

## **TENDERLOIN PEDESTRIAN SAFETY CONCEPT PLAN**

### **BACKGROUND**

In 2003, the Departments of Parking and Traffic (DPT) and Public Health (DPH) received an Environmental Justice grant from Caltrans to develop the Tenderloin Pedestrian Safety Plan. We drafted recommendations and shared them at several public meetings in 2004 and 2005. (The Draft is summarized on the following page.) Since that time, we have been refining that Plan and working closely with other City departments, especially Muni. We have contacted businesses and organizations that could eventually be affected by the plan. The Concept Plan has been approved by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT). Approval was deferred by the Municipal Transportation Agency Board.

### **PURPOSE OF PROJECT**

The Tenderloin Pedestrian Safety Plan is aimed at improving walking safety and convenience primarily on Hyde, Jones, Geary, and O'Farrell Streets (and adjacent blocks). It emphasizes "arterial traffic calming" measures to reduce speeding and make walking and bicycling on major streets safer and easier. The Plan supports San Francisco's official "Transit First" policy that gives higher priority to walking, bicycling, and public transit over private automobiles. However, the Plan must also support a balance among all travel modes and be consistent with the City's adopted Traffic Calming Guidelines, the General Plan, and State/Federal traffic engineering standards.

### **THE PLANNING PROCESS SO FAR**

DPT managed transportation planning and engineering for the project, while DPH managed outreach and provided data collection and analysis. DPH held monthly meetings with a neighborhood-based working group. The working group included neighborhood residents and representatives of organizations like the Tenderloin Housing Clinic and Self-Help for the Elderly.

City staff and working group members reviewed collision patterns, improvement alternatives, and plan recommendations. A community survey was conducted to gather information about avoided intersections, intersections believed to be unsafe and unpleasant to cross, reasons why community members felt that way, and which improvements they would most like to see.

Recently, DPT and Muni conducted outreach for the Geary/O'Farrell transit priority (and lane reduction) project, which is addressed in the Tenderloin Plan. This project has been implemented. It was fully approved separately partly because this Muni project extended beyond the Tenderloin Pedestrian Plan area and scope.

Several meetings have been held recently with community groups to review the Draft Plan, including the Alliance for a Better District 6, Tenderloin Police Captain's meeting, and Community Leadership Alliance.

**NEXT STEPS**

Staff will review comments from public meetings and revise the Draft Plan further (e.g., eliminating curb bulbs that would have negative parking impacts). Then it will be brought back as a “Concept Plan” to the Pedestrian Safety Advisory Committee (PSAC), schedule permitting, and to the Municipal Transportation Agency (MTA) Board, the City’s commission for transportation issues. This will provide an opportunity for further public comment. Project components that involve regulatory changes to parking or the street system will have separate public hearings.

The Concept Plan is partially funded. However, additional funding will be needed to implement the entire Plan. The Proposition K sales tax will be a major funding source, but the MTA Planning Division, which is responsible for implementation, will also apply for others (such as the regional Transportation for Livable Communities fund).

If you have any questions or comments, you can email [frank.markowitz@sfmta.com](mailto:frank.markowitz@sfmta.com) or call 415/554-2398. Please check the Livable Streets website ([www.livablestreets.org](http://www.livablestreets.org)) for project updates.

## Summary of Key Physical Improvements:

### Current projects being implemented in the project area

- Signal Upgrade Projects including *Pedestrian Countdown Signal* installations virtually complete:
 

-Hyde/Sutter	-Hyde/Turk
-Hyde/Post	-Hyde/Eddy
-Hyde/Geary	-Hyde/Ellis
-Hyde/O'Farrell	-Hyde/Golden Gate
-Hyde/McAllister	-Larkin/Fulton
-Larkin/McAllister	-Larkin/Grove
-Golden Gate/Jones	

-The Geary St. signal upgrade project is completing installation of pedestrian countdown signals at nine signalized intersections recently without pedestrian signals east of Van Ness Ave.

-New pedestrian countdown signals at Jones & O'Farrell also under design.

- *All-red signal phases* added at: Eddy & Taylor, Hyde & Turnk, Leavenworth & O'Farrell
- *DPH Safe Driving Banner Program*. This one-time grant from Caltrans has funded the placement of "We live here. Please slow down" banners throughout the Tenderloin.
- *Enhanced SFPD Enforcement* of driver and pedestrian violations of safety laws underway, funded by Caltrans Pedestrian Safety Program Grant in the Tenderloin for 2004 calendar year.

### *Geary Street Lane Reduction and Transit Improvement Project*

As part of the Geary-O'Farrell Transit Improvement project, approved by the Municipal Transportation Agency Board and the Board of Supervisors, one through lane was removed from Geary Street in the project area, with tow away lanes on both sides during the PM peak period. This should facilitate pedestrian crossings of Geary Street by reducing exposure to vehicles when crossing. As part of this project, some of the bus zones have been deleted to improve stop spacing.

This project includes bus bulbs at these locations:

- Geary/Leavenworth NW corner (current bus zone to be converted to bus bulb)
- Geary mid-block between Van Ness Ave. and Polk St.

### *O'Farrell Lane Reduction and Bus Rapid Transit*

As with Geary Street, a traffic lane has been removed under the Transit Improvement Project to make the street less intimidating to pedestrians.

To mitigate the loss of the traffic lane, the project added tow-away lanes so that the O'Farrell Street corridor will have tow-away lanes on both sides from Larkin eastward (7-9 AM on both sides, and 4-6 PM on the north side), plus on the north side between Polk and Larkin (7-9 AM and 4-6 PM).

This project added bus bulbs at this location:

- O'Farrell/Jones – SE corner

## ***Audible Pedestrian Signals***

A citywide project is installing and testing different types of accessible (audible) pedestrian signals. Initial locations include several intersections close to the study area (8<sup>th</sup>/Grove/Hyde/Market, Market/Van Ness, Fulton/Larkin, Polk/Grove, and Market/Powell). Other intersections within or close to the study area will be considered for future phases.

## **Measures Recommended by Street**

### **Geary Street**

#### ***Curb Bulb-outs<sup>1</sup>***

Additional bulb-outs beyond those in the Geary/O'Farrell Transit Project recommended for consideration on Geary Street are:

- Geary/Hyde NE corner

### **O'Farrell Street**

#### ***Curb Bulb-outs***

Additional bulb-outs recommended for consideration on O'Farrell are:

- O'Farrell/Polk—SW corner(after move of existing bus zone)
- O'Farrell/Larkin – SE corner (after removal of existing bus zone)

#### ***Street Trees***

Additional street trees would be planted mid-block to make the street appear narrower and more residential. O'Farrell's 15-foot sidewalks are more conducive to this treatment than other study streets.

### **Jones Street**

- ***Lane Removal and Angled Parking – The following proposal should be considered by the Tenderloin/Little Saigon Transportation Study, being conducted by the San Francisco County Transportation Authority, but not implemented without further public support:*** Remove one of the three traffic lanes on Jones Street between Geary Street and Golden Gate Avenue, replaced by 30-degree angle parking on the east side of the street, to be flanked by sidewalk bulb-outs at selected corners (Eddy, Ellis, Turk, and Golden Gate)<sup>2</sup>. The curb bulbs on the SW corner of the Eddy/Jones

<sup>1</sup> All curb bulb locations will reviewed in the field before Draft Plan is forwarded to PSAC and MTA Board

<sup>2</sup> Muni is considering an extension of the 27 line on Jones to Eddy. This lane reduction recommendation will be re-considered if this proposal is approved. .

intersection should be deleted. All curb bulbs with parking or driveway impacts will undergo public review, including contact with adjacent property owners and residents. This project should be implemented as a six-month trial for two blocks only (Eddy to Golden Gate), to be converted back to existing striping if serious congestion or public safety problems result.

- **Move Bus Stop** - At Jones and Geary Street, the nearside bus zone at the northwest corner on Jones Street is proposed to be relocated to the south side as a bus bulb.
- **Turn Lane Reduction** - The double left turn from Jones Street to Golden Gate Avenue would be eliminated and replaced with a single turn lane.
- **School Zone Signs and Ladder-Style Crosswalks** – At Jones and Eddy for the Christian Academy.
- **Advance Limit Lines** – Advance limit lines are proposed for selected approaches to reduce driver encroachment into the crosswalk and encourage complete stopping for turns on red.

### **Hyde Street**

- **Lane Removal – to be studied in a later phase** - It is recommended that the lane removal and angle parking treatment (like on Jones) be studied for extension to Hyde Street, perhaps as a secondary phase, after observing the impacts of the proposed Jones Street lane reduction.
- **Curb bulb-outs at:**
  - Ellis (SW and NE corners)
  - Eddy (NW and SE corners)

### **Leavenworth Street**

- **Angle parking and Lane Reduction** treatment is proposed for the block of Leavenworth Street between Turk and Eddy Streets. As with Jones Street, the angle parking would replace a lane of traffic and would be reinforced by sidewalk extensions at the corners.
- **Curb bulb-outs**
  - Eddy and Leavenworth Streets, full bulb-outs at NE and SW corners
  - Ellis and Leavenworth Streets, full bulb-outs at NW and SE corners
- **Dual right turn lanes at Leavenworth and McAllister** are outside of the study area, but are being studied by DPT for mitigation or possible elimination. (There is already “pedestrian scramble” or exclusive pedestrian phasing, so this is not considered a pedestrian safety problem.)

### **Eddy-Ellis Streets**

Because of the expected traffic spillover that may be caused by the Transit Improvement project on Geary/O’Farrell, lane removals are not recommended on the parallel couplet, Eddy and Ellis Streets.

- **Lane removal, angle parking, and bike lanes would be studied separately later.**

### **Larkin Street**

- **“Little Saigon” gateway treatment and corner bulb-outs on Larkin at Eddy St. (NW and NE corners)**

- **Other bulb-outs at:**
  - Geary (NW and SE corners)
  - Ellis (NW and SE corners)
  - O'Farrell (SW corner)

## **General Measures Recommended for the Project Area:**

### **One-Way Streets: Signage and Possible Conversion to Two-Way**

A detailed survey of one-way street signs should be conducted and needed improvements made. The Tenderloin/Little Saigon Neighborhood Transportation Study should address the feasibility and desirability of converting one-way streets to two-way (as advocated by the North of Market Planning Coalition's Tenderloin 2000 Survey and Plan).

### **Signal Retiming**

Signal retiming will be studied to consider shorter waiting periods and/or increased pedestrian crossing times. Shorter cycle lengths for some off-peak periods, especially late at night, will be considered.

### **Pedestrian Head Starts**

At intersections with higher numbers of pedestrian injuries due to driver failure to yield, DPT will investigate pedestrian head starts (leading pedestrian phases of 2-5 seconds)

### **No Turn on Red Prohibitions**

Prohibitions will be considered at intersections with higher numbers of pedestrian injury crashes involving turning vehicles.

### **Street Trees**

Street trees would be added on far-side corner bulb-outs where these would not interfere with drivers' views of the intersection.

### **Street Lighting Survey**

The PUC Street lighting section would be asked to survey ambient corner street lighting levels and to work with DPT on improvement measures to address any deficiencies. In addition, pedestrian-scale lighting should be added throughout the area.

### **Public Safety**

Although it is beyond the scope of this Plan, mid-block pedestrian circulation and safety needs to be analyzed to eliminate barriers and "dead spaces" that may facilitate crime. Particular attention should be paid to Eddy, Leavenworth, Taylor, and Turk Streets.

Traffic engineering improvements should be analyzed with attention to the potential for reducing the use of sirens and air horns by emergency vehicles.

**Ladder Crosswalks**

Since it is a citywide issue, the Pedestrian Master Plan (expected to start in Fall 2005) should consider whether and how to expand the use of ladder-striped crosswalks beyond the current use at school-area and mid-block locations.

**Parking Impacts - Summary**

The approved Geary/O'Farrell Transit Priority Project is resulting in a net reduction in parking on O'Farrell (between Van Ness and Taylor) of 29 spaces and on Geary of 28 parking spaces. (A greater reduction in regular parking spaces is somewhat offset by an increase in freight and passenger loading spaces.)

The proposed Tenderloin Pedestrian Safety Plan would increase the loss by an estimated total of 20 spaces throughout the study area. This breaks down as follows:

<u>Street (between Van Ness and Taylor)</u>	<u>Net Parking Reduction</u>
Geary	0
O'Farrell	0
Ellis	-8
Eddy	-9
Turk	-2
Golden Gate	-1

**Cost - Summary**

The total cost of the proposed improvements is estimated at \$3.3 million. This breaks down as follow:

<b>Type of Improvement</b>	<b>Phase 1</b>	<b>Phase 2</b>	<b>Phase 3</b>	<b>Phase 4</b>	<b>Total</b>
Signal Timing & Advance Limit Lines	\$20,200				\$20,200
Street Trees, Angled Parking & Lane Reduction		\$153,700	\$60,000		\$213,700
Curb bulbs/Bus bulbs		\$315,000	\$1,410,000	\$1,300,000	\$3,025,000
<b>TOTAL</b>	<b>\$20,200</b>	<b>\$468,700</b>	<b>\$1,470,000</b>	<b>\$1,300,000</b>	<b>\$3,258,900</b>