



NORMAN YEE

One of the most critical issues facing District 7 residents today is pedestrian safety. It is a top concern of my constituents, based on the high volume of e-mails and calls to my office. Long term data may indicate that pedestrians in District 7 are safer than many areas of San Francisco. However, of the first eight pedestrian fatalities in San Francisco before mid-March, 2013, four occurred in District 7. Additionally, in San Francisco, over 800 pedestrians are hit by cars every year and each year approximately 100 of them are severely injured or killed. California ranks second worst in the country for Pedestrian Collisions.

The need for action is clear. As my office focuses on creating safer streets for our pedestrians, the City of San Francisco is concurrently increasing its awareness of the issue. In April 2013, Mayor Edwin Lee published the "San Francisco Pedestrian Strategy." The solutions outlined in this document are intended to reach a citywide target of a 25% reduction in serious and fatal pedestrian injuries by 2016, and a 50% reduction by 2021.

In my first act as Supervisor, I called for a hearing on pedestrian safety issues in District 7. The hearing, held in April 2013, brought key City departments together to report on their current efforts to improve pedestrian safety. These departments included the Department of Public Works, San Francisco Municipal Transportation Agency, the Transportation Authority, Department of Public Health, District Attorney's Office and the San Francisco Police Department. We also heard testimony from more than 30 members of the public, most of them District 7 residents. These public statements both emphasized dangerous intersections that the City is already working to address as well as shed light on additional areas the departments had not yet identified.

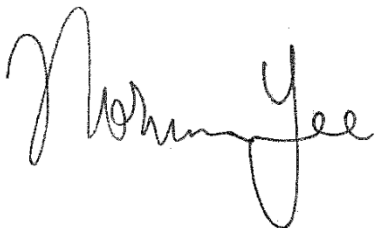
The hearing was the first time that multiple City departments were invited to coordinate and collaborate with members of the public around District 7 pedestrian safety. Based on the success of the hearing, we decided to create a living document that would help guide the City to make improvements for pedestrian safety for District 7 in a transparent way.

This report discusses:

1. Strategies the City of San Francisco is considering to improve pedestrian safety in District 7;
2. Pedestrian safety projects and strategies for District 7 that are currently in progress;
3. Potential pedestrian safety projects in District 7 under consideration for the near future;
4. A summary of public comments from the March 2013 hearing and constituent correspondence; and
5. An action plan of how the City can move forward with improvements.

I would like to extend my sincere thanks to all the residents that provided input for this report and to all the city agencies who continue to work tirelessly to improve the safety of pedestrians in San Francisco. I would also like to give special thanks to our City Controller, Ben Rosenfield and his staff for creating this report. Lastly, I want to acknowledge my legislative staff that has helped me make a difference for our District 7 residents, as well as the rest of the City of San Francisco.

As District 7 Supervisor, I recognize that safe streets are not just a public safety issue, but also a quality of life issue. If we want thriving neighborhoods and healthy communities, then our students, seniors, families, dogwalkers and *all* District 7 residents must be protected. The spike in recent pedestrian fatalities is unacceptable. That is why my office has made pedestrian safety a top priority.

A handwritten signature in black ink, appearing to read "Norman Yee". The signature is fluid and cursive, with the first name "Norman" and the last name "Yee" clearly distinguishable.

Norman Yee
District 7 Supervisor



District 7 Pedestrian Safety Improvement Project



10/22/2013

Controller's Office Report

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Executive Summary

At the request of Supervisor Yee, and to support on-going efforts for pedestrian improvements in San Francisco District 7, this report documents planned pedestrian safety projects and geographic information on pedestrian injuries in District 7. This memo is intended to improve City transparency efforts related to pedestrian safety and to guide pedestrian safety improvements in District 7.

The Controller's Office supports San Francisco Municipal Transportation Agency (SFMTA) recommendations for a District 7 community meeting that will help identify the District's concerns and assist in setting priorities for pedestrian safety initiatives.

Key Findings

- A. City Departments are continually monitoring pedestrian-vehicle collision data to identify intersections and corridors of high priority for improvements to encourage data-driven decision-making.
- B. City Departments are continually addressing pedestrian safety concerns in District 7 through a variety of capital improvements.
- C. The City has on-going methods to receive citizen concerns about pedestrian issues, especially through SF 311.

Recommendations

- A. Identify opportunities for the best use of District 7 add-back funds in conjunction with SFMTA. Community engagement opportunities will better identify and address District 7 pedestrian safety concerns and assist in setting priorities for pedestrian safety initiatives.
- B. Monitor and support citywide pedestrian capital safety planning and policies through the WalkFirst Investment Strategy, SFPD enforcement, and pedestrian education campaigns.
- C. Continue to engage citizens in conversation and educate the public regarding pedestrian safety strategies, including engineering, education and enforcement.



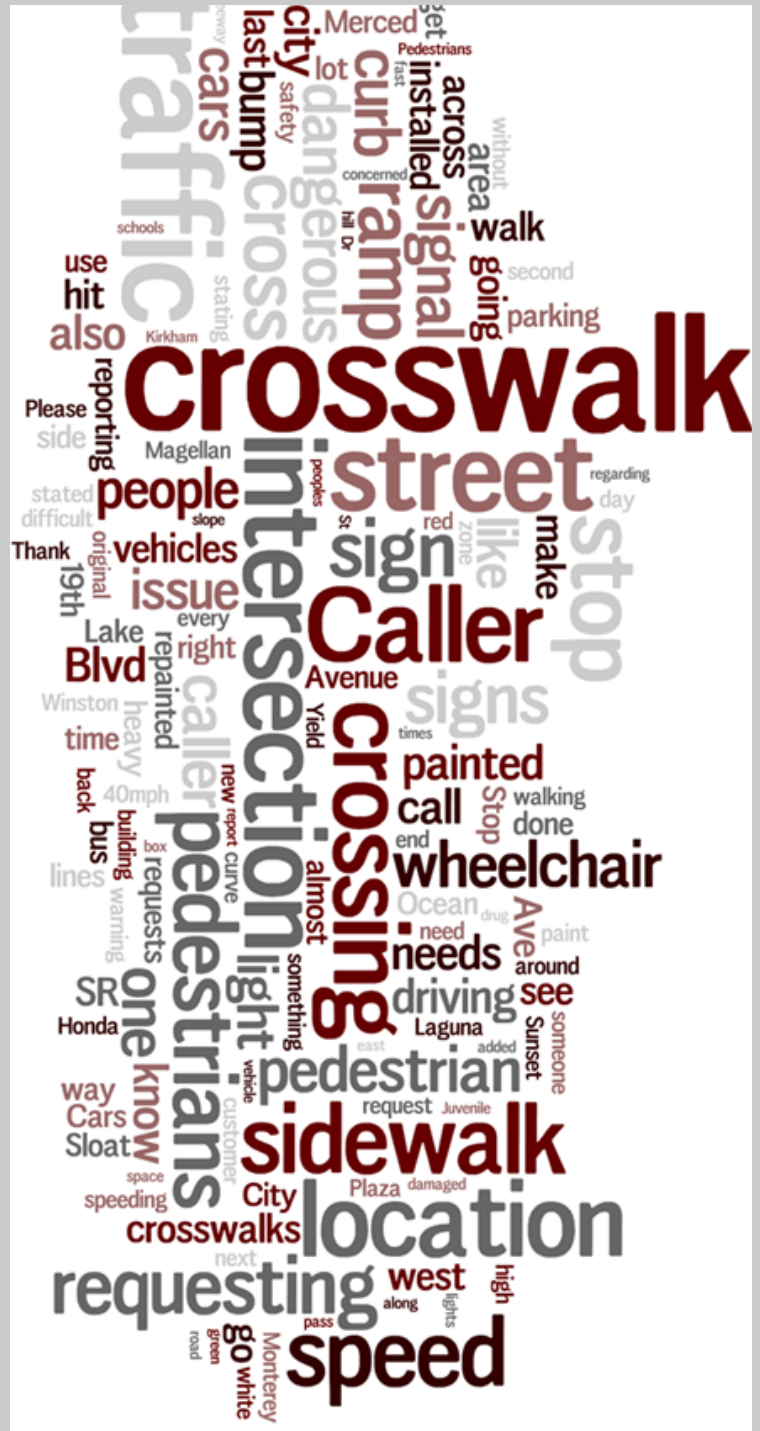
Introduction

Pedestrians represent some of the most vulnerable street users in San Francisco. Supervisorial District 7, with streets such as 19th Avenue, Ocean Avenue and Sloat Boulevard accounts for approximately 5% of the city's pedestrian injuries and fatalities annually, and approximately 7% of the City's severe and fatal injuries annually. In San Francisco, half of traffic collision fatalities are pedestrians. Vulnerable users, such as seniors and children, are at higher risk for severe injuries or fatalities if they are involved in a collision with a motor vehicle; from 2004-2008, about 42 percent of pedestrian fatalities were senior citizens. In 2008, an estimated \$15 million was spent on treating victims of pedestrian-related injuries at San Francisco General Hospital. These high emotional and economic costs demand attention from decision-makers and public servants to ensure that San Francisco is a thriving place to live and work.

With guidance from the Mayor and the Board of Supervisors, in conjunction with advocates and city stakeholders, City departments and agencies have led planning and policy efforts to improve pedestrian safety in San Francisco's many neighborhoods and communities. Most recently, the *Pedestrian Strategy*, released in April 2013, set benchmarks for capital investments needed to lower pedestrian injuries and fatalities citywide. The goals and metrics set in the *Pedestrian Strategy* identify the key corridors in District 7 that should have targeted treatments in order to achieve citywide goals.

The purpose of this report is to summarize pedestrian safety initiatives in the City, review work that has been completed to date, articulate planned projects, and identify recommendations for next steps. The main focus of the report is on capital project engineering efforts; however, education and enforcement are also important parts of pedestrian safety. This report includes a timeline of recent pedestrian safety efforts, planned and completed pedestrian improvement projects in District 7, pedestrian injury data and maps, and recommendations for future improvements, as well as tables with public feedback from 311 data and the April 4th hearing on pedestrian safety issues in District 7.

Figure 1: Word Cloud: What Are We Hearing From District 7 Residents about Pedestrian Safety?



Source: SF 311 Calls, 2008-2013



Methodology

Data

The Controller's Office compiled data from the following sources:

- San Francisco Department of Public Health (SFPDH) extracted data from the Statewide Integrated Traffic Records System (SWITRS); this data is gathered from a police-attended collision scene.
- San Francisco Municipal Transportation Agency (SFMTA) provided data on completed SFMTA-led pedestrian improvement projects since 2005 and planned/active projects in District 7.
- Department of Public Works (DPW) provided datasets on DPW-led completed and active pedestrian improvement projects in District 7.
- San Francisco County Transportation Authority (SFCTA) provided data on projects funded under their authority, including active and completed pedestrian safety and signal projects.
- April 4th District 7 Pedestrian Safety Hearing transcript provided public comments and concerns regarding pedestrian safety issues in District 7, along with associated e-mails to Supervisor Yee on the topic for those unable to attend.
- SF 311 compiled a dataset for requests sent to them regarding pedestrian safety, in District 7, received from July 2008 to August 2013.

Stakeholders

Many City agencies play an important role in keeping pedestrians safe and encouraging walking for everyday transportation. The Controller compiled or used data from the following departments and agencies to develop this report;

- SFMTA: SFMTA is the citywide lead in designing and implementing traffic calming measures and pedestrian programming to improve pedestrian safety and comfort throughout the City. SFMTA enforces, maintains, and installs pedestrian safety improvements on the streets and sidewalks such as fixing faded curbs and pavement markings, installing traffic calming measures and temporary signs, and removing vehicles blocking sidewalks and curb ramps.
- SFPDH: SFPDH researches best practices for pedestrian safety; co-chairs the Pedestrian Safety Task Force; conducts assessments of San Francisco policies, plans, and projects that impact pedestrians; collects, improves, and analyzes data regarding pedestrian injuries; and participates in on-going planning work that targets and prioritizes pedestrian investment to areas with the greatest opportunity for walking and the highest number of pedestrian injuries.
- DPW: DPW manages and maintains the public right of ways. DPW maintains approximately 878 miles of streets, which consist of 12,855 blocks and 7,200 intersections. DPW repairs, repaves, and improves streets and sidewalks to modernize street designs and incorporate the needs of pedestrians by installing countdown signals, bulb-outs, street lighting and other improvements.
- San Francisco Police Department (SFPD): SFPD enforces the traffic laws to prevent pedestrian injuries. SFPD is revamping their education and enforcement efforts aimed at drivers and pedestrians and using data to target the most common causes of pedestrian related incidents.
- San Francisco County Transportation Authority (SFCTA): SFCTA administers and monitors key local funding sources that fund new pedestrian capital programming such as Prop K sales tax revenue, Transportation Fund for Clean Air grants and Prop AA Vehicle Registration Fees.



Past Initiatives

Since 2006, there has been considerable focus on the need to improve pedestrian safety. As a result, key stakeholders have participated in on-going efforts to identify the right tools, define appropriate goals, and analyze safety data and collision patterns. Figure 2 describes the use, adoption and outreach for the most recent plans and strategies.

Figure 2: Background and Use of San Francisco's Pedestrian Policies and Programs

Better Streets Plan

2006-2010

- **Author:** San Francisco Planning Department
 - **Use:** Created a unified set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment, intended to be applied in all streets projects, Citywide.
 - **Adoption:** December 2010, the Mayor and the Board of Supervisors adopted the Better Streets Plan, including streetscape policies and guidelines to guide the design of new street improvement projects and streetscape requirements for new development.
 - **Outreach:** Over 100 public outreach events between 2006 and 2010. Events included community meetings, presentations to community groups, focus group interviews, tabling events, and a youth walking tours.
- **Source:** Planning Department **Link:** <http://www.sf-planning.org/ftp/BetterStreets/index.htm>

Mayor's Pedestrian Safety Executive Directive

2010

- **Use:** Mayor's Office in December 2010 released a directive with a Citywide target for a 25% reduction in serious and fatal pedestrian injuries by 2016 and a 50% reduction by the year 2021. The directive included increasing walking as a share of trips in the City.
 - **Adoption:** City agencies and departments developed the Pedestrian Safety Task Force to coordinate and implement short term priority actions including pedestrian safety enforcement program and engineering program and speed reduction at all City school
- **Source:** Mayor's Office **Link:** <http://www.walksf.org/wp-content/uploads/2010/12/ED-10-03-Pedestrian-Safety.pdf>

WalkFirst

2010-2011

- **Use:** Identified *High Priority* streets and a draft map of Key Walking Streets for pedestrian safety and walkability improvements.
 - **Adoption:** Key work products included a citywide map of key pedestrian streets and zones, criteria for prioritizing pedestrian improvements, and identified five case studies and concept designs currently in planning and development phases.
 - **Outreach:** Regular updates to the Pedestrian Safety Advisory Committee.
- **Source:** Planning Department **Link:** <http://www.sf-planning.org/index.aspx?page=2568>

Pedestrian Strategy

2013

- **Use:** Sets clear goals and strategies for City departments to meet Mayor's Pedestrian Safety Executive Directive in reduction of pedestrian high injuries and fatalities.
 - **Adoption:** April 11, 2013, the Mayor accepted the Pedestrian Strategy and formally launched the goals for all involved City departments and agencies to work towards.
 - **Outreach:** Developed by Task Force, this group included stakeholders from City departments such as SFMTA, DPW, DPH, Police Department, District Attorneys, Fire Department, among others, and with support and key assistance from public representatives and advocacy groups.
- **Source:** Mayor's Office **Link:** sfmayor.org/pedestrianstrategy

WalkFirst Investment Strategy

2013

- **Use:** This project will produce an implementable capital list of pedestrian safety projects in San Francisco and a repeatable process for prioritizing and ranking other categories of pedestrian programs.
 - **Adoption:** This Strategy will include a finalized map of pedestrian investments, data collection and data assessment, public and stakeholder outreach, criteria and a final capital project list for pedestrian safety projects
 - **Outreach:** Small group meetings and targeted public outreach on the pedestrian safety project list, data inputs and prioritization criteria will begin in Fall 2013.
- **Source:** Controller's Office

In The Words of District 7 Residents...

"I have two children that cross at Monterey. There is a stop sign there, but it is worrisome that so many people don't stop."

"Hearing these stories gives me chills; and it really brings home how important it is to use our resources in the most effective way for a sense of place and livability in the neighborhood, and also for a sense of safety, and to be able to enjoy San Francisco as it's meant to be enjoyed."

"I have seen a huge out cry from the community for more pedestrian safety in D7 from various neighborhood groups, from residents, and from the police department because there are so many thoroughfares going through the District."



Findings

The following eight maps (Figures 3 through 11) present findings related to pedestrian injury data citywide and in District 7, completed pedestrian improvement projects and planned pedestrian improvement projects in District 7, and public feedback received at the April 4th District 7 Pedestrian Safety Hearing and 311 calls regarding District 7 pedestrian issues and concerns. The intention of these maps is to examine the injuries at the citywide, district-wide and corridor level scales, identify the implemented and in planning proposals, and review public concerns and comments regarding District 7 pedestrian safety.

Key Finding 1:

City Departments are continually monitoring pedestrian-vehicle collision data to identify intersections and corridors of high priority for improvements to encourage data-driven decision-making.

The first three maps examine, on a high level, where collisions are occurring, which streets should be prioritized for pedestrian safety improvements, and present a more focused look at data in District 7.

Figure 3: Citywide Vehicle Pedestrian Injuries

This map displays pedestrian injuries citywide to indicate the magnitude of collisions at citywide locations that informs need for pedestrian safety improvements.

Figure 4: Citywide High Injury Corridors

Defined by Figure 3, Citywide Vehicle Pedestrian Injuries, this map focuses on corridors that have high rates of pedestrian injuries. This map was developed to focus attention on the high priority areas and show where improvements are most needed on a corridor level.

Figure 5: District 7 High Injury Corridors

This map displays the high injury corridors in District 7 that are identified as priorities for pedestrian improvement projects.



Figure 3: Citywide: Vehicle Pedestrian Injuries

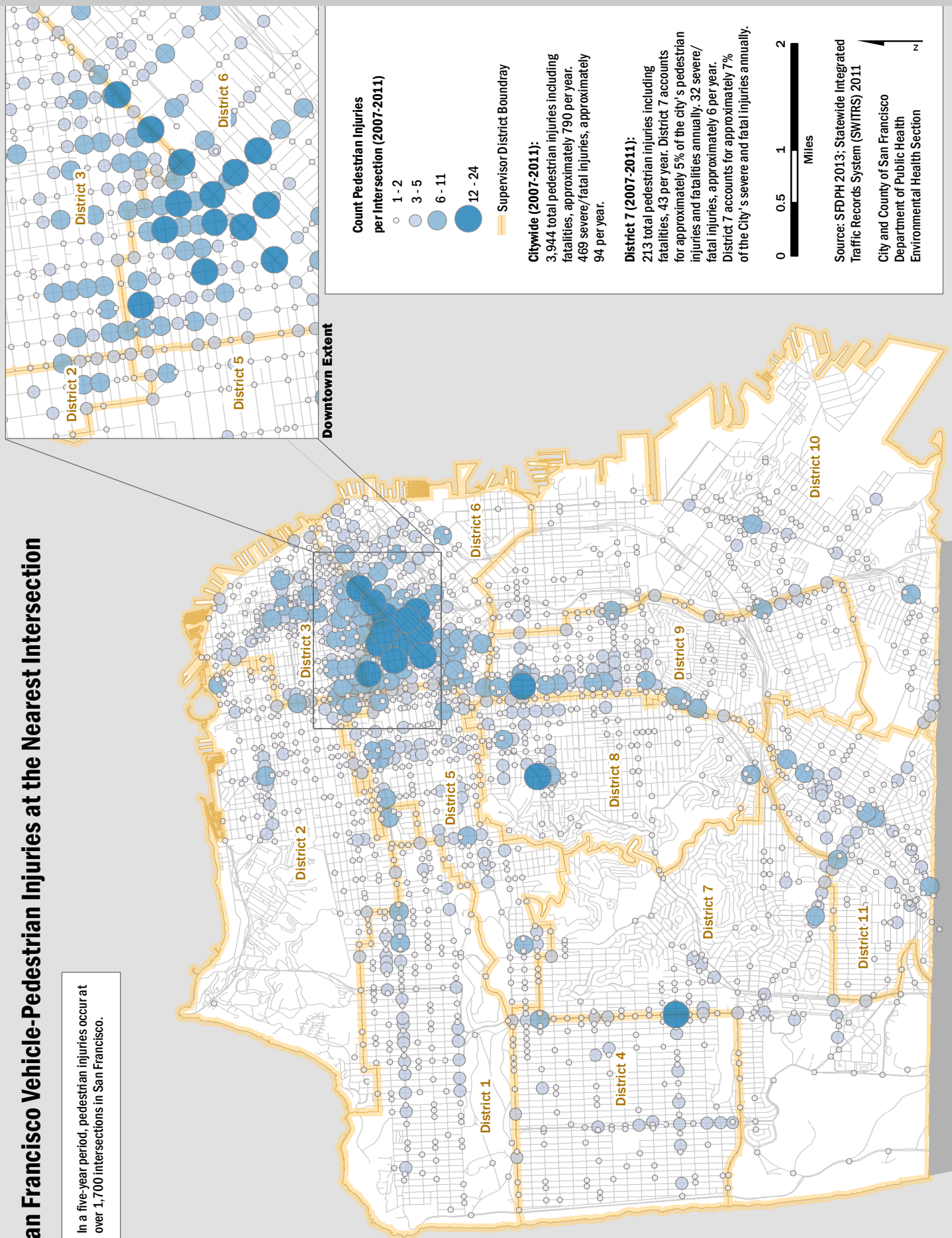


Figure 4: Citywide: High Injury Corridors

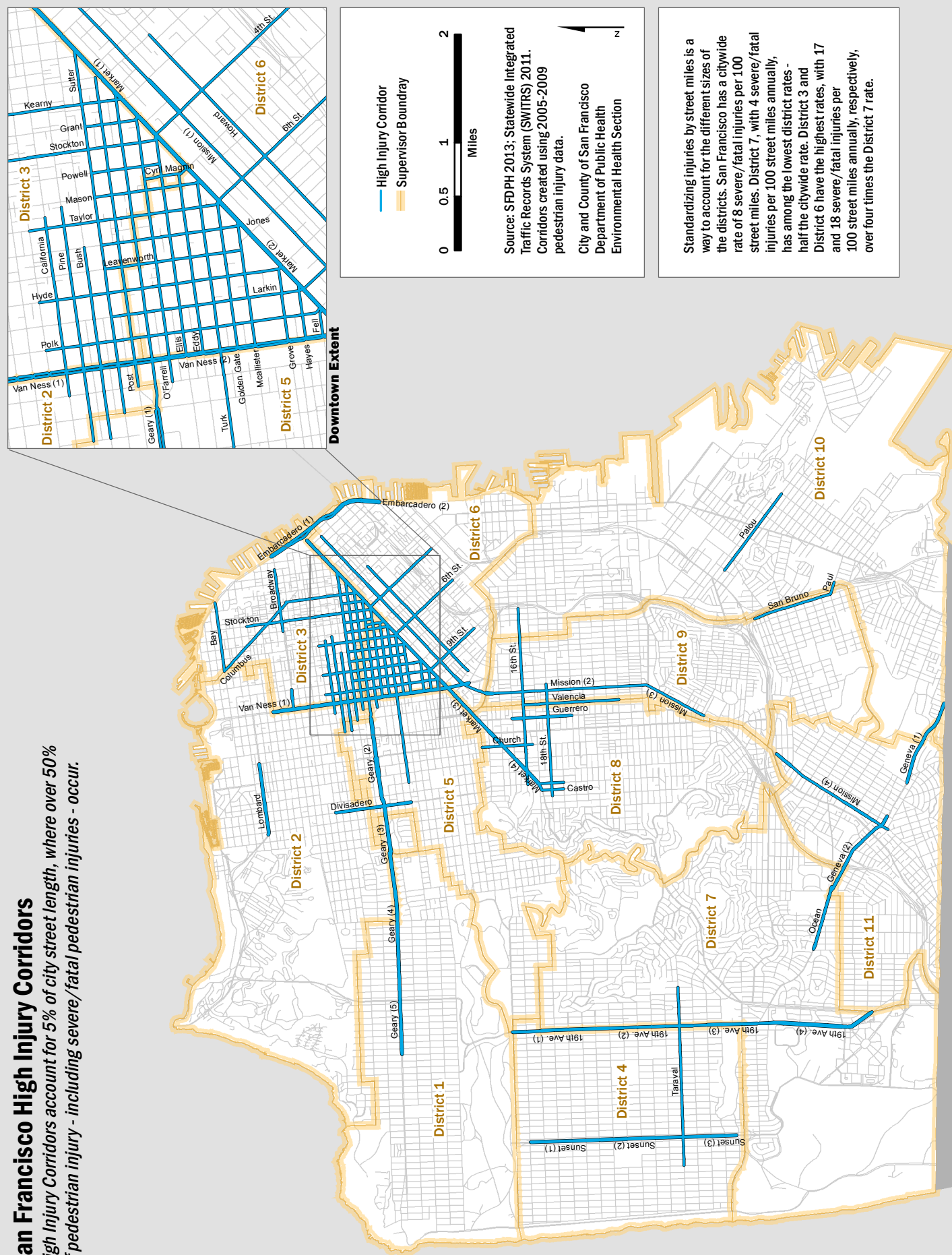
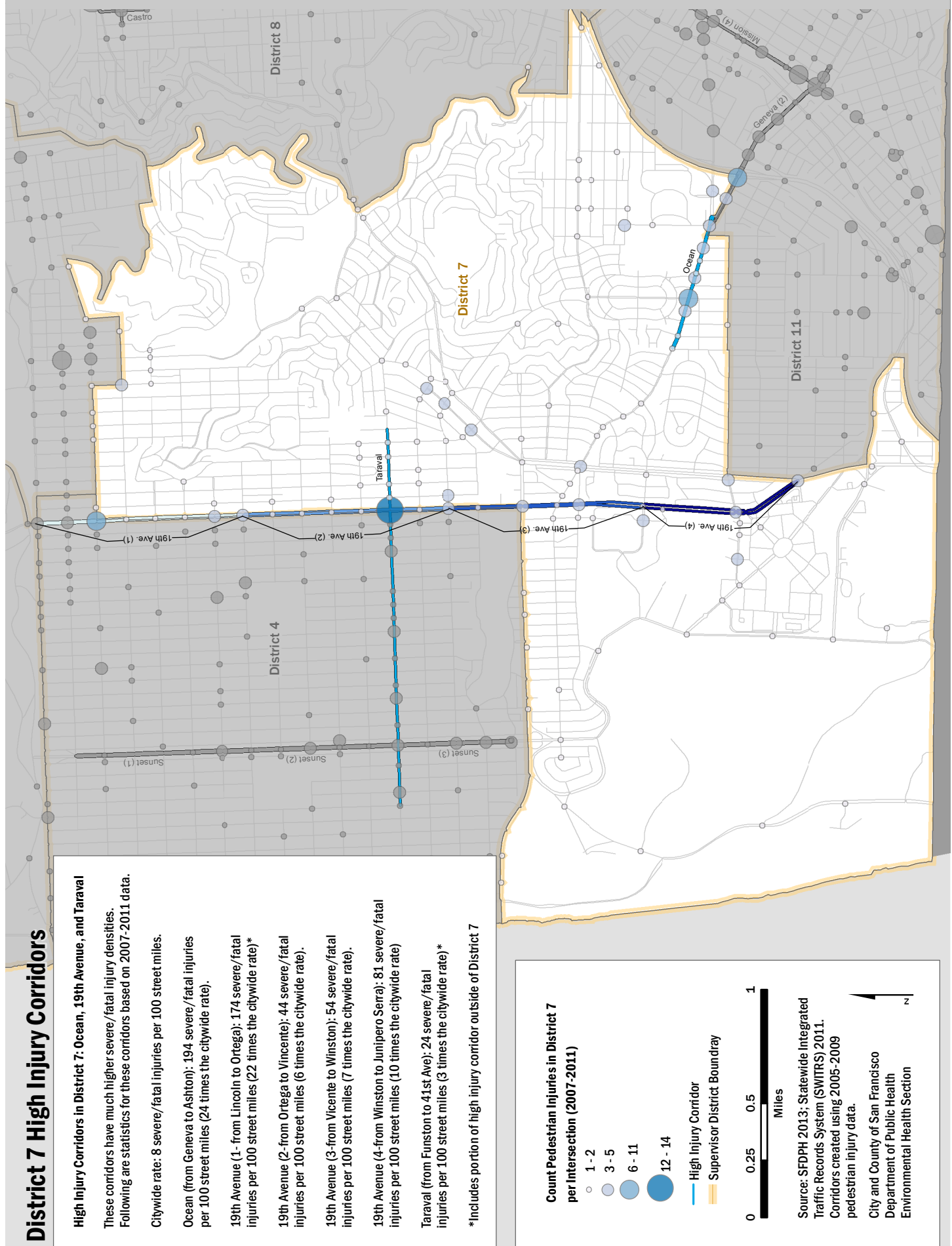




Figure 5: District 7: High Injury Corridors



Findings, continued

Figure 6: Corridor Profile Ocean from Ashton to Geneva

Figure 7: Corridor Profile Taraval from 19th to Funston

These corridor profile maps of High Injury Corridors were developed to better understand and examine the characteristics of the streets that may lead to high injuries, such as land uses, traffic patterns, speed limits and transit usage.

These High Injury Corridors have been identified by SFDPH as two main “hot spots” for pedestrian safety in District 7. Data indicates that these corridors contain intersections that are more prone to high injuries and fatalities; SFDPH then broadened the corridor to look at the surrounding land uses and speed limits. Ocean Avenue is a high traffic arterial corridor with numerous local transit stops along the corridor, and stops are located in the center-lane, which increases pedestrian traffic and crossings.

Within a quarter mile of the Ocean Avenue Corridor there are eight Muni bus lines, one Muni light rail line, 29 Muni stops and one regional transit stop (Balboa BART Station). This corridor is in close proximity to City College of San Francisco's campus, two public health clinics, one senior center, and five schools.

The Ocean from Ashton to Geneva map displays the corridor injury and fatality counts from 2005 to 2011, as well as local areas of interest and posted speed limits.

Similar to Ocean Avenue, the Taraval High Injury Corridor also has a center-running Muni service with stops in the center lane. Within a quarter mile of this corridor there are five Muni bus lines, one Muni light rail line, 22 Muni stops, and a major intersection at 19th Avenue. There is also a senior center, five schools, and four public parks.

This data is intended to help planners and engineers understand the context of high injuries and fatalities. As these corridors are prioritized, and plans are developed and funded, these maps will be used to examine the issues and identify solutions.

Plans and programs currently in development for these corridors include:

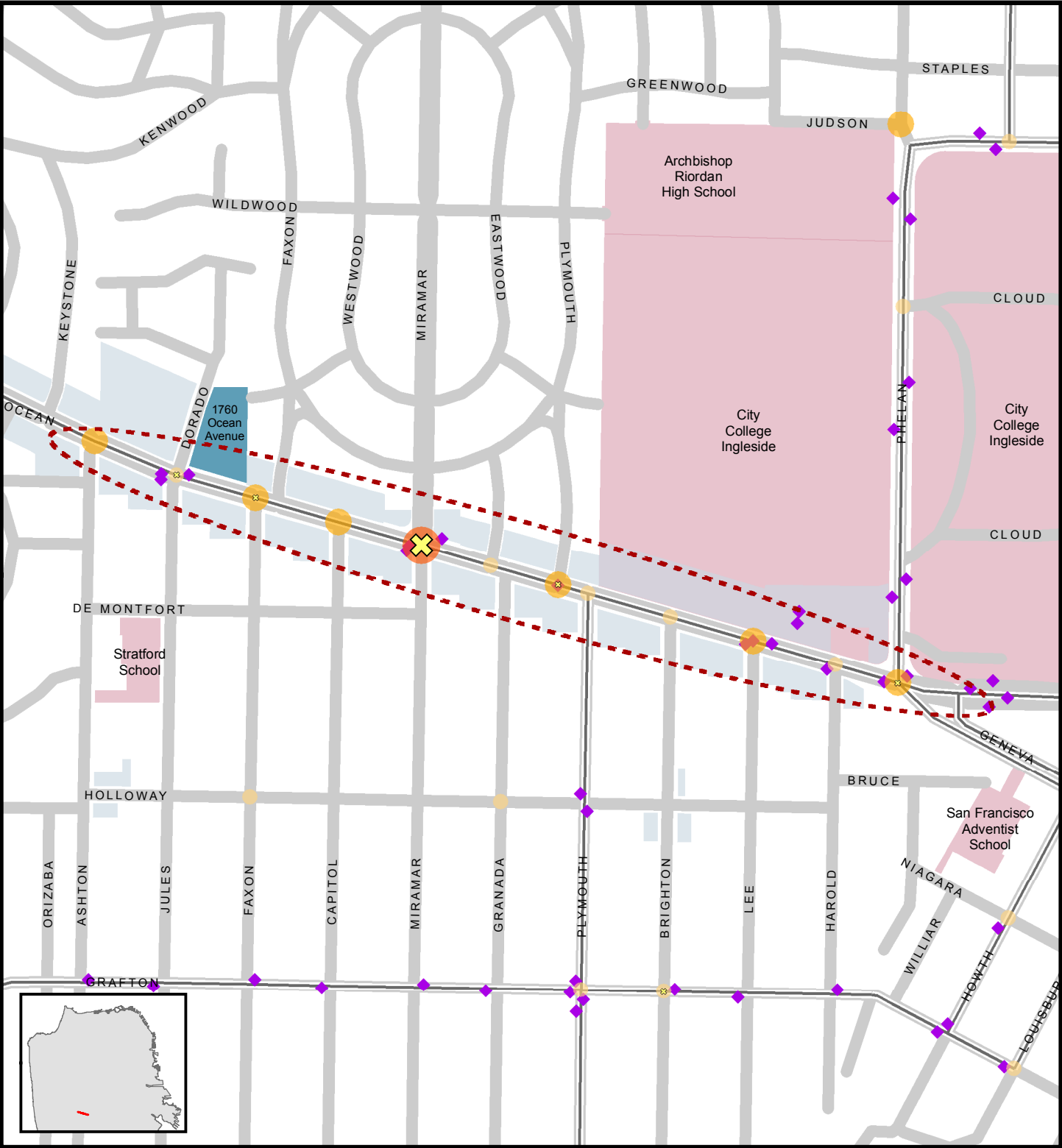
- The WalkFirst Investment Strategy will prioritize these segments based on identified need, and connects projects to identified funding sources, led by the Controller's Office with the SFMTA, Planning Department and SFDPH.
- The SFMTA Transit Effectiveness Project (TEP) focuses on improvement to speed and reliability on key Muni corridors, including pedestrian improvements. Though still in development, these plans may include pedestrian bulb-outs along Taraval as part of the Taraval Street Travel Time Reduction Proposal Project and between Ocean and I-280 as part of the Ocean Avenue Travel Time Reduction Proposal.
- The Planning Department is currently working on plans to widen the sidewalks along Ocean Avenue as part of the Ocean Avenue Streetscape project.
- The 19th Avenue study, led by the SFCTA, proposes changes to the M-line alignment that include reduction of pedestrian and automobile conflicts.



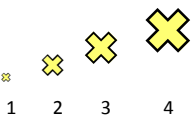


Figure 6: Corridor Profile: Ocean from Ashton to Geneva

Map created by City and County of San Francisco Department of Public Health: Environmental Health Section (12/05/2013). Source: Injury data obtained from California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS)



Severe Injuries and Fatalities



Count of all injuries: 2005-2011



- Hospital / Clinic
- Senior Center
- School (Public or Private)
- Open Space
- Commercial Zoning

- Speed limit
- 25 mph
 - 30 mph
 - 35 mph

- MUNI Line
- Local Transit Stop

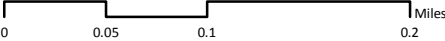
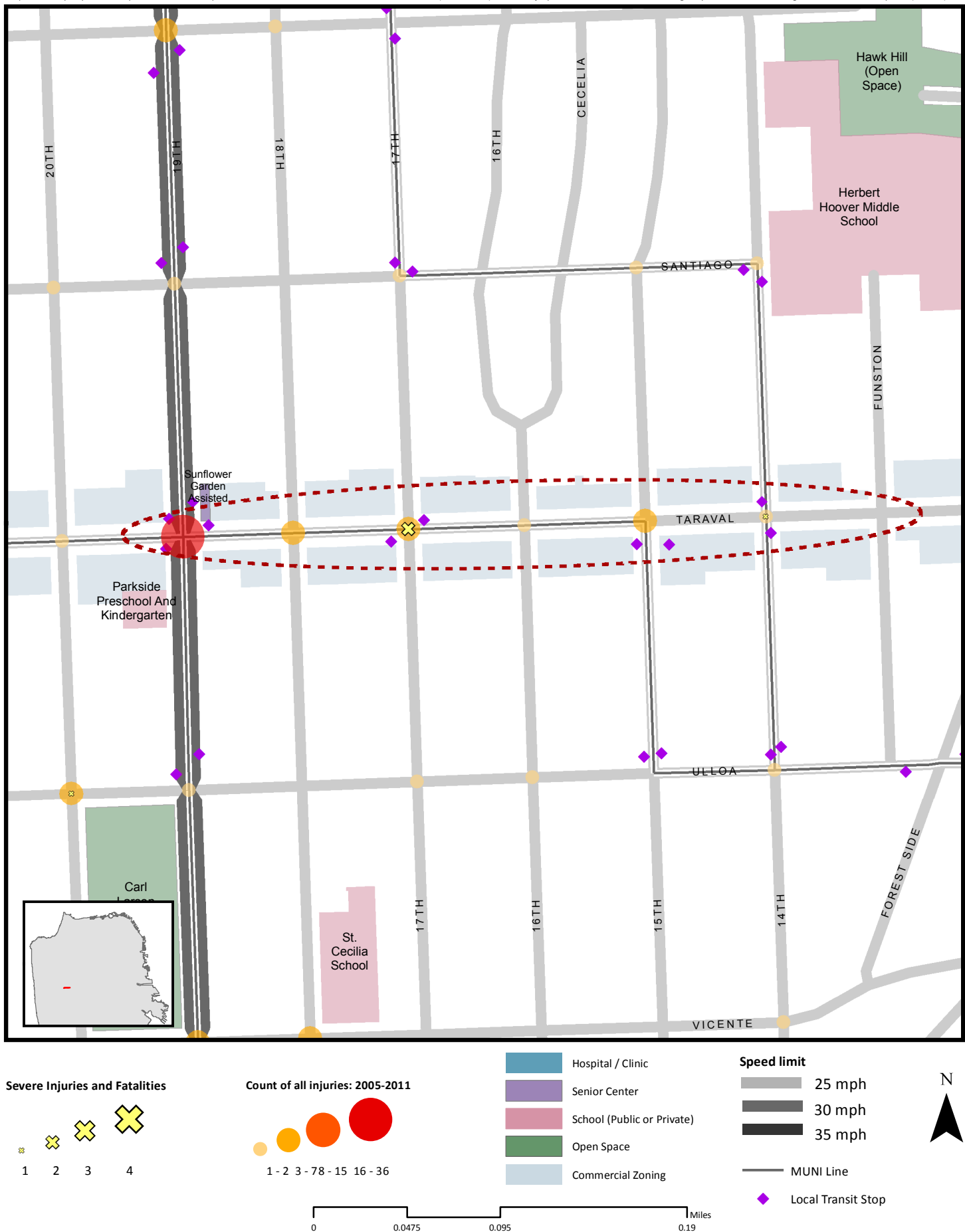




Figure 7: Corridor Profile Taraval from 19th to Funston

Map created by City and County of San Francisco Department of Public Health: Environmental Health Section (12/05/2013). Source: Injury data obtained from California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS)





Findings, continued

Key Finding 2:

City Departments are continually addressing pedestrian safety concerns in District 7 through a variety of capital improvements, educational campaigns and enforcement efforts.

Capital Improvements

Figure 8: District 7 Completed Pedestrian Safety Projects

Some high priority streets, corridors and intersections have already seen needed improvements and have been slated for future funded projects. This map (see page 13) provides information about what the City has done so far to implement pedestrian safety projects in District 7. This map displays completed pedestrian safety projects in District 7 from 2005 to August 2013. For the list of completed projects, please refer to Appendix A and B.

Figure 9: District 7 Planned Pedestrian Safety Projects

This map (see page 14) provides information about current efforts and planned projects for future pedestrian safety improvements in District 7. The map displays the active and planned pedestrian safety projects within the District. This list was compiled using the San Francisco County Transportation Authority's funding data, as well as data directly from DPW and SFMTA staff. For a complete list of projects, please refer to Appendix C and D.

There is a range of costs associated with various capital improvement projects. The Controller's Office collected cost estimates for a variety of pedestrian improvement items. These costs are averages that are highly variable based on project location and specifications, seen in Figure 10.

Figure 10: Pedestrian Countermeasure Cost Estimates

Safety Countermeasure	Average Cost Estimate
Accessible Pedestrian Signal	\$20,000 per intersection
ADA Ramps (design and build)	\$7,500 each
Bulb-out	\$100,000 each
Continental Crosswalks	\$10,000 per intersection
Curb Ramps	\$12,000 per curb ramp
Flashing Beacon	\$80,000 each
Median Extension	\$10,000 each
Pedestrian Countdown Signals	\$30,000 per intersection
Raised Crosswalk	\$65,000 each
Red Visibility Zone	\$850 each per red zone
Reopen Closed Crosswalk	\$40,000-150,000 per intersection
School Crosswalks	\$10,000 - 12,000 per intersection
Speed Cushion	\$7,000 each
Speed Hump	\$6,500 each
Traffic Circle	\$25,000-100,000 each
Traffic Island	\$10,000 each

In Recent Years the City has:

- Installed and enforced 15-mile-per-hour speed limits at 181 schools to protect children and make neighborhood streets safer and more comfortable
- Increased pedestrian crossing time at 390 intersections
- Launched Sunday Streets, which attracts thousands of San Franciscans and visitors to walk and enjoy vibrant events in car-free streets
- Created the first pilot "home zone," with holistic traffic calming measures to slow speeds and put the safety and comfort of people first
- Supported the creation of over 100 parklets, creative ways to use street space to provide seating and other amenities for pedestrians and shoppers
- Installed over 200 traffic calming devices, such as speed humps, citywide
- Increased enforcement of crosswalk violations and other activities that endanger pedestrians
- Build four new plazas and one promenade to enliven streets and provide more space for people on foot



Figure 8: District 7- Completed Pedestrian Safety Projects

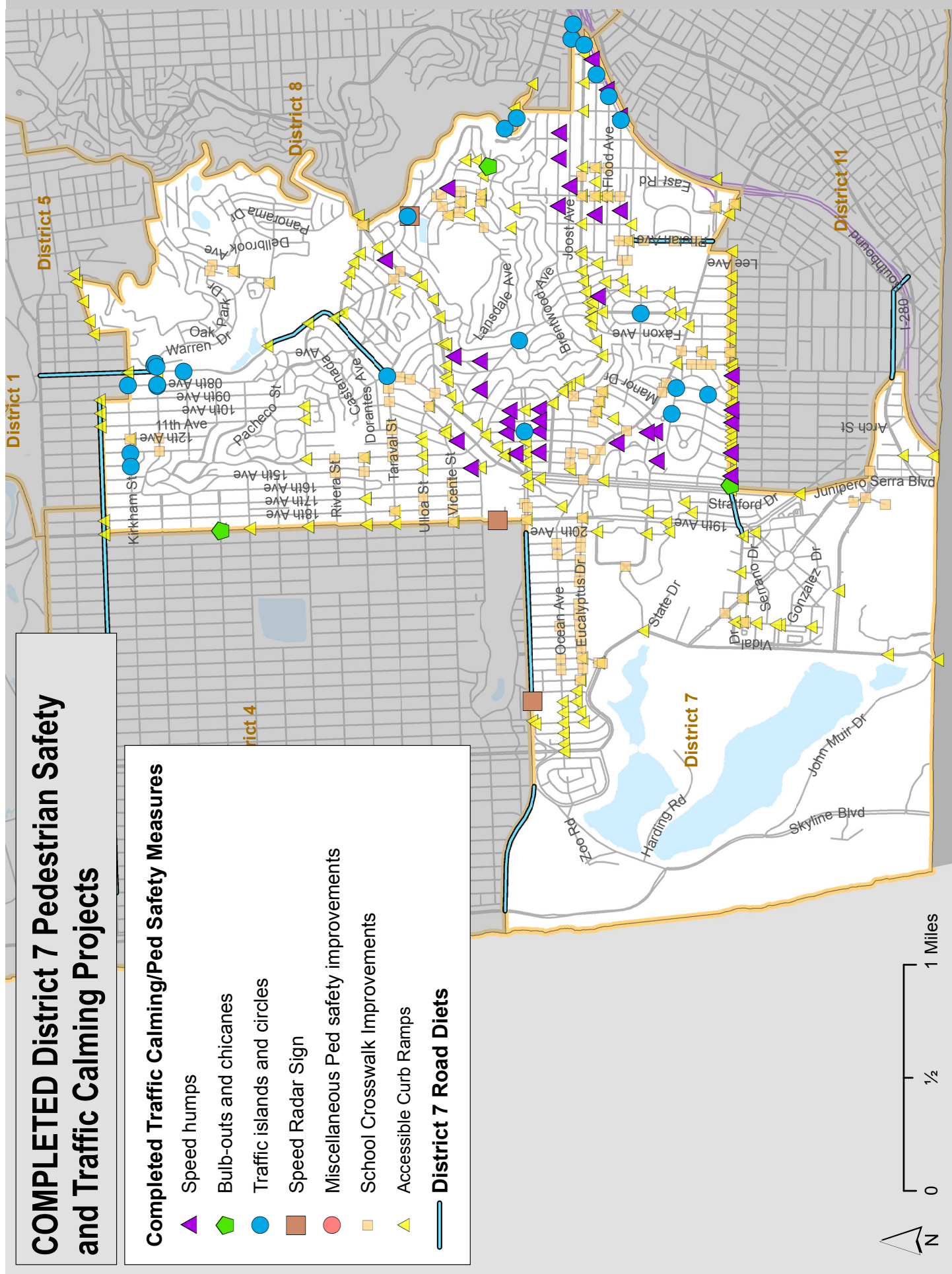
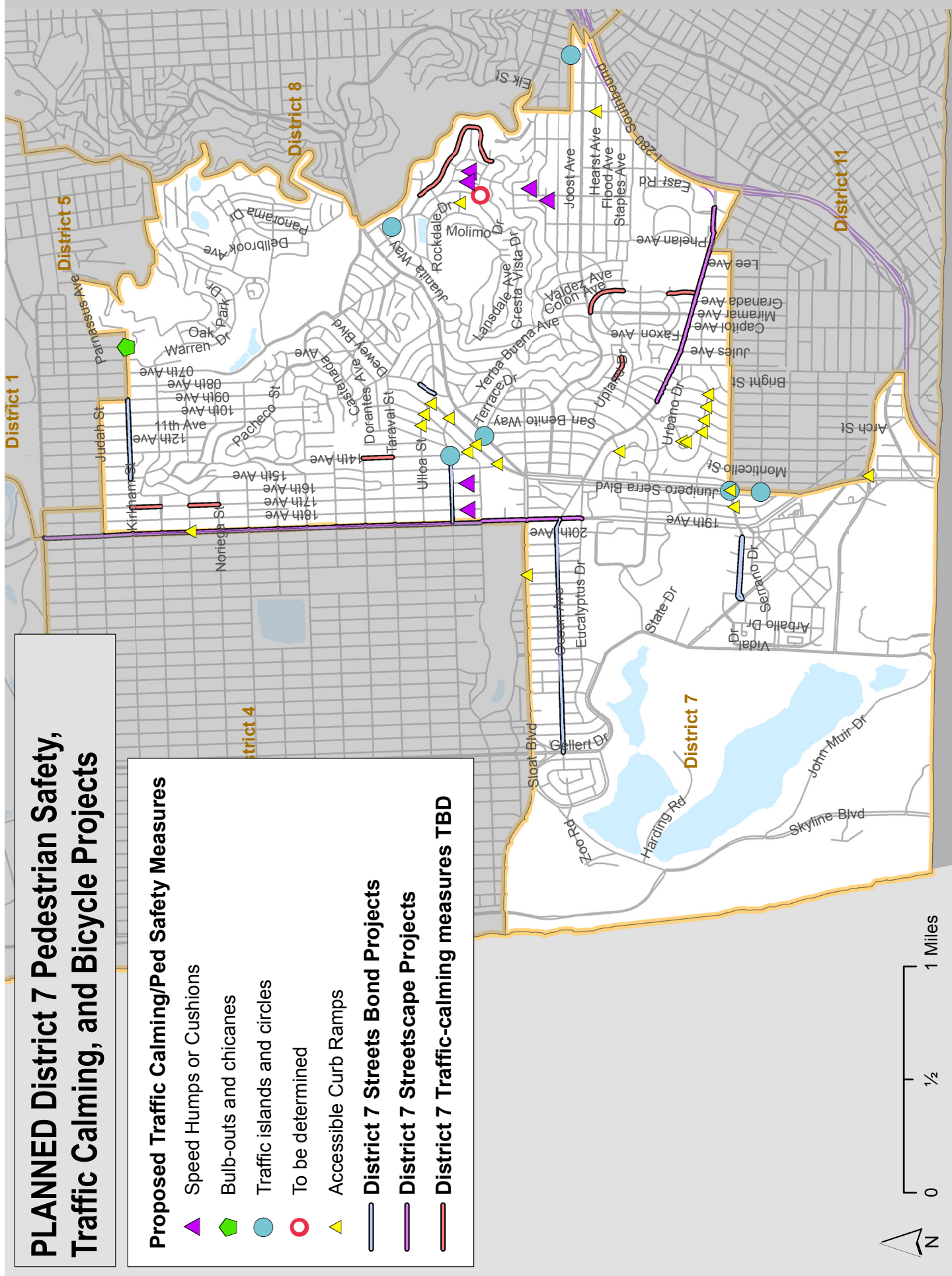




Figure 9: District 7- Planned Pedestrian Safety Project





Education Campaigns

Pedestrians account for more than half of motor vehicle-related deaths and approximately one-third of motor vehicle-related hospitalizations. Pedestrian injuries can be prevented; and education is a key component of pedestrian safety. On-going programs that educate the public about pedestrian safety in San Francisco include the national Safe Routes to School Program and the Walk and Bike to School Day programs, which provide opportunities to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle. These programs also raise awareness about the pedestrian environment and can expose a need for sidewalks, safe street crossings, and other changes to the street environment.

San Francisco Department of Public Health's (SFDPH) Safe and Active Walking Program conducts educational presentations on active walking with a special focus on seniors; develops educational materials on pedestrian safety; supports community-based organizations to create neighborhood plans to promote pedestrian safety and active walking; and produces media campaigns on pedestrian safety. SFDPH recently received funding from the California Office of Traffic Safety to conduct pedestrian safety presentations at senior centers located on high injury corridors. Examples of recent media campaigns include street banners in English, Spanish and Chinese hung on street poles near schools, as well as media campaigns on buses and bus shelters addressing distracted driving and walking.



Enforcement Efforts

There are approximately 800 pedestrian injuries resulting from auto collisions each year in San Francisco. Speeding, cell phone use and inebriation are cited as causes for many of these collisions. Performing targeted enforcement to discourage and prevent these behaviors is critical to improving pedestrian safety.

In September 2010, the SFPD's Traffic Company conducted pedestrian safety enforcement operations at various locations throughout the City. These operations took place during peak traffic times and officers were instructed to focus their enforcement efforts on violations that are among the leading causes of pedestrian collisions:

- Pedestrian right-of-way violations in marked and unmarked cross walks
- Red light violations
- Stop sign violations
- Speed violations

This enforcement operation was funded by a grant from the California Office of Traffic Safety.

To expand enforcement efforts, in August 2013, SFMTA in coordination with SFPD applied for a competitive National Highway Traffic Safety Administration (NHTSA) grant. This grant would finance an enforcement and education campaign for pedestrian safety. Funding would support staff for project management, data collection and analysis of the enforcement and education efforts, and the purchase of LIDAR speed detection units, handheld citation devices, and media outreach.



**Key Finding 3:**

The City has on-going methods to receive citizen concerns about pedestrian methods, especially through SF 311.

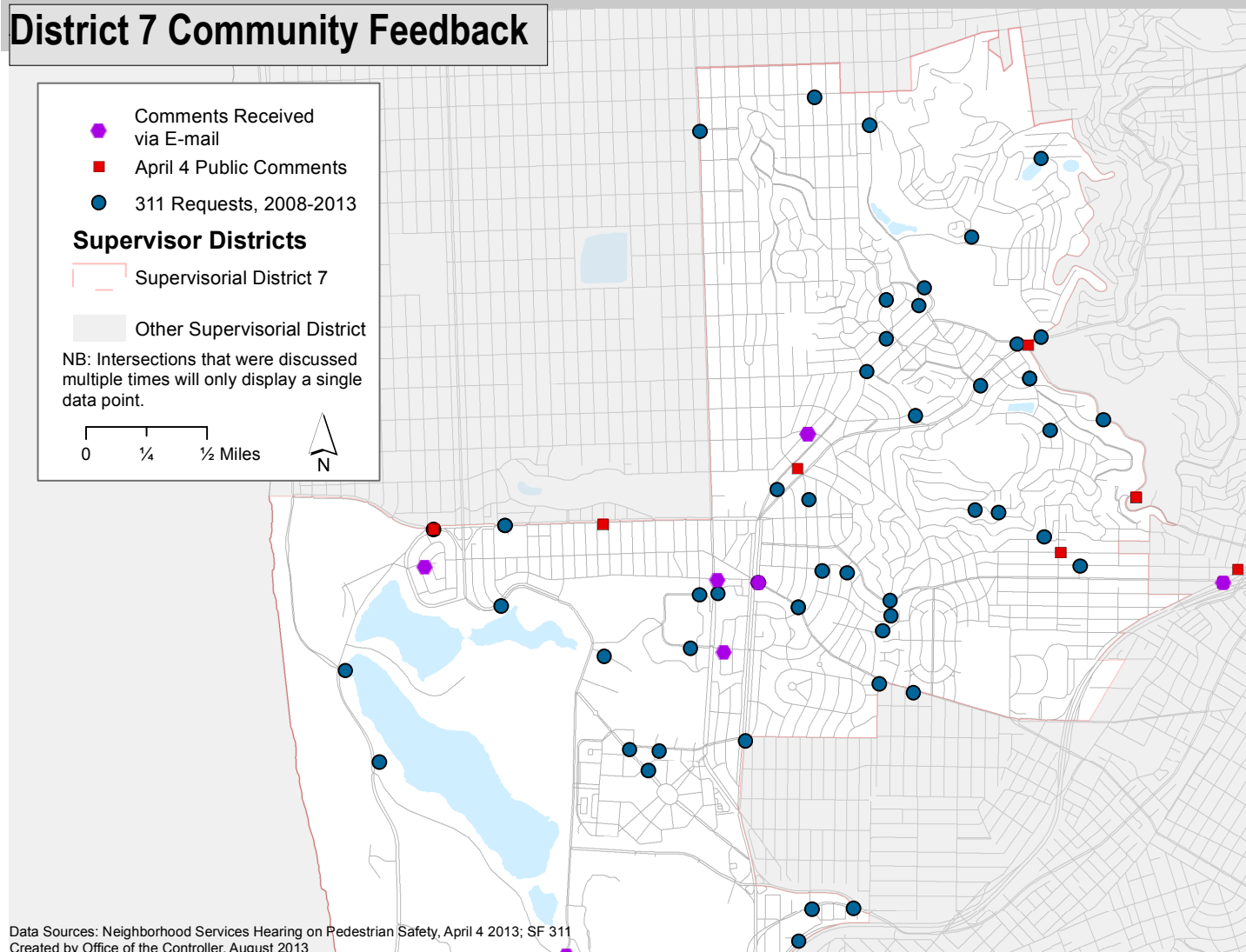
Figure 11: District 7 Public Feedback and Concerns

The Controller's Office collected data from 311 (see Appendix F) on pedestrian safety concerns in District 7 by exporting cases from July 2008 to the present with the following characteristics:

- Traffic Signal Issues
- Damaged Curbs or Sidewalks
- Blocked Sidewalks
- Damaged Signs
- Streetlight Issues
- "Other" cases reported to SFMTA Traffic Engineering

Additionally, the Controller's Office documented all public feedback received at the Neighborhood Services April 4th Hearing on Pedestrian Safety. This map represents District 7's pedestrian concerns captured by 311 and the April 4th pedestrian hearing (for a list of public concerns from the April 4th transcript, refer to Appendix E).

Figure 11: District 7: Public Feedback and Concerns

District 7 Community Feedback



Recommendations

1. *Identify opportunities for best use of District 7 add-back funds in conjunction with SFMTA, such as community engagement and educational opportunities that will foster a better understanding of District 7 concerns and assist in setting priorities for pedestrian safety initiatives, as well as provide the public with pedestrian safety resources.*

District 7 Proposed Improvements: Four categories of improvements are recommended for consideration that would improve walking experiences in District 7. Costs are estimates only and intended to assist in planning and public outreach efforts; actual costs will depend on site location and other factors.

The Controller recommends consideration of these four options:

A. Crosswalk Improvements

SFMTA has identified three to five priority locations for recommended new crosswalk improvements. These are at locations that are uncontrolled that could be upgraded with continental crosswalk striping and yield signs. Crosswalk improvements for uncontrolled crossings range in cost from \$3,500 to \$10,000. For some locations, no funding has been identified for these improvements; for others, funding has not been identified until at least 2015. Additionally, SFMTA would target and improve faded crosswalks in District 7 with new paint to improve visibility and space definition.

B. Speed Feedback Signs and Crossing Time Improvements

SFMTA would look into identifying potential crossing locations for the installation of speed feedback signage and increased crosswalk time. Installation of a speed feedback sign costs approximately \$4,000 and increasing crosswalk time costs approximately \$5,000 (typically performed when traffic signals are upgraded).

C. Community Parklet

Parklets improve the pedestrian walking environment and neighborhood livability. The Planning Department estimates that an average parklet costs approximately \$23,000, including permitting fees and installation. In certain locations, these have been community fundraised and an opportunity for businesses and residents to collaborate.

D. Education and Enforcement

Additional opportunities to extend police enforcement activities or on-going pedestrian safety education campaigns may be pursued in conjunction with the SFPD and/or SFDPH. Costs would be dependent on scope of work and conversations with these departments.

Although this report focused mainly on capital project engineering efforts, education and enforcement are key components of pedestrian safety improvements.



Recommendations, continued

2. Continue to monitor and support citywide pedestrian capital safety planning and policies, such as through the WalkFirst Investment Strategy, SFPD enforcement improvements and SFDPH pedestrian education campaigns.

The WalkFirst Investment Strategy is a coordinated effort of the City Controller's Office, SFMTA, SFDPH, and Planning Department. The purpose of the project is to create a prioritized capital improvement list to meet the benchmarks outlined in the *Pedestrian Strategy* that guides projects in the pedestrian realm, using data and stakeholder engagement to prioritize projects by need.

As a key deliverable of the WalkFirst Investment Strategy, by February 2014 SFMTA will have a completed, prioritized list of pedestrian safety projects along High Priority Corridors and Intersections, including those in District 7. As part of this Strategy, the Controller's Office is surveying projects that are planned, but not yet built along High Priority Corridors and Intersections, these reports will provide the Supervisors and community members a better understanding of the breadth of work to be completed that will support a safer pedestrian experience in District 7 and Citywide. The Controller's Office recommends that the WalkFirst Investment team work with Supervisors and community members in shaping and developing the prioritized project list.

Additionally, the multi-agency Pedestrian Task Force Steering Committee monitors efforts and initiatives being pursued in SFPD enforcement and SFDPH campaigns both Citywide and efforts targeted in District 7.

3. Engage citizens in conversation regarding pedestrian safety efforts as opportunities arise.

The Controller's Office supports SFMTA efforts to use District 7 dollars to foster public outreach in a community meeting format to discuss specific areas of concern and suggestions for where to spend the funding to improve pedestrian safety in District 7, and recommends identifying a useful, needed project or program that will support neighborhood concerns regarding pedestrian safety. The Controller supports efforts that are best able to engage citizens in the decision-making process.

Beyond singular efforts tied to funding, the Controller's Office encourages continued public participation in existing City advisory groups, such as the Pedestrian Safety Advisory Committee (PSAC). The monthly PSAC meetings are a forum for discussing current pedestrian safety issues and improvements. PSAC is the official public representative to the Board of Supervisors on pedestrian issues; it reviews city plans and projects and researches potential improvements to the pedestrian environment. The public is encouraged to attend.



Appendix A

District 7 Completed Pedestrian Improvement Projects Since 2005

Project Name	Project Location	Total Project Cost Estimate
19th Ave Median Improvements	19th Ave Median Improvements (Wawona to Lincoln)	\$292,106
19th Ave Accessible Pedestrian Signals	19th Ave and Moraga	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Lincoln	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Noriega	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Judah	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Irving	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Lawton	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave at Eucalyptus Dr	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Wawona St	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Quintara	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Ocean	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Vicente	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Junipero Serra	\$40,000
Traffic Calming - Speed Humps & Traffic Islands	Cerritos Av between Ocean & Moncada - speed hump	\$628,454
Traffic Calming - Kirkham Street	Kirkham St between 9th & 19th Aves.	\$18,635
Traffic Calming - Speed Humps & Traffic Islands	Circular Ave.	\$628,454
Traffic Calming - Speed Humps & Traffic Islands	O'Shaughnessy	\$628,454
Traffic Calming Program - Planning - Local Streets - Garfield / Holloway	Garfield and Holloway corridors	\$39,812
Traffic Calming - Speed Humps & Traffic Islands	Teresita	\$628,454
Traffic Calming Program - Planning - Local Streets - Cerritos / Cedra Avenue	Cedro Av and Cerritos Avenues	\$40,205
Traffic Calming - Speed Humps & Traffic Islands	Inner Sunset (5th & 6th Aves)	\$628,454
Traffic Calming - Landscaping Support	Kirkham Street at 14th Avenue	\$62,327
Traffic Calming - Landscaping Support	Kirkham Street at Funston Avenue	\$62,327



Project Name	Project Location	Total Project Cost Estimate
Traffic Calming - Landscaping Support	Kirkham Street at 15th Avenue	\$62,327
Traffic Calming - Planning- Local Streets	Circular Ave.	\$679,783
Traffic Calming - Planning- Local Streets	Inner Sunset	\$679,783
Traffic Calming - Planning- Local Streets	O'Shaughnessy Blvd	\$679,783
Traffic Calming - Planning- Local Streets	Randolph - Broad	\$679,783
Raised Pavement Markers	Geneva Avenue between Ocean Avenue and County line	\$58,874
Traffic Calming - Planning- Local Streets	18th - Lincoln	\$679,783
Raised Pavement Markers	Junipero Serra Boulevard between Portola Drive and County line	\$58,874
Pedestrian Islands	12th Avenue at Taraval Street	\$90,040
Pedestrian Islands	9th Avenue at Lincoln Way	\$90,040
Traffic Calming - Planning- Arterials	19th Av between Junipero Serra & Lincoln	\$15,000
Traffic Calming - Implementation Local Streets	Circular Av between Baden & Congo - speed hump	\$220,455
Traffic Calming - Planning- Local Streets	Teresita Blvd	\$679,783
Traffic Calming - Implementation Local Streets	Circular Av between Judson & Congo - speed hump	\$220,455
Traffic Calming - Implementation Local Streets	Portola frontage road between Sydney Way & Laguna Honda Blvd - speed hump	\$220,455
Traffic Calming - Planning- Local Streets	West Portal	\$679,783
Traffic Calming - Planning- Local Streets	19th - Lincoln Bypass	\$679,783
Traffic Calming - Implementation Arterials	19th Av between Junipero Serra & Lincoln - edge lines	\$450,577
Traffic Calming - Implementation Arterials	Teresita St - speed radar sign	\$450,577
Sunnyside Areawide Traffic Calming Project	Monterey at Edna- center STOP marking	\$10,000
Sunnyside Areawide Traffic Calming Project	Mangels Ave between Foerster and Detroit- Speed Humps	\$6,400
Sunnyside Areawide Traffic Calming Project	Monterey and Circular- Yield sign and teeth	\$10,000
Sunnyside Areawide Traffic Calming Project	Intersection of Joost and Lippard Median Island	\$14,500
Sunnyside Areawide Traffic Calming Project	Mangels Ave between Foerster and Genesee- Speed Humps	\$6,400



Project Name	Project Location	Total Project Cost Estimate
St. Francis Wood Areawide Traffic Calming Project	San Pablo Ave between Yerba Buena Ave and Santa Monica Wy.- Speed Humps	\$6,400
St. Francis Wood Areawide Traffic Calming Project	Santa Clara Ave between St. Francis Blvd and San Anselmo Ave - Speed Humps	\$6,400
St. Francis Wood Areawide Traffic Calming Project	San Pablo Ave between Santa Monica Wy and Portola Dr.- Speed Humps	\$6,400
Sunnyside Areawide Traffic Calming Project	Intersection of Joost and Monterey- Expand Median	\$14,500
Sunnyside Areawide Traffic Calming Project	Acadia at Joost- tall vehicle restriction	\$10,000
Sunnyside Areawide Traffic Calming Project	Staples St. between Foerster and Genesee- Speed Humps	\$6,400
St. Francis Wood Areawide Traffic Calming Project	San Benito Wy between St. Francis Blvd and Monterey Blvd (Speed Humps)	\$6,400
St. Francis Wood Areawide Traffic Calming Project	San Fernando Wy between St. Francis Blvd and Monterey- Speed Humps	\$6,400
Pedestrian Refuge Islands	Winston at midblock east of Lake Merced	\$125,000
Converting Standard Crosswalks to Continental Crosswalks	Ocean Ave and Granada Ave	\$130,000
New Accessible Pedestrian Signals	Sunset at Ocean	\$1,590,789
Traffic Calming - Speed Humps/Cushions	17th Ave between Vicente and Wawona	\$236,041
Traffic Calming - Speed Humps/Cushions	Wawona between Vicente and 14th	\$236,041
Traffic Calming - Speed Humps/Cushions	Circular at Staples	\$236,041
Traffic Calming - Speed Humps/Cushions	7th Ave and Moraga	\$236,041
Traffic Calming - Landscaping Support	8th Avenue at Kirkham Street	\$62,327
Traffic Calming - Landscaping Support	8th Avenue at Lawton Street	\$62,327
Traffic Calming - Speed Humps/Cushions	Circular at Flood	\$236,041
Cedro/Cerritos Areawide Traffic Calming Project	Paloma between Ocean and Moncada - replace bumps with hump	\$12,800
Cedro/Cerritos Areawide Traffic Calming Project	Cedro between Ocean and Moncada - replace bump with hump	\$6,400
Holloway/Garfield Areawide Traffic Calming Project	Holloway at Junipero Serra- Bulb-outs	\$145,000
St. Francis Wood Areawide Traffic Calming Project	San Fernando Wy between St. Francis Blvd and Portola Dr.- Speed Humps	\$6,400
Sunnyside Areawide Traffic Calming Project	Mangels Ave between Detroit and Congo- Speed Humps	\$6,400
O'Shaughnessy Traffic Calming Project	Build Out Median near Bosworth	\$87,000



Project Name	Project Location	Total Project Cost Estimate
St. Francis Wood Areawide Traffic Calming Project	San Benito Wy between Portola Dr and St. Francis Blvd- Speed Humps	\$6,400
Holloway/Garfield Areawide Traffic Calming Project	Holloway between Beverly and Head - Chicanes/edgelines (painted trial)	\$25,000
Clarendon Alternative School - SR2S Local Match	Clarendon Avenue and Panorama Drive	\$241,184
Sunnyside Areawide Traffic Calming Project	Intersection of Monterey Boulevard and Circular- Expand Median	\$14,500
New Accessible Pedestrian Signals	Sunset at Ocean	\$1,590,789
Signal Modification Contract 32	Foerster St and Monterey Blvd	\$2,358,348
New Signal Contract 59	Lake Merced Boulevard at Lake Merced Hills	\$2,323,027
New Signal Contract 59	999 Brotherhood Way	\$2,323,027
Signal Modification Contract 32	Claremont Blvd and Portola Dr	\$2,358,348
19th Ave Accessible Pedestrian Signals	19th Ave and Wawona St	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave at Eucalyptus Dr	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Quintara	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Vicente	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Lawton	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Lincoln	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Irving	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Judah	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Noriega	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Ocean	\$40,000
19th Ave Accessible Pedestrian Signals	19th Ave and Moraga	\$40,000
Traffic Signal Upgrades	Laguna Honda Blvd at Portola Dr	\$2,230,844
19th Ave Accessible Pedestrian Signals	19th Ave and Junipero Serra	\$40,000



Appendix B

District 7 Traffic Calming Projects Implemented Between 2008 and 2013

DESCRIPTION	STREET NAME
Speed Cushion	Santa Clara Avenue
Speed Hump	Yerba Buena Avenue
Channelization	Bella Vista Way
Speed Hump	Cerritos Avenue
Traffic Island	Teresita Boulevard
Speed Hump	Santa Ana Avenue
Speed Hump	Santa Ana Avenue
Traffic Island	Flood Avenue
Traffic Island	Staples Avenue
Traffic Island	Locksley Avenue
Traffic Island	Warren Drive
Traffic Island	Lawton Street
Speed Hump	15th Avenue
Traffic Island	Miraloma Drive
Speed Hump	Cedro Avenue
Speed Hump	Paloma Avenue
Bulb-Out	Holloway Avenue
Speed Hump	San Benito Way
Speed Hump	San Benito Way
Speed Hump	Santa Clara Avenue
Speed Hump	San Fernando Way
Speed Hump	San Fernando Way
Speed Hump	San Pablo Avenue
Speed Hump	San Pablo Avenue
Speed Hump	Mangels Avenue
Speed Hump	Mangels Avenue
Speed Hump	Mangels Avenue
Speed Hump	Hearst Avenue
Speed Hump	Staples Avenue
Speed Hump	Joost Avenue
Traffic Island	Joost Avenue
Median Extension	Joost Avenue
Median Extension	Monterey Boulevard
Speed Hump	Wawona Street
Speed Hump	18th Avenue
Traffic Island	Kirkham Street
Traffic Island	Kirkham Street
Traffic Island	Lawton Street
Traffic Island	Lawton Street
Speed Hump	Cerritos Avenue
Traffic Island	7th Avenue

Source: SFMTA



Appendix C

District 7 Planned Curb Ramp and Streetscape Improvements

Location	Current Phase	Estimated Completion Date
14th Ave. and Wawona St.	Construction	November 2013
14th Ave. and West Portal Ave.	Planning	September 2014
15th Ave. and West Portal Ave.	Planning	September 2014
19th Ave Planted Median (Wawona to Eucalyptus)	Planning	June 2015
19th Ave. and Moraga St.	Planning	April 2014
23rd Ave. and Crestlake Dr./Sloat Blvd.	Planning	July 2014
Borica St. and Urbano Dr.	Design	August 2014
Brotherhood Way and Junipero Serra Blvd. Off Ramp	Planning	April 2014
Claremont Widen Uphill Bike Lane (Ulloa to Dorchester)	Planning	2015
Congo St. and Hearst Ave.	Planning	April 2014
Corona St. and Urbano Dr.	Design	August 2014
De Soto St. and Urbano Dr.	Design	August 2014
Entrada Ct. and End	Planning	August 2014
Holloway Ave. and Stratford Dr.	Design	August 2014
Holloway Buffered Bike Lane (Varela to Font)	Planning	2015
Kirkham Traffic Striping (9th Ave to 48th Ave)	Planning	June 2014
Madrone Ave. and Ulloa St.	Design	April 2014
Moncada Way and Paloma Ave.	Planning	April 2014
Ocean Bike Lanes (Sunset to 19th Ave)	Planning	June 2015
Ocean Streetscape/Greening (Howth to Manor)	Planning	April 2015
Omar Way and Rockdale Dr.	Planning	April 2014
Sloat phase 1 (Sloat and Forest View)	Construction	September 2013
Sloat phase 2 (Sloat and Everglade; Sloat and 23rd)	Planning	July 2014
Ulloa St. and Wawona St.	Completed	August 2013
Ulloa St. and West Portal Ave.	Planning	September 2014
Vicente St. and West Portal Ave.	Planning	September 2014
Vicente Streetscape Enhancements (14th Ave. to 19th Ave.)	Planning	February 2015

Source: SFDPW



Appendix D

District 7 Active Signal and Traffic Calming Pedestrian Improvement Projects

Project Name	Project Location	Estimated Project Completion Date
19th Ave Transit Preferential Streets (TPS) Bulb-Outs	19th Ave from Lincoln Way to Junipero Serra Blvd.	6/30/2015
Balboa Park Station Area Circulation Study	Balboa Park Station Area (Ocean Ave and Geneva Ave)	12/31/2013
Circular Ave. Area-wide Traffic Calming Project	Judson/Circular/Paulding (Bulb-outs)	12/31/2014
Circular Ave. Area-wide Traffic Calming Project	Reconfigure Judson/Circular/Paulding- Bulb-outs	12/31/2014
Crosswalk Maintenance	12th Ave at Kirkham	12/31/2013
Crosswalk Maintenance	Ocean Ave at Victoria	12/31/2013
Crosswalk Maintenance	18th Ave at Vicente	12/31/2013
Dewey Traffic Calming Project	Dewey Traffic Calming Project	3/31/2014
Holloway/Garfield/Cerritos/Cedro Traffic Calming Implementation	Holloway between Beverly and Head- Speed Humps	12/31/2014
Holloway/Garfield/Cerritos/Cedro Traffic Calming Implementation	Holloway between Beverly and Head - striping and signage	12/31/2014
Holloway/Garfield/Cerritos/Cedro Traffic Calming Implementation	Cerritos-Mercedes-Lunado (channelization island)	12/31/2014
New Signals Contract 60	Ashton Ave. and Ocean Ave.	9/30/2013
New Signals Contract 60	Capitol Ave. and Ocean Ave.	9/30/2013
New Signals Contract 61	John Muir Dr and Lake Merced Dr	1/30/2015
New Signals Contract 61	Sloat Blvd and Beachmont Dr.	1/30/2015
New Signals Contract 61	47th Ave and Sloat Blvd.	1/30/2015
O'Shaughnessy & Del Vale Crosswalk- Design	O'Shaughnessy at Del Vale	9/30/2013
Randolph-Broad Traffic Calming Implementation	19th Ave Bicycle Lanes (Randolph to Beverly)	12/31/2014
Safe Routes to School (SR2S) Education and Outreach	Sunnyside Elementary School	8/30/2013
Signal Modification Contract 33	Circular Dr. and Monterey Avenue	9/30/2015
Sloat Boulevard Pedestrian Improvements	Sloat Blvd at Forest View Drive	3/31/2015
Sloat Boulevard Pedestrian Improvements	Sloat Blvd at Everglade Drive	3/31/2015
Sloat Boulevard Pedestrian Improvements	Sloat Blvd at 23rd Avenue	3/31/2015
St. Francis Wood Area-wide Traffic Calming Project	Yerba Buena between Miraloma and San Pablo- Speed Humps	12/31/2014
St. Francis Wood Area-wide Traffic Calming Project	Santa Clara at Yerba Buena Ave	12/31/2014
Sunnyside Traffic Calming Implementation	Hearst and Baden (Traffic Circle)	12/31/2014
Teresita Blvd. Area-wide Traffic Calming Project	Teresita Blvd.	12/31/2012
Traffic Calming	Warren Drive- Oak Park and Christopher Dr.	12/31/2014
Traffic Calming	8th Avenue between Lawton and Moraga Streets	12/31/2014
Traffic Calming	Gellert Drive at Everglade Drive	12/31/2014
Traffic Calming	Upland Drive between Manor and Northgate Drives	12/31/2014
Traffic Calming-Traffic Circle-Sunnyside Planning	Hearst and Baden (Traffic Circle)	12/31/2014
West Portal Safe Routes to School	Dewey Circle (Intersections of Granville Way, Claremont Blvd, and Allston Way)	12/31/2013
Winston Drive Pedestrian Improvements	Winston Drive between Buckingham Way and Lake Merced Blvd.	6/30/2016

Source: SFCTA and SFMTA



Appendix E

Public Comments from the April 4, 2013 Hearing on District 7 Pedestrian Safety

Speaker ID	Intersection	Public Concerns
1	West Portal and 14th Avenue	Unclear who has the right of way, pedestrians or cars. Too much confusion between cars and pedestrians.
2	Monterey and Highway 280	Cars speed and pedestrians cannot cross the street.
3	O'Shaughnessy and Malta Drive	Poorly marked intersection, poorly lit, traffic drives at excessive speeds.
4	Portola to Glen Park	Speeding cars do not yield to pedestrians.
5	Sloat Boulevard and Skyline	Not enough traffic signals to control cars.
6	Not specified	Drivers do not stop for pedestrians at crosswalks.
7	Sloat Boulevard	Speeding cars and no traffic signals for control.
8	Sloat Boulevard	Request for information about the Caltrans Study that the community has not yet received.
9	Monterey and Highway 280	Long distance to cross with speeding cars and no pedestrian refuge.
10	O'Shaughnessy and Malta Drive	Speeding, cars do not stop for pedestrians at the crosswalk.
11	O'Shaughnessy and Malta Drive	Cars can't see the crosswalk; there is no warning that a crosswalk is coming up, and cars are speeding.
12	Sloat Boulevard	Cars do not stop or yield to pedestrians, cars speed, poor lighting.
13	Sloat Boulevard	Speeding, cars do not stop for pedestrians at the crosswalk.
14	Sloat Boulevard	Speeding, cars do not stop for pedestrians at the crosswalk.
15	Sloat at 19th, Ocean Avenue, Monterey Boulevard	Speeding.
16	Mangels Avenue and Foerster Street, and Monterey at Highway 280	Speeding, no stop sign.
17	Monterey Boulevard near Joost	Speeding, cars running stop signs.
18	Winston Dr. and Stonecrest Dr.	Speeding cars do not stop for pedestrians.
19	John Muir Dr. and Lake Merced Blvd.	Busy intersection that has complicated traffic and makes pedestrian crossing difficult.
20	Lake Merced and Berkshire Way	Dangerous intersection to cross.
21	Monterey Blvd. and Circular Ave.	Dangerous for pedestrians crossing.
22	Foerester Street and Monterey Boulevard	Cars running stop signs, little enforcement by police, failure to yield to pedestrians, and speeding.



Appendix F

Public Comments from SF 311 Data, July 2008-August 2013

CASE_ID	OPEN_DATE	DESCRIPTION	LOCATION
360010	1/27/2009	No speed bumps or humps	50 SANTA ANA AVE, SAN FRANCISCO, CA, 94127
417747	4/23/2009	Pedestrians are not able to cross safely due to speeding	Intersection of DEL VALE AVE and OSHAUGHNESSY BLVD
491237	8/21/2009	Curb ramp request due to uneven street	Intersection of DORANTES AVE and MAGELLAN AVE
495210	8/28/2009	Curb ramp request for ADA reasons	Intersection of FONT BLVD and SERRANO DR
507561	9/18/2009	Traffic signal sign request for motorists to realize there's a signal ahead	Intersection of PORTOLA DR and TWIN PEAKS BLVD
554574	12/1/2009	White crossings need repainting	Intersection of LAGUNA HONDA BLVD and PORTOLA DR
588954	1/26/2010	Request for wheelchair ramp	Intersection of 15TH AVE and WEST PORTAL AVE
612870	3/3/2010	Replace pedestrian crosswalk signal	Intersection of LAKESHORE PLZ and SLOAT BLVD
641462	4/20/2010	Overgrown vegetation makes sidewalk impassable	1600 7TH AVE, SAN FRANCISCO, CA, 94131
643472	4/23/2010	Request to reset crossing signals	Intersection of CLARENDON AVE and OLYMPIA WAY
666997	6/2/2010	Request for pedestrian countdown signal	Intersection of 19TH AVE and LAWTON ST
704050	7/31/2010	Need to repaint stop sign markings	Intersection of SKYLINE BLVD and SLOAT BLVD
728014	9/7/2010	Traffic signal working improperly	Intersection of 20TH AVE and WINSTON DR
742040	9/28/2010	No wheelchair curb ramp	Intersection of MONTEREY BLVD and PLYMOUTH AVE
748564	10/8/2010	No wheelchair curb ramp	Intersection of MONTEREY BLVD and PLYMOUTH AVE
769983	11/11/2010	No wheelchair curb ramp	Intersection of EL VERANO WAY and MONTEREY BLVD
786185	12/9/2010	No pedestrian barriers during construction	Intersection of MONTALVO AVE and TARAVAL ST
801617	1/6/2011	request for crosswalk and a stop sign next to the Arab Cultural center	Intersection of LAGUNA HONDA BLVD and PLAZA ST
821341	2/7/2011	No sidewalk	10 NIAN TIC AVE, SAN FRANCISCO, CA, 94132
852563	3/30/2011	Request for speed limit sign at the entrance/exit into/out of the Environmental Science Center	Intersection of SKYLINE BLVD and FUNSTON AVE
854435	4/2/2011	Repaint pedestrian crosswalks	Intersection of ASHTON AVE and OCEAN AVE
867419	4/22/2011	Request for traffic signal	Intersection of ALEMANY BLVD and SAINT CHARLES AVE
881051	5/13/2011	Request for speed bumps	Intersection of DARIEN WAY and NORTHGATE DR
917860	7/11/2011	Request for a yellow bumpy strip added to curb ramp or repair the curb ramp	Intersection of GELLERT DR and MORNINGSIDE DR
923967	7/20/2011	Request to repaint the crosswalk	Intersection of DARIEN WAY and SAN ALESO AVE
923972	7/20/2011	Request to repaint the crosswalk	Intersection of DARIEN WAY and SAN BENITO WAY



CASE_ID	OPEN_DATE	DESCRIPTION	LOCATION
925388	7/22/2011	Request to repaint the crosswalk	Intersection of ARELLANO AVE and HOLLOWAY AVE
943960	8/19/2011	SF State Police request speed bump	620 FONT BLVD, SAN FRANCISCO, CA, 94132
944187	8/19/2011	Request for speed bump to prevent speeding	10 STANFORD HEIGHTS AVE, SAN FRANCISCO, CA, 94127
1013098	11/29/2011	Request for a yield sign	Intersection of GLENBROOK AVE and PALO ALTO AVE
1016604	12/4/2011	Request for a triangle painted marking at the crosswalk for vehicle to see that it's a crosswalk more clearly	Intersection of LAKE MERCED BLVD and WINSTON DR
1025045	12/17/2011	Request for a new traffic signal or warning sign/light to control motorists	Intersection of 19TH AVE and ROSSMOOR DR
1066826	2/17/2012	Request for a stoplight at the intersection and a fence along the median	Intersection of 34TH AVE and SLOAT BLVD
1069275	2/21/2012	Request to repaint the crosswalk	Intersection of JUNIPERO SERRA BLVD and OCEAN AVE
1176809	7/28/2012	Request for stop signs	Intersection of 11TH AVE and KIRKHAM ST
1292909	8/17/2012	Red paint to prevent parking at a 45 degree angle that sticks out into traffic	Intersection of HOLLOWAY AVE and JUNIPERO SERRA BLVD
1509002	10/4/2012	Request for wrong way signage and repainted crosswalks	195 MAGELLAN AVE, SAN FRANCISCO, CA, 94116
1547340	10/13/2012	Request for repainting crosswalks	Intersection of FAXON AVE and OCEAN AVE
1556857	10/15/2012	Request for a speed limit sign to slow traffic going downhill	115 KENSINGTON WAY, SAN FRANCISCO, CA, 94127
1568984	10/18/2012	No crosswalk or stop signs	Intersection of FOWLER AVE and TERESITA BLVD
1827304	12/27/2012	No crosswalk or stop signs	Intersection of FOWLER AVE and TERESITA BLVD
1884775	1/11/2013	Broken sidewalk due to tree roots	Intersection of EDNA ST and JOOST AVE
2040145	2/20/2013	Sidewalk is not ADA compliant or wheelchair accessible	165 KENWOOD WAY, SAN FRANCISCO, CA, 94112
2097173	3/6/2013	Crosswalk needs painting	Intersection of OCEAN AVE and SANTA ANA AVE
2128000	3/14/2013	Obstacles and vegetation prevent pedestrians from walking on the sidewalk	200 CRESTA VISTA DR, SAN FRANCISCO, CA, 94127
2132330	3/15/2013	Request to paint the crosswalk lines	Intersection of Winston Drive and Lake Merced Blvd
2147953	3/20/2013	Request for repainting crosswalks	Intersection of REPOSA WAY and ROCKDALE DR
2293235	4/26/2013	Request for speed hump or bump to make sure cars stop at the stop sign	328 PACHECO ST, SAN FRANCISCO, CA, 94116
2464365	6/7/2013	Dangerous intersection with pedestrians crossing illegally. Needs traffic control.	375 WOODSIDE AVE, SAN FRANCISCO, CA, 94131
2478274	6/11/2013	Request for a traffic signal sign to warn motorists of the signal ahead	Intersection of OCEAN AVE and SANTA ANA AVE
2498344	6/17/2013	Traffic lights functioning improperly; timing is off	Intersection of JOHN MUIR DR and SKYLINE BLVD
2513517	6/20/2013	Crosswalk needs painting	Intersection of ALEMANY BLVD and BROTHERHOOD WAY
2671379	8/2/2013	Request for speed bump to slow speeding cars	290 CRESTA VISTA DR, SAN FRANCISCO, CA, 94127