ABOUT THIS OPEN HOUSE

Welcome!

Safer Taylor Street is a community-driven project to improve transportation safety and livability on Taylor Street from Market to Sutter streets.

SFMTA Municipal Transportation Agency

POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

SAN FRANCISCO PUBLIC WORKS

San Francisco Planning

TENDERLOIN SAFE PASSAGE

WALK SAN FRANCISCO

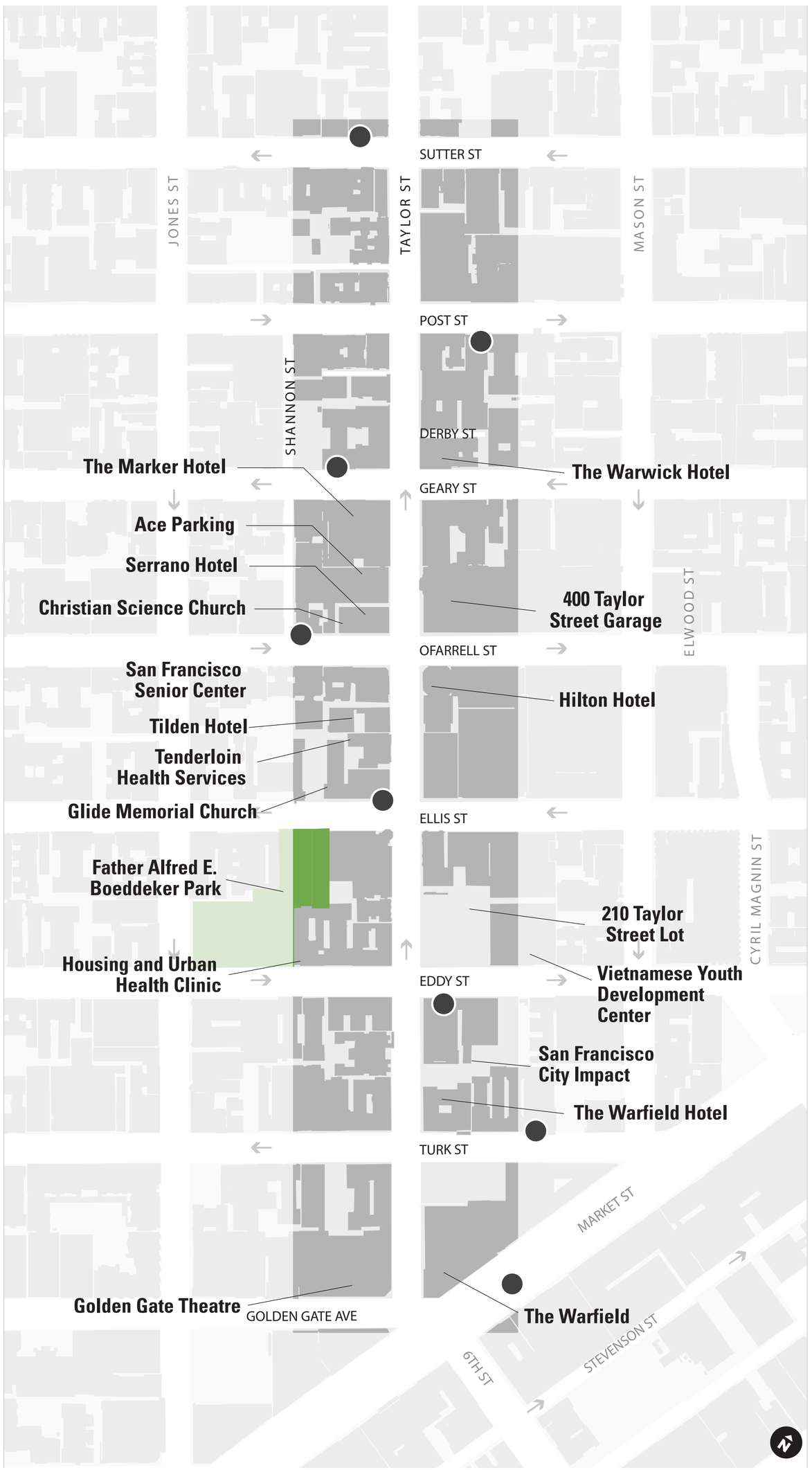
FEHR PEERS

HOOD STUDIO

Caltrans

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tell Us About Yourself



Use stickers to tell us where you:

- Live
- Work
- Play
- ____(fill in the blank)
- Frequently walk
- Frequently travel

Bus Stops

PROJECT OVERVIEW

Safer Taylor Street and Vision Zero

Every year, 30 people are killed and 200 more are seriously injured in San Francisco traffic crashes. Vision Zero is a commitment by the City of San Francisco to end all traffic deaths.

Taylor Street is home to one of the densest and most diverse concentrations of residents, businesses, and community organizations in San Francisco. Analysis done through Vision Zero identified Taylor Street between Market and Sutter streets as a Pedestrian High Injury Corridor, which means that **it is one of only 12% of city streets that experiences 70% of the city's serious pedestrian injuries and fatalities.**

The City has secured $14.1 million to plan, design, and construct improvements, and hopes to build a partnership between the community, neighorhood organizations, advocacy groups, and City agencies to create a safer and more livable Taylor Street.

From 2011 to 2016

118 injury collisions occurred on Taylor Street

53 injury collisions involved pedestrians

8 injury collisions involved bicyclists

41 injury collisions occurred between automobiles

Vision Zero High Injury Network Map

Taylor Street identified as a Pedestrian High Injury Corridor — 2014

SFMTA receives Caltrans and and SFCTA Prop K funding for Safer Taylor Street — 2016

Safer Taylor Project Kickoff — APRIL 2017

1st Community Workshop — JUNE 2017

Safer Taylor On-Street Pilot — AUGUST 2017

2nd Community Workshop — AUGUST 2017

3rd Community Workshop — OCTOBER 2017

Safer Taylor Plan Finalized — SPRING 2018

Detailed Design Begins — 2018

Implementation Begins — 2019

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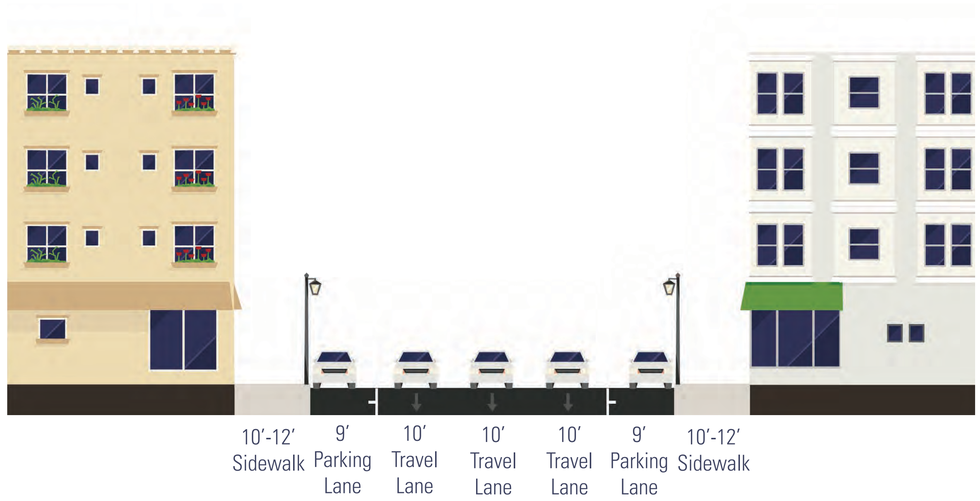
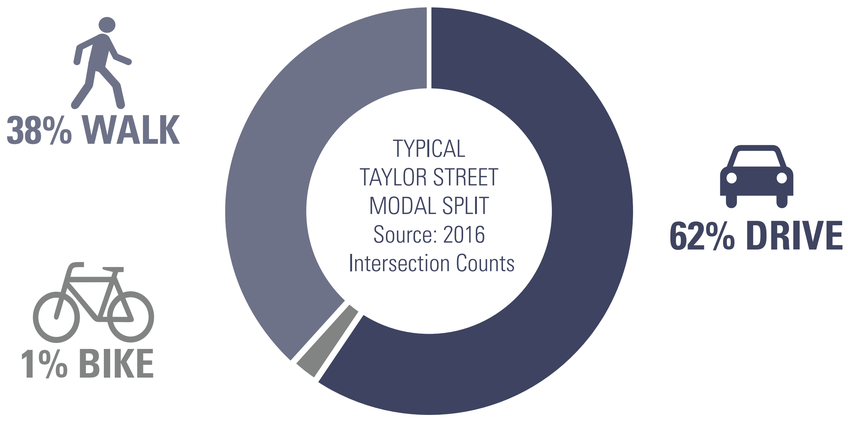
THE BUILT ENVIRONMENT OF TAYLOR



TYPICAL TAYLOR STREET CROSS SECTION



The Experience of People Walking

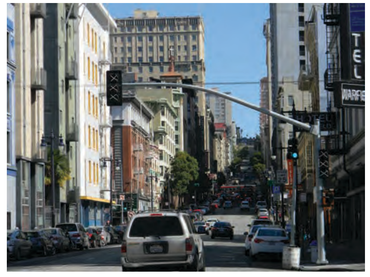
- High demand for groups of people walking or waiting for neighborhood services, entertainment venues, and hotels
- Sidewalk width available for walking varies
- Marked crosswalks have been impacted by construction
- Inconsistent availability of accessible curb ramps
- Concerns about visibility when vehicles are double parked

The Experience of People Biking

- No dedicated bike facility
- Few bike amenities such as bicycle parking available
- Cyclists must manuever across three lanes to make turns
- Conflicts with open vehicle doors and staged buses

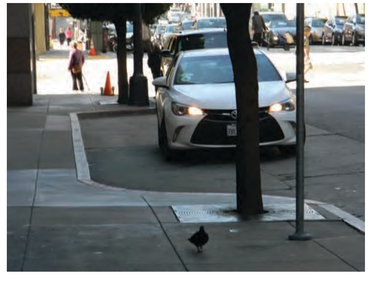
Curbside Uses and Parking

- Active and busy commercial and passenger loading for small businesses, organizations, hotels, and entertainment venues
- Mobile services including shower, toilet, and medical facilities
- Frequent bus staging for major events and tours
- Standard metered parking typically not used by residents



Traffic and Circulation

- Three one-way northbound vehicle lanes
- Many intersections with other one-way streets
- Integrated with several corridors with other SFMTA projects
- Connection from Interstate 280



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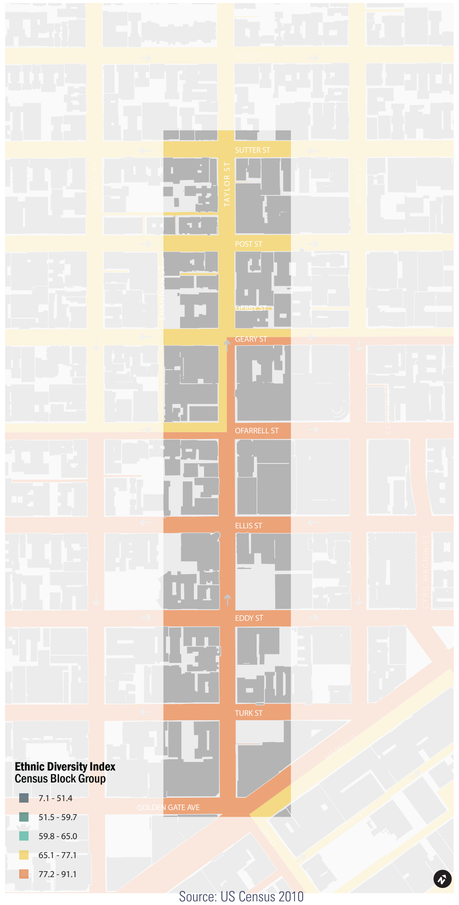
THE PEOPLE OF TAYLOR

ETHNIC DIVERSITY

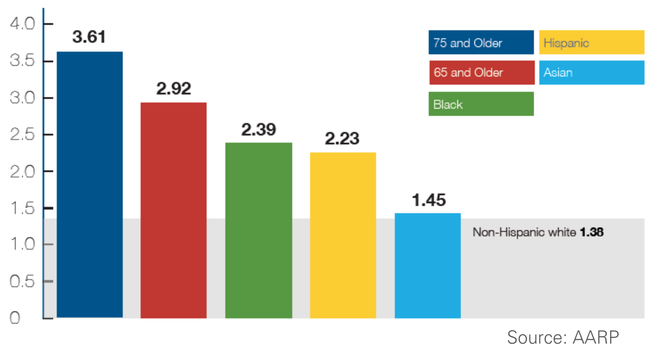


Source: US Census 2010
1. The diversity index reports the percentage of times two randomly selected people would differ by race/ethnicity

The residents on Taylor Street are 21% more ethnically diverse when compared to San Francisco as a whole.

The Tenderloin neighborhood has the highest density of youth and seniors in San Francisco.

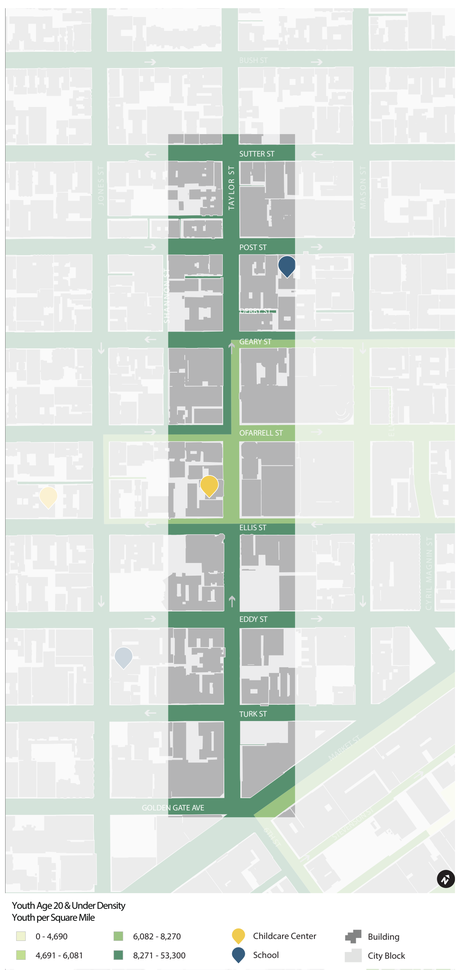
Pedestrian fatality rate per 100,000 persons by race and age



Source: AARP

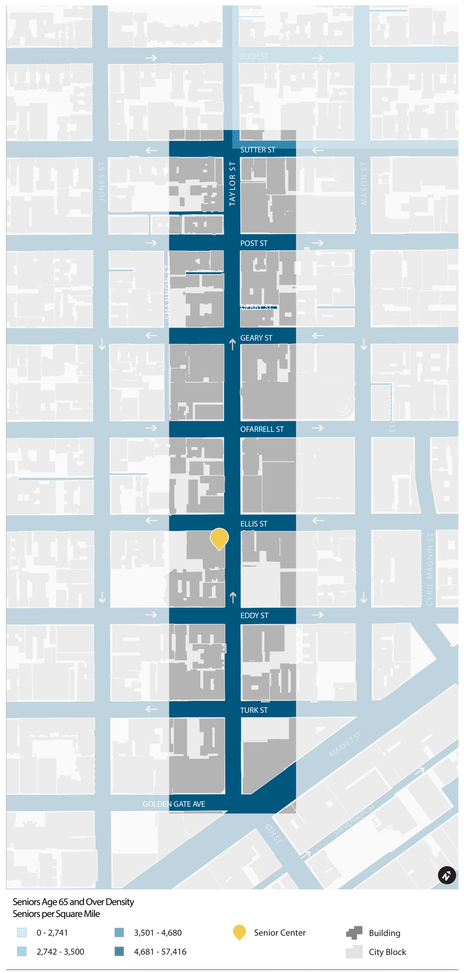
Minorities, seniors and youth are disproportionately impacted by traffic fatalities nationwide.

YOUTH AGE 20 AND UNDER



Children are especially vulnerable to traffic injuries, as they are still developing cognitively and behaviorally.

SENIORS AGE 65 AND OVER



Seniors are **five times more likely to die from a traffic collision** than younger adults. Half of all pedestrian fatalities involve seniors.

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HOW MIGHT WE IMPROVE TAYLOR?

The following types of improvements are being considered for Taylor Street. Items labeled in purple indicate safety improvements. Green toolkit items indicate livability improvements.

Safety Improvement

Livability Improvement

Advanced Limit Lines

Advance stop lines reduce vehicle encroachment into the crosswalk and improve drivers' view of pedestrians

Raised Crosswalks

Raised crosswalks provide a level pedestrian path of travel from curb to curb. Vehicles are required to slow down before passing over the crosswalk, which is level to the sidewalk.

Curb Management

Management of curb uses, such as parking and loading zones, can help to increase safety and improve traffic flow.

Chicanes

A chicane consists of offset curb extensions which help to narrow the roadway and reduce traffic speeds.

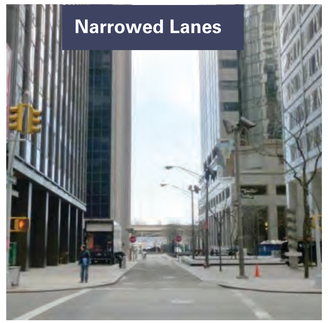
Speed Management

Driver speeds can be managed using speed radar signs, in addition to many of the other tools shown here.

Bulbouts

Bulbouts are extensions of the curb that visually and physically narrow the roadway to increase visibility of pedestrians and shorten crossing distances.

Narrowed Lanes



Narrowing lanes reduces existing lane widths. Lane narrowing can help reduce vehicle speeds and crossing distances for pedestrians.

Lane Reduction

Lane reductions reallocate space from vehicles to people walking and biking. Reducing lanes is especially useful when there is excess capacity for cars.

Daylighting

Daylighting is a cost-effective and quick way to increase pedestrian visibility by prohibiting parking up to 20 feet from the intersection.

Turn Restrictions

The prohibition of right or left turning movements reduces conflicts between turning vehicles and pedestrians at intersections with unprotected turns and high pedestrian volumes.

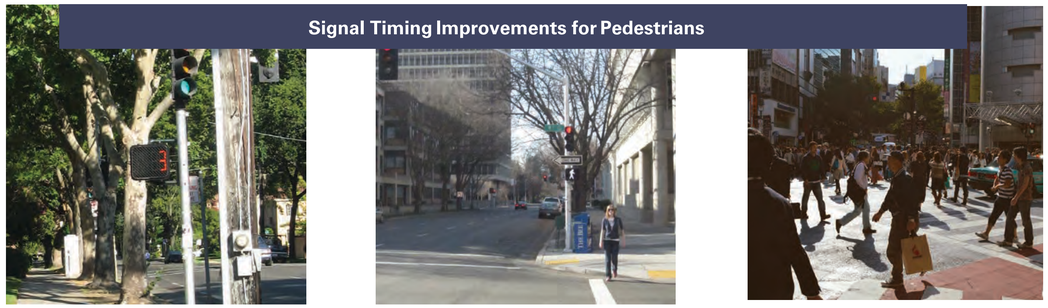
Signal Visibility

Signal visibility improvements include larger lenses for traffic signals, mast arms to have signals overhead, and relocated signal poles.

Protected left-turns

Protected left turns allow pedestrians to cross without driver conflicts by giving turning drivers their own dedicated phase for turns.

Signal Timing Improvements for Pedestrians



Signal timing improvements for pedestrians can include: **leading pedestrian intervals (LPIs)** that give pedestrians a 3–7 second head start when entering an intersection; **longer pedestrian walk times** to increase the amount of time alloted to people crossing; and **pedestrian scrambles** which stop all vehicle traffic and allow pedestrians to cross in every direction (at the expense of waiting longer to cross).

Accessible Ped Signals

Accessible pedestrian push buttons are easily located by the visually impaired and provide audible signals for pedestrians crossing an intersection.

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HOW MIGHT WE IMPROVE TAYLOR?

Protected Bikeway

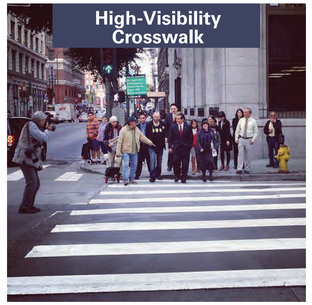
Protected bike lanes are physically separated from motor traffic and distinct from the sidewalk, offering greater safety and comfort than standard bike lanes.

Bicycle Racks

Bike racks provide secure parking.

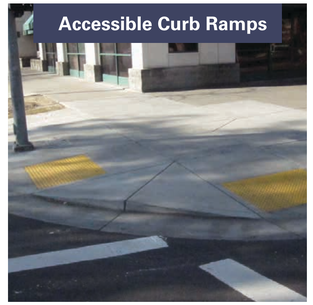
Bike Share

Bike share enables local residents to take short trips without having to worry about owning or securing a bike.



High-Visibility Crosswalk

High visibility crosswalks use ladder-like striping to increase pedestrian visibility and improve driver yielding.



Accessible Curb Ramps

Accessible curb ramps enhance the mobility of people who have visual or physical impairments.

Smooth Sidewalk

Smooth sidewalks provide a pleasant and accessible walking environment that is free of large cracks and breaks.

Pedestrian-Scale Lighting

Pedestrian-scale lighting is spaced closer together and lower in height than standard street lighting.

Stormwater Management

Green infrastructure areas help treat storm-water runoff and beautify the environment.

Parklets

Parklets are sidewalk extensions and miniature parks that provide public space and amenities for pedestrians. Parklets typically utilize existing parking spaces.

Widened Sidewalks

Wide sidewalks comfortably accommodate larger numbers of pedestrians of all ages and abilities.

Pedestrian Plaza

Plazas and plaza-like spaces can provide gathering places for the community, often featuring seating and landscaping.

Corridor Branding

Corridor branding, such as neighborhood banners, can be used to create a unique visual identity for a neighborhood or street.

Public Art

Public art can help to establish community identity, provide a platform for local artists, and create visual interest for people walking.

Alley Activation

Alley activation can provide gathering spaces for community events, socializing, and civic art.

Permeable Paving

Permeable paving uses sustainable materials to treat, detain, and filter storm water runoff.

Street Trees

Street trees beautify the urban environment and provide shade.

Street Furniture

Street furniture enhances the pedestrian environment and can be used to express neighborhood identity. Amenities can include trash receptacles, bicycle racks, and seating.

Social Hubs

Social hubs can serve as sources of information or recreational facilities. An example of a recreational use is a mini free-to-use public library.

Mobile Services

Mobile hygiene and medical services like Lava Mae serve a critical role in supporting public health needs in the Tenderloin.

Decorative Lighting

Decorative lighting provides illumination that is both functional and visually appealing.

Wayfinding

Wayfinding can be used to orient pedestrians and cyclists to key destinations. Decorative signage can help define the character of a neighborhood.

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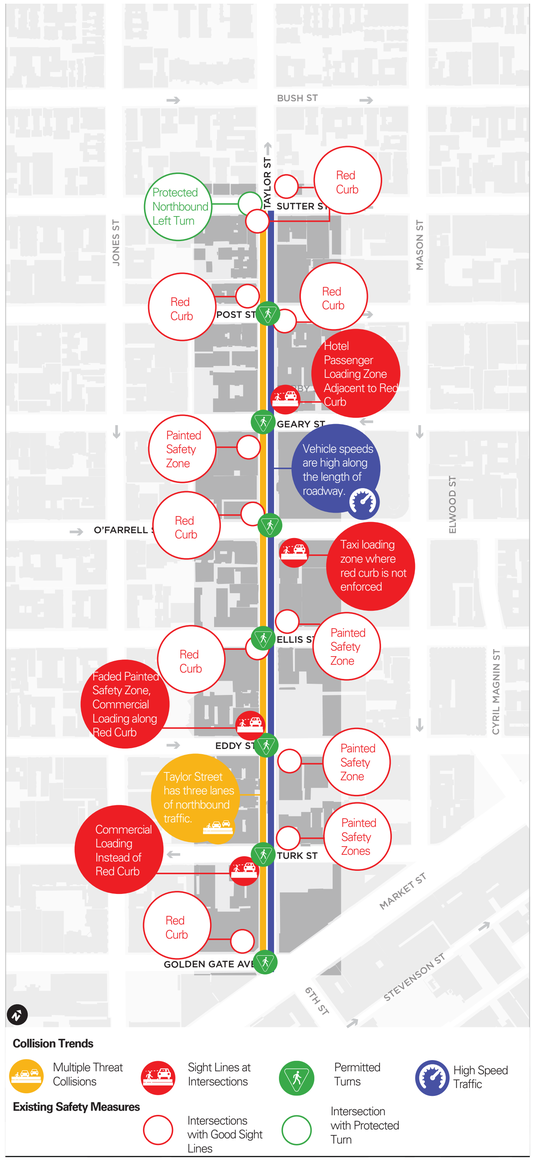
VISION ZERO AND SAFETY

Walking Safety



Key contributors to crashes on Taylor Street include:

High Speed Traffic

Multiple lanes enable vehicles to travel through and turn onto Taylor at high speeds. Pedestrian injuries and deaths increase exponentially as vehicle speed increases.

Multiple Threat Situations

When a pedestrian crosses the street, a car yielding to the pedestrian may actually block the ability of a car in the second lane from seeing the pedestrian in the crosswalk.

Left and Right Turns

Most intersections on Taylor Street have tight turns from one-way to one-way streets, meaning drivers turn close to the curb when pedestrians have a walk signal.

Sight Lines at Intersections

People make hurried and poor decisions when entering the intersection if sight lines between drivers and pedestrians are blocked by parked cars, poles, or trees.

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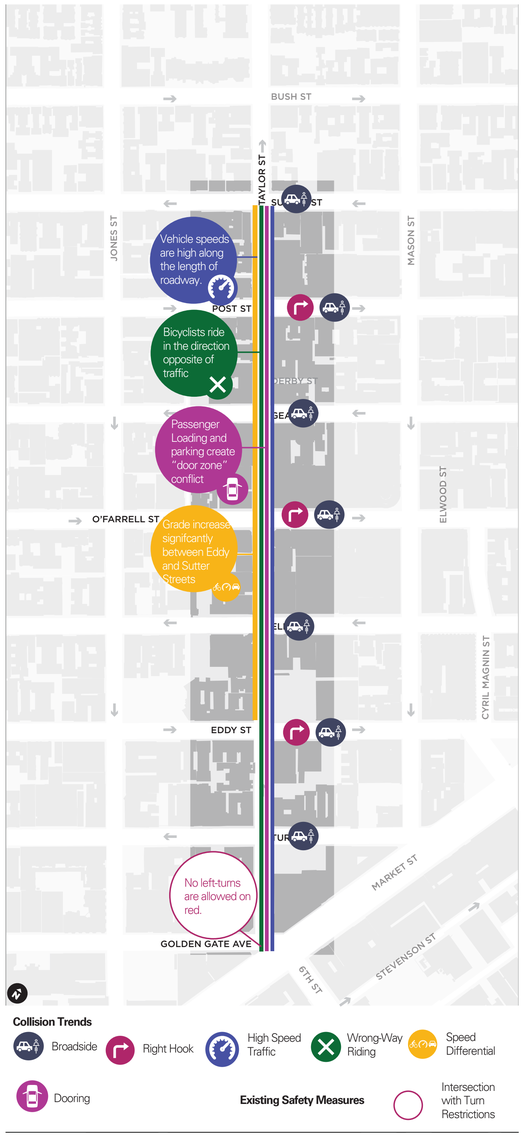
VISION ZERO AND SAFETY

Biking Safety



Key contributors to biking crashes:

High Speed Traffic

Large differences in speed between vehicles and cyclists in the same lane creates stress along with a higher risk of crashes, injuries, and fatalities.

Left and Right Turns

Turns can cause "hook" crashes, which occur when a turning driver is not aware of a cyclist adjacent to them in the same lane and hits them as they turn.

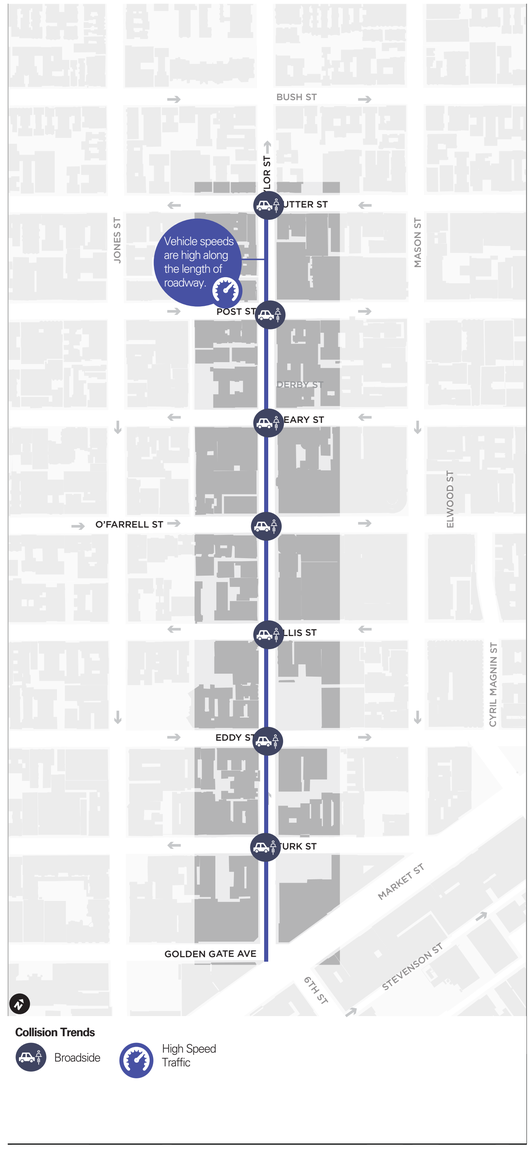
Signal Visibility

Issues with signal visibility or compliance can contribute to broadside crashes at intersections, which can be severe foreople biking.

No Dedicated Lanes

People biking are often only comfortable using travel lanes while adjacent to parked cars, which can cause crashes when doors are suddenly opened.

Driving Safety



Key contributors to driving crashes:

High Speed Traffic

Multiple lanes create enough space to allow vehicles to travel through and turn onto Taylor at high speeds.

Drivers traveling above the speed limit have a reduced margin for mistakes and higher risk of injury and death when crashes happen.

Signal Visibility

Issues with signal visibility or compliance can contribute to broadside crashes between drivers at intersections.

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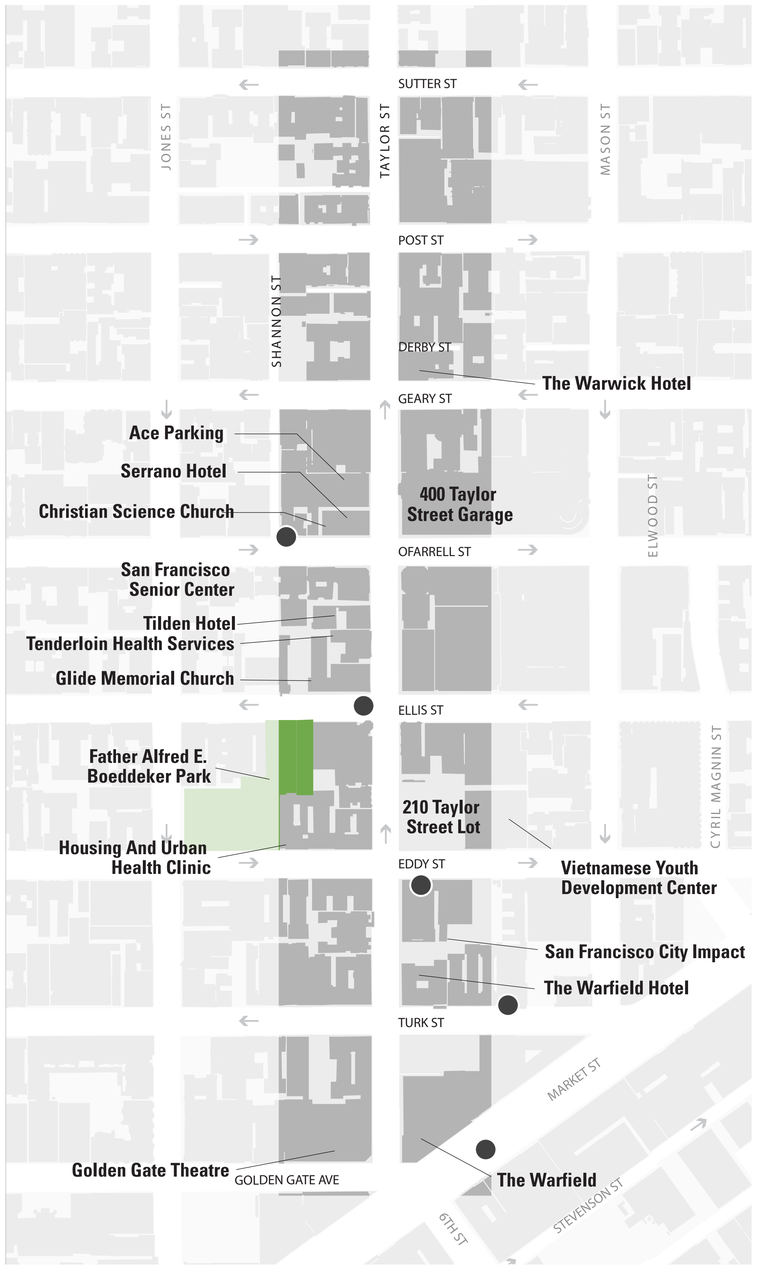
TELL US HOW TO MAKE TAYLOR STREET SAFER!

Use stickers to tell us about specific safety issues and where you would like to see safety improvements for:

- Walking
- Biking
- Driving
- ____(Fill in the blank)



How Can We Make Taylor Safer?

Please add comments and sticky notes here!

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TELL US HOW YOU WANT TO MAKE TAYLOR SAFER!

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EVALUATING OUR IMPACT

The City is committed to evaluating the effectiveness of the Safer Taylor Street project. Please vote for which performance measures matter most to you!

Safety

Traffic speed; traffic volumes; driver, pedestrian, and bicyclist behavior; perception of safety; and reported collisions

add dots to vote

User Experience

Presence of walking and biking facilities; quality of walking and biking environments, personal security, and common travel modes

add dots to vote

Community Engagement

Level of community participation; diversity of outreach events; community satisfaction

add dots to vote

Innovation

Use of latest best practices in safety, walking and biking design, and streetscape design

add dots to vote

Neighborhood Needs

Responsiveness of project to existing uses on the street and community vision

add dots to vote

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WHAT'S WORKING ELSEWHERE?

Yellow Brick Road Iron Triangle Neighborhood Plan - Richmond, CA

The City of Richmond teamed with a community-based organization to address speeding and limited walking and biking opportunities in the Iron Triangle. In addition to an extensive outreach process, they hosted a large block party with temporary versions of the proposed transportation improvements.

Left Turn Pedestrian & Bicyclist Crash Study – New York City, NY

New York DOT completed a comprehensive study of safety treatments implemented to address the high rate of pedestrians and bicyclists killed by left turning vehicles. They found left turn restrictions and left turn-only signals to be the most effective.

Hornby Street Road Diet - Vancouver, Canada

The Hornby Street Road Diet project replaced an existing lane of parking with a separated two-way bicycle lane and widened sidewalk. The project increased bicyclist safety and comfort.

32nd Street Sidewalk Extension– New York City, NY

New York DOT replaced a parking lane with a painted extension of the sidewalk to relieve crowding on a block with heavy foot traffic. They used benches and planters to provide a buffer between pedestrians and vehicle traffic.

Telegraph Avenue Separated Bikeway and Crosswalks -Oakland, CA

Oakland installed parking protected bicycle lanes to increase cyclist safety and comfort on Telegraph Avenue by removing one travel lane in each direction. The project also includes painted safety zones at intersections, which reduce pedestrian crossing distances.

Left-Turn Traffic Calming Pilot – New York City, NY

New York DOT developed quick-response treatments to help slow turning vehicles across crosswalks to improve pedestrian safety. They installed raised curbs, striped bulb-outs, and plastic posts to slow driver speeds and protect pedestrians.

Bell Street Park, Shared Use Street– Seattle, WA

Seattle transformed an auto-oriented roadway into a vibrant, shared use street for pedestrians, bicyclist and buses. They reduced the roadway from two lanes to one raised, shared use street with a single travel lane.

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