SFMTA PROJECT TIMELINE

Internal SFMTA Processes

Opportunities for Public Input

June 2016

Data Collection and Analysis

- Car and bike volumes, safety (collision) data
- Roadway and intersection geometry

"Pop Up" Table Event - 10/19/17

- Introduce Neighborway Project
- Opportunity for community to share safety concerns

Preliminary Conceptual Design

- Decision to focus on 8th Avenue based on survey and feedback
- Preliminary designs vetted by internal agency departments

Jan 2017

Open House #1 - 3/11/17

- Develop project toolkit
- Show proposed draft design alternatives
- Gather feedback on traffic calming, traffic diversion, and locations for improvements

WE ARE HERE

Refine Conceptual Design

- Refine design based on community feedback
- Conduct traffic studies/analysis
- Staff incorporates technical considerations and makes design recommendation

June 2017

Continuing Public Outreach

- Present staff recommended proposal
- Illustrate traffic studies and analysis
- Inform community of next steps

Final Design

- Finalize design based on community feedback

SFMTA Public Hearing

- Official forum for community comments on project

SFMTA Board Approval

- Final approval by official body
- Final opportunity for public comment

January 2018

Construction

- Tentatively scheduled for early 2018

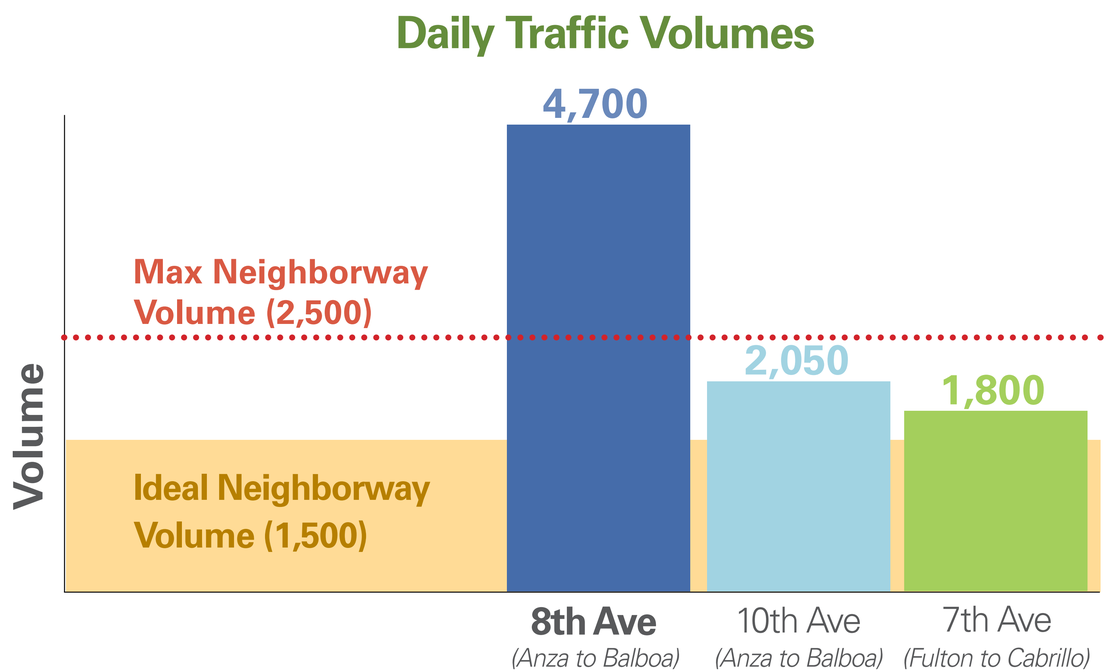
WHAT IS A NEIGHBORWAY?

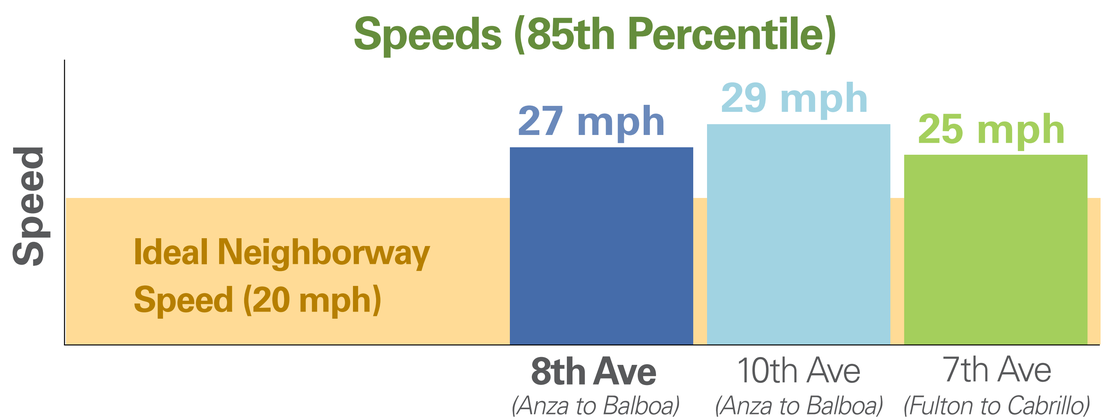
The SFMTA is hoping to apply the "neighborway" concept to 8th Avenue to create a safe, pleasant north-south route for people walking and biking in the Inner Richmond. The neighborway isn't a new idea. Neighborways are residential streets designed for low vehicle traffic and speeds, where children can play and people walking and biking are given priority. They've been implemented throughout the U.S. and Canada, with neighborways existing today in cities like Berkeley, Portland, and Louisville.

Neighborways:

- **Serve as active transportation connections** between parks, schools, business districts, and where people live.
- **Use traffic calming measures** such as speed humps and traffic diversion to achieve the slower speeds and lower traffic volumes that make them a more pleasant place to walk and bike.
- **Provide connectivity** to the broader bicycle route network.
- **Are crucial to achieving our City's transportation goals** by providing safe, comfortable places for people to walk and bike.

Inner Richmond Existing Speeds and Traffic Volumes





PROJECT GOALS

The central goal of the 8th Avenue Neighborway project is to create a safe and comfortable street for people walking and biking in the Inner Richmond. More specifically, the project's goals are to:

- **Make 8th Avenue a safer and more pleasant place to walk and bike** to Golden Gate Park, the Presidio, and other neighborhood destinations.
- **Slow motor vehicle speeds** to calm the street and increase safety for people walking, biking, and driving.
- **Reduce through-traffic** on 8th Avenue, including tour buses.
- **Improve safety** around neighborhood schools.

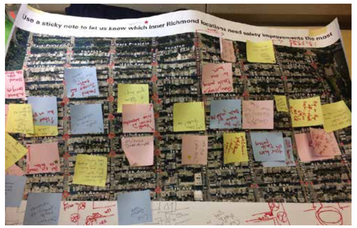
Why 8th Avenue?

8th Avenue already has a lot of characteristics that make a great street for walking and biking. This project seeks to build on this foundation to make 8th Avenue a world-class Neighborway.

- **City Priorities:** 8th Avenue is a designated Green Connection in the San Francisco General Plan and is an official SFMTA Bike Route.
- **Easy Crossings:** 8th Avenue has existing traffic signals at all major cross streets (California, Geary, Fulton). This is an advantage over 7th Avenue.
- **Park Connection:** 8th Avenue has the most direct connection to JFK of any surrounding street - a boon for commuters or GGP park visitors.
- **Traffic Volumes**: Right now, 8th Avenue carries a disproportionate amount of automobile traffic compared with neighboring avenues.
- **Topography**: 8th Avenue is the flattest direct connection between Golden Gate Park and the Presidio.
- **Popular Bike Route:** People are already biking on 8th Avenue - 8th Avenue has the highest bike volumes of any surrounding parallel streets.

COMMUNITY CONCERNS

October 2016 "Pop-Up" Table event with comment map



Speeding along Lake Street

Lack of stop sign on Lake problematic for bikes turning left from 8th, and for pedestrians heading to Mountain Lake Park

Double parking and loading conflicts around Clement Street

Tour bus and casino bus conflicts on 8th and 10th Avenues

Speeding along 8th Ave and failure to yield to pedestrians

Speeding along 7th, 8th, 9th, and 10th

High traffic volumes on 8th causing conflicts with people walking and biking

Drivers running stop signs

Left turns at Fulton creating conflicts for bikes and pedestrians

HOW CAN WE ACHIEVE OUR GOALS?

TRAFFIC CALMING MEASURES

Traffic Calming helps slow traffic and create a safer environment for people walking and biking. Traffic calming measures in our neighborway toolkit include:

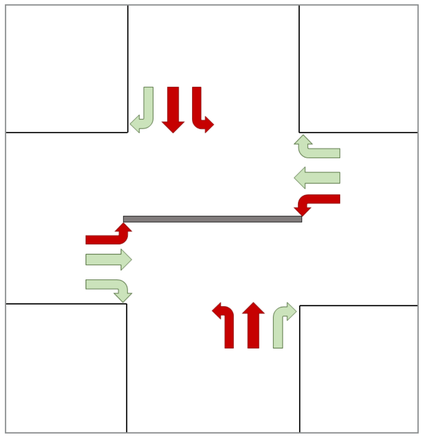
Speed Humps to encourage slow & calm vehicle traffic

Traffic Circles to promote safer, slower vehicle movements through intersections (shown here: Anza Street at 23rd Avenue)

Corner Bulbouts to slow turning vehicles and shorten pedestrian crossing distances

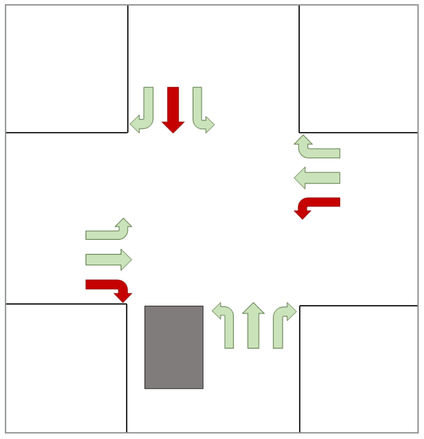
TRAFFIC DIVERTERS

Traffic Diverters prohibit vehicle through-traffic or prohibit certain vehicle movements to reduce through-traffic on a corridor. These diverters allow bicycles and pedestrians to pass freely and prioritize a route for walking and biking. By reducing through-traffic on 8th Avenue, a diverter would achieve the project goal of creating a safe place for walking and biking, and residents of 8th Avenue would benefit from less vehicle traffic. There are several different types of diverters, including:



Credit: NACTO

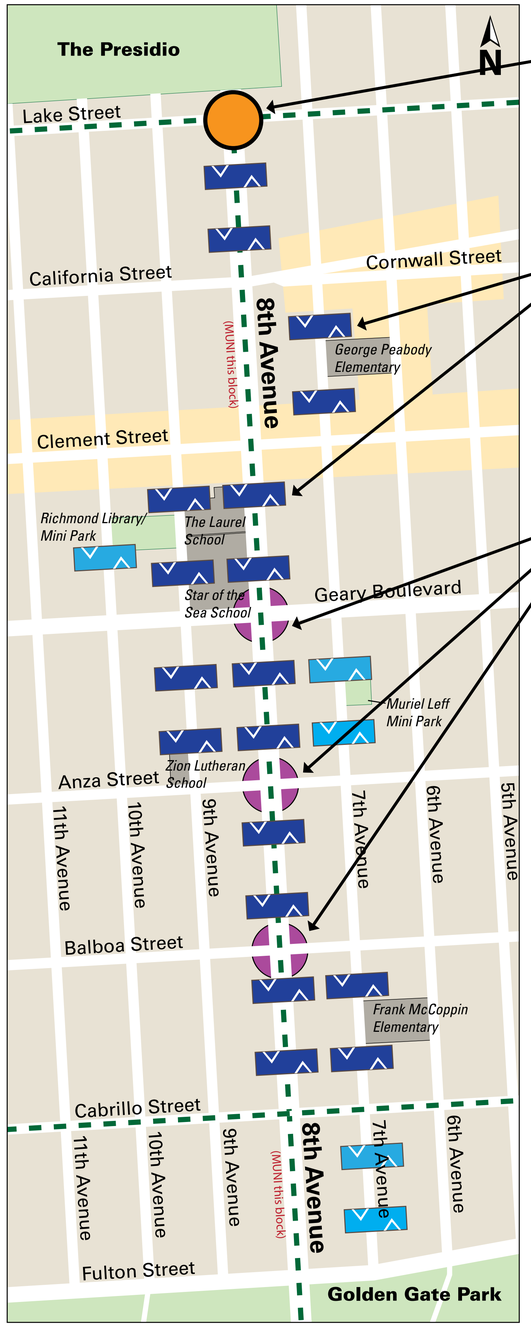
Median Diverters prohibit vehicles from passing straight through an intersection by requiring them to turn right, usually from a minor street to a major street



Credit: Google Streetview

Partial Diverters prevent vehicles from entering a street while still allowing bikes to pass (note: street is still two-way)

PROJECT OVERVIEW



TRAFFIC CIRCLE

Traffic Circle at 8th Avenue and Lake Streets to slow vehicle speeds on Lake Street. This will facilitate bicycle turns and allow for safe pedestrian crossings.

SPEED HUMPS

Speed humps are proposed on all blocks of 8th Avenue with no regular Muni bus service. Speed humps are also proposed on parallel avenues in front of schools or parks to mitigate the negative effects of any diverted traffic.

POTENTIAL DIVERSION

(See Traffic Diversion Concepts Board)

PAINT AND SIGNAGE

(Along 8th Ave, not shown on map) Painted intersection guidance will facilitate bicycle wayfinding at major intersections. Other signage and paint will emphasize Neighborway safety improvements.

DAYLIGHTING

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

- Speed Hump
- Speed Hump (existing)
- Potential Diversion Location
- Traffic Circle
- Bike Route
- Commercial Corridor
- School
- Park

Traffic Calming

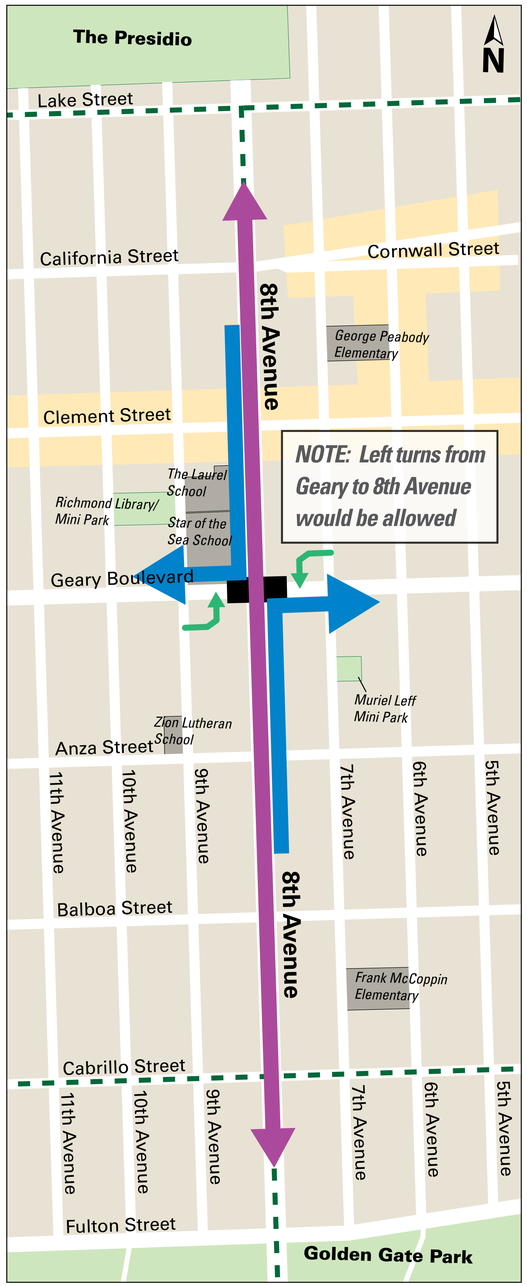
To slow vehicle speeds and calm motor vehicle traffic along the 8th Avenue corridor, the SFMTA envisions utilizing a number of traffic calming measures, including speed humps and traffic circles. These would be installed in addition to the proposed motor vehicle diversion shown on the Traffic Diversion Concept board. Speed humps would be placed on parallel streets in front of schools and parks to mitigate the impact of any diverted traffic.

Give us your input on our overall project plan:

Use this space to provide feedback on any of the traffic calming/diversion locations or measures noted on the map

TRAFFIC DIVERSION CONCEPTS

Option 1: Geary Boulevard Diversion



TURN RESTRICTIONS

- Forced right-turn for north- and southbound motor vehicle travel on 8th Avenue at Geary.
- Blocks north-south motor vehicle travel at Geary
- Bans north- and southbound left turns onto Geary

ALLOWED MOVEMENTS

- East-west motor vehicle travel on Geary is unaffected
- Left turns from Geary to north- and southbound 8th Avenue are unaffected
- Allows north-south bicycle and pedestrian crossings

DIVERSION EFFECTS

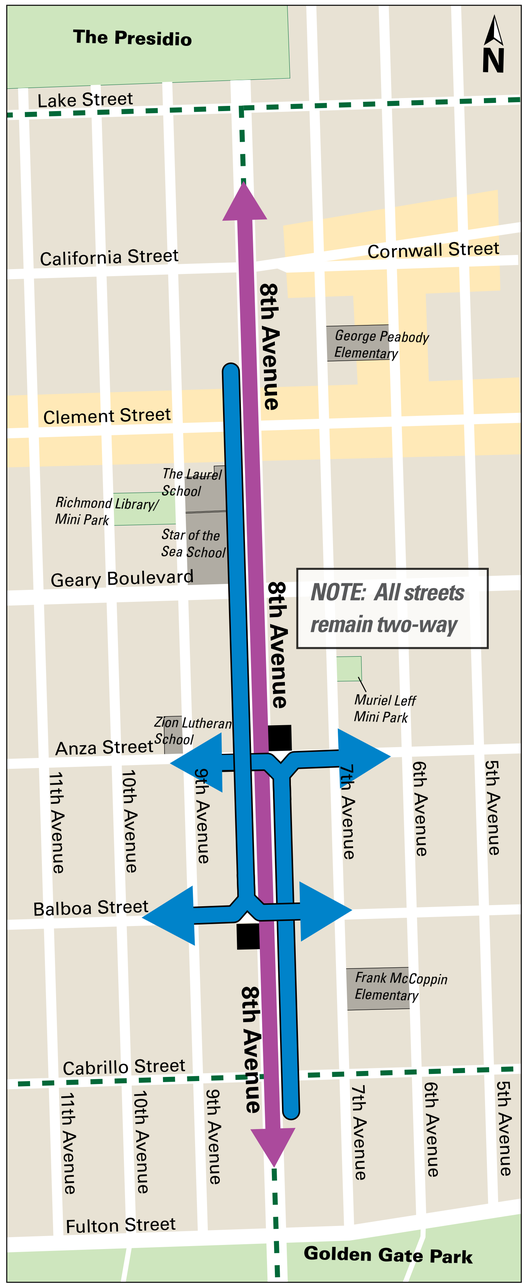
- Diverted traffic is spread along Geary Boulevard rather than neighborhood grid

Rendering of a sample diverter that forces drivers on a minor street to turn right onto a major street. NOTE: Left turns from Geary would be maintained with this option.

Credit: NACTO

- Bike Route
- Motor Vehicle Travel
- Bicycle/Pedestrian Travel
- Commercial Corridor
- School
- Park

Option 2: Anza/Balboa Diversion



TURN RESTRICTIONS

- Forced left- or right-turns for northbound motor vehicle travel at Anza and for southbound motor vehicle travel at Balboa
- Blocks northbound through-traffic at Anza and southbound through-traffic at Balboa
- Bans left- and right-turns from Anza to northbound 8th and from Balboa to southbound 8th

ALLOWED MOVEMENTS

- East-West motor vehicle travel on Anza/Balboa is unaffected
- Allows North-South bicycle and pedestrian crossings at Anza and Balboa

DIVERSION EFFECTS

- Diverted traffic is spread throughout larger Inner Richmond neighborhood grid

Rendering of a partial diverter at a neighborhood intersection. NOTE: all streets remain two-way, all driveway access would be maintained.

Credit: NACTO

- Bike Route
- Motor Vehicle Travel
- Bicycle/Pedestrian Travel
- Commercial Corridor
- School
- Park