

San Francisco Pedestrian Strategy

PROGRESS REPORT: DECEMBER 2013



SFDPH
Environmental



GOALS

- Reduce Severe and Fatal Pedestrian Injuries
- Increase Walking Trips
- Reduce Neighborhood Injury Inequities
- Provide High-Quality Walking Environments

ENGINEERING



From 2011 to June 2013, **SFMTA** and **SFDPW** implemented pedestrian safety engineering improvements on 12 miles of high injury corridors and four stand-alone intersections. This includes improvements within 500 feet of 22 schools and nine senior centers. Additional improvements may be considered for any of those streets/intersections at a later date.

SFMTA is prioritizing pedestrian safety improvements for the next five years on the 70 miles of streets where injuries are most concentrated through WalkFirst, a partnership among City agencies.

The **SFCTA** Geary Bus Rapid Transit (BRT) project includes multiple safety improvements such as bulbouts, left turn restrictions and signal upgrades along the high-injury Geary corridor. The SFCTA has developed a proposal for an additional set of pedestrian safety improvements, and is working to refine and cost them in conjunction with identification of a locally-preferred BRT alternative.

SFMTA is tracking the crossing time for all pedestrian signals citywide, recording the timing of around 650 signals and providing at least 3.5 feet/second to cross. The remaining 550 pedestrian signals will also be recorded and retimed as needed to allow for at least 3.5 feet/second.

ENFORCEMENT



SFPD is now using Crossroads – which scans police collision reports so they can be made available electronically within a couple months for data summaries and statistical analysis. SFMTA just obtained on-site access to this data; SFDPH access is in progress.

SFPD has purchased 70 handheld devices to facilitate electronic citation processing. These devices are used by the Police Department's motorcycle officers whose primary responsibility is the enforcement of traffic laws. The use of electronic ticketing has a variety of benefits to include the ability to capture all of the data on a citation. The Police Department will now have an ability to geomap motorcycle enforcement efforts. The SFPD's future traffic related reporting will include data from its electronic citation efforts.

The **SFPD** Focus on the Five Campaign directs officers' enforcement efforts to the locations that have historically experienced significant traffic related problems. The enforcement emphasis is on the most problematic traffic offense violations (red lights, stop signs, failure to yield to pedestrians, failure to yield while turning, and speeding). Officer enforcement hours are funded via an SFMTA Work Order. This campaign of directed enforcement was particularly important due to reduced personnel staffing throughout the Police Department. The Police Department is trending up with improvements in staffing. It is anticipated that Traffic Company will be at full staffing in 2014 calendar year.

SFPD has 50 LIDAR (Light Detecting and Ranging) Speed Guns in use, which enables safer, more efficient enforcement of speed limits. The Police Department is exploring grant opportunities to increase the number of these devices and acquire other technology based enforcement tools for its officers.

SFPD coordinated with SFDPH, with State Office of Traffic Safety funding, to target enforcement around 15 schools and five senior centers. SFPD is continuing enforcement around 15 schools with Safe Routes to School (SRTS) funding.

EDUCATION AND OUTREACH



SFMTA is working with partner agencies to develop a Federally-funded Pedestrian Safety and Encouragement campaign that will include enforcement by SFPD and is informed by crash data and best practices, to be launched in Spring 2014.

The SF SRTS Partnership is serving a total of 15 elementary schools. Seventy-six schools - a record number - participated in Walk and Roll to School Day on October 9, 2013, with an estimated 13,000 students participating.

PLANNING AND POLICY



SF Planning planned Green Connections, a citywide network of 140 miles of green streets to help people walk safely to parks and the waterfront.

SFMTA has established a project integration process to meet the city's Better Streets guidelines and review all projects for coordination opportunities, including using a project checklist that will be reviewed by representatives of each of the SFMTA's capital programs to identify opportunities for coordination and complete streets.

SFDPW permitting is currently working on developing a checklist to distribute to permit applicants, for use in review of permit applications.

SF Planning, SFMTA, and SFDPW are currently developing an inter-agency project integration checklist to require project managers to circulate project scope to other divisions and agencies to identify conflicts, coordination opportunities, and complete streets opportunities, prior to finalizing project scope.

MONITORING AND ACCOUNTABILITY



The Pedestrian Safety Task Force created a "Walking" webpage on 311 - which will be a portal to City pedestrian safety and walking initiatives and data, including progress on the Pedestrian Strategy.

SFDPH is now developing a Transportation-Related Injury Surveillance and Monitoring System, linking police and hospital collision data, funded by a work order with SFMTA.

SFDPH developed and is utilizing TransBASE - a database that links spatial data on collisions to transportation system features - in collaboration with City agencies to inform a number of data-driven pedestrian safety initiatives, including WalkFirst.

FUNDING



Mayor Lee's SF 2030 Transportation Task Force completed its work last month, endorsing a report that identified a need of \$10.1 billion for transportation infrastructure through 2030, identified \$3.8 billion of funding for transportation infrastructure through 2030 leaving a gap of \$6.3 billion, recommends a \$2.9 billion Revenue Plan, including two General Obligation Bonds to address the gap, and recommends that the City continue to pursue additional revenue for transportation improvements through other methods. The 2030 Transportation Task Force report is available at: <http://www.sf-planning.org/index.aspx?page=3427>.

SFCTA approved several major grants for various pedestrian improvements and related complete streets projects in 2013, including \$35 million in the OneBayArea Grant, \$1.439 million in the Regional Safe Routes to School funds, \$1.175 million in the Lifeline Transportation Program grant, \$11.698 million in Prop K funds, and \$1.65 million in Prop AA funds.

SFCTA has also been working in partnership with other Bay Area congestion management agencies and MTC to advocate for maximum flexibility in the California Transportation Commission's Active Transportation Program (ATP) guidelines and as much regional/local control as possible. The ATP is a new program that consolidates various state and federal funding sources for bicycling, pedestrian, Safe Routes to Schools, and trail projects.

SFMTA submitted a grant application with SFPD and SFDPH to the National Highway and Traffic Safety Administration in August 2013 for an education and enforcement campaign to address speeding on select high injury corridors.

Pedestrian Safety Engineering Improvement Status on High Injury Network: From 2011 to 2013

□ Supervisor District

Intersection Level Improvements*

- Improvement Installed
- Improvement Planned with Schedule
- Improvement Planned - Timing TBD
- No Improvements Installed or Planned in Near Future

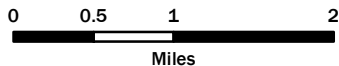
Corridor Level Improvements*

- Improvement Installed
- Improvement Planned with Schedule
- Improvement Planned - Timing TBD
- No Improvements Installed or Planned in Near Future

Facilities within 500ft of Installed Improvement

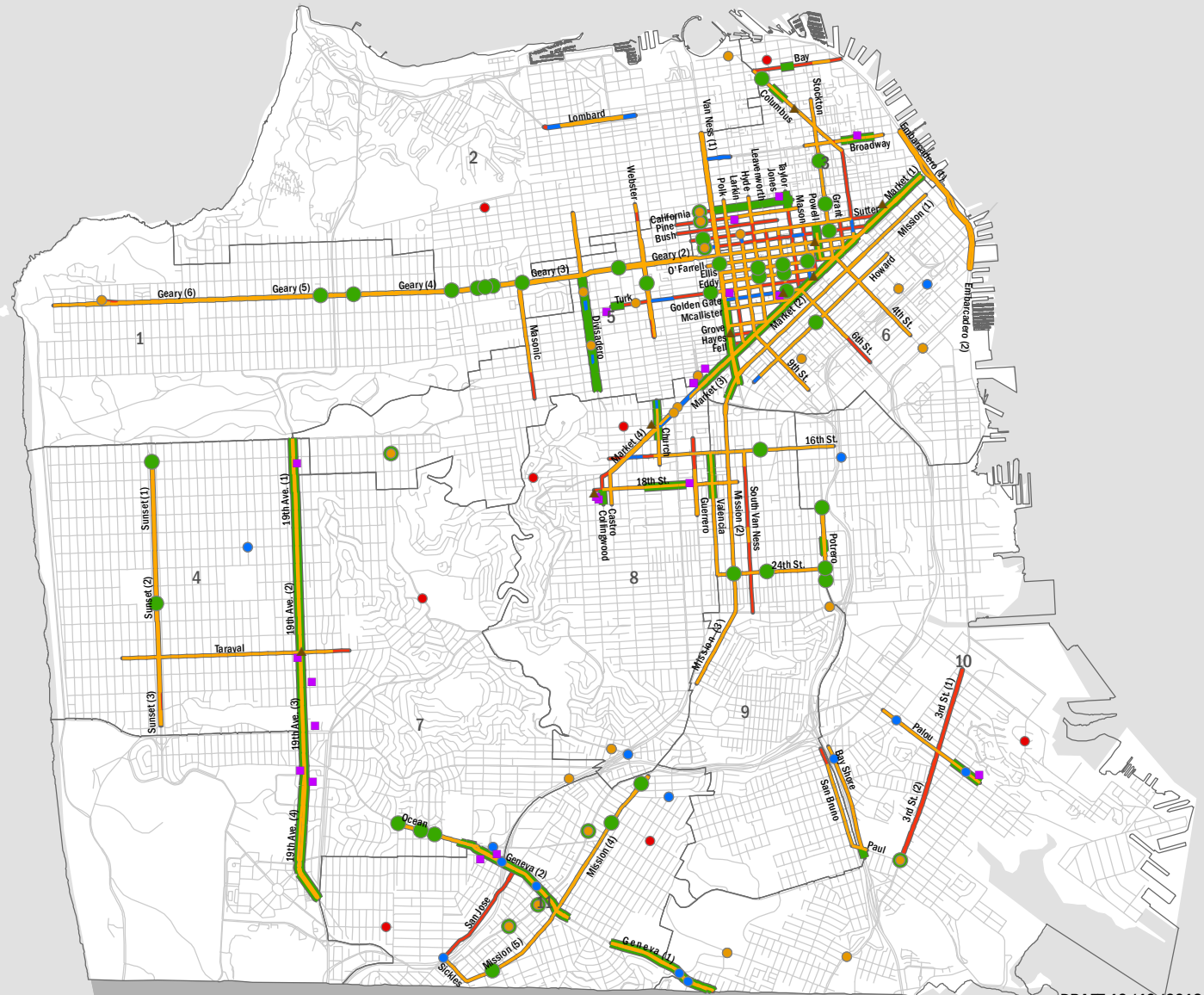
- School
- ▲ Senior Center

*Additional improvements may be considered for any street/intersection shown on the map including those with improvements installed during the reporting time period. This map may have omissions and should be considered a work in progress of consolidating pedestrian safety capital improvement data across multiple City agencies that will continue to be refined as additional data becomes available. For the purpose of this map, curb ramp installations alone were not counted as pedestrian improvements. Corridor status on the high injury network will be re-evaluated by the SF Pedestrian Safety Task Force every two years in tandem with pedestrian safety capital planning.

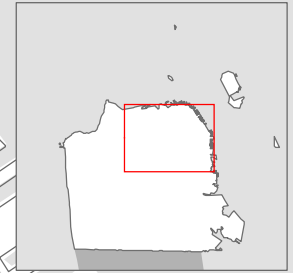


Source: SFDPH 2013; SFCTA 2013; SFMTA 2013; SFDPW 2013

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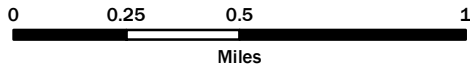
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Map Extent

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