

4-WAY STOPS

4-way stop signs at 8th/Lake and 9th/Cabrillo. These new Stop Signs will facilitate safe pedestrian crossings into Mountain Lake Park and allow for safe vehicle interactions at 9th/Cabrillo.

SPEED HUMPS

Speed humps are proposed on all blocks of 8th Avenue without regular Muni bus service to calm traffic. Speed humps are also proposed on parallel avenues in front of schools or parks to ensure continued slow speeds on parallel routes.

TRAFFIC DIVERSION

Cars traveling northbound on 8th would be required to turn left or right at Anza. Similarly, southbound cars on 8th would turn left or right at Balboa. Bikes and pedestrians would be allowed through.

DAYLIGHTING

(Throughout project area, not shown on map). Removal of one parking space in advance of crosswalks to increase pedestrian visibility.

RAISED CROSSWALKS (NEW)

Raised crosswalks are sidewalk-level pedestrian crosswalks that force drivers to slow down when crossing pedestrian pathways. These would ensure that drivers entering a school-loading block travel slowly and use care where schoolchildren may be present.

- Speed Hump
- Speed Hump (existing)
- Traffic Diversion Location
- 4-Way Stop
- Bike Route
- Commercial Corridor
- School
- Raised Crosswalk (NEW)**

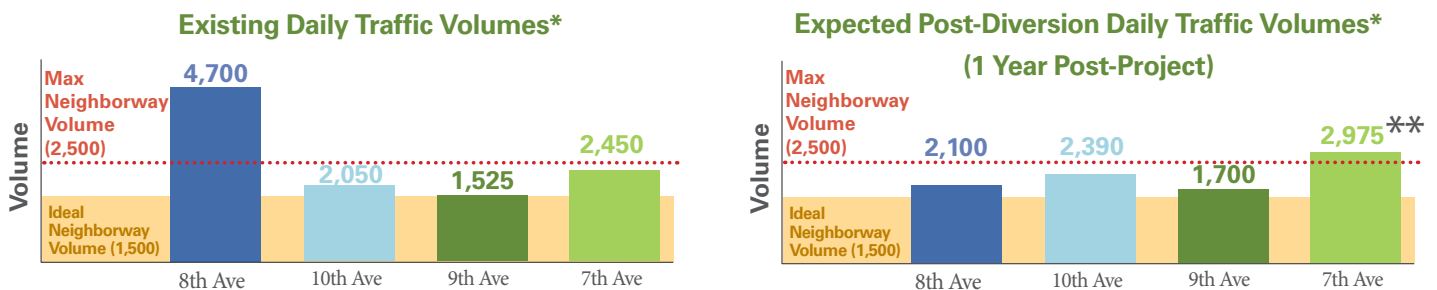


PROJECT GOAL

The main goal of the 8th Avenue Neighborway Project is to bring traffic volumes on 8th Avenue down to a level that fosters safe biking and walking and reduces conflicts between people biking and passing vehicles. 8th Avenue carries 2 to 3 times the amount of vehicle traffic when compared to parallel routes. These high traffic volumes (including large vehicles like tour buses), are not in keeping with City priorities for 8th Avenue, which is identified as a key street for biking and walking into Golden Gate Park. Our main tool to accomplish our goal is to install traffic diversion devices which allow people biking and walking to continue along 8th Avenue, but do not allow motor vehicles to use 8th Avenue as a through-route.

PROJECT OUTCOMES

While this project is striving to achieve a large benefit in terms of reducing vehicle volumes on 8th Avenue, we anticipate the effect on side streets to be comparatively minor as drivers find an alternate north-south route through the Inner Richmond over time. We acknowledge that there will be an adjustment period where drivers make additional turns onto and off of 8th Avenue. However, our long-term vision for 8th Avenue and the surrounding streets is a calm grid system where traffic is equitably filtered across north-south routes throughout the neighborhood, rather than 8th Avenue shouldering the majority of the vehicular burden.



*All values are for the block from Anza to Balboa

**On a street like 7th Avenue, where we predict a maximum increase of 400-500 cars per day, this would equate to fewer than 1 car every 2 minutes on the street during daylight hours - well within the carrying capacity of a typical Richmond Avenue.

PROJECT UPDATES - NOVEMBER 2017

We've heard a lot from Inner Richmond neighbors since our October 2017 Open House and we are grateful to the community for their comments. Here are some changes that we're making to the project to respond to community concerns and requests:

- **1-Year Pilot:** The SFMTA is committed to studying the effects of any traffic diversion from 8th Ave. The SFMTA will conduct studies of traffic volumes and speeds on all parallel streets at 6-month and 1-year intervals and come back to the community with a full report on the effects of the project, along with any mitigation measures if necessary.
- **Raised Crosswalks at School Crossings:** The SFMTA will install raised, sidewalk-level crosswalks at 9th/Anza - north side and west side, 7th/Balboa - south side, and 7th/Cabrillo - south side (see map on reverse).
- **No Left-Turn @ Fulton/8th:** This project will prohibit the left turn from eastbound Fulton to northbound 8th Avenue to reduce vehicle/pedestrian conflicts at this busy intersection with 4 Muni bus stops.

NEXT STEPS: The SFMTA will distribute this update to the Inner Richmond Community in December 2017, along with a scheduled date for an official SFMTA Engineering Public Hearing, (expected in early 2018). Following Public Hearing, the SFMTA will work to address any outstanding concerns and schedule this project for an SFMTA Board Meeting.