

7TH & 8TH STREETS SAFETY PROJECT

Project Goal

The goal of the 7th & 8th Streets Safety Project is to increase safety and comfort for everyone traveling on these corridors, including people on foot, on bike, in a vehicle, and on public transit. We plan to achieve this goal by:

- » Reducing the potential for conflict
- » Addressing collision patterns
- » Implementing quickly and effectively
- » Planning for long-term solutions

Implementation

We're working on a phased approach to implementing safety improvements over time, starting with near-term measures and moving towards long-term streetscape measures. Schedule subject to change.



Key Considerations

Community Vision, Recommendations, and Development Guidelines

This project is guided by the vision expressed in the Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS), a multi-year community planning process.

Vision Zero San Francisco

The City and County of San Francisco adopted Vision Zero San Francisco as a policy in 2014, committing an effort to prioritize street safety and eliminate traffic deaths in San Francisco by 2024.

Mayor's Directive

On August 4, 2016, Mayor Ed Lee issued an executive directive on bicycle and pedestrian safety, explicitly calling for a focus on delivering near-term safety improvements on 7th and 8th Streets in the next nine months.

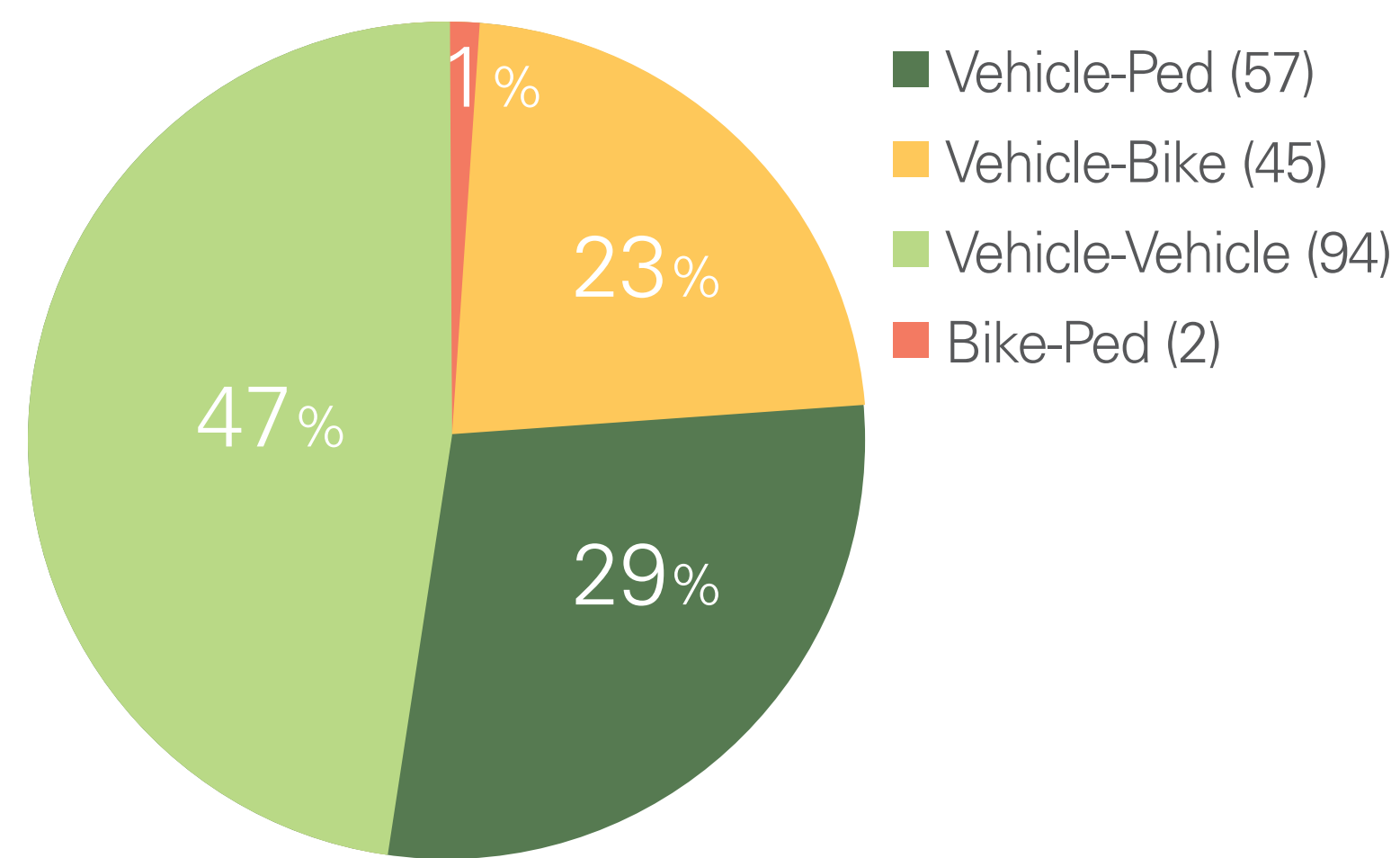


PRESSING SAFETY NEEDS

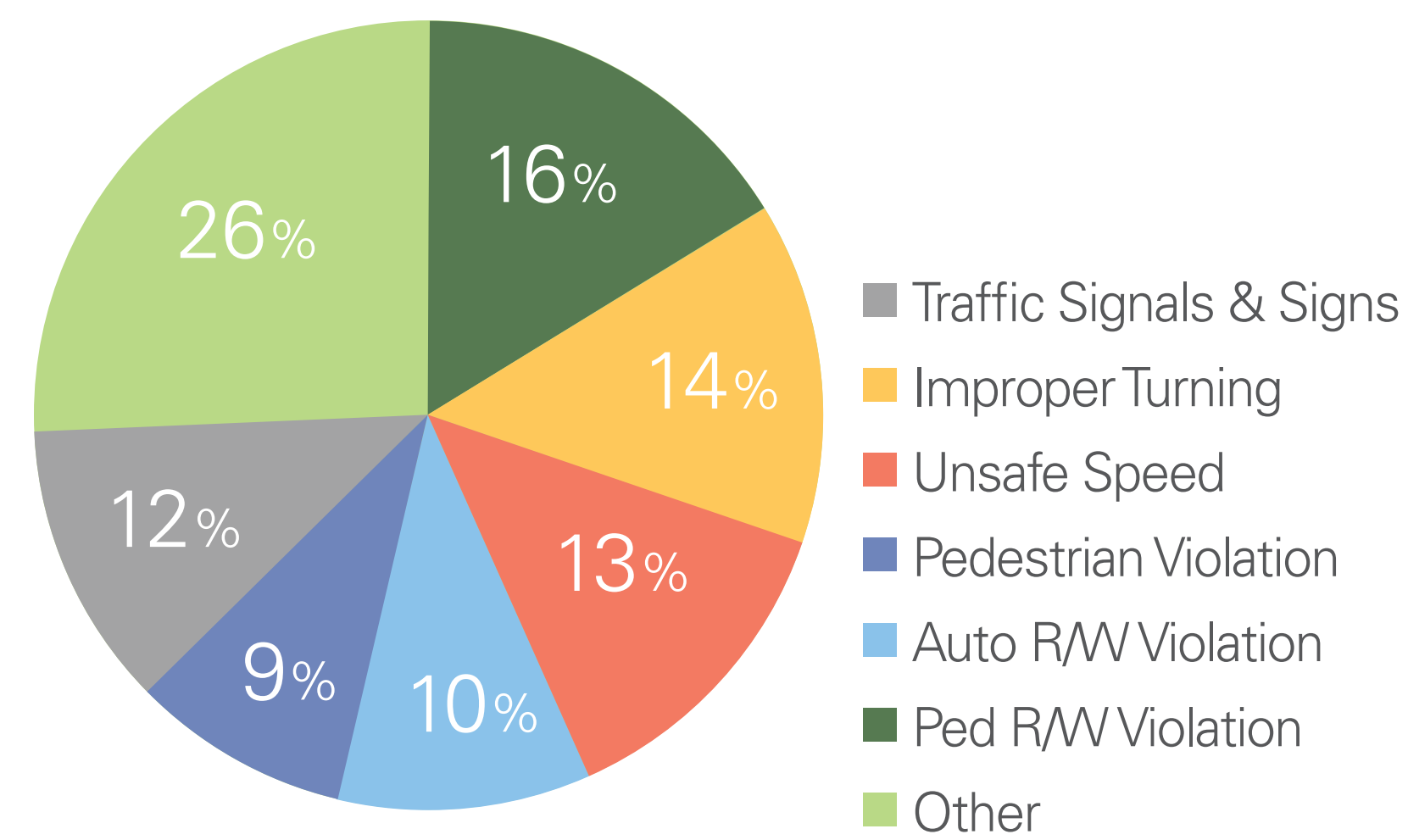
7th Street and 8th Street are intersected by several streets on San Francisco's High Injury Network, which are 12 percent of city streets that account for 70 percent of the city's traffic collisions.

In the most recent five-year collision history available (April 1, 2011 through March 31, 2016), there were 198 injury or fatal traffic crashes combined on 7th and 8th Street between Market and Townsend. On June 22, 2016 another bicyclist lost her life at the intersection of 7th Street and Howard Street.

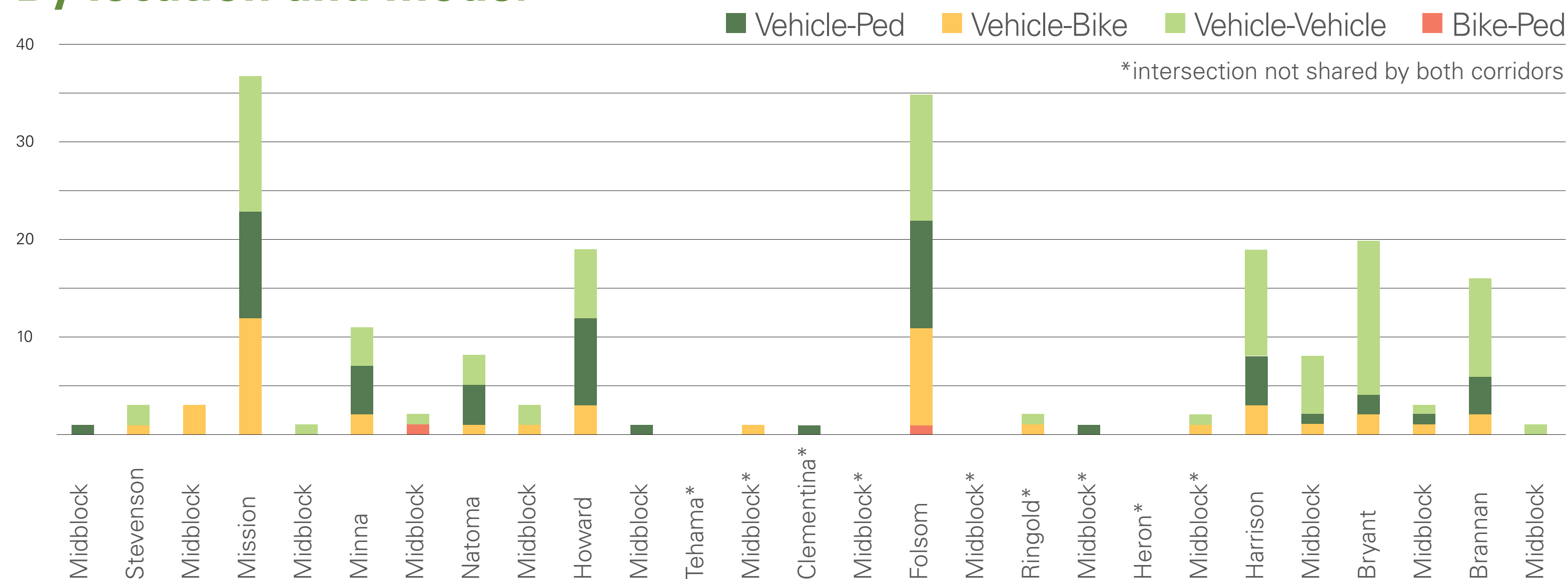
By mode:



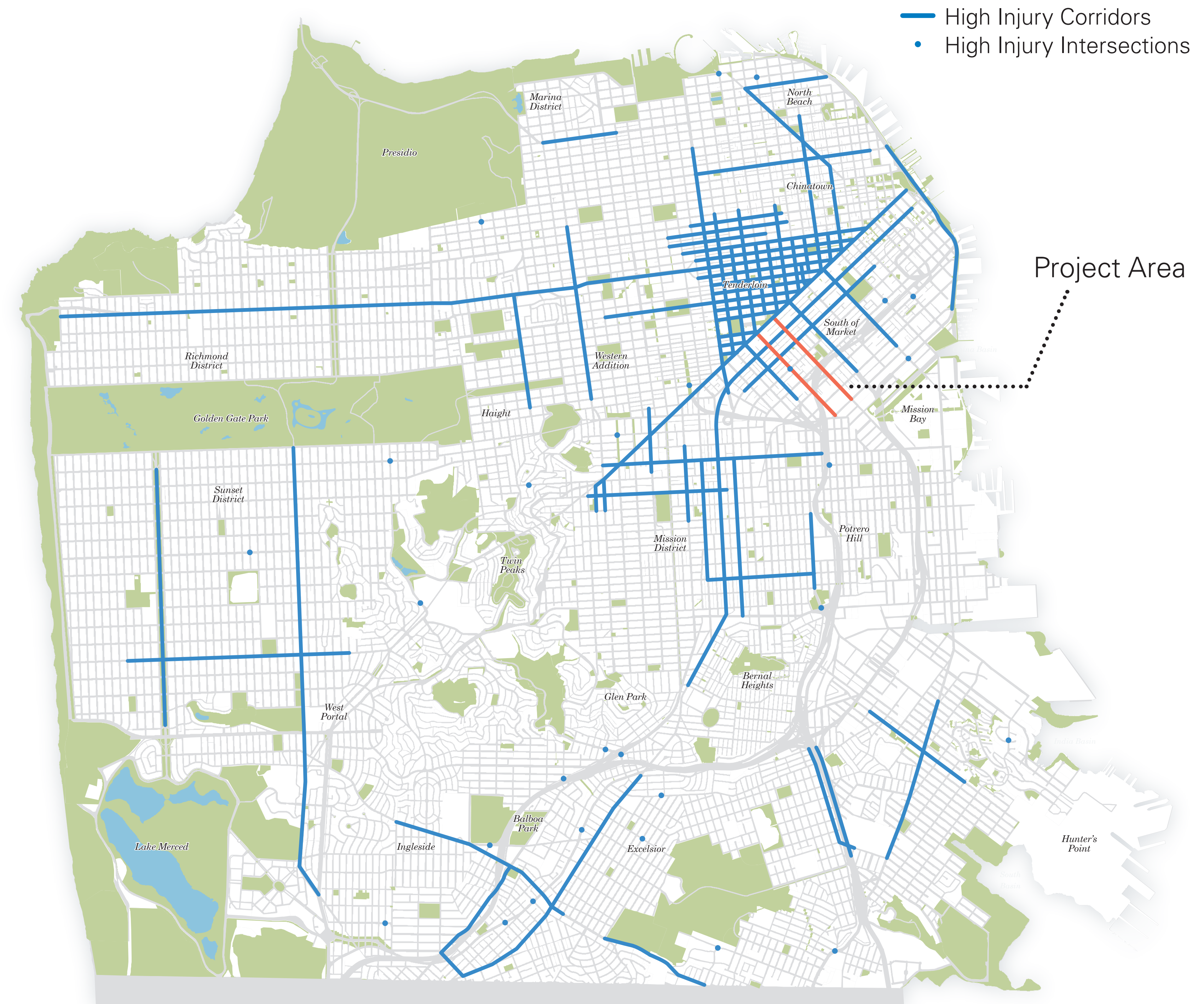
By primary collision factor:



By location and mode:



Every year, 30 people are killed and 200 more are seriously injured in San Francisco traffic crashes. Vision Zero is our city's commitment to end all traffic deaths and serious injuries by 2024.

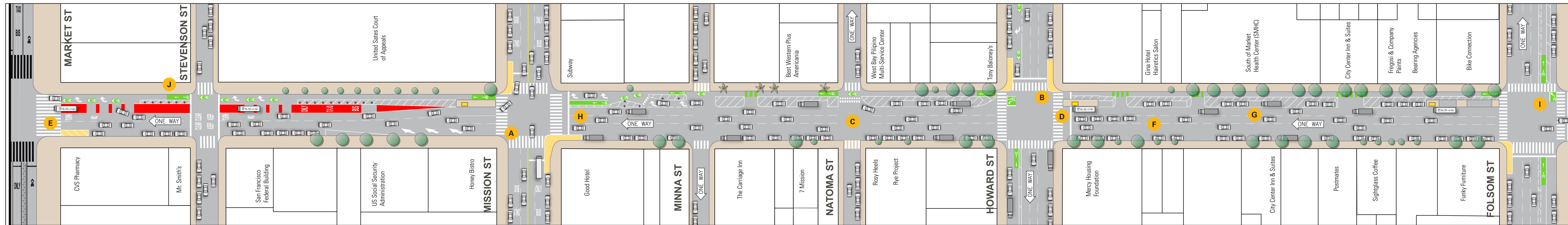


 For more information about Vision Zero, please visit www.visionzerosf.com.

PROPOSED NEAR-TERM IMPROVEMENTS

*for illustrative purposes only

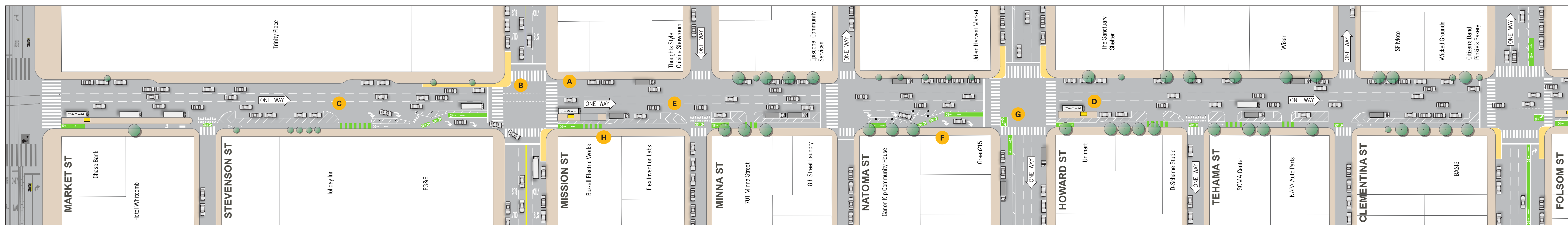
7th Street, Market to Folsom



Features:

- A** Red visibility curbs
- B** Painted safety zones
- C** Realign roadway markings
- D** Transit boarding islands & shelters
- E** Transit route & stop changes
- F** Travel lane reduction
- G** Parking-protected bikeway
- H** Mixing zones
- I** Two-stage turn box
- J** Green pavement

8th Street, Market to Folsom



Features:

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ELEMENTS OF A PARKING-PROTECTED BIKEWAY



Parking-Protected Bikeway

Bicycle lanes paired with a lane of parked vehicles offer both safety and comfort benefits. They provide greater separation for pedestrians and bicyclists from moving traffic, while providing more room for bicyclists to pass other bicyclists without maneuvering into moving traffic. This design accommodates on-street parking and loading needs as well.



Travel Lane Reduction

One travel lane is proposed to be removed from 7th Street to accommodate the upgraded bikeway. This design is already implemented on 8th Street. Minimal delays are anticipated.



Pedestrian Safety Enhancements

Red visibility curbs at intersections help increase the visibility of pedestrians waiting at the corner. Painted safety zones further emphasize this clear space and resembles a bulbout. Their potential future conversion to concrete bulbouts will provide all the benefits of a wider sidewalk.



Mixing Zones

The use of dashed green areas at driveways advise caution to all road users where travel modes can mingle. At intersections, yield "teeth" markings indicate to right-turning drivers they must yield to oncoming bicyclists.



Two-Stage Turn Box

Green two-stage turn boxes help clarify where bicyclists can turn to connect to other routes in the bicycle network. They also provide a waiting space and bring awareness to all road users of where cyclists can be expected.

LONG-TERM STREETScape OPPORTUNITIES

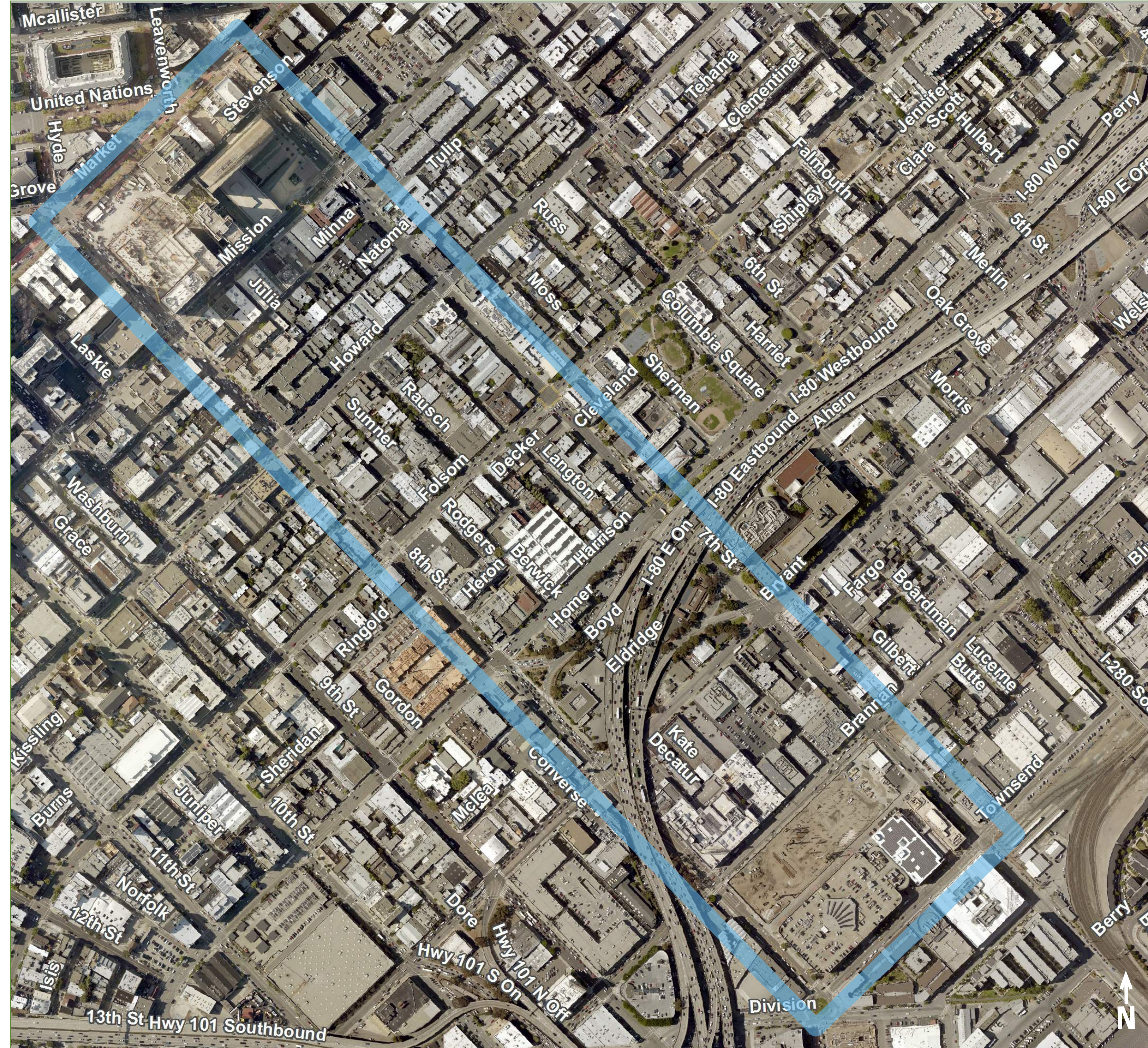
What's your vision for the future of 7th Street & 8th Street? (comments welcome!)



Corner bulb-outs extend the sidewalk at intersections to provide more space for pedestrians waiting to cross the street. They also shorten crossings distances, increase pedestrian visibility, and slow down turning vehicles.



Signal timing changes can provide pedestrians a head start on crossing the street, bicyclists dedicated phases, and drivers a longer phase to travel through intersections.

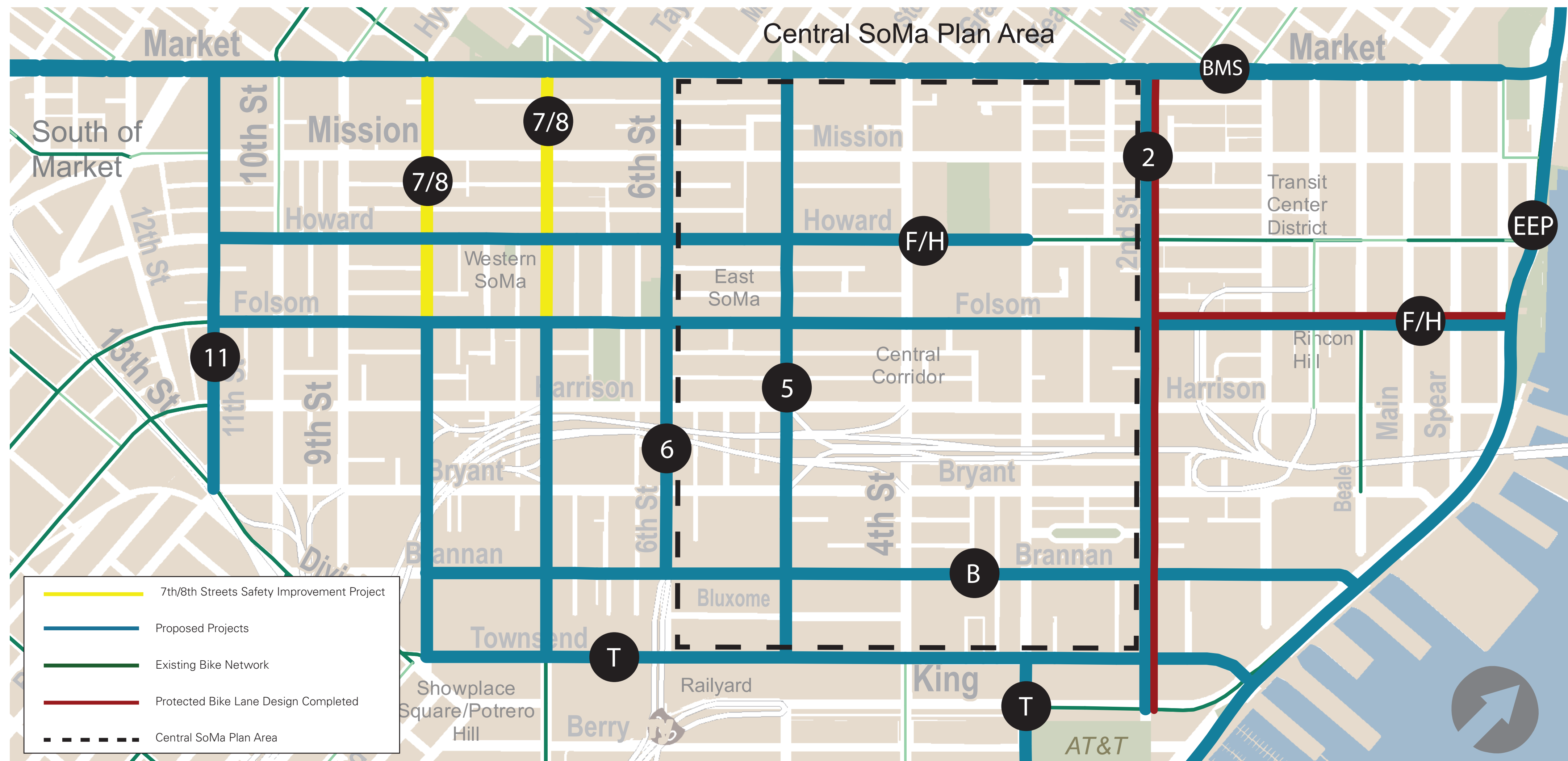


Raised islands & landscaping can provide physical protection to bicyclists when on-street parking is not present. Landscaping may be incorporated as an added benefit to capture rainwater.



Widened sidewalks will provide more room for additional sidewalk amenities such as new trees, rain gardens, pedestrian-scale street lighting, street furniture, and public art.

CENTRAL SOMA STREETScape PROJECT COORDINATION



CENTRAL SOMA PLAN

- Vision of a sustainable neighborhood that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- Provides opportunity to rethink how people get to move through the neighborhood.
- Goal to provide safe and convenient transportation that prioritizes walking, bicycling, and transit.
- For more information, please visit: sf-planning.org/central-soma-plan

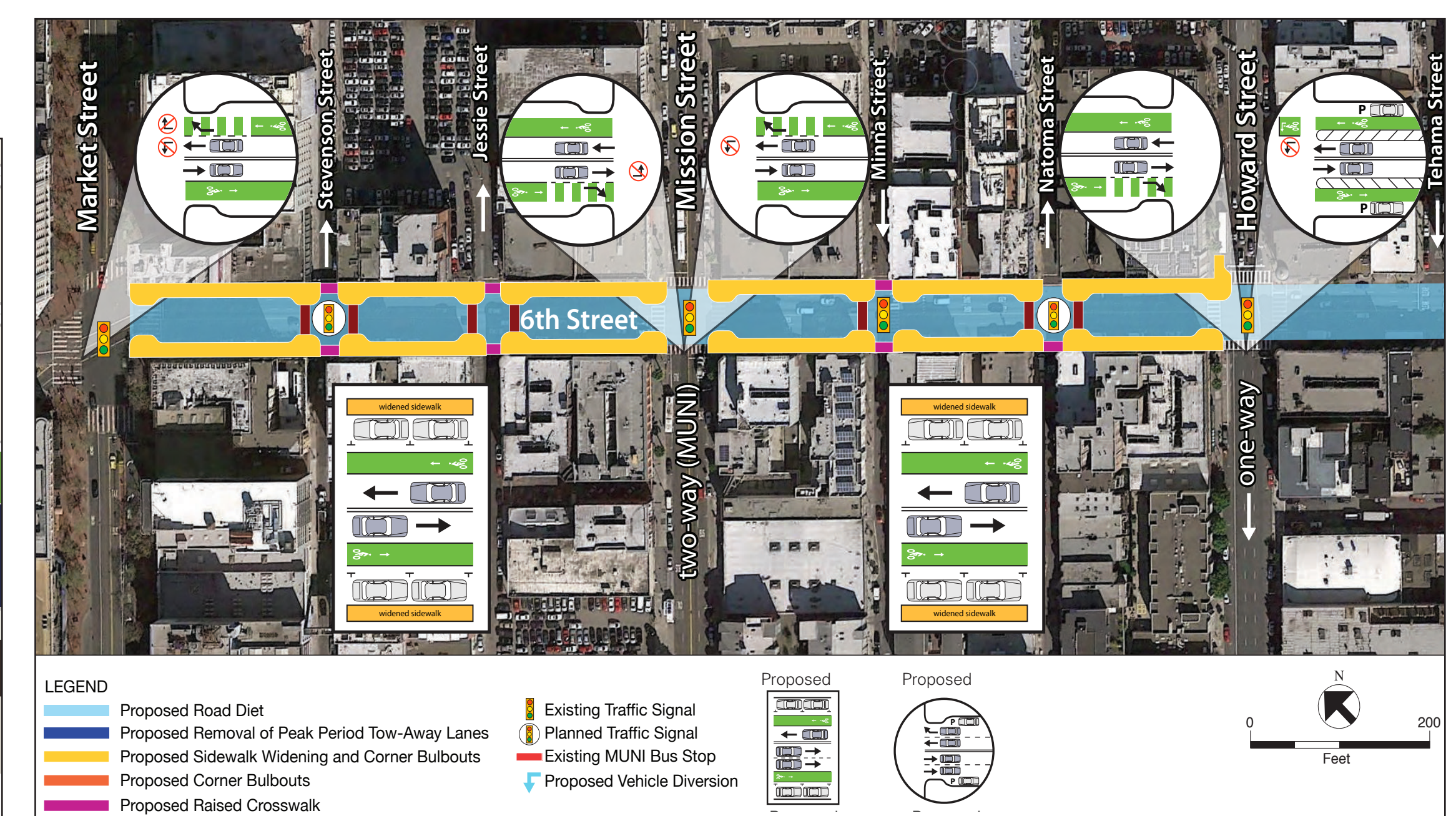
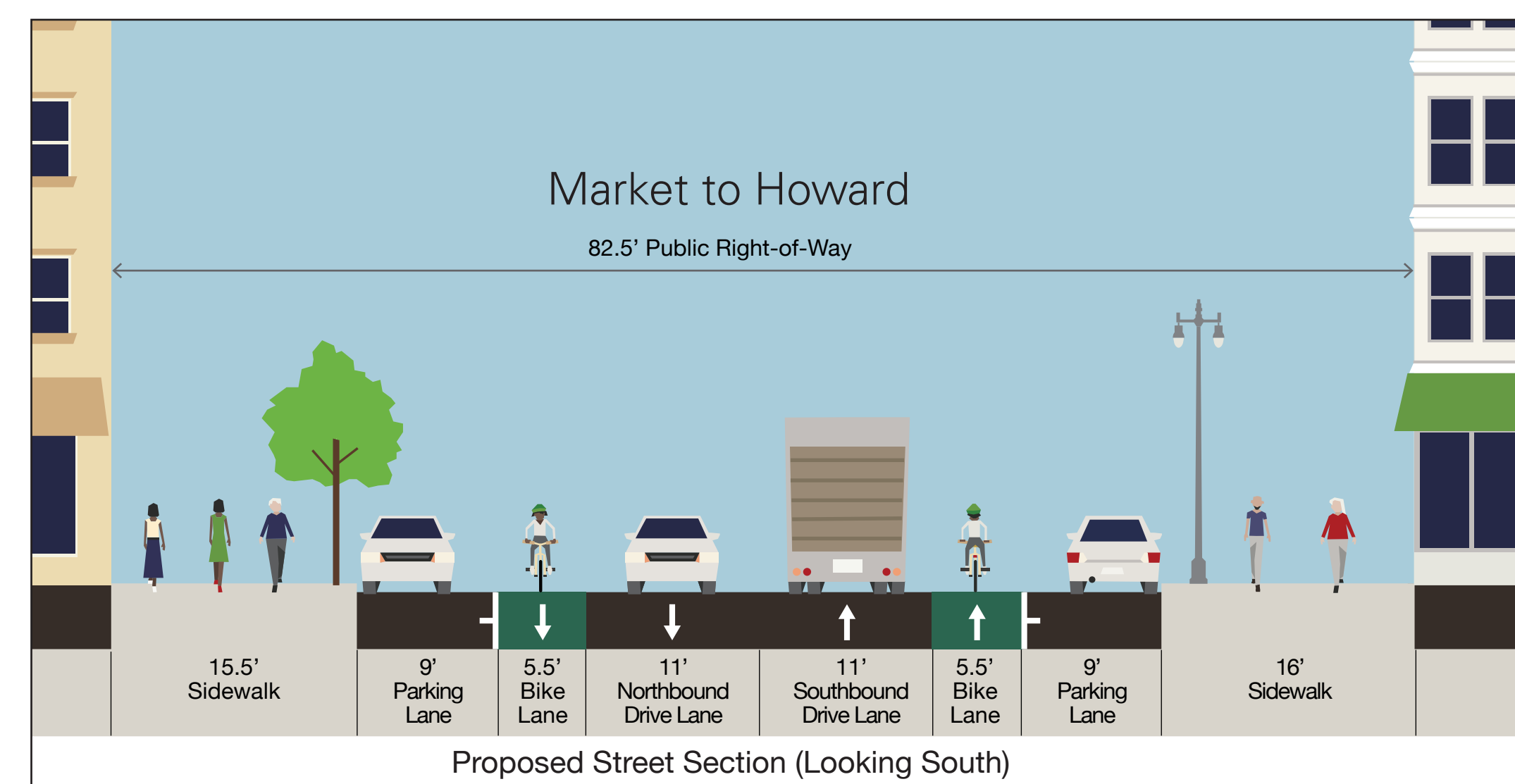
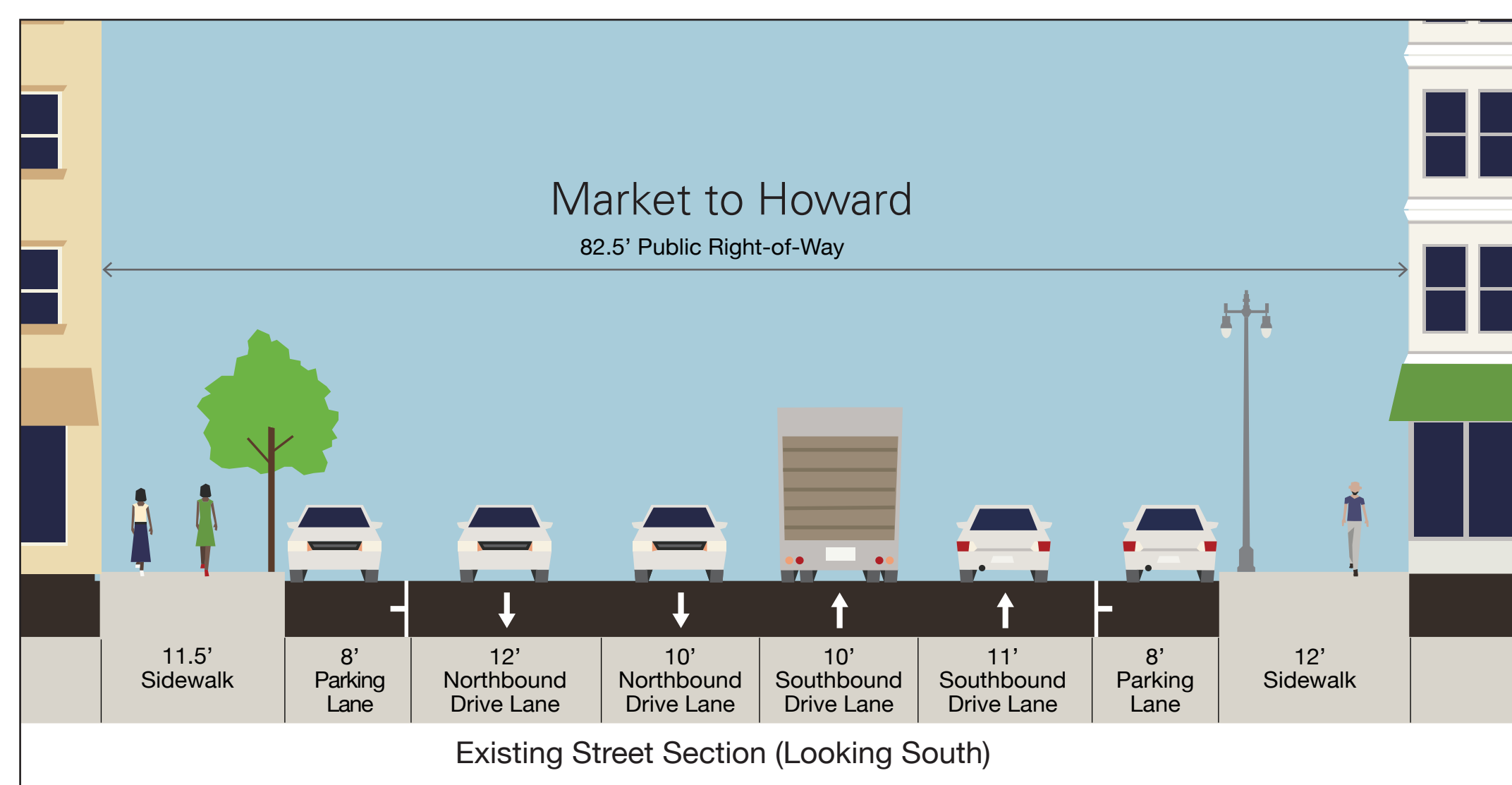
Several streets in the vicinity of the Central SoMa Plan Area are being transformed by the City to support the Plan and our safety goals. Project improvements may include reconfiguring or repaving of right-of-way, upgrades to sidewalks, crosswalks, protected bicycle lanes, changes to transit boarding islands, among other improvements.

Key projects are identified on the adjacent map and listed below. Each project is in various stages of planning and conceptual design.

- | | |
|--|--|
| 2 2nd Street Improvement Project | 5 5th Street Streetscape Project |
| 6 6th Street Improvement Project | 7/8 7th/8th Streets Safety Project |
| 11 11th Street Streetscape Project | B Brannan Safety Project |
| EEP Embarcadero Enhancement Project | BMS Better Market Street Project |
| F/H Folsom/Howard Streetscape Project | T Townsend Bicycle Strategy Project |

For more information and links to project websites, please visit: sfmta.com/livablestreets

Project Spotlight: 6th Street Improvement Project



PROJECT TIMELINE

This project began with a transportation vision established by the diverse communities of San Francisco's Eastern Neighborhoods. After a comprehensive planning process, safety and comfort improvements are coming soon to 7th Street and 8th Street through the near-term implementation and long-term streetscape projects.

Near-Term Phase 1



Fall 2016

- Planning and design for near-term improvements on 7th and 8th Street between Market and Folsom
- Outreach to community stakeholders and groups regarding transportation safety concerns and curb management

Near-Term Phase 2



January 2017

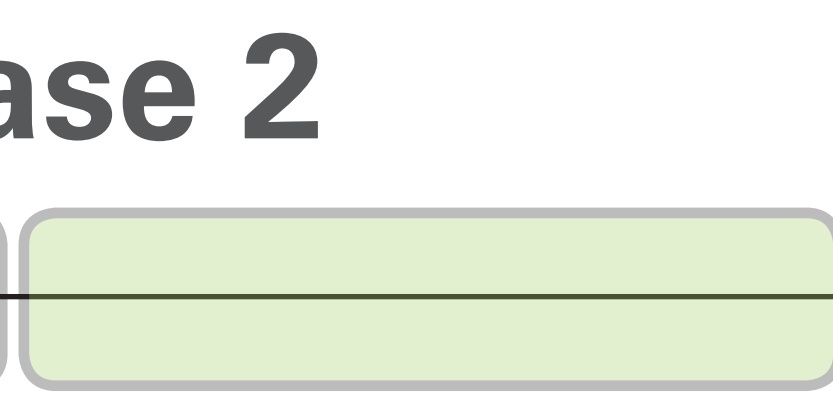
- Ongoing community outreach
- Refine conceptual design
- Begin and complete construction of near-term improvements on 7th and 8th Street between Market and Folsom in approximately five months

Near-Term Phase 2



May 2017

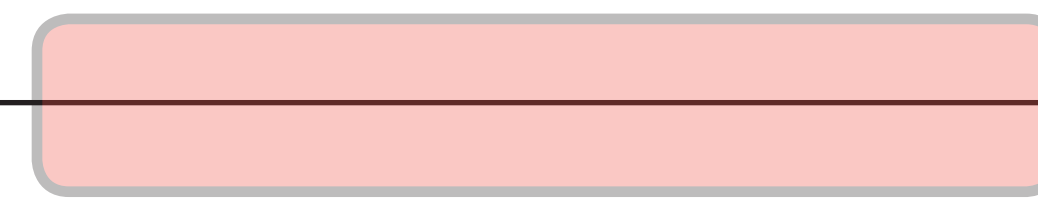
- Planning and design for near-term improvements on 7th and 8th Street between Folsom to Townsend
- Outreach to community stakeholders and groups regarding transportation safety concerns and curb management



October 2017

- Ongoing community outreach
- Refine conceptual design
- Begin and complete construction of near-term improvements on 7th and 8th Street between Folsom and Townsend in approximately five months

Evaluation



Mid 2018

- Evaluation of near-term measures to take course over a six-month period

Long-Term Streetscape



Late 2018

- Design phase for the future streetscape project expected to begin
- Long-term streetscape to include upgraded transit boarding islands, traffic islands, corner bulbouts, traffic signal timing modifications, and more complex measures

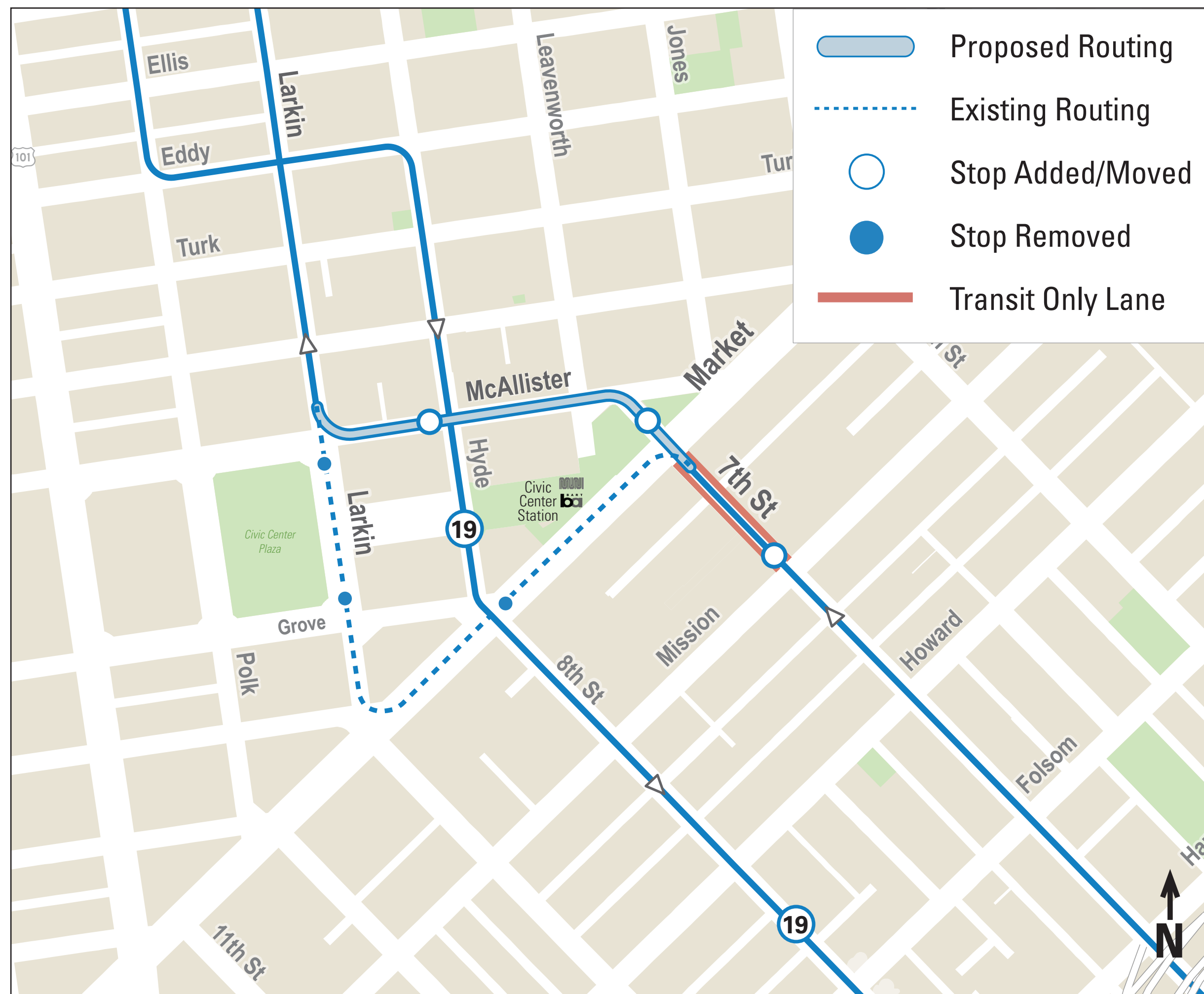
TRANSIT IMPROVEMENTS

The **7th and 8th Streets Safety Project** includes improvements to the 19 Polk route to make it safer and quicker to travel through SOMA & Civic Center.

19 Polk Reroute and Stop Changes (Northbound only)

More direct routing saves time and improves safety by **removing a difficult merge** on 7th Street between Mission and Market.

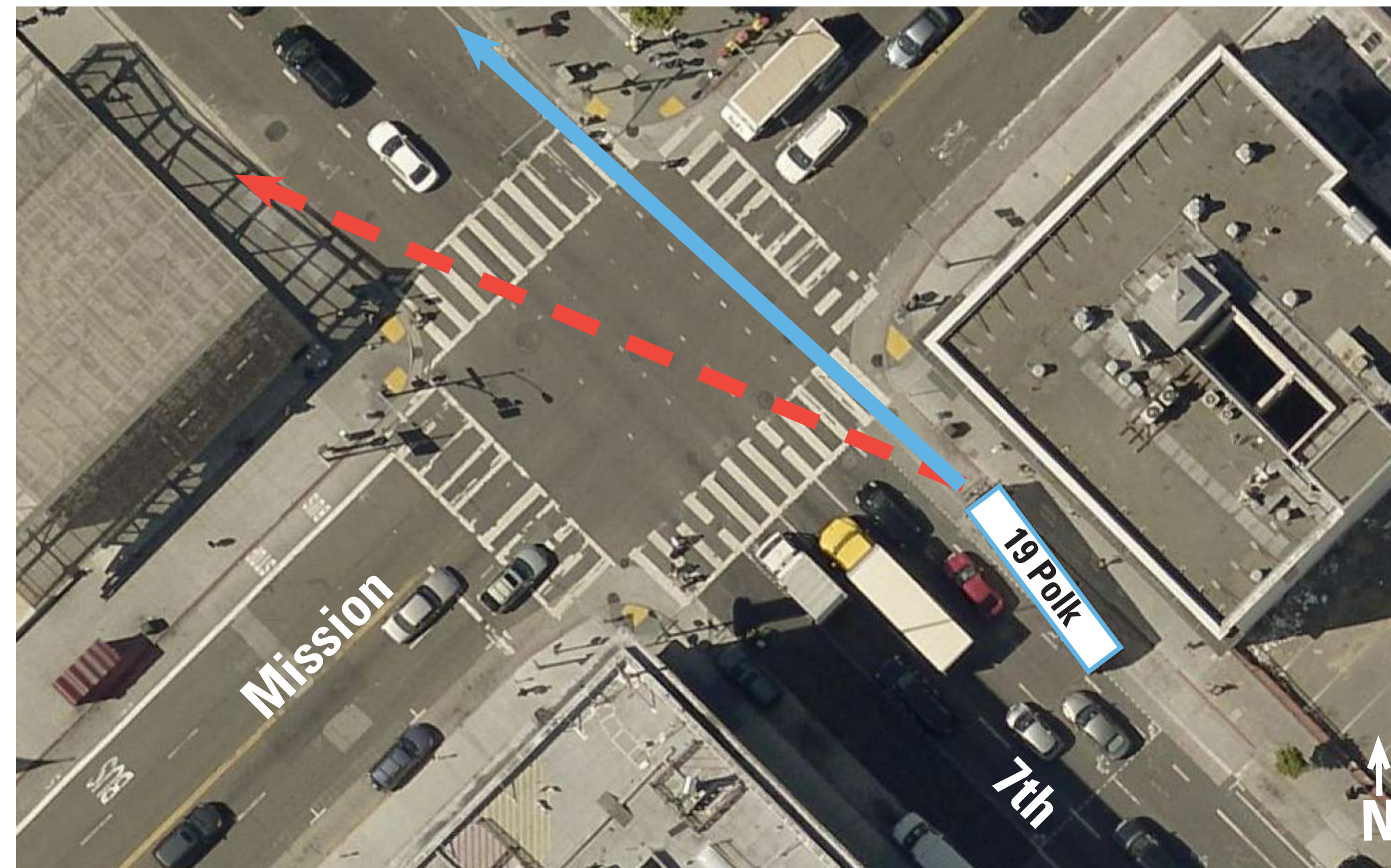
- **Stops removed:** Market/Hyde, Larkin/Grove, Larkin/McAllister
- **Stops added:** McAllister/Hyde
- **Stops moved farside of intersection:** 7th/Mission, 7th/Market



Improving Safety and Travel Time

Currently, buses leaving the 7th/Mission bus stop conflict with vehicles turning right onto Mission, and must merge across four travel lanes (the **dashed red arrow**) in order to make a left turn onto Market.

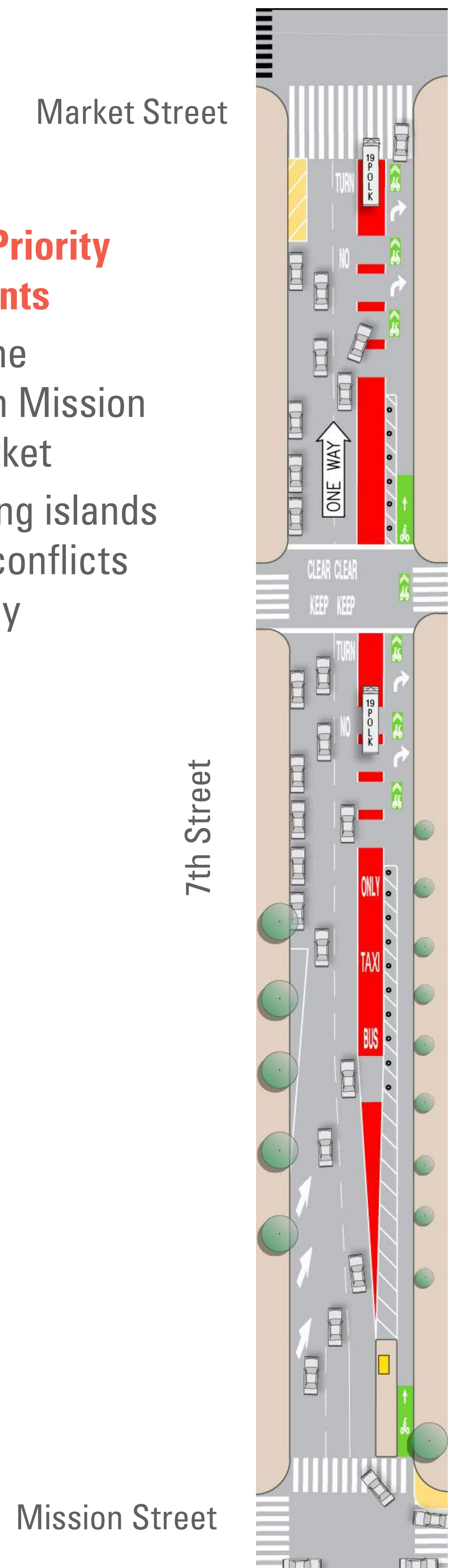
Relocating the 7th/Mission bus stop across the street reduces conflicts with right-turning vehicles and the reroute allows buses to continue straight (**solid blue arrow**) in a new transit-only lane between Mission and Market.



 For more information about the 19 Polk transit improvements, visit www.sfmta.com/7thand8th.

Transit Priority Treatments

- Bus lane between Mission and Market
- Boarding islands reduce conflicts and delay

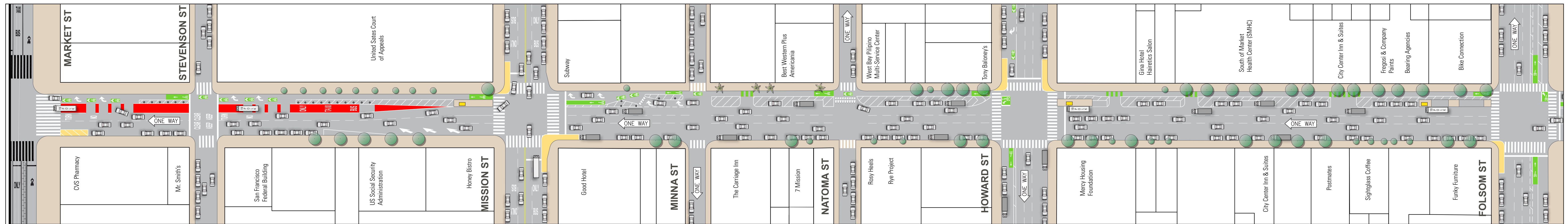


CURB MANAGEMENT

*for illustrative purposes only

What are your loading and curbside usage needs? (please let us know!)

7th Street, Market to Folsom

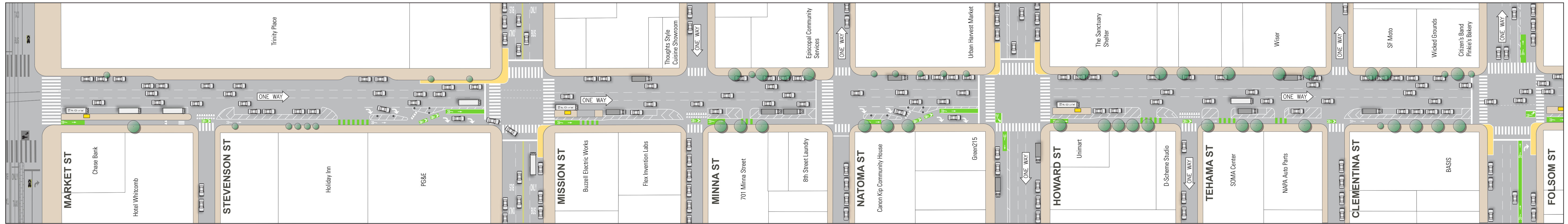


CURB MANAGEMENT

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What are your loading and curb usage needs? (please let us know!)

8th Street, Market to Folsom



CURB MANAGEMENT TOOLKIT

Need/Issue	Management Tool	Options	Considerations
<ul style="list-style-type: none"> • Double parking by delivery vehicles • Businesses need freight loading/unloading access 	Yellow curb (commercial loading zone)	<ul style="list-style-type: none"> • Yellow curb (no meters) • Yellow-cap meters • Red-cap meters (for 6-wheel trucks) 	Meters allow general meter parking after loading hours
<ul style="list-style-type: none"> • Double parking by short-term customers • Shops need quick-stop parking (dry cleaning, coffee, ATM, etc.) 	Green curb (10 minute limit)	<ul style="list-style-type: none"> • Green curb (no meters - 10 minute limit) • Green meters (extends to 15-30 minute limit) 	
<ul style="list-style-type: none"> • Customers cannot find parking nearby • Shops and restaurants need customer parking 	Meters (generally 2 hour limit)	<ul style="list-style-type: none"> • Meters with demand-responsive pricing • Can be overlaid with white zone or yellow zone for special use part of day 	Generally only operate Monday-Saturday 9 AM - 6 PM
<ul style="list-style-type: none"> • Double parking for drop-off and pick-up • Businesses need patron drop-off/pick-up (theaters, day care centers, religious facilities, institutions/centers, etc.) 	White curb (passenger loading zone; 5-minute limit)	<ul style="list-style-type: none"> • White curb (no meters) • White curb with meters, can be overlaid with yellow zone and/or meters for special use for designated times 	Typically operate during set times Used for general parking other times
<ul style="list-style-type: none"> • Residents unable to find parking near residence • Commuter drivers parking on residential blocks 	Residential Permit Parking (Area U for majority of project area)	<ul style="list-style-type: none"> • Expanded enforcement hours (e.g., Monday-Saturday) • Flexible/lowered time limits (e.g., 1 hour for non-permitted vehicles) 	Operates Monday-Friday 8 AM - 9 PM 2 hour limit for non-permitted vehicles
<ul style="list-style-type: none"> • People with disabilities cannot find parking • Need parking for people with disabilities 	Blue curb (Placed at curb ramps)		Blue curb regulations supersede other management tools
<ul style="list-style-type: none"> • Bicycles are locked to poles, trees, railings, etc. • Customers who ride bikes need more official bike parking 	Bike racks	<ul style="list-style-type: none"> • Racks installed on sidewalks (typically 1-4 racks per location) • Bike corrals installed in on-street parking lane (typically 8-12 racks per location) 	Bike corrals may fit in locations where on-street parking cannot