

Welcome!

7th Street Safety Project Public Hearing



7TH STREET SAFETY PROJECT

Project Goal

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

- » Providing high-quality, protected facilities for vulnerable road users
- » Implementing improvements quickly and effectively
- » Evaluate changes and adjust project design, as needed
- » Upgrading improvements as opportunities arise

Policy Background

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. The 2019 Vision Zero Action Strategy details a range of actions needed to achieve Vision Zero, including a focus on building safer streets.

SFMTA Quick Build Strategy

The 7th Street Safety Project is part of the SFMTA's Quick Build Program, which seeks to streamline project delivery and installing critical safety improvements more quickly, especially at locations with a history of severe or fatal crashes. The core elements of a quick build project include:

- » Uses **low-cost and reversible materials** (e.g., paint, posts and signs) that can be installed quickly without lengthy construction contracts
- » **Thorough evaluation and reporting**, including user surveys and field observations to determine whether the project goals are met
- » **Iterative adjustment** based on evaluation results to ensure the best possible final design

Community Vision, Recommendations, and Development Guidelines

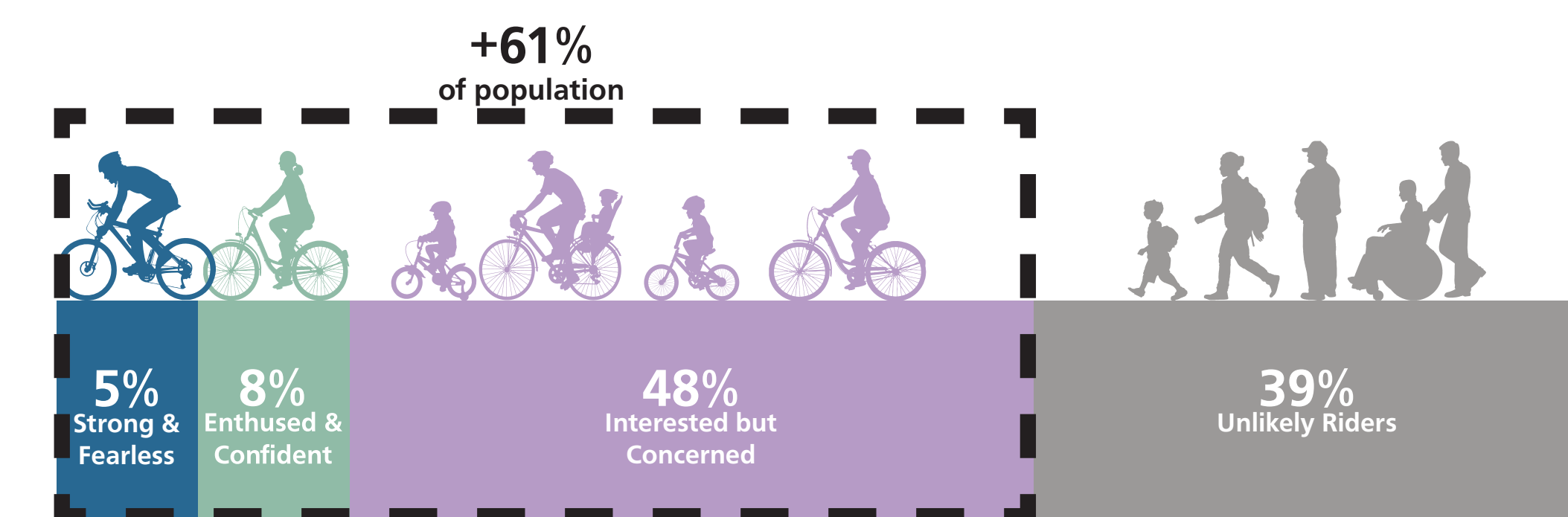
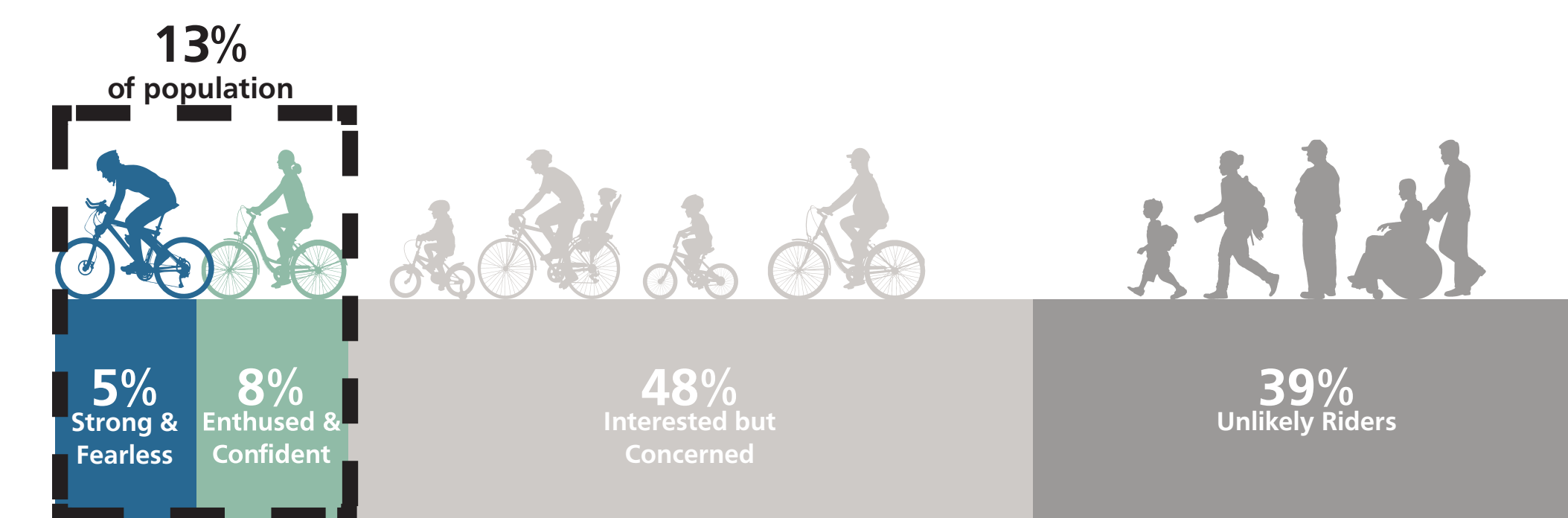
- » Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS)
- » San Francisco's Green Connections Network

Existing Conditions



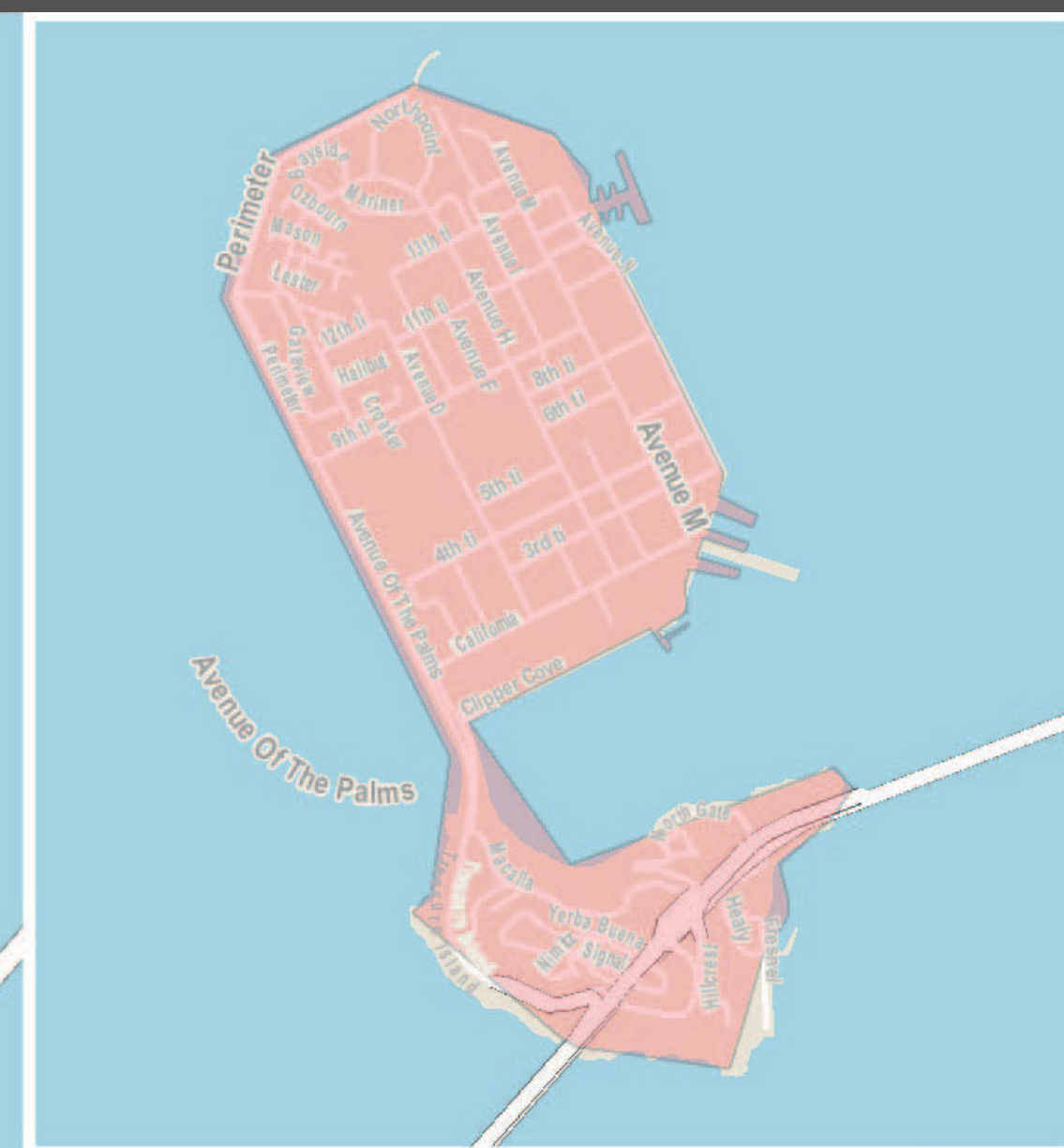
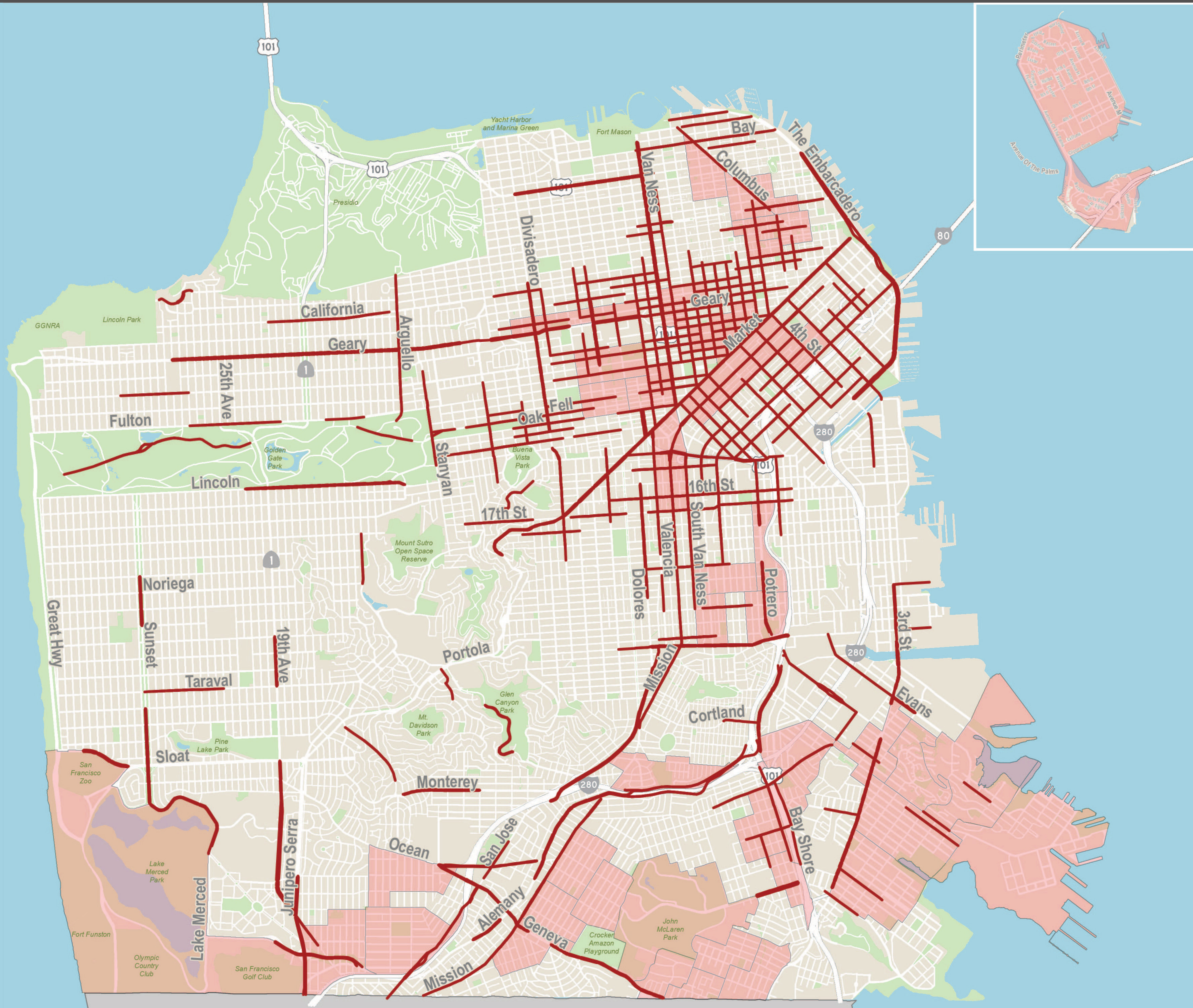
Building a Bike Network for Everyone

Based on responses from a 2015 survey, 13 percent of people feel either strong and fearless or enthused and confident with riding bicycles in San Francisco. Approximately 48 percent more people are interested in bicycling in San Francisco, but are concerned about safety. These potential bicyclists would be more encouraged to use this mode of travel with a protected network of facilities that offers safety and comfort for all levels of abilities.



VISION ZERO SF

HIGH INJURY NETWORK MAP



LEGEND

- Vision Zero High Injury Network
The 13% of streets where 75% of severe and fatal collisions occur.
- Metropolitan Transportation Commission Communities of Concern
Low-income communities, communities of color, seniors and people who rely on walking and transit as their primary means of transportation.

0.95 Miles

Scale 1:50,054

LEYENDA

- Red de alto riesgo de lesiones graves Visión Cero
El 13% de las calles donde se producen el 75% de los accidentes graves y mortales.
- Comunidades vulnerables según la Comisión Metropolitana de Transporte
Comunidades de bajos ingresos, comunidades de color, personas mayores y personas que caminan y usan el transporte público como su principal medio de transporte.

0.95 Millas

Escala 1:50,054

圖解

- 零死亡高受傷率網狀地圖
75%嚴重及致命的車禍是發生在13%的街道當中。
- 都會交通委員會社區所關注的
低收入社區、有色社區人種、老年人和依賴走路和公共交通作為主要交通方式的人。

0.95 英哩

比例 1:50,054



VISION ZERO SF

CREATING SAFER STREETS FOR SAN FRANCISCO



三藩市零死亡道路安全計劃 為三藩市建立 更安全的街道

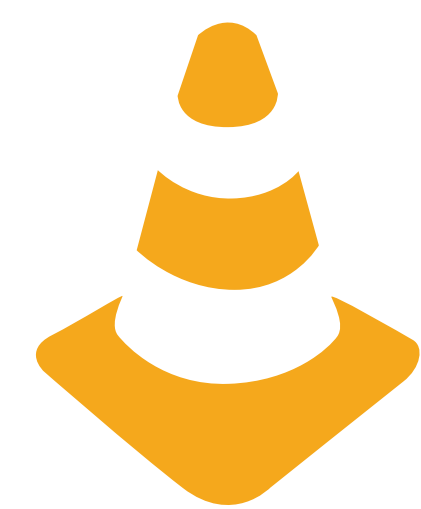
Traffic deaths are preventable.

At least 3 pedestrians are hit by cars in our city every day.

Each year, about 30 people are killed and 500 are hospitalized after being hit. These deaths and injuries are unacceptable and preventable.

Vision Zero SF is the City's commitment to eliminating all traffic fatalities and reducing the number of severe injuries. San Francisco is making streets safer for people who drive, bicycle, walk or take transit.

Safety is now a top priority in every transportation project.



We are making progress.

We've made safety improvements on more than 60 miles of streets. Since adopting Vision Zero in 2014, we have:

- Installed 1,500+ street safety features like bike lanes and boarding islands
- Issued 100,000+ citations to drivers for the five traffic violations that most often lead to fatal crashes
- Launched anti-speeding and texting-while-driving campaigns
- Engaged in one-on-one conversations about safer streets with 20,000+ residents

While we are seeing progress, there is still more we can do. The city is working hard to get us to our ultimate goal of zero deaths.

Traffic safety is an equity issue.



Traffic fatalities disproportionately affect our most vulnerable communities.

- In 2017, 40% of fatalities occurred in low income neighborhoods
- In 2017, 50% of people killed while walking were seniors

Our streets must be safe for all road users in all communities and for people of all incomes, races and ethnicities, ages and abilities.

JOIN THE MOVEMENT FOR SAFER STREETS



@visionzerosf
visionzerosf.org



交通事故的死亡是可以避免的。

本市每一天至少有三位行人被汽車撞倒。



每年，大約30人死於交通事故，500人在事故後送醫入院。這些傷亡不可容忍，而且可以避免。

三藩市零死亡道路安全計劃是本市的承諾消除所有交通死亡以及減少重傷人數。三藩市正在為開車、騎自行車、走路或乘搭公共交通的人改善街道安全。

安全是當今改善交通優先考慮的問題。

我們正在取得進展。

我們已對60多英哩的道路做出安全修繕。自從在2014年採納三藩市零死亡道路安全計劃起，我們已經：

- 安裝了1,500多個街道安全設施，例如自行車道和乘車島
- 根據五種最常導致致命車禍的交通違規向駕駛者開出了100,000多張罰單
- 推出反超速和反開車時傳簡訊運動
- 和20,000多位居民進行關於更安全街道的一對一談話

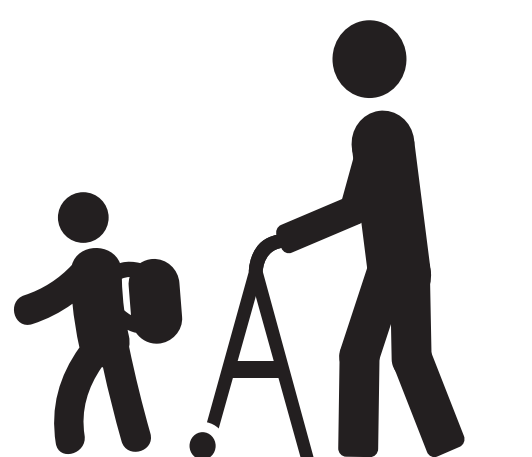
雖然我們取得了進展，但是仍然有待努力。本市正在努力達成我們零死亡的終極目標。

交通安全是一個平等議題。

交通死亡對於我們最弱勢的社區造成不成比例的影響。

- 在2017年，40%的死亡發生在低收入的社區中
- 在2017年，50%在走路時被撞死的人是老年人

我們的街道必須對各社區的所有用路者都安全，無論他們的收入、種族和族裔、年齡和能力。



PRESSING SAFETY NEEDS

Every year in San Francisco, about 30 people lose their lives and over 500 more are severely injured while traveling on city streets. Vision Zero is our city's commitment to end all traffic deaths and serious injuries.

7th Street is on San Francisco's Vision Zero High Injury Network, which are the 13 percent of city streets that account for 75 percent of the city's traffic collisions.

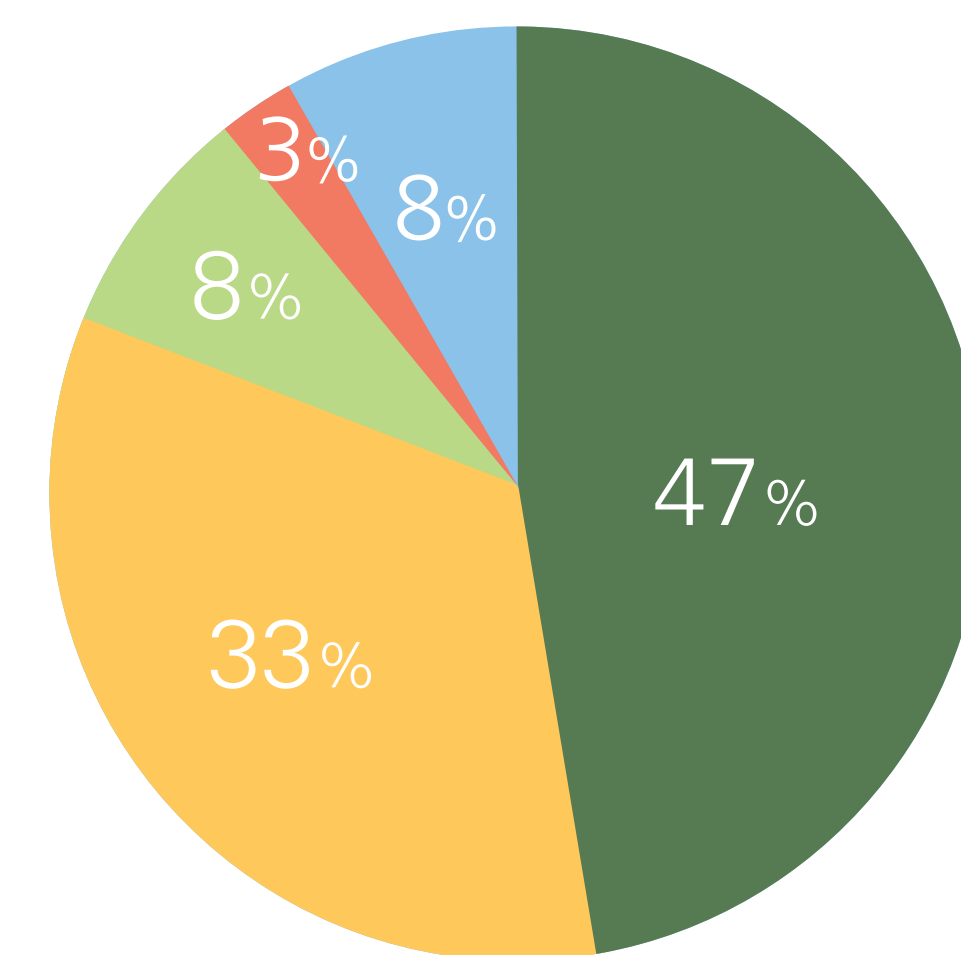
In the most recent five-year collision history available (April 1, 2014 through March 31, 2019), there were 36 traffic crashes on 7th Street between Townsend Street and 16th Street that resulted in injuries. On April 16, 2019 another bicyclist suffered a severe injury at the intersection of 7th Street and Berry Street.

By primary collision factor:

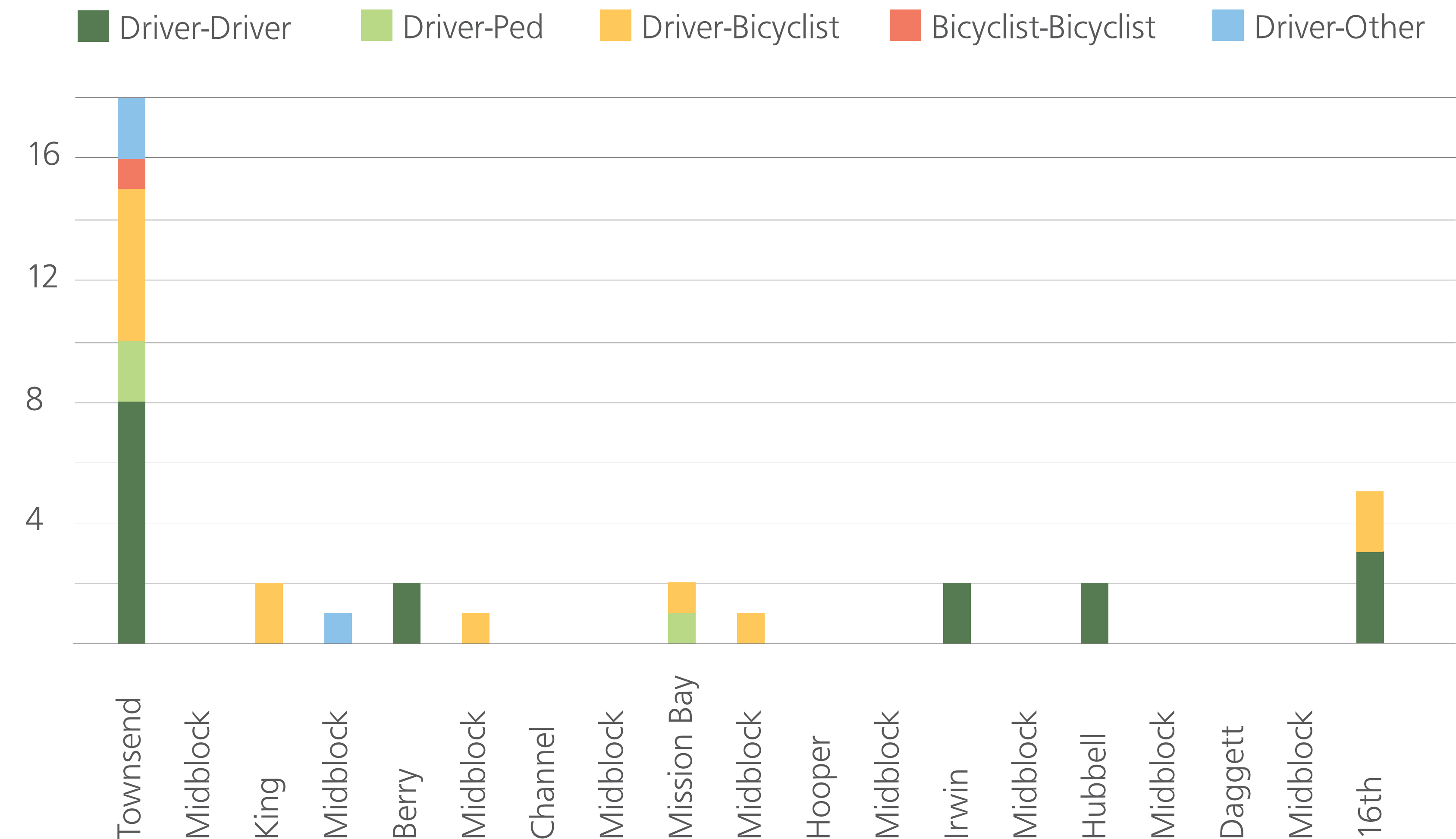
Auto Right-of-Way Violation	10
Unsafe Turn or Lane Change	6
Unsafe Speed	4
Pedestrian Right-of-Way Violation	4
Following Too Closely	3
Lane Straddling or Failure to Use Specified Lanes	2
Driving Under Influence	2
Opening Door on Traffic Side When Unsafe	1
Red Signal	1
Improper Passing	1
Illegal U-Turn	1
Wrong Side of Road	1

By location and mode:

By mode:



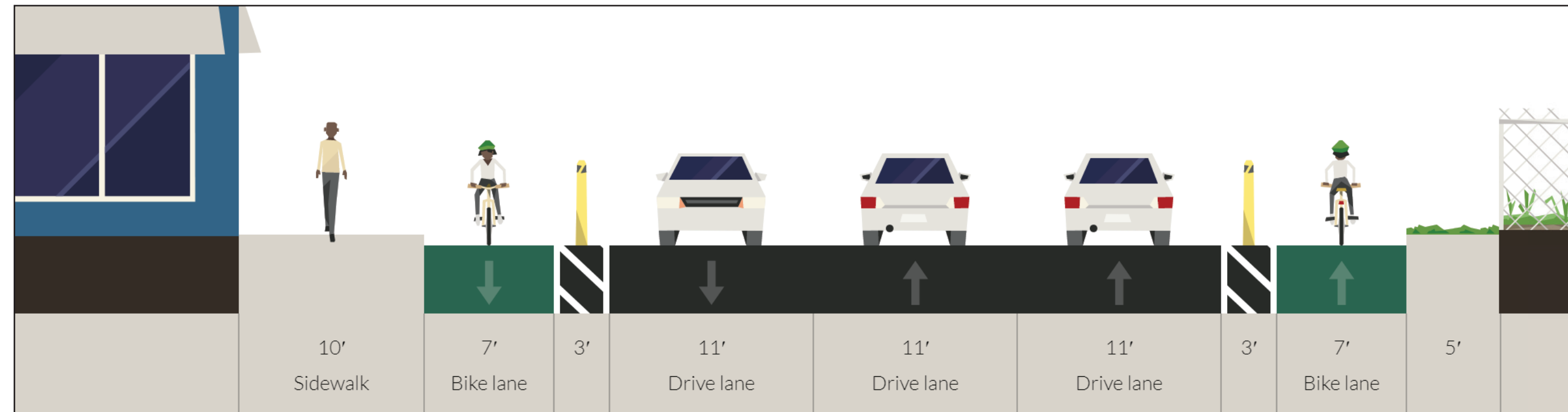
Driver - Pedestrian (3)
Driver - Bicyclist (12)
Driver - Driver (17)
Bicyclist - Bicyclist (1)
Driver - Other (3)



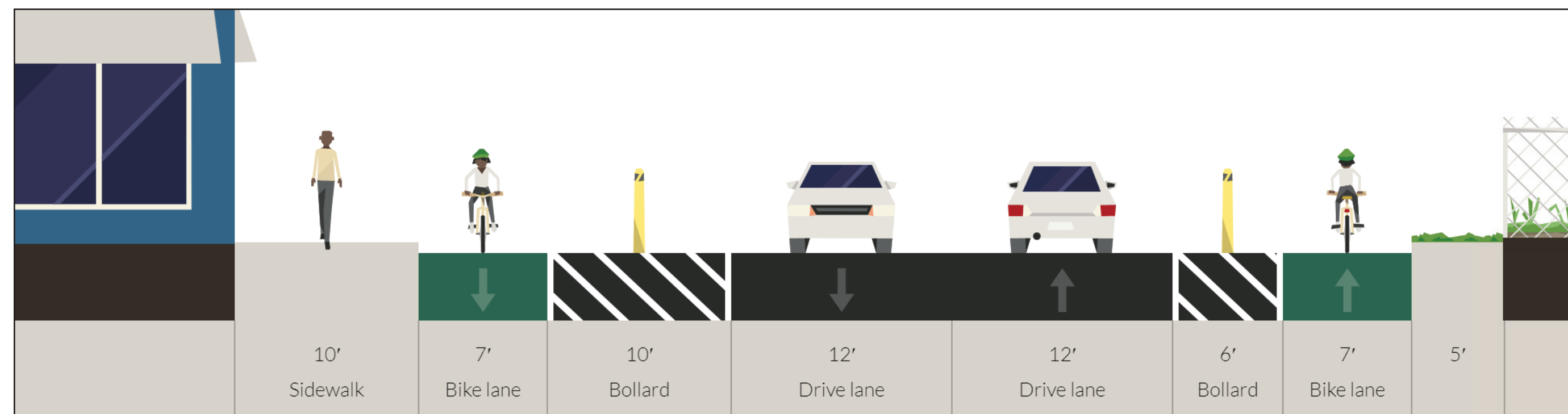
PROPOSED CHANGES

TODAY'S DESIGN PROPOSAL

Typical 7th Street between Townsend & Irwin, Looking North



Typical 7th Street between Irwin & 16th, Looking North



- **Bicycling Improvements:** Installing protected bike lanes on 7th Street to provide a more safe and comfortable place for people traveling by bike.
- **Driving Improvements:** Reconfiguring the street to provide two consistent northbound vehicle travel lanes between Townsend and Irwin streets. One south bound lane is maintained.
- **Parking Changes:** Removing on-street parking on the west side of 7th Street between Townsend and 16th streets. This project removes 2 yellow spaces, 41 general meter spaces, and 12 unregulated spaces. Motorcycle parking is maintained. Parking removal on the east side of 7th street between Townsend and 16th streets was approved by the SFMTA Board of Directors in December 2017, but was on hold due to construction in the area.
- **Pedestrian Upgrades:** Upgrading crosswalks to high-visibility continental markings.

FUTURE OPPORTUNITIES



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

Certain intersections along 7th Street such northbound at Brannan Street and northbound at Mission Bay Drive may be upgraded to provide right-turning drivers and through bicyclists each their own signal phase.



Raised islands and 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 and beautify the street.

Buffer locations along 7th Street such as between Townsend Street and King Street or Irwin Street and Daggett Street may be upgraded to landscaped medians.

Although signal timing changes, raised medians and landscaping are not being considered in today's proposals, there may be opportunities to make these upgrades to 7th Street in the future.

PROTECTED BIKEWAY ELEMENTS

Protected Bikeway

Bicycle lanes paired with buffer space and row of vertical protection are a proven tool to increase safety and comfort. They provide greater separation for pedestrians and bicyclists from moving traffic. This design eliminates obstructions in the bike lane as well as “dooring” conflicts, which occur when vehicle doors open into the path of oncoming bicyclists.



Parking Protected Bikeways on Folsom Street

Following the implementation of protected bikeway on Folsom Street, more people are riding bikes and feeling more comfortable on this corridor.

- » **83 percent** of people of bikes reported an increase in comfort after the implementation of the parking-protected bikeway on Folsom
- » Bike counts increased by **21 percent** following the first year of implementation



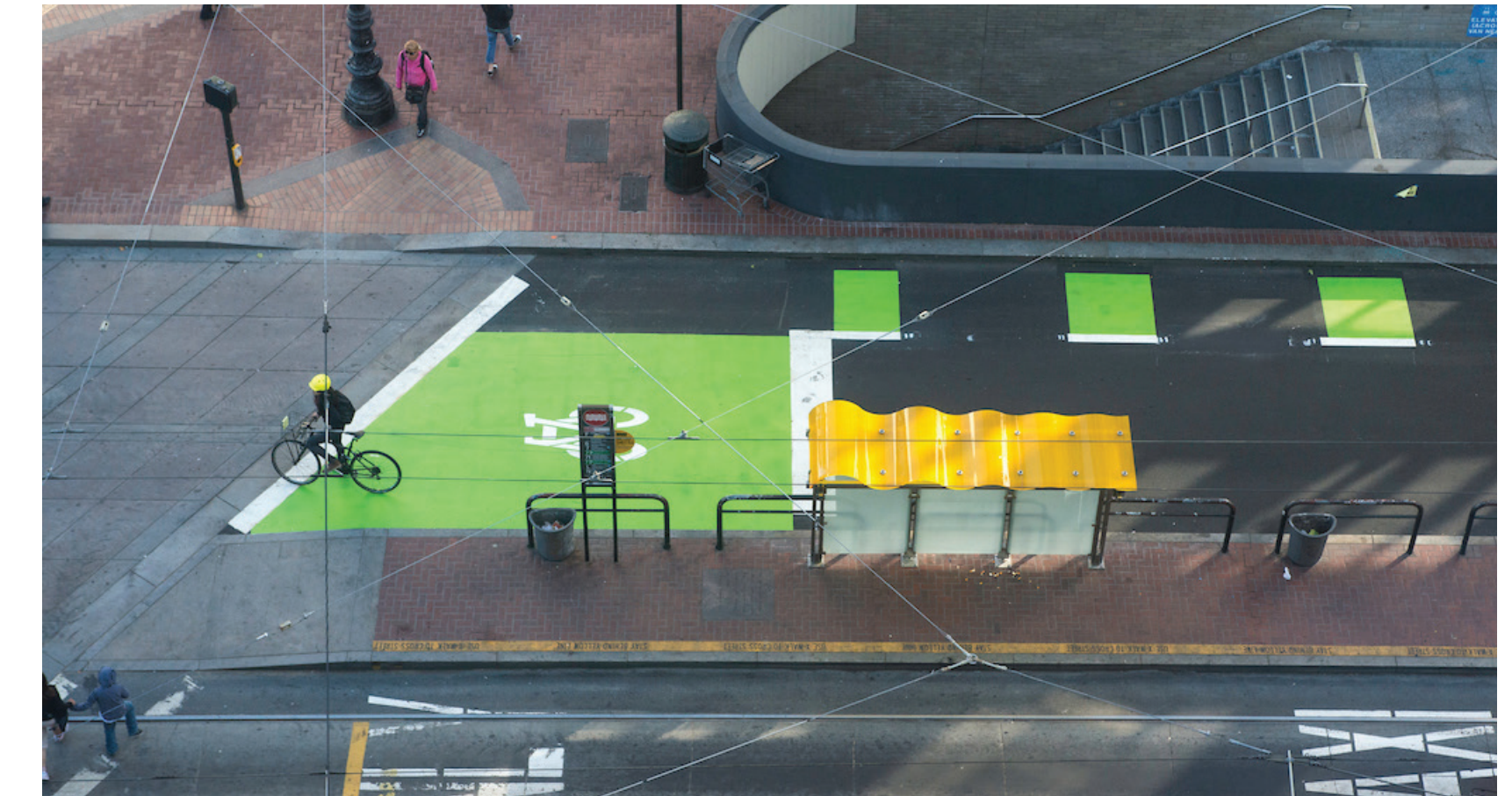
Green Paint

Colored pavement increases the visibility of the bikeway and indicates to other road users where bicyclists may be expected.



Yield Markings & Intersection Sharrows

At intersections, yield “teeth” markings and intersection sharrows indicate to right-turning drivers that they must yield to oncoming bicyclists and pedestrians in the crosswalk.



Bike Boxes

Bike boxes provide a designated area to wait at signalized intersections that is visible to all road users.



Two-Stage Turn Boxes

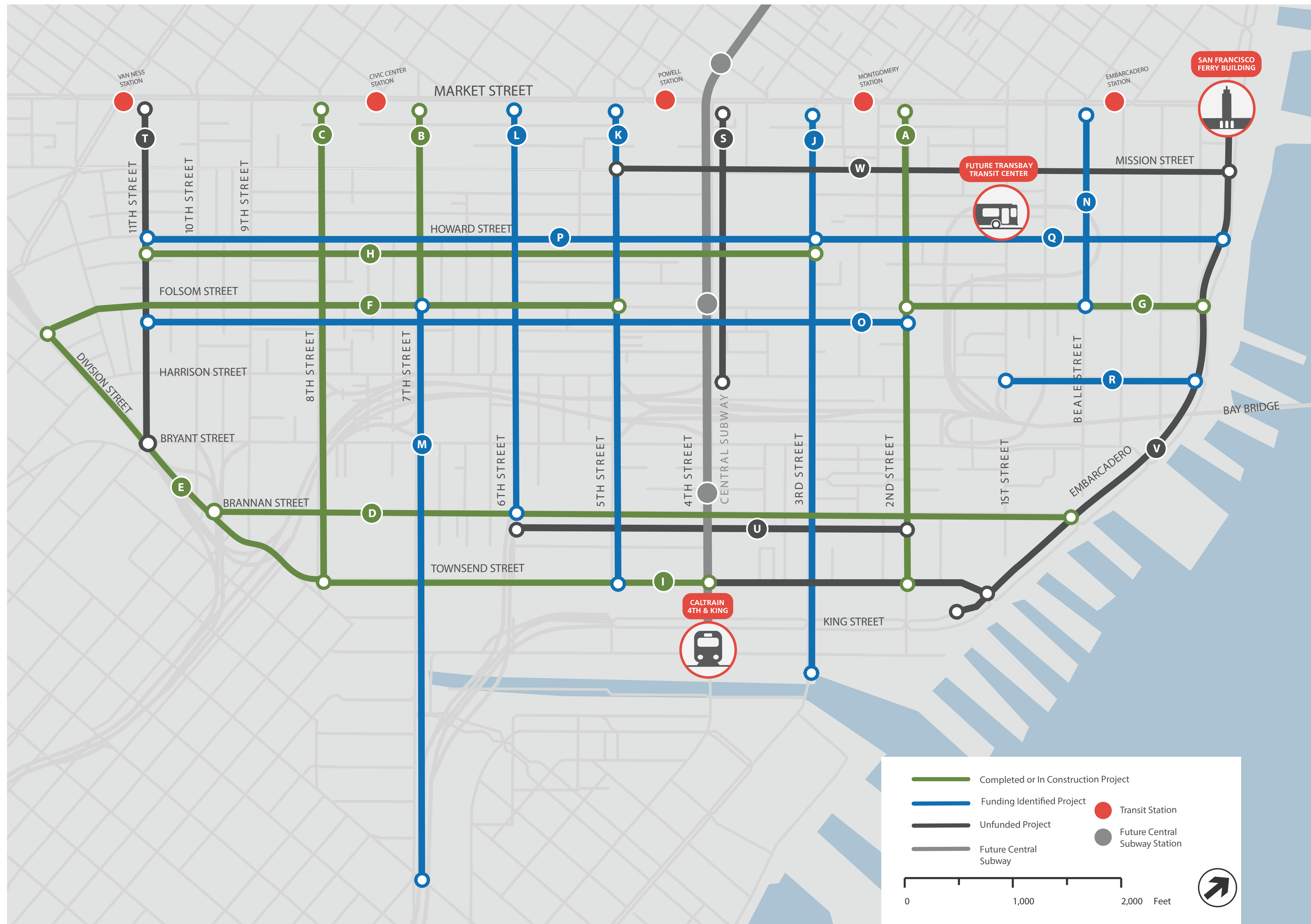
Green two-stage turn boxes help clarify where bicyclists can turn to connect to other routes in the bicycle network. They also provide a waiting space and bring awareness to all road users of where cyclists can be expected.

SOMA TRANSPORTATION PROJECT COORDINATION

Many SoMa streets are being transformed to support the Central SoMa Plan and the city's traffic safety goals. Project improvements may include reconfiguring the street, repaving, upgrades, to sidewalks and crosswalks, new protected bike lanes, bus stop improvements, and more.

The projects below are in various stages of planning, conceptual design and even construction.

For more information about the Central SoMa Plan, please visit sf-planning.org/central-soma-plan



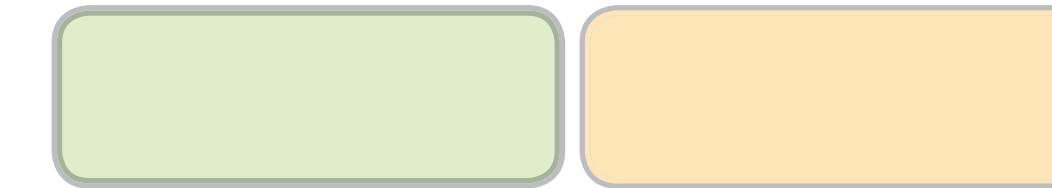
Project Name				
Projects completed, in construction, or starting construction soon				
A 2nd Street (Market to Townsend)	X	X	X	X
B 7th Street (Market to Folsom)		X	X	X
C 8th Street (Market to Townsend)		X	X	X
D Brannan Street (Embarcadero to Division)		X	X	X
E Division/13th Street (8th/Townsend to 13th/Folsom)		X		X
F Folsom Street (5th to 13th)		X	X	X
G Folsom Street (Embarcadero to 2nd)		X	X	X
H Howard Street (3rd to 11th)		X	X	X
I Townsend Street (4th to 8th)	X	X	X	X
Funding identified. Construction expected to start in 1 to 5 years.				
J 3rd Street (Market to Townsend)		X	X	X
K 5th Street (Market to Townsend)		X	X	X
L 6th Street (Market to Brannan)	X	X		X
M 7th Street (Folsom to 16th)		X	X	X
N Beale Street (Market to Folsom)		X	X	X
O Folsom Street (2nd to 11th)	X	X	X	X
P Howard Street (3rd to 11th)		X		X
Q Howard Street (Embarcadero to 3rd)		X	X	X
R Harrison Street (Embarcadero to 1st)	X	X		X
Funding not identified. Construction schedule unknown.				
S 4th Street (Market to Harrison)		X	X	X
T 11th Street (Market to Division)		X	X	X
U Brannan Street (2nd to 6th)	X	X		X
V The Embarcadero (Market to King)		X		X
W Mission Street (Embarcadero to 5th)	X	X	X	X

PROJECT TIMELINE

The SFMTA is using a phased approach to implement comprehensive safety improvements over time on both 7th Street and 8th Street, starting with the implementation of Quick-Build traffic safety improvements and upgrading the street as opportunities arise.



7th Street & 8th Street Phase 1



March – May 2017: Construction

8th Street Phase 2



April – May 2018: Construction

7th Street Phase 2



July 9, 2019: Public Hearing

July – August 2019: Construction

7th Street Phase 3



Fall 2019 – Winter 2020: Public Hearing

Winter 2020 – Spring 2020: Construction

PUBLIC HEARING



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6111
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Tuesday, July 9, 2019, at 6:00 PM, at Recology Golden Gate, 900 7th Street, San Francisco CA, 94107, to consider the following proposals:

The following items (7th Street Safety Project) are pending environmental clearance:

- 1(a). **ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAYS)**
7th Street, northbound, between 16th Street and Townsend Street
7th Street, southbound, between Townsend Street and 16th Street
- 1(b). **ESTABLISH – TOW AWAY NO STOPPING ANYTIME**
 - A. 7th Street, west side, between Townsend Street and Berry Street (removes 2 metered commercial loading spaces, 7 general metered parking spaces, 12 un-metered parking spaces, 8 metered motorcycle parking spaces, and 3 un-metered motorcycle parking spaces for a protected bikeway)
 - B. 7th Street, west side, between Hooper Street and Daggett Street (removes 34 general metered parking spaces for a protected bikeway)
 - C. 7th Street, west side, from Townsend Street to 88 feet northerly (removes 8 motorcycle parking spaces and 1 blue zone)
- 1(c). **ESTABLISH – BLUE ZONE**
7th Street, west side, from 25 feet to 45 feet south of Brannan Street
- 1(d). **ESTABLISH – NO STOPPING EXCEPT BICYCLES**
ESTABLISH – BIKE SHARE STATION
7th Street, east side, from 125 feet to 240 feet south of Townsend Street (115-foot bike-share station)
- 1(e). **ESTABLISH – METERED MOTORCYCLE PARKING**
7th Street, east side, from 20 feet to 125 feet southerly (creates 30 metered motorcycle parking spaces)

These items (7th Street Safety Project) can be given approval by the City Traffic Engineer after the public hearing.

California Environmental Quality Act (CEQA) Appeal Rights under Chapter 31 of the San Francisco Administrative Code: For Approval Actions, the Planning Department has issued a CEQA exemption determination or negative declaration, which may be viewed online at <http://www.sf-planning.org/index.aspx?page=3447>. Following approval of the item by the SFMTA City Traffic Engineer, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16, typically within 30 calendar days of the Approval Action. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

Whether the City Traffic Engineer's decision is considered a Final SFMTA Decision is determined by Division II, Section 203 of the Transportation Code. If the City Traffic Engineer approves a parking or traffic modification, this decision is considered a Final SFMTA Decision. If a City Traffic Engineer disapproves a parking or traffic modification and a member of the public requests SFMTA review of that decision, the additional review shall be conducted pursuant to Division II, Section 203 of the Transportation Code. City Traffic Engineer decisions will be posted on <https://www.sfmta.com/committees/engineering-public-hearings> by 5 p.m. on the Friday following the public hearing. Final SFMTA Decisions involving certain parking or traffic modifications, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.

Approved for Public Hearing by:

Ricardo Olea
City Traffic Engineer
Sustainable Streets Division

cc: Debbie Borthne, SFMTA Parking and Enforcement
James Lee, SFMTA Parking and Enforcement
Matt Lee, SFMTA Service Planning

RO:TF:ND
ISSUE DATE: 6/28/18

Submit your public hearing comments here!

If you would like to comment on the proposed changes, please use one of the recommended methods below:

In Person Please fill out the Public Hearing Comment form or submit a voice recording to (415) 646-4270

Email sustainable.streets@sfmta.com with subject line "Public Hearing: 7th Street"

Fax (415) 701-4737

General Information

- No decision will be made at this public hearing.
- Please use this opportunity to provide your input and ask questions.
- Your testimony today, along with all written correspondence, will be evaluated by the City Traffic Engineer to determine next steps.
- Today's items can be approved by the City Traffic Engineer after the hearing.
- To receive information about the results of this public hearing, please provide your contact information on the Public Hearing Comment form.
- The results of today's hearing should be posted on the agency's website by 5 PM next Friday under calendar information and next to the agenda for today's hearing (sfmta.com/calendar)