PROJECT BACKGROUND

- Pedestrian safety streetscape project
- Planning phase started in April 2017
  - SFCTA Prop K budget of $300,000
  - Won Caltrans grant for additional $300,000
- Sidewalk activation, civil survey, and detailed design from 2018 through 2020
- Construction expected in 2021

VISION ZERO

- More than 100 crashes from 2011 to 2016
- One person is hit by a vehicle every month while walking or biking
- Excess travel lanes was a factor in 95% of pedestrian crashes
NEIGHBORHOOD

One of the most diverse and dense concentrations of residents, businesses, and community organizations in San Francisco:

- Youth population 3x higher than city average
- Senior population 4x higher
- Ethnic composition is 21% more diverse
- Median income 70% lower
- Violent crime 2.6x higher
- 311 requests 9.1x higher
- 1/3 of city single room occupancy housing stock within ¼ mile
- Home to extremely dense residential areas, locally-owned small businesses, major event venues, and Union Square hotel district
OUTREACH & COMMUNITY COLLABORATION

- Leveraged expertise of residents, community leaders, and businesses
- Ensured an inclusive process while balancing competing interests
- Created spaces for productive discussion around project tradeoffs
- Empowered community to make important design decisions
- Experimented with non-traditional outreach methods
- Prioritized the most vulnerable users of the street
COMMUNITY WORKING GROUP
A forum for community members to engage in constructive dialogue, including one-on-one meetings for site specific needs

TABLING SESSIONS
Joined ongoing neighborhood events, hosted on-street coffee corners, and participated in standing community meetings to reach a wider audience
POP-UP EVENT

Living preview of wider sidewalks, lane reduction, bike lane, trees, and furnishings.
PHOTOVOICE

Partnered with Tenderloin youth ages 5 to 17, the SF Department of Public Health, Boys & Girls Club, and 826 Valencia to foster positive engagement from youth in the planning process.
“These murals bring life to this street making even the dirtiest and the darkest of the shadows come out and play. They make me feel good and safe knowing someone out there wants to bring joy to a place that is pushed around and bullied by places that think they are better than us.”

PAULINA C., AGE 13
TECHNICAL & COMMUNITY FINDINGS

- Crossings
- Sidewalk space
- Neighborhood amenities
- Paratransit loading
- Double parking
- Parking vs loading zones
- Protected bike lane
- Low vehicle demand
- Speeding and risky maneuvers
Safer Taylor Proposal
Wider sidewalks, streetscape improvements, traffic lane reduction, improved loading access, street art
Taylor Street Today
Safer Taylor Proposal
Curb extensions, protected left turn, lane reduction, streetscape elements
KEY TAKEAWAYS FOR SAFER TAYLOR

Giving a voice to the quietest people
Deep and thorough technical analysis
Iterating often, being responsive
Thinking big, leading positively
NEW ENGAGEMENT STRATEGIES IN VULNERABLE COMMUNITIES:
SAFER TAYLOR STREET IN SAN FRANCISCO

Thank You

Project Partners:
SF Public Works
SF Dept. of Public Health
Fehr & Peers
Tenderloin Community Benefit District
AI Williams Consultancy
WalkSF

Special Thanks:
Tenderloin Safe Passage Volunteers
SF Rec & Park
Tenderloin Neighborhood Development Corporation
Boys & Girls Club Tenderloin Clubhouse
826 Valencia

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