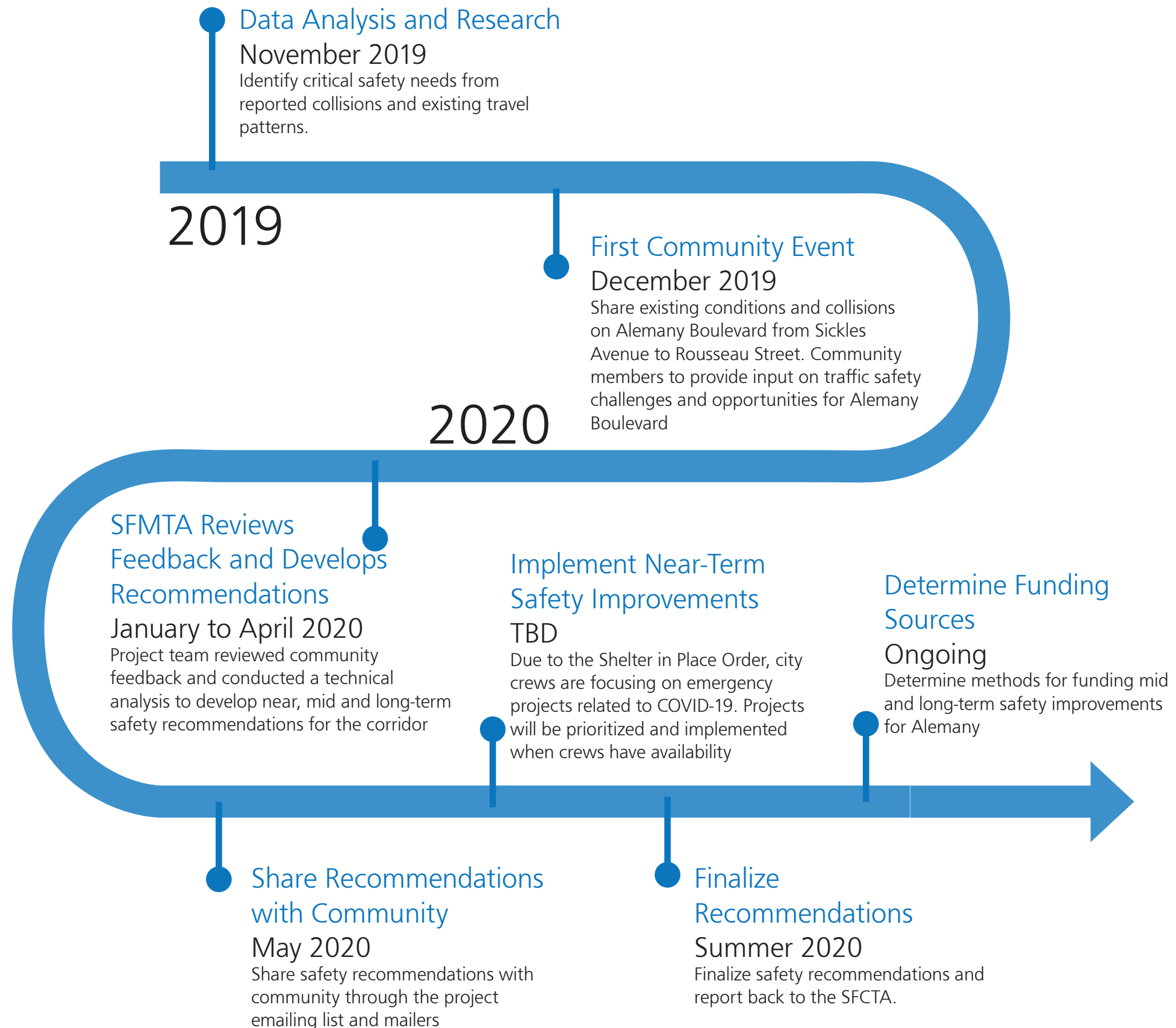


# ALEMANY CORRIDOR SAFETY PROJECT

Thank you to everyone who attended the Alemany Corridor Safety Project open house in December 2019 or provided feedback via email since then. Since then, the project team reviewed the community comments and assessed the technical feasibility for safety improvement recommendations along the corridor. Common themes included:

- *Concerns when using crosswalks at unsignalized and uncontrolled intersections*
- *Speeding and traffic enforcement*
- *Interest in more traffic signals at intersections that currently do not have one*
- *Interest in signal modifications to include protected left turns, lagging left turns, etc*
- *Pedestrians safety, as a whole*
- *Intersection visibility*
- *Intersection conflicts between turning vehicles and through-vehicles*

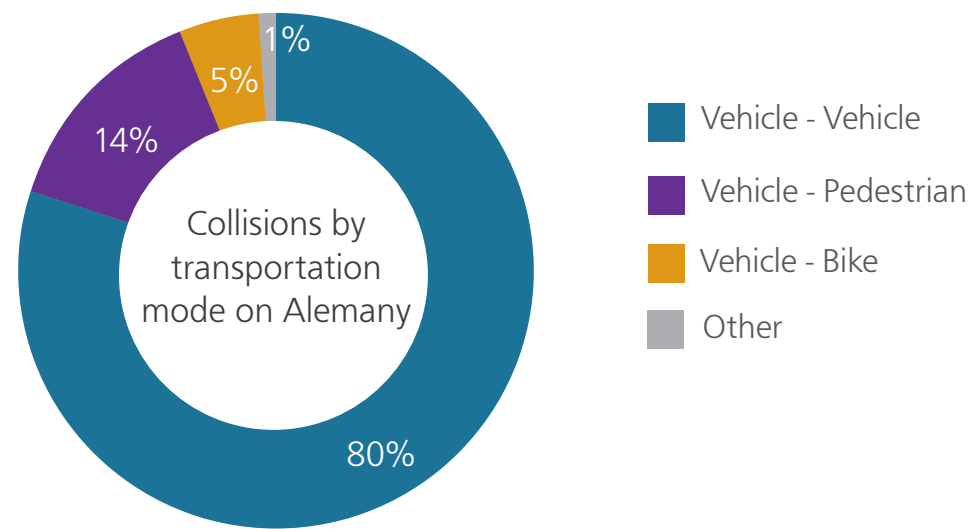
Based off of this feedback, the project team has developed a number of near, mid, and long-term safety improvement recommendations. The following materials will provide detail and context for those recommendations.



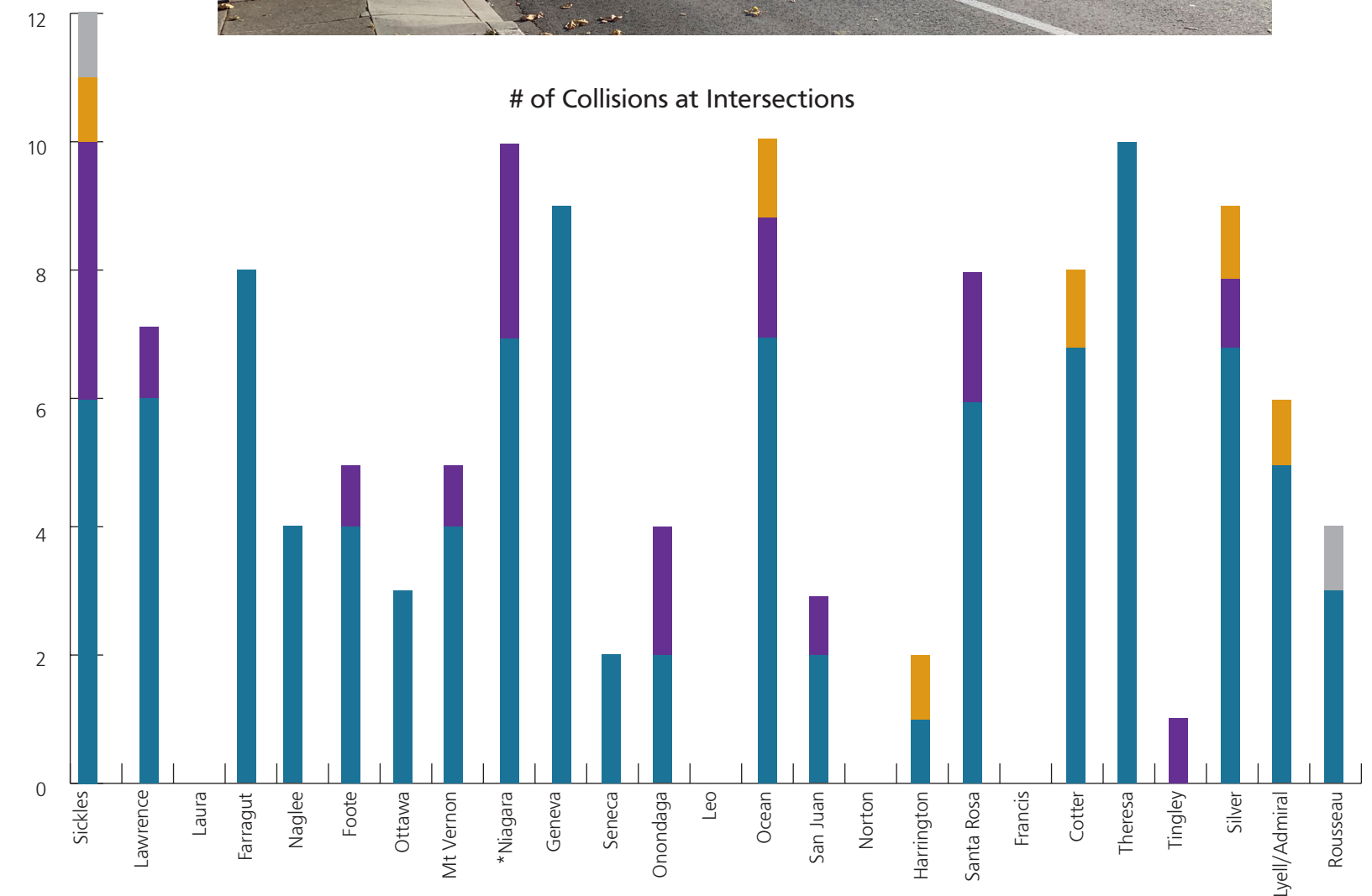
# PROJECT BACKGROUND + CONTEXT

With coordination and funding through the SFCTA's Neighborhood Transportation Improvement Program (NTIP), Supervisor Safai has committed to identifying safety and accessibility improvements on Alemany Boulevard between Sickles Avenue to Rousseau Street. Since the last open house, SFMTA staff has taken community input and coupled it with engineering analysis to develop near, mid and long-term safety recommendations for the corridor.

Every year, dozens of people are killed and hundreds more are seriously injured in San Francisco traffic crashes. Vision Zero is a commitment by the City of San Francisco to end all traffic deaths. Segments of Alemany Boulevard are also on the city's High-Injury Network, the 13 percent of streets that account for 75 percent of severe injury and fatal traffic collisions.



Over a five-year period between October 2014 to September 2019, there were 145 reported injury collisions, of which one was fatal. A large majority, about 80 percent, involved collisions between vehicles. 90 percent of all reported collisions occurred at intersections, while the remaining 10 percent happened midblock.

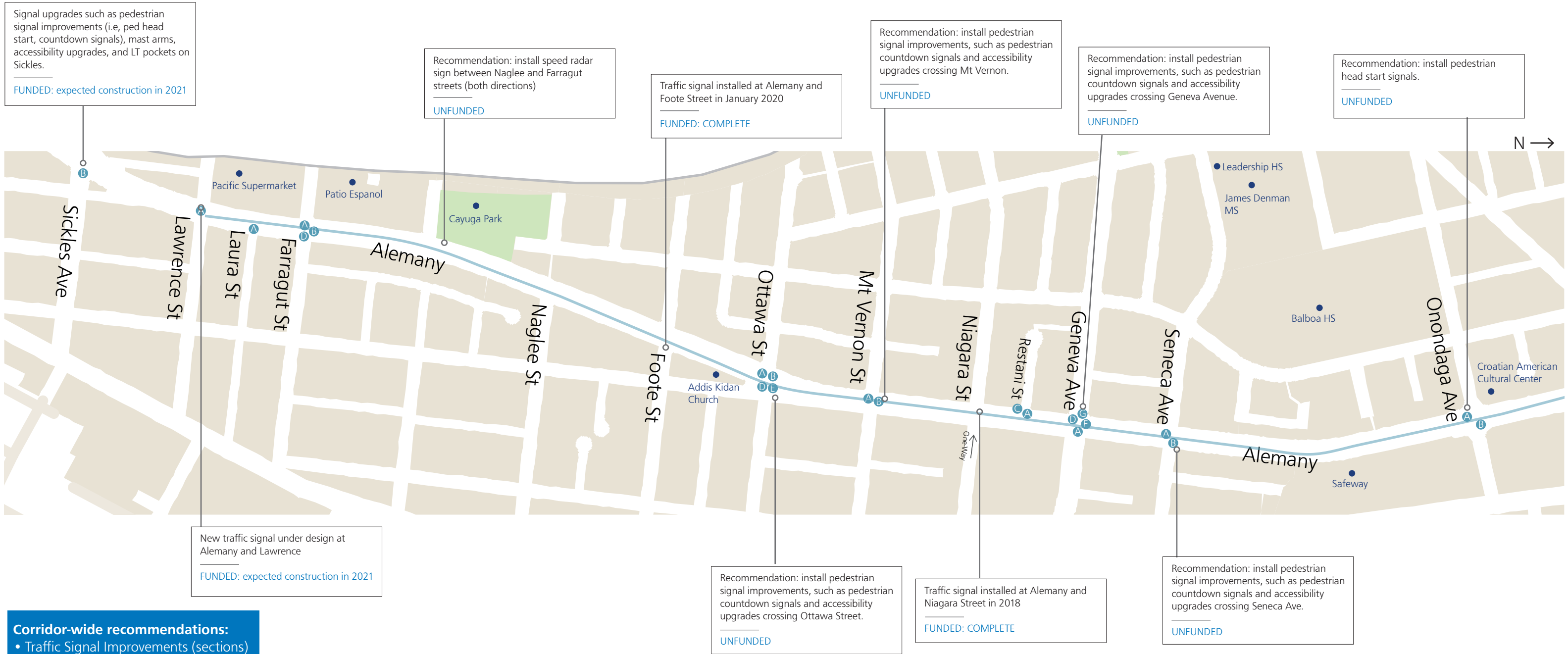


\* After the traffic signal was installed at Alemany/Niagara in 2018, reported collisions reduced to zero.



# ALEMANY CORRIDOR SAFETY RECOMMENDATIONS

## Sickles Avenue to Onondaga Avenue



**Corridor-wide recommendations:**

- Traffic Signal Improvements (sections)
- Curb ramps to access sidewalks

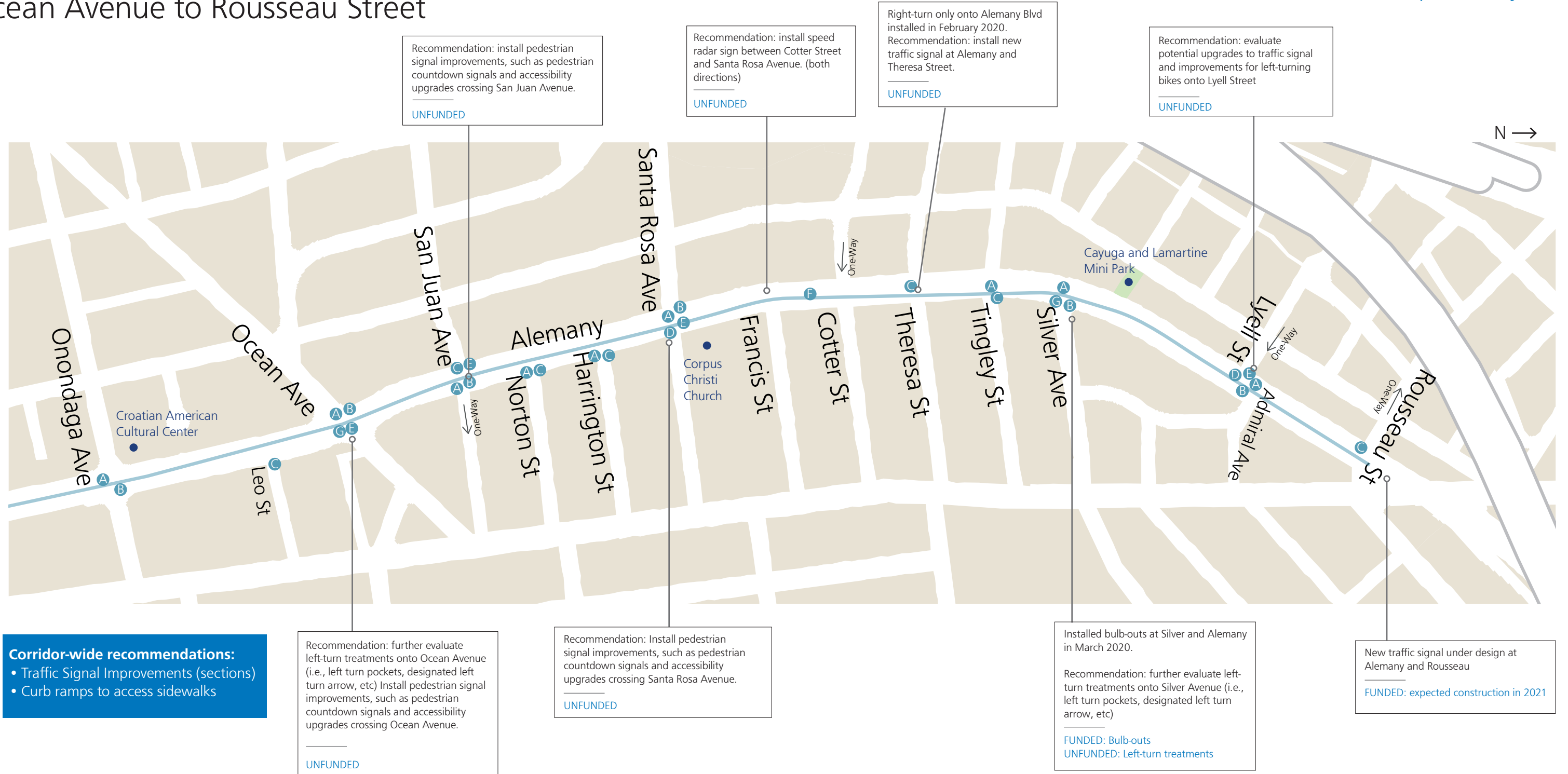
Items A through G and the buffered bike lane have funding and can begin design and implementation during and following this planning study

- A** Daylighting: adding 10 to 20 feet of red curb in advance of an intersection to improve visibility and sight lines
- B** Advanced Limit Lines
- C** Continental Crosswalks
- D** Upgrade signal lens to larger size
- E** Pedestrian head start signal
- F** Pavement markings + signs
- G** Two-Stage Turn Boxes for Bikes
- New buffered bike lanes on Alemany from Lawrence to Rousseau streets



# ALEMANY CORRIDOR SAFETY RECOMMENDATIONS

## Ocean Avenue to Rousseau Street



**Corridor-wide recommendations:**

- Traffic Signal Improvements (sections)
- Curb ramps to access sidewalks

Items A through G and the buffered bike lane have funding and can begin design and implementation during and following this planning study

- A** Daylighting: adding 10 to 20 feet of red curb in advance of an intersection to improve visibility and sight lines
- B** Advanced Limit Lines
- C** Continental Crosswalks
- D** Upgrade signal lens to larger size
- E** Pedestrian head start signal
- F** Pavement markings + signs
- G** Two-Stage Turn Boxes for Bikes
- New buffered bike lanes on Alemany from Lawrence to Rousseau streets

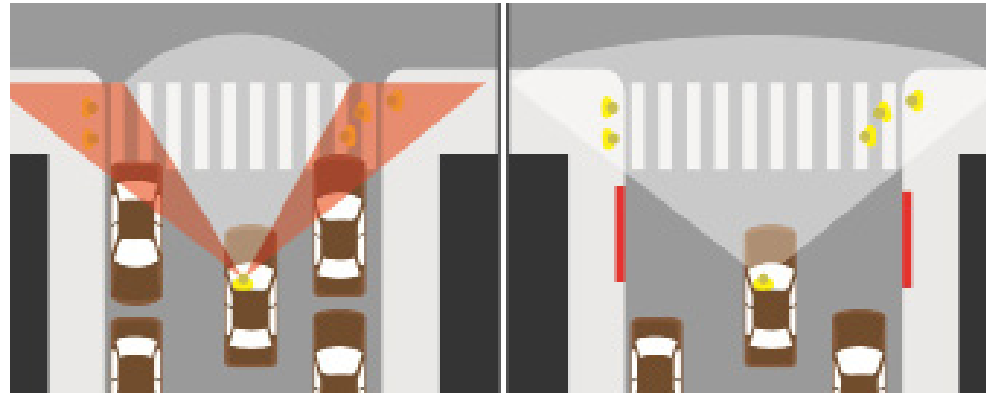
# ALEMANY CORRIDOR SAFETY RECOMMENDATIONS

## Pedestrian Head Start Signals



- Provide 3+ seconds of lead time for pedestrian crossing
- Pedestrian head starts enhance the visibility of pedestrians in the intersection and improve driver yielding behavior

## Daylighting



- Improves sightlines and visibility for pedestrians, bicyclists and vehicles by installing red curbs at approaches to pedestrian crossings
- Requires some parking loss

## Pedestrian Countdown Signals



- Provides pedestrian the remaining time they have to cross the street before the traffic signal turns red.

## Speed Radar Signs



- Helps traffic calm a street by alerting people driving what their speed is and to slow down

## Buffered Bike Lane



- Provides a designated area for people biking
- Provides a greater area of separation between moving vehicles and bikes

## Left Turn Treatments



- Left turn treatments being recommending through this process could involve traffic signal improvements or reallocation of lanes.
- Additional feasibility analysis needed

# ALEMANY CORRIDOR SAFETY RECOMMENDATIONS

## COST AND TIMING

As mentioned at the December 2019 meeting, many of the safety recommendations could be costly and will take time to further design and implement. The total cost for all of the safety recommendations is estimated to approximately \$10.2 million. The SFMTA will continue to work with Supervisor Safai's office in determining funding strategies to prioritize the installation of various safety improvements

NEAR-TERM IMPROVEMENTS 6 Months to 1 Year		MID-TERM IMPROVEMENTS* 1 Year to 3 Years		LONG-TERM IMPROVEMENTS* 3+ Years	
Pavement markings (i.e., crosswalks, advanced limit lines, and yield teeth) and daylighting (the removal of parking spaces to improve visibility)	\$	Speed Radar Feedback Signs	\$\$	Bulbouts	\$\$\$
New signage	\$	Signal modifications to control left turns	\$\$	New signals at intersection	\$\$\$\$
Painted Safety Zones	\$	Bikeway Enhancements (i.e., bikeway greening, intersection markings)	\$	Add signal(s) over roadway (i.e., mast arm)	\$\$\$
Pedestrian signal timing upgrades (increasing walking time for pedestrian and pedestrian head starts)	\$	Upgrade signal lenses from 8 inches to 12 inches	\$\$	Curb Ramps	\$\$\$
Speed limit roadway markings	\$				

\$: \$50k or less | \$\$: \$50k to \$100k | \$\$\$: \$100k to \$750k | \$\$\$\$: \$750k+

\*Funding for mid and long-term improvements have not yet been identified



# NEXT STEPS

Following sharing the Alemany recommendations with the community, the SFMTA will submit a report to the San Francisco County Transportation Authority (SFCTA) for consideration and adoption.

As the Shelter in Place Order is lifted and city crews have more capacity, the SFMTA will support in installing near-term safety improvements on the Alemany corridor. Community members can expect to see ongoing paving work and curb ramp installation through SF Public Works' contractor. Following the paving, crews will begin to install permanent striping, along with a buffered bike lane.

For more information and to view past project materials, please visit: [sfmta.com/AlemanySafety](https://sfmta.com/AlemanySafety)

