - *Build corner bulb outs at many intersections*
    - *Upgrade crosswalks, especially near schools and senior centers*
    - Build more ramps to improve disabled accessibility on sidewalks
    - Add advance limit lines near crosswalks to encourage cars to make complete stops

[1] SWITRS data processes all reported fatal and injury collisions which occurred on California's state highways and all other roadways, excluding private property.

  - **Pedestrian conditions**
    - *Add pedestrian scale lighting*
    - *Plant trees midblock and on the far side of intersections (so they would not interfere with drivers' line of sight)*
    - *Widen sidewalks*
    - Add more transit shelters
    - *Add more trash cans in area*
    - *Improve sidewalk surface*
    - Improve amount and quality of street lighting
  - **Bicyclists**
    - *Add bicycle lanes to some streets*
  - **Signals and signs**
    - *Increase pedestrian crossing time at some intersections for at least part of the day to give seniors enough time to comfortably cross the street*
    - *Add four-way "ped scramble" phases at traffic signals*
    - *Give pedestrians a head start when crossing street*
    - *Install more pedestrian count down traffic signals*
    - *Add more signs: near senior centers, parks, yield to pedestrians, pedestrians have right of way*
    - Desynchronize signals to slow traffic progression
  - **Roadway design**
    - *Convert some or all one-way streets into two-way streets*
    - *On new two way streets, implement 30 degree parking to increase number of on-street parking spaces*
    - *Close off some streets to cars altogether*
  - **Traffic calming**
    - Install speed bumps
    - *Plant trees*
    - *Bulb outs to slow traffic and turning cars*
- **Legislative**
  - *Prohibit right and left turns on red at some or all intersections in the area*
- **Increase enforcement**
  - *Speeding*
  - *Right turn on red*
  - *Install red light cameras*
  - *Criminal activity on sidewalks*
  - Jaywalking
  - Bicycle riding on sidewalks
- **Education**
  - *Add signs to alert drivers that they are in a residential community that has many children*

  - Educate Tenderloin residents about their rights as pedestrians
  - Neighborhood campaign to teach children, recent immigrants, and seniors safe practices as pedestrians
  - *Create signs and brochures for car rental agencies to inform tourists of how to drive appropriately in San Francisco.*
- **Other**
  - *More crossing guards for children at schools*
  - Improve DPT maintenance of white parking spaces and signage

Summary of Past Studies

In the following pages each previous study in the area is summarized. Each summary includes a brief written description of the study that highlights the most important points for understanding the study (whether study goals, agencies involved, methodology, etc), a description of the data used or gathered, key findings, and recommendations.

North of Market Planning Coalition Tenderloin 2000 Survey and Plan – 1992

Study sponsor: North of Market Planning Coalition
Data: none used; all conclusions based on community outreach
Description: This wide-ranging study examined public safety, housing, economic development, human services, and community facilities in the Tenderloin. Its emphasis was not transportation, but it made recommendations in this area. These recommendations were based on extensive meetings with the community, not quantitative data.

Findings:

- Drivers treat Tenderloin corridors as high-speed freeways
- One-way streets encourage drug trafficking, raise noise and pollution levels, and discourage visitors from stopping and shopping.
- Lack of parking permit program and parking garages harm Tenderloin residents and merchants.
- Sidewalks and streets are in poor condition and look run down.

Recommendations:

- Reduce traffic speeds
  - De-synchronize traffic signals to slow traffic
  - Install speed bumps
  - Install signs to alert drivers to presence of children
  - Convert north-south streets between Mason and Polk and east-west streets between Golden Gate and O'Farrell to local two-way streets
- Improve lighting
  - Install "old Tenderloin" style pedestrian scale sidewalk lamp posts throughout the neighborhood
  - Improve maintenance and brightness of existing lights

- Improve safety
    - Increase pedestrian crossing time
    - Prohibit right and left turns on red
    - Increase enforcement of speed limits and illegal turn restrictions
    - Hire more crossing guards for children
- Other
    - Install more transit shelters
    - Widen sidewalks
    - Add more trash cans in area
    - Create diagonal parking on converted two way streets to increase parking supply

Department of Public Health

Tenderloin Pedestrian Safety Assessment – 1997

Study sponsor: San Francisco Healthy Cities Project
Data: none used; all conclusions based on outreach
Description: Community residents and representatives asked staff at the San Francisco Healthy Cities Project to examine pedestrian safety in the Tenderloin in terms of who was affected, how they were affected, perceived "hot spots", and to recommend improvements. As part of this Tenderloin Pedestrian Safety Project, staff gathered a large range of community input from an advisory committee, eleven public discussion groups (in seven languages) with 119 participants, a written survey (translated into six languages) was distributed (134 responses), and a different written survey (translated into six languages) for on-site responses at five problematic intersections (49 responses).

Findings

- High amount of car traffic in and through Tenderloin
- Cars move too quickly, menacing pedestrians
- Cars dominate public street space
- Traffic signals do not give enough time for seniors to cross street
- High incidence of jaywalking
- Analysis of pedestrian accident data shows that many are caused by pedestrians (e.g., crossing against the light, walking into traffic midblock)
- Turning cars (right or left on red) disregard pedestrians; pedestrians can't trust that cars will stop
- Bicycles and skateboards ridden on sidewalks
- High numbers of residents that have higher risk of traffic collisions (children, seniors, recent immigrants, disabled, alcohol/drug impaired)
- Limited play areas
- High volume of street vendors
- Criminal activity on sidewalks make for threatening pedestrian environment, sometimes causing pedestrians to try to cross the street when conditions are not safe rather than waiting for traffic signals to change on corners that feel dangerous.
- Personal safety

- Prostitutes cause some congestion on street
- Taxis reluctant to pick up residents
- Intersections identified as being particularly difficult to cross or that are avoided altogether
    - Eddy and Leavenworth – fast vehicles, red light running, not enough pedestrian crossing time, vehicles turning right on red while pedestrians are in crosswalk
    - Turk and Leavenworth – South to north auto corridor where cars move quickly. Half block from North of Market Senior Center, so high numbers of seniors
    - Turk and Hyde – High use by seniors visiting the North of Market Senior Center. Sidewalks obstructed by sidewalk activity, and can force pedestrians to walk in the street.
    - Golden Gate and Jones – fast car traffic on this through route to the freeway. For several hours each day, people waiting for lunch at St. Anthony's force pedestrians into the street.
    - Eddy and Jones – sidewalk activity forces pedestrians into the street.

Recommendations

- Improve enforcement
    - Enforce speed limit laws
    - Increase police presence to reduce drug activity and thereby create safer streets
    - Enforce bicycle riding laws for riding on sidewalks and stopping at red lights
- Change laws – prohibit right or left turns on red in San Francisco
- Education
    - Educate Tenderloin area pedestrians of their rights
    - Improve drivers education classes to emphasize pedestrian rights.
    - Create signage to post prominently in car rental agencies so tourists are informed of local laws
- Infrastructure –
    - Install push-button crossing lights on streets near senior centers that would allow for longer pedestrian crossing time (especially on Turk at Leavenworth and Hyde)
    - Create four way pedestrian scramble crossing times on streets so pedestrians can confidently cross in any direction
    - Delay green lights to give pedestrians a head start on crossing street
    - Install pedestrian count down signals at all intersections so people know how much time they have to cross
    - Create bicycle lanes on Tenderloin streets
    - Consider traffic calming measures
    - Close off some streets to cars
    - Maintain signage for motorists more frequently at heavily used intersections

St. Anthony's Foundation Community Plan – 2001

Study sponsor: Tenderloin Safe Community Coalition
Data: Pedestrian collision data

- SWITRS pedestrian intersection data for 1998
- San Francisco Police Department summary of traffic collision data for area from 1/2000—6/2000. Data includes all traffic collisions, collisions involving pedestrians, and collisions involving pedestrians because of a pedestrian violation.
- DPT analysis of SWITRS data from 1995—1999 for collisions at intersections and midblock. Included is a more detailed table of factors for three intersections and four midblock locations with high numbers of pedestrian collisions.

Description: The Tenderloin Safe Community Coalition developed this plan, and was a collaboration between the Departments of Public Health and Parking and Traffic, the Neighborhood Safety Partnership, Adopt-A-Block, and residents. As part of the development of this plan, the Coalition gathered and analyzed substantial amounts of pedestrian accident data between 1995—1999, and from the first six months of 2000. This data was combined with community input to identify problem areas in the community.

Findings (based on community outreach, SWITRS data, and Police Dept. summary of accidents in area):

- High numbers of pedestrian injuries and fatalities in Tenderloin
- Intersections identified as being particularly problematic
  - Jones and Turk
  - O'Farrell and Larkin
  - Ellis and Leavenworth
  - McAllister and Leavenworth
  - Market and 7th
  - Hyde and Turk
  - O'Farrell and Leavenworth
  - Geary and Larkin
  - Jones and Golden Gate

Recommendations

- Education – this plan recommends targeted education campaigns for different populations in the Tenderloin based on surveys of each group. These populations include:
  - Children and youth
    - Work with children/youth providers to produce a children/youth initiated video project for neighborhood children that emphasizes the pedestrian's role in remaining safe.
    - Neighborhood campaign to teach children and youth safe pedestrian practices
  - Seniors -- Develop public information campaign to improve the pedestrian skills of seniors.
  - Drivers

        - Create and disseminate pedestrian safety information to neighborhood car rental agencies
        - Install pole banners in neighborhood (about four per block) that stress to drivers that the Tenderloin is a residential neighborhood and the home to many children.

- Infrastructure – The plan identifies changes to the physical environment for different populations in the neighborhood.
    - Children
        - Upgrade crosswalks by schools
        - Ensure school bus loading zones are properly marked and signed
    - Seniors
        - Install countdown pedestrian crossing signals at all intersections in neighborhood.
        - Reexamine pedestrian crossing time to ensure that it is adequate for seniors.
        - Make the McAllister and Leavenworth intersection a four way pedestrian scramble.
        - Upgrade existing senior signs
        - Increase number of senior signs on Jones and Geary.
        - Examine prohibiting right turns along Jones and Geary, two important senior corridors.
    - Disabled
        - Assess sidewalk accessibility and ramps in Tenderloin.
        - Develop capital plan to improve disabled accessibility, prioritizing corridors that are heavily used by the disabled.
        - Identify corridors that are heavily used by the sight-impaired. Install audible pedestrian signals.
        - Improve maintenance and signage for white parking zones, which are often used for transporting those with disabilities.
        - Improve accessibility at all Muni stops.
    - General
        - Install signs that inform drivers about the pedestrian right of way

- Improve enforcement
    - Install speed limit signs
    - Create additional crossing guard zone for schools on Eddy and Jones.
    - Increase traffic enforcement during the kick off of plan
    - Improve enforcement of white and handicapped zone violations
    - Install temporary red-light running cameras at most dangerous intersections
    - Police should reduce amount of activities that obstruct the sidewalk and force people into the street.

Tenderloin Housing Clinic Paths to Safer Streets – 2002

Study sponsor: Tenderloin Housing Clinic
Data: Resident survey

- Quantifies residents safety concerns

- Quantifies resident jaywalking

Description: The Tenderloin Housing Clinic conducted a community survey (250 respondents from the Tenderloin) and hosted community forums about pedestrian safety in the area. The information was used to create a prioritized action plan to address the top traffic safety concerns identified by the community.

Findings (based on community survey):

- Speeding cars
- Red light running
- Reckless driving
- Pedestrian signals are not long enough
- Cars challenge pedestrians in crosswalk
- Children, seniors, and the disabled are particularly at risk as pedestrians
- Many residents unaware of their rights as pedestrians
- Drugs and urban issues of crime, fear, and disorder
- Intersections identified by Tenderloin residents as dangerous
  - Turk and Taylor
  - Jones and Golden Gate
  - 5th and Market
  - 6th and Market
  - 7th and Market
  - Jones and Ellis
  - Jones and Eddy
  - Geary and Larkin
  - Leavenworth and Turk

Recommendations

- For Tenderloin
  - Turk and Taylor: repaint crosswalk, upgrade pedestrian signal, install red light photo enforcement
  - Taylor and Ellis: Restrict left turns on red, install pedestrian signals
  - 300 block of Eddy (Jones) and 100 block of McAllister (Golden Gate): install signage for schools
  - Golden Gate and Jones: Change signal timing to include a pedestrian head start
  - 500 block of Ellis: Install “children at play” signage near playground
  - Geary and Larkin: install pedestrian signals, change traffic signal timing for an all red interval
  - Golden Gate and Taylor: install “yield to ped” sign for dedicated turn lane onto Taylor
  - Turk and Hyde: Change signal timing to an all red interval; add red light photo enforcement camera
- For city policy
  - Implement Proposition Q (2000 ballot measure) – though approved, this ballot measure was not implemented. It was intended to create a Pedestrian Safety Fund to provided dedicated funding for pedestrian safety improvements throughout the city.

- Establish traffic unit details in district station – expand amount of traffic enforcement in city and improve its coordination.
- Rotate "dummy" red light enforcement cameras at intersections – increase the number of "dummy" red light cameras in the city.
- Do public information campaign about speed limit in the city.

Department of Public Health Tenderloin Pedestrian Safety Plan – 2003

Department of Parking and Traffic Pedestrian Safety Plan – 2005

Study sponsor: Department of Public Health, Department of Parking and Traffic
Data:

- Utilized the Tenderloin Housing Clinic survey of residents
- Maps of SWITRS data for Tenderloin from 1997—2001 of pedestrian collisions by age, number, severity, time of day (8pm to 5am), and movement of driver prior to pedestrian collision.

Description: DPH and DPT received an environmental justice grant from Caltrans to develop a pedestrian safety plan for the Tenderloin. The Tenderloin Safety Plan was aimed at improving walking safety in the Tenderloin, focusing primarily on Geary, Hyde, Jones, and O'Farrell Streets. DPH conducted the outreach, meeting with various community and agency groups. Fliers for these meetings were also posted in the community. After the outreach, the DPT conducted their technical analysis and developed the safety plan. This plan was approved by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) in 2005, but deferred by the MTA Board.

Findings (based on community outreach, agency observation, SWITRS data, Tenderloin Housing Clinic resident survey):

- Traffic signs, striping, and signals
  - Faded pedestrian crosswalks need ladder crosswalks at Jones and Turk St.
  - Lack of signage near playgrounds, schools, and senior centers (especially on Jones at Eddy)
  - Right turn on red (especially at Jones/Ellis, Hyde/Eddy, and Hyde/Turk)
  - Crossing time at signalized intersections
  - Signal progression on Golden Gate promotes speeding
- Driver behavior
  - Speeding on Jones Street during rush hour to stay with signal progression
  - Drivers are very aggressive when turning right on red lights
- Roadway design
  - High volumes of cars from Jones to Golden Gate make it hard to cross safely
  - Fast traffic on Ellis and Hyde
  - Pick up and drop off around schools and senior centers cause traffic congestion

- Enforcement
  - Red light running is not enforced
  - Jaywalking not enforced
  - Double parking not enforced, which creates dangerous pedestrian conditions
  - Autos in bus zones not enforced, making people board bus in street
- Other
  - Not enough crossing guards
  - Bicycles and skateboards on sidewalks
  - Sidewalk surface

Recommendations

- Geary – add bulb out on NE corner of Geary and Hyde
- O'Farrell
  - Add bulb outs on SW corner of O'Farrell and Polk, and on the SE corner of O'Farrell and Larkin
  - Add street trees mid-block to make street feel narrower and more residential (does not specify if this necessitates tree bulb-outs).
- Jones
  - Remove one of three traffic lanes on Jones Street between Geary and Golden Gate Avenue (Note that this recommendation would have to be reconsidered if Muni reroutes the 27 line on Jones to Eddy.
  - Add 30 degree angle parking on east side of the street, to be flanked by sidewalk bulb outs at the corners on Eddy, Ellis, Turk, and Golden Gate
  - Move bus stop – relocate nearside bus zone at NW corner of Jones to the southside as a bus bulb
  - Replace double turn lane from Jones to Golden Gate with single turn lane
  - Add school zone signs and ladder-style crosswalks at Jones and Eddy for the Christian Academy
  - Add advance limit lines for selected approaches to reduce driver encroachment into the crosswalk and encourage complete stopping for right turns on red
- Hyde
  - After observing impacts of the proposed lane removal on Jones, consider removing a lane of traffic on Hyde and adding angle parking
  - Add bulb outs at Ellis (SW and NE corners) and Eddy (NW and SE corners)
- Leavenworth
  - Remove lane of traffic on Leavenworth between Turk and Eddy streets, and add angle parking. Reinforce with sidewalk extensions at the corners.
  - Add bulb outs at NE and SW corners of Eddy Street
  - Add bulb outs at NW and SE corners of Ellis Street
- Eddy-Ellis
  - Subsequently, study possible lane removal, angle parking, and bike lanes in separate study
- Larkin
  - Add "Little Saigon" gateway treatment at Eddy

    - Add corner bulb outs at NW and NE corner of Eddy
    - Add bulb outs at NW and SE corners of Geary, NW and SE corners of Ellis, and SW corner of O'Farrell.
- General measures recommended for the project area
    - Improve one way signage on one-way streets
    - Study possible conversion of some one-way streets to two-way (did not specify which streets)
    - Retime signals to increase pedestrian crossing times.
    - Consider shorter signal cycle lengths from some off-peak periods, especially late at night
    - At intersections with high numbers of pedestrian injuries due to driver failure to yield, consider pedestrian head starts (leading pedestrian phases of 2-5 seconds)
    - Prohibit right turns on red at intersections with high numbers of pedestrian injuries involving turning vehicles
    - Add street trees to far-side corner bulb outs where they would not interfere with drivers' views of intersections
    - Survey street lighting in the area to identify and address deficiencies (did not identify specific deficiencies)
    - Add pedestrian-scale lighting throughout area
    - Consider traffic engineering measures that would reduce the usage of air horns by emergency vehicles

San Francisco PedSafe Phase 1 Report – 2003

Study sponsor: Department of Parking and Traffic
Data: This study has large amounts of citywide data on pedestrian collision, but nothing for the Tenderloin area specifically.

- Maps of SWITRS data for City from 1990—2001 of pedestrian collisions
- Number of pedestrian injury collision (1973—2001)
- Data on primary collision factor (1996—2001) for both pedestrians and vehicles
- Collisions by time of day
- Collisions by amount and type of ambient light
- Collisions by day of week
- Collisions by weather
- Correction factor for SWITRS underreporting of pedestrian injuries (using data from San Francisco General Hospital)
- Injury density scoring for Tenderloin area (compared to other areas in City)

Description: This is a large federally funded project led by the DPT to develop, implement, and evaluate the effectiveness of a comprehensive citywide program to reduce pedestrian fatalities and other injuries using the most advanced techniques available. Phase 1 presents the planned improvements, while the upcoming phase 2 of the report will contain additional analysis of policies, environmental review, and a study of engineering feasibility.

The study first identified areas of the city that have high "injury density" – the density of injuries in a particular area – as a way to identify the most promising and cost-effective locations for pedestrian improvements.

MTA Inner Geary TPS Phase 1 Plan -– 2003

The MTA developed a plan to upgrade transit operations on Geary and O'Farrell between Van Ness and Stockton to precede development of BRT plans for approximately 2010. Apart from many measures to improve transit performance, the plan was also expected to improve pedestrian safety and walking conditions on these streets, reduce emissions in the area, and improve emergency vehicle access. As approved and implemented in 2005, the plan included:

- Remove lane of traffic on Geary between Mason and Polk Streets; improving transit operations and calming traffic.
- Remove lane of traffic on O'Farrell between Polk and Hyde streets
- Add double length bus bulbs on Geary at Leavenworth and on O'Farrell between Jones and Taylor to improve bus operations and improve sidewalk conditions
- Add more yellow parking zones to reduce double parking
- Add right and left turn pockets at some intersections, which removed parking. Pedestrian impact is unclear; at these corners, visibility for drivers is improved, but parked cars no longer protect pedestrians.
- Add school area signs and yellow ladder crosswalks at Christian Academy near Jones & Eddy Streets
- Add advance limit (stop) lines and restripe crosswalks at 25 to 29 intersections (not specified), total number dependent on cost per intersection
- Add street trees
- Add two senior crossing signs at 350 Golden Gate

Lessons for the SFCTA Tenderloin-Little Saigon Study

A survey of previous studies of the Tenderloin area offers some lessons for the upcoming Tenderloin-Little Saigon community based transportation plan. These include:

- **Effective and inclusive outreach is a challenge** – several previous studies, especially those by governmental agencies, described the difficulty in conducting effective outreach. Attempts to attract people to public meetings sponsored by the city agencies were relatively unsuccessful if measured by attendance.
- **No study has effectively determined the rate of accidents in the Tenderloin –** The previous studies claim that pedestrian safety is a problem that is particularly pronounced in the Tenderloin, but only offer absolute numbers to substantiate this claim. Absolute numbers can be misleading and do not offer meaningful points of comparison. This upcoming study could establish a *rate* of pedestrian injuries and fatalities that could be

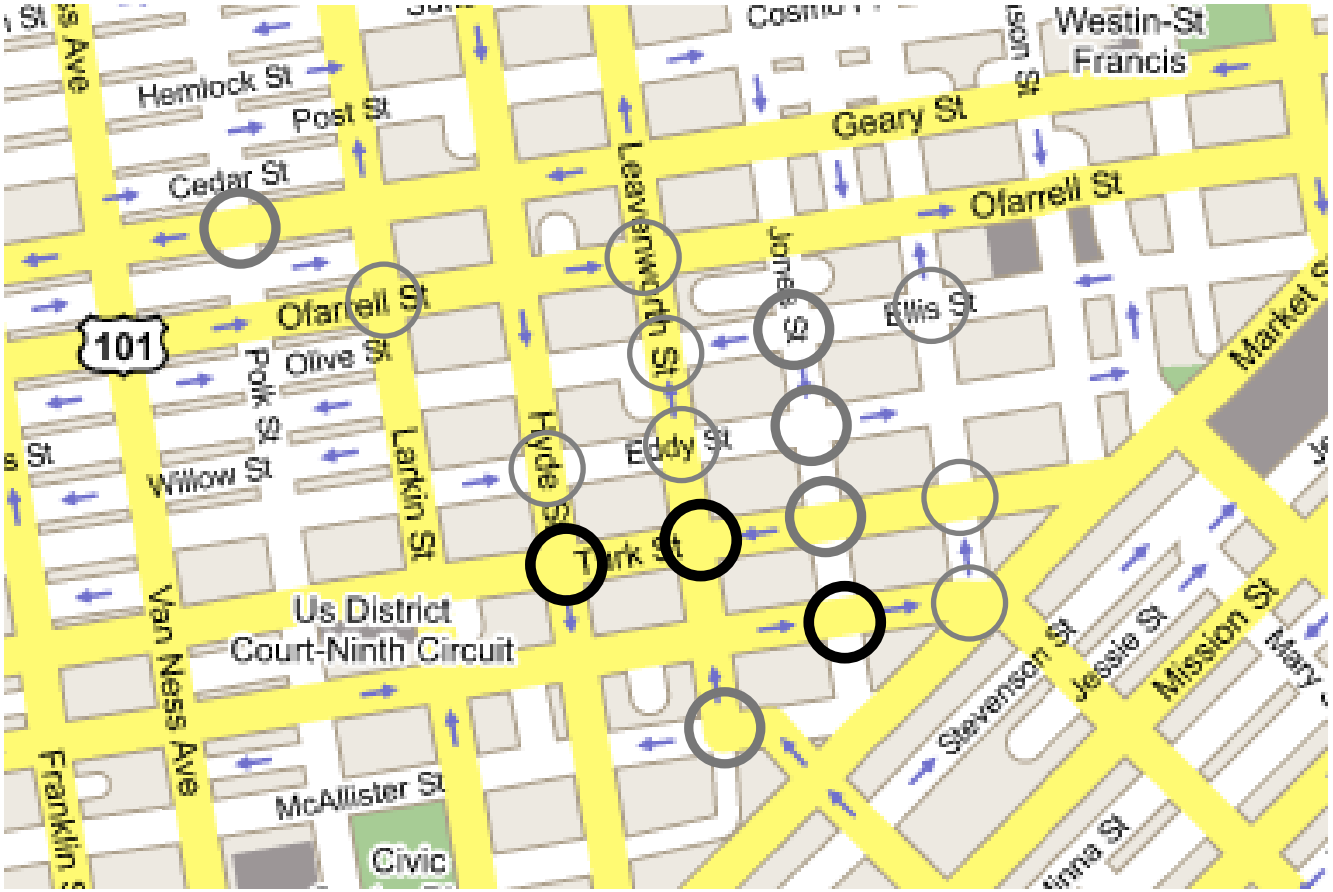
meaningfully compared with other parts of the city. Once the comparison is made, then the perception that pedestrian safety is worse in the Tenderloin supported by data. A meaningful pedestrian accident rate will also allow accidents rates within the Tenderloin to be compared from year to year; this will allow the amount of accident reduction to be quantified in a way that is independent of changes in population or other factors.

- **The Tenderloin is commonly perceived to have higher proportion of seniors, recent immigrants, and disabled residents.** No study has used Census data to substantiate this perception. This is particularly relevant because some recommendations may be tailored to the needs of certain populations, especially if there is a disproportionate number in a particular area.
- **Opportunity to frame the transportation problems and recommended solutions in terms of allocation of street space.** Space in San Francisco is limited, and different modes of transportation compete for this space. As the previous studies have identified, there is much tension between the different modes of transportation in the Tenderloin, the need for city residents to pass through this residential neighborhood, and the allocation of right of way between buildings is an expression of the balance the city has chosen between the modes.

  The allocation of right-of-way is a physical expression of these issues. In the 1950s and 60s sidewalk widths in the Tenderloin were reduced and some double turn lanes were implemented. Most of the right of way in the area is dedicated to the automobile (either for travel lanes or parking).

  Framing transportation problems and solutions in the Tenderloin in terms of allocation of street space and balance between the modes may be helpful as a way for residents to understand the issues, frame proposed solutions, and for the plan to reflect the priorities and values of the community and City.
- **Opportunity to highlight the transportation strengths in the Tenderloin that can be leveraged –** No previous study has identified the Tenderloin's strengths. In terms of transportation, the Tenderloin has the foundation that many areas strive to achieve: high residential density located to high employment density (allowing for many walking trips), fine grained urban grid, lively street culture, proximity to some bicycle routes, and very frequent transit service on each of its three borders (Van Ness, Geary, and Market Streets), likely the most transit rich neighborhood in San Francisco. The Tenderloin has much potential to be one kind of pedestrian, bicycle, and transit-oriented paradise. As part of the documentation of existing conditions, the upcoming study may want to emphasize strengths to build on just as much as problems to solve.

Specific locations in Tenderloin identified by name
as problem areas in previous studies



Number of times identified

1

2

3 to 5