

**THIS PRINT COVERS CALENDAR ITEM NO.: 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving parking and traffic modifications on 6th Street from Market and Brannan Streets to improve traffic safety, public space, and curb operations for the community as part of the 6th Street Pedestrian Safety Project.

**SUMMARY:**



- The 6th Street Pedestrian Safety project will establish a lane reduction, new traffic signals, parking and loading zone changes, and other street enhancements to improve safety for all users.
- This project as a key part of the City's Vision Zero commitment, to improve traffic safety on the Vision Zero High Injury Network.
- The project is in a vulnerable community, and the improvements will significantly improve safety outcomes for the City's most at-risk populations, including people with disabilities and the homeless.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution
2. 6th Street Pedestrian Safety Project Area Map
3. 6th Street Pedestrian Safety Project Cross-Section Graphics
4. 6th Street Pedestrian Safety Project Location of Proposed Improvements
5. Final Negative Declaration: [http://sfmea.sfplanning.org/2014.1010E\\_FND.pdf](http://sfmea.sfplanning.org/2014.1010E_FND.pdf)
6. Final Negative Declaration, Note to File: <https://bit.ly/2xHOUHx>

**APPROVALS:**

**DATE**

DIRECTOR		10/9/2018
SECRETARY		10/9/2018

**ASSIGNED SFMTAB CALENDAR DATE:** October 16, 2018

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## **PURPOSE**

Approving parking and traffic modifications on 6th Street between Market Street and Brannan Street to improve traffic safety, public space, and curb operations for the community as part of the 6th Street Pedestrian Safety Project.

## **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the following SFMTA Strategic Plan Goal and Objectives:

- Goal 1: Create a safer transportation experience for everyone.
  - Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.
  - Objective 2.2: Enhance and expand use of the city's sustainable modes of Transportation.
  - Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.
- Goal 3: Improve the quality of life and environment in San Francisco and the region.
  - Objective 3.1: Use agency programs and policies to advance San Francisco's commitment to equity.

### Transit First Principles

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway

**DESCRIPTION**

6th Street has two vehicular traffic lanes in both the northbound and southbound directions. South of Brannan Street, 6th Street becomes an on-ramp to Interstate-280 (I-280), providing vehicular access to and from the South Bay and Peninsula. Approximately 2,000 vehicles travel along the corridor in the PM peak hour, with 45% of vehicles going northbound and 55% of vehicles going southbound. The 12 Folsom and 27 Bryant Muni routes carry approximately 5,500 and 6,600 passengers daily with a frequency of 20 minutes and 15 minutes in the AM peak hour, respectively. The 14X Mission Express, a peak service only route, carries 4,600 customers daily, and though it travels from Mission to Brannan streets, it has no stops on the corridor. The corridor is filled with people that are walking to home or destinations, congregating either with neighbors or with people that do not have fixed addresses. This is especially evident at the northern most areas of 6th Street, by Market Street.

The City's most marginalized populations live on or around 6th Street; one out of every four people living around 6th Street falls below 100 percent of the poverty level, with a median income of \$35,000 a year. One out of three people living within the census tracts traversed by this corridor is either a senior, differently abled, or both. The street is lined with Single Room Occupancy Hotels. Only 7% of households have access to basic kitchen facilities. As a result, residents use the only public space available to them – the public sidewalk. The sidewalks on 6th Street are 10 to 11 feet wide with large sunken tree-wells. The limited right-of-way available for other modes of travel creates obstacles for people with disabilities to navigate and for people to congregate along the sidewalks.

The SFMTA prioritized 6th Street for safety improvements in response to Mayor Gavin Newsom's 2010 Pedestrian Safety Executive Directive; the corridor, then as now, had the City's highest rate of traffic collisions, especially for collisions involving pedestrians. The corridor was additionally listed as one of five high priority pedestrian safety corridors in the City's 2011 WalkFirst plan, with recommendations for potential design improvements.

The 6th Street Pedestrian Safety project is a critical component of the City's Vision Zero goal to eliminate all traffic deaths. 6th Street, from Market Street to Brannan Street, is on the Vision Zero High Injury Network, and is one of the 13% of streets that account for 75% of the City's injuries and fatalities. A person is hit by a car every 16 days on 6th Street; forty percent of those crashes resulting severe injuries or fatalities. In the past five years, there have been a total of 200 collisions along 6th Street between Market and Brannan Streets. Between Market and Howard Streets, where corridor's collisions rates are most concentrated, half of the collisions involved a pedestrian.

At intersections along 6th Street, right and left turn collision patterns, and collisions involving vulnerable populations, consistently emerge from documented collisions between 2013-2017. At Brannan Street, motorists exiting 280 and turning right onto Brannan have hit pedestrians in the crosswalk twice. At Ahern Way, motorists make a restricted left turn from northbound 6th Street

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onto Ahern Way and are hit by oncoming motorists (six instances). At Harrison Street, pedestrians at the south crosswalk have been hit by left turning motorists from Harrison Street four times. A very similar pattern emerges at Howard Street, also with four incidents. At Minna Street, pedestrians crossing the marked and unmarked legal crossings have been hit five times. A similar pattern exists at Stevenson Street; 100% of collisions (six total) involved pedestrians. At Mission Street, pedestrians and bicyclists in the north crosswalk have been hit by right-turning motorists four times, while pedestrians in the west crosswalk have been hit two times. At Market Street, pedestrians and bicyclists have been hit in the south crosswalk four times. Finally, people with limited mobility are have been hit five times between Market and Harrison Streets.

The goals of the 6th Street Pedestrian Safety project are to:

- Improve safety for all streets users, including pedestrians, cyclists and motorists; and
- Create a safe and inviting public space for all people who live, work or visit 6th Street

The SFMTA is proposing a lane reduction and pedestrian safety improvements including new traffic signals on 6th Street from Market Street to Brannan Street in the South of Market (SoMa) neighborhood. The proposed project will construct two blocks of widened sidewalks between Market Street and Howard Street, providing additional space for walking. One southbound vehicular travel lane and two northbound vehicular travel lanes would be maintained at each intersection approach. South of Howard Street, pedestrian bulb-outs will be added at most corners to reduce crossing distance, and additional vehicle turn pockets will be provided to at Howard, Harrison, Bryant and Brannan Streets.

SFMTA Board approval is required only for the parking and traffic modifications for this project, which improve the street on their own, but importantly facilitate many improvements that are not under SFMTA Board jurisdiction, such as sidewalk widening and pedestrian bulbs which is under Public Works jurisdiction.

## **PROJECT ELEMENTS**

The 6th Street Pedestrian Safety project includes a buildout of major elements and community amenities that will improve traffic safety while also improving neighborhood livability. In addition to these elements, this project will include partial or complete repaving of the street, coordination with utility improvements, and coordination with adjacent private and public construction projects.

### **Street Safety**

Crash analysis on 6th Street showed that turning vehicles and fail to yield to pedestrians are the most prevalent crash types at all intersections and vulnerable populations; differently abled and homeless populations are highly likely to be involved in the collision. This project proposes to remove a single travel lane to calm traffic to reduce the number of conflicts between vehicles and

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pedestrians, and to provide designated space and time for turning vehicles or to prohibit turns where this is not possible.

The resulting space from the lane reduction will be allocated to improved pedestrian infrastructure, including wider sidewalks and pedestrian bulbs at intersections, addressing another key concern for the neighborhood: limited public space and gathering areas. New bulb-outs and curb ramps at intersections will shorten crossing distances, improve sightlines of crossing pedestrians, slow turning vehicles, and provide greater accessibility to people with disabilities.

This project will install new traffic signal infrastructure at all unsignalized alley crossings between Market and Howard Streets to reduce the number of mid-block pedestrian collisions, providing a proximate, protected and safe place to cross the street.

SFMTA staff considered an additional lane reduction in order to provide unprotected bicycle facilities in both the northbound and southbound directions. Feedback from stakeholders was neutral, as 6th Street is not on the San Francisco bicycle network and a new bike lane would not be fully protected from vehicular traffic. The additional lane reduction was highly opposed by some stakeholders. These factors led the SFMTA to not include a bicycle facility recommendation.

Project elements that directly improve street safety include:

- The removal of one southbound vehicle traffic lane between Market and Howard Streets;
- Widening sidewalks to 15 feet minimum between Market and Howard Streets (Public Works approval required);
- Pedestrian bulb-outs at all intersections between Market and Howard Streets, with additional bulb-outs at Folsom and Harrison Streets (Public Works approval required);
- Signalization of Stevenson Street and Natoma Street intersections; and
- New marked crosswalks at all alley intersections between Market and Howard Streets.

### **Vehicle Operations**

This project proposes a lane reduction in the southbound direction from two lanes to one lane between Market and Howard Streets. Vehicle flow will be facilitated through signal timing, as well as southbound left turn restrictions at most intersections in the reduced section. Additionally, turn pockets will be added at major cross streets for both northbound and southbound motorists. The number of through lanes as well as the proposed turn pockets have been sized to accommodate existing traffic volumes. Between Howard and Brannan Streets, the peak-hour tow-away lanes will be removed in the southbound and northbound directions but turn pockets will be added for right turning vehicles at Harrison Street southbound, Bryant Street northbound, and Brannan Street southbound. Additionally, left turning motorists will receive a dedicated turn pocket at Harrison.

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Although lanes have been sized for existing demand, traffic diversion is expected. The most likely exit routes off 6th Street northbound are at Brannan, Harrison, and Folsom. Northbound motorists would then continue on 5th and 7th streets. For southbound motorists, it is anticipated that 5th and 8th streets will become the primary diversion routes. Southbound motorists are anticipated to rejoin 6th at all major cross streets south of Howard, with particularly on Harrison and Brannan.

Project elements that maintain vehicle operations include:

- New turn pockets at Howard, Harrison, Bryant and Brannan Streets;
- Left turn restrictions for southbound motorists at all alley intersections between Market and Howard Streets, as well as left turn restrictions for all motorists at Mission Street; and
- Removal of peak-hour tow-away lanes between Folsom and Brannan Streets.

### **Curb Management**

Curb activity on 6th Street is intensive throughout the day and night due to the dozens of small businesses in the project area. Critical curb uses for the corridor include paratransit passenger loading, emergency service access, and local business deliveries. This project proposes the following changes to curb spaces between Market and Howard Streets:

- Commercial loading zones remain at 24
- Passenger loading zones increased from 168 to 175 linear feet
- General metered parking spaces decreased from 28 to 10

Spaces have been relocated and optimized based on known community needs and the proposed pedestrian bulb-outs. Between Market and Harrison Streets, approximately 49 parking spaces will be lost due to proposed bulb-outs and turn pockets. Additionally, ten more spaces between Bryant and Brannan Streets will be dedicated to right turn pockets. The peak-hour tow-away lanes will also be replaced by metered parking between Howard and Brannan Streets. This will result in adding approximately 140 full-time parking spaces to the corridor.

### **Public Space**

The most critical project element based on community feedback will be new pedestrian lighting, which will provide improved walking conditions and public safety. Additional elements will include the new public space and amenities afforded by the widened sidewalk. Project elements that to improve public space include:

- Addition of new street trees, and rehabilitation of existing plantings;\*
- Repaved and enhanced sidewalks;\*
- String lights along 6th Street to improve nighttime visibility and pedestrian safety; \*

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- Formalization of Stevenson Street string lights for enhanced neighborhood place making;\* and
- Decorative sidewalks designed by and celebrating the unique communities that call 6th Street home.\*

*\*The above recommendations are not subject to SFMTA Board approval, and are included for informational purposes.*

**PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS**

- A. RESCIND – PASSENGER LOADING ZONE, AT ALL TIMES - 6th Street, east side, from 17 feet to 61 feet south of Market Street, 6th Street, east side, from 26 feet to 70 feet north of Minna Street, Minna Street, south side, from 6th Street to 80 feet westerly
- B. RESCIND – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY - 6th Street, east side, from 32 feet to 54 feet north of Jessie Street, 6th Street, west side, from 35 feet to 93 feet north of Mission Street
- C. RESCIND – METERED YELLOW 6-WHEEL COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - 6th Street, west side, from 22 feet to 66 feet north of Minna Street
- D. RESCIND – METERED YELLOW 6-WHEEL COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - 6th Street, east side, from 61 feet to 103 feet south of Market Street, 6th Street, east side, from 22 feet to 44 feet south of Jessie Street, 6th Street, west side, from 12 feet to 56 feet north of Stevenson Street
- E. RESCIND – METERED YELLOW 6-WHEEL COMMERCIAL LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - 6th Street, east side, from 15 feet to 61 feet north of Natoma Street
- F. RESCIND – METERED YELLOW COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - 6th Street, east side, from 23 feet to 49 feet south of Stevenson Street, 6th Street, west side, from 12 feet to 53 feet south of Natoma Street
- G. RESCIND – METERED YELLOW COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - 6th Street, east side, from 44 feet to 90 feet south of Jessie Street, 6th Street, east side, from 22 feet to 91 feet south of Mission Street, 6th Street, west side, from 56 feet to 100 feet north of Stevenson Street, 6th Street, west side from 5 feet to 89 feet south of Stevenson Street, 6th Street, west side, from 27 feet to 45 feet north of Jessie Street, 6th Street, west side, from 44 feet to 67 feet south of Jessie Street
- H. RESCIND – METERED YELLOW COMMERCIAL LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - 6th Street, east side, from 38 feet to 78 feet south of Minna Street
- I. RESCIND – SHORT TERM PARKING, 30 MINUTE LIMIT - Bryant Street, north side, from 3 feet to 89 feet west of 6th Street
- J. RESCIND – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - 6th Street, west side, from Jessie Street to 21 feet southerly, Stevenson Street, south side, from 9.5 feet to 28 feet east of 6th Street

- K. RESCIND – TOW AWAY NO STOPPING ANYTIME EXCEPT MARKED POLICE VEHICLES - 6th Street, west side, from 21 feet to 44 feet south of Jessie Street
- L. RESCIND – NO LEFT TURN, 7 AM TO 7 PM EXCEPT SATURDAY AND SUNDAY, EXCEPT MUNI - 6th Street, northbound, at Mission Street
- M. RESCIND – NO LEFT TURN, 7 AM TO 7 PM EXCEPT SATURDAY AND SUNDAY - 6th Street, northbound, at Howard Street
- N. RESCIND – TOW-AWAY NO STOPPING, 7 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY - 6th Street, both sides, from Folsom Street to Brannan Street, 6th Street west side, from Howard Street to Folsom Street
- O. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, ESTABLISH –6th Street, east side, from Market Street to 70 feet southerly, 6th Street, east side, from Stevenson Street to 30 feet northerly, 6th Street, east side, from Stevenson Street to 28 feet southerly, 6th Street, east side, from Jessie Street to 34 feet northerly, 6th Street, east side, from Jessie Street to 25 feet southerly, 6th Street, east side, from Mission Street to 20 feet northerly, 6th Street, east side, from Mission Street to 20 feet southerly, 6th Street, east side, from Minna Street to 26 feet northerly, 6th Street, east side, from Minna Street to 22 feet southerly, 6th Street, east side, from Natoma Street to 26 feet northerly, 6th Street, east side, from Natoma Street to 28 feet southerly, 6th Street, east side, from Howard Street to 23 feet northerly, Howard Street, north side, from 6th Street to 17 feet easterly, 6th Street, east side, from Howard Street to 36 feet southerly, 6th Street, east side, from Folsom Street to 42 feet northerly, 6th Street, east side, from Folsom Street to 50 feet southerly, Harrison Street, north side, from 6th Street to 24 feet easterly, Harrison Street, south side, from 6th Street to 27 feet easterly, 6th Street, west side, from Market Street to 70 feet southerly, 6th Street, west side, from Stevenson Street to 26 feet northerly, 6th Street, west side, from Stevenson Street to 35 feet southerly, 6th Street, west side, from Jessie Street to 25 feet northerly 6th Street, west side, from Jessie Street to 25 feet southerly, 6th Street, west side, from Mission Street to 20 feet northerly, 6th Street, west side, from Mission Street to 20 feet southerly, 6th Street, west side, from Minna Street to 30 feet northerly, 6th Street, west side, from Minna Street to 23 feet southerly, 6th Street, west side, from Natoma Street to 23 feet northerly, 6th Street, west side, from Natoma Street to 31 feet southerly, 6th Street, west side, from Howard Street to 35 feet southerly, 6th Street, west side, from Folsom Street to 25 feet northerly, 6th Street, west side, from Folsom Street to 27 feet southerly, 6th Street, west side, from Harrison Street to 53 feet southerly, Harrison Street, south side, from 6th Street to 49 feet westerly
- P. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES - 6th Street, east side, from 30 feet to 74 feet north of Stevenson Street, 6th Street, east side, from 26 feet to 70 feet north of Minna Street
- Q. ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY - 6th Street, east side, from 34 feet to 55 feet north of Jessie Street, 6th Street, west side, from 20 feet to 86 feet north of Mission Street
- R. ESTABLISH – METERED YELLOW 6-WHEEL COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - 6th Street, east side, from 70 feet to 96 feet south of Market Street, 6th Street, east side, from 22 feet to 78 feet south of



- Minna Street, 6th Street, west side, from 26 feet to 93 feet north of Stevenson Street, 6th Street, west side, from 45 feet to 89 feet south of Mission Street
- S. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - 6th Street, east side, from 28 feet to 91 feet south of Stevenson Street, 6th Street, east side, from 25 feet to 85 feet south of Jessie Street, 6th Street, east side, from 20 feet to 90 feet south of Mission Street, 6th Street, west side, from 25 feet to 45 feet north of Jessie Street, 6th Street, west side, from 65 feet to 89 feet south of Stevenson Street, 6th Street, west side, from 47 feet to 73 feet south of Jessie Street, 6th Street, west side, from 30 feet to 74 feet north of Minna Street, 6th Street, west side, from 31 feet to 68 feet south of Natoma Street
  - T. ESTABLISH – SHORT TERM PARKING, 30 MINUTE LIMIT - 6th Street, east side, from 30 feet to 75 feet north of Mission Street
  - U. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - 6th Street, east side, from 26 feet to 61 feet north of Natoma Street, 6th Street, west side, from 35 feet to 65 feet south of Stevenson Street, 6th Street, west side, from 20 feet to 45 feet south of Mission Street
  - V. ESTABLISH – TOW AWAY NO STOPPING ANYTIME EXCEPT MARKED POLICE VEHICLES - 6th Street, west side, from 25 feet to 47 feet south of Jessie Street
  - W. ESTABLISH – TOW AWAY NO PARKING ANYTIME - Stevenson Street, south side, from 6th Street to 30 feet easterly, Jessie Street, south side, from 6th Street to 30 feet easterly, Minna Street, south side, from 6th Street to 30 feet easterly, Minna Street, south side, from 6th Street to 80 feet westerly, Natoma Street, south side from 6th Street to 30 feet easterly, Natoma Street, north side, from 6th Street to 30 feet westerly
  - X. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - 6th Street, west side, from 45 feet to 61 feet north of Jessie Street, 6th Street, east side, from 20 feet to 30 feet north of Mission Street, 6th Street, east side, from 61 feet to 77 feet north of Natoma Street, 6th Street, west side, from Howard Street to 80 feet northerly, 6th Street, west side, from Harrison Street to 125 feet northerly, 6th Street, east side, from Harrison Street to Ahern Way, 6th Street, east side, from Bryant Street to 125 feet southerly, Bryant Street, north side, from 6th Street to 89 feet westerly, 6th Street, west side, from Brannan Street to 125 feet northerly
  - Y. ESTABLISH – NO LEFT TURN - 6th Street, southbound, at Jessie Street, 6th Street, southbound, at Natoma Street
  - Z. ESTABLISH – NO LEFT TURN, 6 AM TO 10 PM, DAILY - 6th Street, southbound, at Stevenson Street
  - AA. ESTABLISH – NO LEFT TURN AT ALL TIMES EXCEPT MUNI - 6th Street, northbound, at Mission Street
  - BB. ESTABLISH – CROSSWALK - 6th Street, north crosswalk, at Stevenson Street, 6th Street, south crosswalk, at Stevenson Street, 6th Street, north crosswalk, at Minna Street, 6th Street, north crosswalk, at Natoma Street, 6th Street, south crosswalk, at Natoma Street

## **STAKEHOLDER ENGAGEMENT**

The 6th Street project used a suite of stakeholder engagement tools to develop project design and to keep the public engaged and informed. This included:

- Open houses
- Consortium meetings
- Community walks
- Demonstration projects
- Social media and news postings
- Stakeholder meetings and presentations
- Door-to-door merchant survey
- Multilingual streetscape surveys
- Door-to-door outreach
- Sharing project information at community events
- Website creation and updates
- Project emails
- Project mailings

### **Open Houses**

In 2013 the SFMTA held a series of events including three community meetings and walkalongs inviting members of the community to meet and discuss ways to improve traffic safety and livability on 6th Street. The focus of these meetings was to understand the needs of the community and interest in alternatives to finalize design elements of the project. Approximately 100 people attended the three meetings.

Two additional open house sessions were held in August 2017 at Bayanihan Community Center and June 2018 at Gene Friend Recreation Center. Approximately 1500 community meeting postcards were sent to all addresses within a one block radius of 6th Street and 20 posters promoting the open houses sessions were posted along the project corridor. Staff also hired Spanish, Filipino, and Chinese translators to be available for non-native English-speaking attendees. Approximately 70 members of the community, represented by local residents, businesses, and employees as well as those who walk and bike through SoMa, attended the two open houses.

Surveys were offered at both open houses to get feedback from the public about streetscape improvements proposed by Public Works. For members of the public that were unable to attend the open house, the project team posted the streetscape survey with Filipino and Spanish translations on the project website and sent it to directly to community groups. Staff obtained 124 responses in English, 0 in Spanish, and 0 in Filipino. A parking and loading survey was also provided at the first open house with ten responses.

### **Residents and Community Based Organizations**

The 6th Street project will have significant benefits and challenges to those who live, work and visit the corridor. As a result, the project team sought to engage the many diverse community-based organizations and residents on the project goals, alternatives, and finalized proposal. Since 2013, project staff engaged with at least 500 residents or community members at presentations to the following groups:

- Bayanihan Community Center
- Bessie Carmichael
- Central City SRO Collaborative (CCSRO)
- Chabad of SF
- Chinatown Community Development Center
- District 6 Public Safety Committee
- Episcopal Community Services
- Golden Gate Block Safety Group
- Hospitality House
- Lighthouse for the Blind and Visually Impaired
- Independent Living Resource Center
- Mercy Housing,
- SFMTA Multimodal Accessibility Advisory Committee,
- Safe Routes to Schools
- South of Market Community Action Network (SOMCAN)
- SoMa Community Collaborative
- SoMa Pilipinas
- South of Market Youth Collaborative
- Tenants and Owners Development Corporation (TODCO)
- Tenderloin Safe Passage
- United Playaz
- Vision Zero Coalition - Senior & Disability Workgroup
- West Bay Pilipino Cultural Center
- Western SoMa Voice
- West Bay Pilipino Multi-Service Center

The community-based organization outreach specifically targeted vulnerable populations, including seniors, people with disabilities, and the diverse populations on and around 6th Street.

### **Businesses and Merchants**

Since 2016, project staff conducted door-to-door outreach to businesses along 6th Street to raise awareness and gather feedback for the project. Staff met with 50 businesses to inform them of

the proposed changes to the street, obtain feedback regarding parking and loading, and provide information about City efforts in addressing the proposed project's construction impacts, if approved. This portion of outreach also allowed staff to share a loading survey which asked businesses to describe their loading practices and identify any possibilities for curbside management improvement.

Project staff also presented, discussed, and obtained feedback on project elements through over a dozen meetings with business and merchant associations including Tenderloin Central Business District, Central Market Community Benefit District, Hotel Council, Chamber of Commerce, San Francisco Travel Association, Union Square Business Improvement District, South of Market Business Association.

### **Summary of Feedback**

The neighborhood shared consistent feedback at the 2013 Open Houses that continued to be heard through the outreach efforts. Common themes in these outreach efforts include:

- Concerns about high levels of pedestrian activity, overcrowding, and pedestrian safety on the sidewalks between Market and Howard.
- The need to address traffic and pedestrian safety concerns along the segments of the corridor with the highest number of collisions, between Market and Folsom Streets
- The significant need for improved and pedestrian and roadway lighting.

Project elements were proposed to address these concerns, and the feedback received is summarized as follows:

- **Streetscape improvements are strongly supported.** There is strong interest for streetscape improvements, like repaving, tree grates, and pedestrian lighting, from 6th Street businesses, residents, pedestrians, community groups, and service providers. Supporters consistently expressed a need for improved pedestrian lighting, street activation, and a reflection of community identity.
- **Sidewalk widening has mixed support.** Many users, especially those who are differently abled, support the sidewalk widening as it would provide a clear path of travel and accommodate the high level of pedestrian activity, overcrowding, and pedestrian safety conflicts on the sidewalks. Some community members expressed opposition to sidewalk widening as they believe it would invite more homeless encampments to be setup along the street.
- **Parking and loading changes are strongly supported.** Businesses who use the curb space along either side of 6th Street for deliveries and shipments support maintaining loading zones. Residents, community members, and businesses support the removal of general parking spaces as it limits opportunities for criminal activity that they often see happening in private vehicles. Property managers, community service providers, differently abled persons all support the placement of the passenger loading zones and blue zones.

- **Bulbouts, and accessible ramp upgrades are strongly supported.** Many residents, particularly those with children, seniors and/or differently abled; community organizations; service providers; and those who walk along 6th Street strongly supported the installation of bulbouts and crosswalks at all intersections to improve comfort for pedestrians and to address the safety needs along the corridor.
- **New signalized intersections, protected turns, and re-timing have mixed support.** Residents, pedestrians, community groups, and service providers support the new signals and re-timing to improve the safety and comfort for pedestrians by designating the right of way between vehicles and pedestrians with signal timing and by providing more opportunities of pedestrians to cross 6th Street. Drivers generally oppose the signalization of every intersection, expressing concerns over traffic flow.
- **Lane reductions have mixed support.** The initial proposal of lane reductions in both the northbound and southbound directions was opposed by drivers and businesses, who travel or conduct business on the north side of 6th Street or north of Market Street. These concerns mainly focused around potential congestion impacts, limited loading access, and bottlenecks from double-parked vehicles. Many residents, community organizations, service providers and those who walk and bike along 6th Street supported both the originally proposed two-lane reduction and the southbound lane reduction as these changes would allow opportunities to enhance the pedestrian environment by providing space for sidewalk widening and by reducing the number of conflict points between vehicles and pedestrians.
- **Bicycle lanes have mixed support.** Some cyclists have mentioned that they rarely use the corridor when riding in the South of Market Neighborhood as parallel streets, such as 7th and 8th Streets, have better bicycle infrastructure. Others supported the bicycle lanes and were frustrated about their removal from the project scope
- **Construction impacts are a concern for many stakeholders:** Though not a project element, construction impacts were a concern heard from a variety of stakeholders. SRO residents and service providers who work with the homeless worry about the ways in which construction will disrupt their routine and mental health, especially if they are forced to relocate without warning. Businesses, particularly in the service industry or who have recently moved in, fear the construction impacts will deter customers and, thus, have significant impacts on the livelihood of their businesses

### **Public Hearing**

Two public hearings were held on July 20, 2018 and August 3<sup>rd</sup> to solicit additional feedback from the community. In total 17 people provided comment at the two public hearings. Nine expressed full support of the project, three had concerns about the bicycle lane removal from the project elements, and five opposed the project due to concerns about vehicular mobility and increased traffic congestion.

## Letters of Support

Letters of support have been provided by 18 residents and members of the community, Central City SRO Collaborative, Independent Living Resource Center, South of Market Community Action Network, and WalkSF.

## ALTERNATIVES CONSIDERED

Several alternatives to the current proposal were considered:

- **One lane reduction in both the northbound and southbound directions between Market to Folsom Streets.** This alternative was the initial design of 6th Street prepared in 2017 but was altered following extensive outreach with local businesses, residents, and stakeholders. As a result of concerns expressed by the Hotel Council, San Francisco Travel Association, South of Market Business Association, Chamber of Commerce, Chinatown Community Development Center and businesses along the northbound side of 6th Street, staff analyzed traffic circulation and access impacts along the corridor and recommended maintaining two northbound lanes to maintain a critical access point into San Francisco.
- **Installation of bicycle lanes on 6th Street between Market and Howard Streets.** This design element was paired with the lane reduction for both the northbound and southbound directions between Market to Folsom Streets. Since 6th Street is not part of the San Francisco bicycle network and the bicycle lanes would not have been fully protected, staff recommended the removal of the bike lanes along 6th Street to accommodate a second northbound vehicular lane to improve overall access into San Francisco. Enhanced bicycle facilities will be provided on parallel streets, including 5th, 7th, and 8th Streets.
- **Installation of raised crosswalks across alleyway entrances at all alleyways on 6th Street between Market and Howard Streets.** Raised crosswalks were considered across the alleyways along 6th Street to enhance the pedestrian environment and to encourage calmer and slower vehicle behavior to and from the alleyways. Due to the high number of collisions along the corridor, staff recommended the installation of signals at all alleyways and the opening of the north crosswalk at the currently signalized intersection of 6th and Minna Streets. Through signalized intersections and the striping of crosswalks, pedestrians will have opportunities to cross 6th Street at intersections with readily defined right of ways for vehicles and pedestrians approximately every 175 feet between Market and Howard Streets.
- **No build project alternative.** Not building any improvements along 6th Street would perpetuate high traffic collision rates and would not help the City meet its Vision Zero goal of zero traffic fatalities by 2024. Therefore, staff does not recommend the no build

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option.

## **FUNDING IMPACT**

The project was added to San Francisco Municipal Transportation Agency's 2013-2018 Capital Improvement Program in 2013.

The total project cost is \$22,341,910:

- Planning - \$264,873
- Preliminary Engineering - \$1,924,037
- Detailed Design - \$3,235,000
- Construction - \$16,918,000

The planning and preliminary engineering phases was funded from San Francisco County Transportation Authority (SFCTA) Prop K and prior year SFMTA operating funds. The detailed design phase has been funded with Transportation and Road Improvement general obligation bond funds (Series 2018).

Funding for the construction phase is planned to come from SFCTA Prop K sales tax (\$9M) and successful award of a grant from the next round of the Caltrans' Active Transportation Program (\$6M). A source for the remaining \$2M has not been identified at this time.

## **ENVIRONMENTAL REVIEW**

On August 30, 2017, the San Francisco Planning Department issued a Preliminary Negative Declaration, finding that the proposed project described therein could not have a significant adverse impact on the environment. (FND, Case No. 2014.1010E). The Preliminary Negative Declaration was available for public review from August 30 until September 29, 2017. On October 23, 2017 issued a Final Negative Declaration. On September 13, 2018, in a note to the file, the Planning Department reviewed the proposed changes in the Sixth Street Pedestrian Project that was reviewed in the Final Negative Declaration, and found that the proposed changes (namely, removal of the class II bicycle lane from the scope of the project, changes to left turn restrictions, and removal from the project of raised crosswalks), would not result in new impacts and would not change the impact finding in the FND.

A copy of the October 23, 2017 Final Negative Declaration and the September 13, 2018 note to the file are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

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**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney has reviewed this item. No other approvals are required.

**RECOMMENDATION**

Approve traffic and parking modifications on 6th Street from Market and Brannan Streets, as set forth in Items A-BB above, to improve traffic safety, public space, and curb operations for the community as part of the 6th Street Pedestrian Safety Project.



SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goals and implementing safety improvements on 6th Street; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritized non-private automobile transportation; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modifications along the 6th Street between Market Street and Brannan Street corridor as follows:

- A. RESCIND – PASSENGER LOADING ZONE, AT ALL TIMES - 6th Street, east side, from 17 feet to 61 feet south of Market Street, 6th Street, east side, from 26 feet to 70 feet north of Minna Street, Minna Street, south side, from 6th Street to 80 feet westerly
- B. RESCIND – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY - 6th Street, east side, from 32 feet to 54 feet north of Jessie Street, 6th Street, west side, from 35 feet to 93 feet north of Mission Street
- C. RESCIND – METERED YELLOW 6-WHEEL COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - 6th Street, west side, from 22 feet to 66 feet north of Minna Street
- D. RESCIND – METERED YELLOW 6-WHEEL COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - 6th Street, east side, from 61 feet to 103 feet south of Market Street, 6th Street, east side, from 22 feet to 44 feet south of Jessie Street, 6th Street, west side, from 12 feet to 56 feet north of Stevenson Street
- E. RESCIND – METERED YELLOW 6-WHEEL COMMERCIAL LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - 6th Street, east side, from 15 feet to 61 feet north of Natoma Street
- F. RESCIND – METERED YELLOW COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - 6th Street, east side, from 23 feet to 49 feet south of Stevenson Street, 6th Street, west side, from 12 feet to 53 feet south of Natoma Street
- G. RESCIND – METERED YELLOW COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - 6th Street, east side, from 44 feet to 90 feet south of Jessie Street, 6th Street, east side, from 22 feet to 91 feet south of Mission Street, 6th Street, west side, from 56 feet to 100 feet north of Stevenson Street, 6th Street, west side, from 5 feet to 89 feet south of Stevenson Street, 6th Street, west side, from 27 feet to 45 feet north of Jessie Street, 6th Street, west side, from 44 feet to 67 feet south of Jessie Street

- H. RESCIND – METERED YELLOW COMMERCIAL LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - 6th Street, east side, from 38 feet to 78 feet south of Minna Street
- I. RESCIND – SHORT TERM PARKING, 30 MINUTE LIMIT - Bryant Street, north side, from 3 feet to 89 feet west of 6th Street
- J. RESCIND – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - 6th Street, west side, from Jessie Street to 21 feet southerly, Stevenson Street, south side, from 9.5 feet to 28 feet east of 6th Street
- K. RESCIND – TOW AWAY NO STOPPING ANYTIME EXCEPT MARKED POLICE VEHICLES - 6th Street, west side, from 21 feet to 44 feet south of Jessie Street
- L. RESCIND – NO LEFT TURN, 7 AM TO 7 PM EXCEPT SATURDAY AND SUNDAY, EXCEPT MUNI - 6th Street, northbound, at Mission Street
- M. RESCIND – NO LEFT TURN, 7 AM TO 7 PM EXCEPT SATURDAY AND SUNDAY - 6th Street, northbound, at Howard Street
- N. RESCIND – TOW-AWAY NO STOPPING, 7 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY - 6th Street, both sides, from Folsom Street to Brannan Street, 6th Street west side, from Howard Street to Folsom Street
- O. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, ESTABLISH –6th Street, east side, from Market Street to 70 feet southerly, 6th Street, east side, from Stevenson Street to 30 feet northerly, 6th Street, east side, from Stevenson Street to 28 feet southerly, 6th Street, east side, from Jessie Street to 34 feet northerly, 6th Street, east side, from Jessie Street to 25 feet southerly, 6th Street, east side, from Mission Street to 20 feet northerly, 6th Street, east side, from Mission Street to 20 feet southerly, 6th Street, east side, from Minna Street to 26 feet northerly, 6th Street, east side, from Minna Street to 22 feet southerly, 6th Street, east side, from Natoma Street to 26 feet northerly, 6th Street, east side, from Natoma Street to 28 feet southerly, 6th Street, east side, from Howard Street to 23 feet northerly, Howard Street, north side, from 6th Street to 17 feet easterly, 6th Street, east side, from Howard Street to 36 feet southerly, 6th Street, east side, from Folsom Street to 42 feet northerly, 6th Street, east side, from Folsom Street to 50 feet southerly, Harrison Street, north side, from 6th Street to 24 feet easterly, Harrison Street, south side, from 6th Street to 27 feet easterly, 6th Street, west side, from Market Street to 70 feet southerly, 6th Street, west side, from Stevenson Street to 26 feet northerly, 6th Street, west side, from Stevenson Street to 35 feet southerly, 6th Street, west side, from Jessie Street to 25 feet northerly 6th Street, west side, from Jessie Street to 25 feet southerly, 6th Street, west side, from Mission Street to 20 feet northerly, 6th Street, west side, from Mission Street to 20 feet southerly, 6th Street, west side, from Minna Street to 30 feet northerly, 6th Street, west side, from Minna Street to 23 feet southerly, 6th Street, west side, from Natoma Street to 23 feet northerly, 6th Street, west side, from Natoma Street to 31 feet southerly, 6th Street, west side, from Howard Street to 35 feet southerly, 6th Street, west side, from Folsom Street to 25 feet northerly, 6th Street, west side, from Folsom Street to 27 feet southerly, 6th Street, west side, from Harrison Street to 53 feet southerly, Harrison Street, south side, from 6th Street to 49 feet westerly

- P. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES - 6th Street, east side, from 30 feet to 74 feet north of Stevenson Street, 6th Street, east side, from 26 feet to 70 feet north of Minna Street
- Q. ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY - 6th Street, east side, from 34 feet to 55 feet north of Jessie Street, 6th Street, west side, from 20 feet to 86 feet north of Mission Street
- R. ESTABLISH – METERED YELLOW 6-WHEEL COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - 6th Street, east side, from 70 feet to 96 feet south of Market Street, 6th Street, east side, from 22 feet to 78 feet south of Minna Street, 6th Street, west side, from 26 feet to 93 feet north of Stevenson Street, 6th Street, west side, from 45 feet to 89 feet south of Mission Street
- S. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - 6th Street, east side, from 28 feet to 91 feet south of Stevenson Street, 6th Street, east side, from 25 feet to 85 feet south of Jessie Street, 6th Street, east side, from 20 feet to 90 feet south of Mission Street, 6th Street, west side, from 25 feet to 45 feet north of Jessie Street, 6th Street, west side, from 65 feet to 89 feet south of Stevenson Street, 6th Street, west side, from 47 feet to 73 feet south of Jessie Street, 6th Street, west side, from 30 feet to 74 feet north of Minna Street, 6th Street, west side, from 31 feet to 68 feet south of Natoma Street
- T. ESTABLISH – SHORT TERM PARKING, 30 MINUTE LIMIT - 6th Street, east side, from 30 feet to 75 feet north of Mission Street
- U. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - 6th Street, east side, from 26 feet to 61 feet north of Natoma Street, 6th Street, west side, from 35 feet to 65 feet south of Stevenson Street, 6th Street, west side, from 20 feet to 45 feet south of Mission Street
- V. ESTABLISH – TOW AWAY NO STOPPING ANYTIME EXCEPT MARKED POLICE VEHICLES - 6th Street, west side, from 25 feet to 47 feet south of Jessie Street
- W. ESTABLISH – TOW AWAY NO PARKING ANYTIME - Stevenson Street, south side, from 6th Street to 30 feet easterly, Jessie Street, south side, from 6th Street to 30 feet easterly, Minna Street, south side, from 6th Street to 30 feet easterly, Minna Street, south side, from 6th Street to 80 feet westerly, Natoma Street, south side from 6th Street to 30 feet easterly, Natoma Street, north side, from 6th Street to 30 feet westerly
- X. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - 6th Street, west side, from 45 feet to 61 feet north of Jessie Street, 6th Street, east side, from 20 feet to 30 feet north of Mission Street, 6th Street, east side, from 61 feet to 77 feet north of Natoma Street, 6th Street, west side, from Howard Street to 80 feet northerly, 6th Street, west side, from Harrison Street to 125 feet northerly, 6th Street, east side, from Harrison Street to Ahern Way, 6th Street, east side, from Bryant Street to 125 feet southerly, Bryant Street, north side, from 6th Street to 89 feet westerly, 6th Street, west side, from Brannan Street to 125 feet northerly
- Y. ESTABLISH – NO LEFT TURN - 6th Street, southbound, at Jessie Street, 6th Street, southbound, at Natoma Street
- Z. ESTABLISH – NO LEFT TURN, 6 AM TO 10 PM, DAILY - 6th Street, southbound, at

Stevenson Street

AA. ESTABLISH – NO LEFT TURN AT ALL TIMES EXCEPT MUNI - 6th Street, northbound, at Mission Street

BB. ESTABLISH – CROSSWALK - 6th Street, north crosswalk, at Stevenson Street, 6th Street, south crosswalk, at Stevenson Street, 6th Street, north crosswalk, at Minna Street, 6th Street, north crosswalk, at Natoma Street, 6th Street, south crosswalk, at Natoma Street; and,

WHEREAS, On September 13, 2018, the San Francisco Planning Department determined that the proposed Sixth Street Safety Project is within the scope of the Sixth Street Safety Project Final Negative Declaration (FND, Case No. 2014.1010E) issued by the Planning Department on October 23, 2017; and

WHEREAS, As part of approval of this item, the SFMTA Board of Directors has reviewed and considered the FND and the record as a whole and finds that the FND is adequate, accurate and objective, and that there is no substantial evidence that the proposed project will have a significant effect on the environment; and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors has reviewed and considered the Sixth Street Safety Project Final Negative Declaration and the record as a whole and finds that there is no substantial evidence that the proposed project will have a significant effect on the environment; and, be it further

RESOLVED, That the Board further finds that since the Sixth Street Safety Project Final Negative Declaration was finalized, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the FND due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, there is no new information of substantial importance that would change the conclusions set forth in the FND, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162; and, be it further

RESOLVED, That the SFMTA Board of Directors finds on the basis of the whole record before it that there is no substantial evidence that the proposed 6th Street Pedestrian Safety Project may have a significant effect on the environment, and therefore no further environmental

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review is required; the Board also finds that the Sixth Street Safety Project Final Negative Declaration reflects the Board's independent judgment and analysis; and the Board adopts the Sixth Street Safety Project Final Negative Declaration; no Mitigation Monitoring and Reporting Program is required for the proposed project; thus, there are no mitigation measures to adopt as conditions of approval; and, be it further

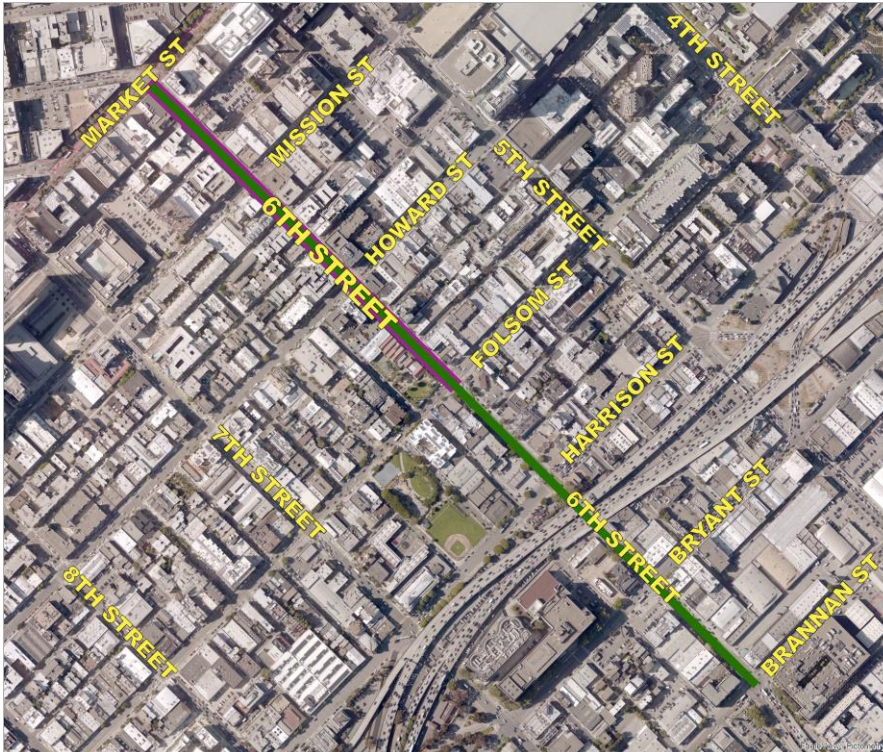
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves a parking protected bikeway and parking and traffic modifications, as set forth in items A through BB above, along 6th Street between Market Street and Brannan Street as part of the 6th Street Pedestrian Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 16, 2018.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

## Enclosure 2 – 6th Street Pedestrian Safety Project Area Map



### 6th Street Pedestrian Safety Project

**Project Limits**  
September 2018

This map shows the extent of traffic safety and streetscape improvements as proposed by the 6th Street Pedestrian Safety Project

#### LEGEND

- Proposed Project Limits
- Streetscape Project Limits

0.075 miles

Scale 1:4,000

Date Saved: 9/10/2018

For reference contact: shayda.haghgoo@sfmta.com

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."



### Enclosure 3 – 6th Street Pedestrian Safety Project Cross-Section Graphics

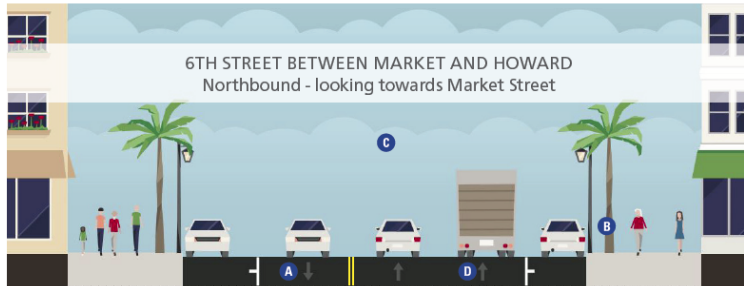
EXISTING CONDITIONS



EXISTING CONDITIONS

- A** Four travel lanes (two in each direction) create a wide, high-speed street
- B** Narrow, crowded sidewalks are not adequate for high levels of pedestrian activity
- C** Congested and unpredictable travel patterns
- D** Important connection from SoMa Streets to the freeway

PROPOSED IMPROVEMENTS



PROPOSED IMPROVEMENTS

- A** Reconfigure 4 travel lanes to 3 lanes - (1 southbound and 2 northbound)
- B** Widen sidewalks, add pedestrian-scale lighting and new landscaping
- C** Install new traffic signals and improve crossing at alleyways
- D** 2 northbound lanes maintain vehicle access for areas north of Market, allows for passing of loading vehicles

Figure 1: Section View between Market and Howard Streets, looking north

EXISTING CONDITIONS



EXISTING CONDITIONS

- A** Peak-hour tow-away from 7a.m. to 9a.m and 3p.m. and 7p.m.
- B** During peak times, vehicles travel directly next to sidewalk
- C** Long crossing distances at Harrison St and Folsom St
- D** Important connection from SoMa streets to the freeway

PROPOSED IMPROVEMENTS



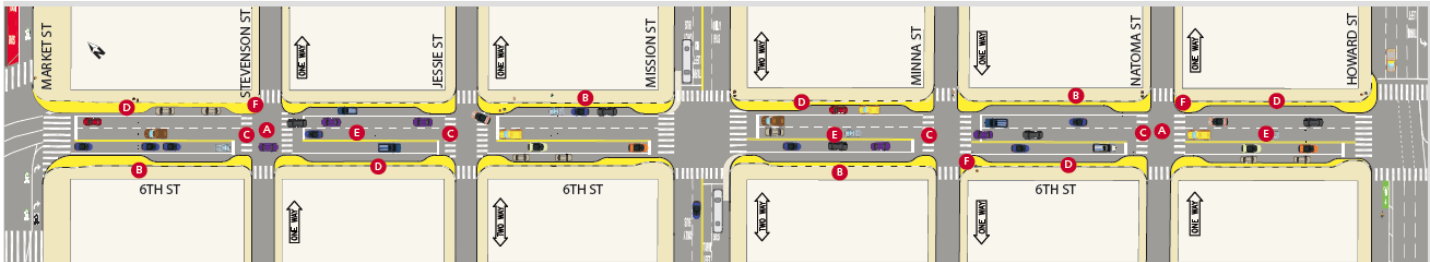
PROPOSED IMPROVEMENTS

- A** New turn pockets at intersections with high turn volume
- B** Signal timing changes, such as leading pedestrian intervals (LPIs)
- C** Peak hour tow-away removal, which would restore full-time parking
- D** Intersection bulb-outs at Harrison St and Folsom St

Figure 2: Section View between Howard and Brannan Streets, looking north

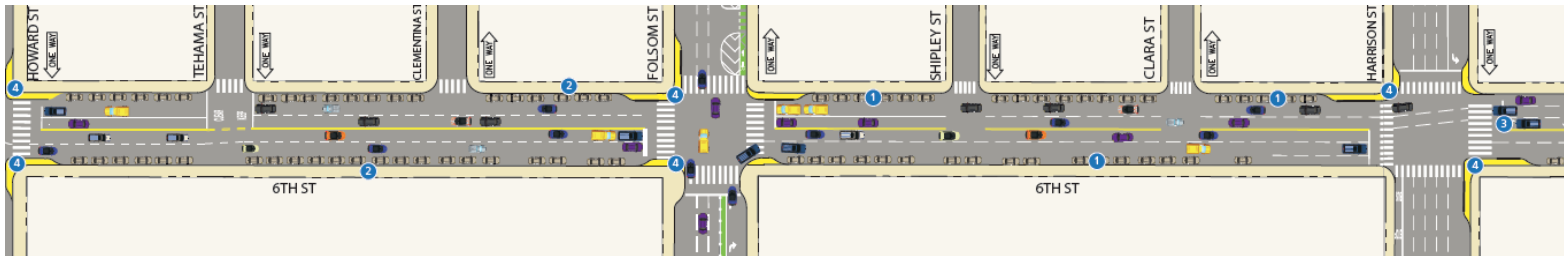


### Enclosure 4 –6th Street Pedestrian Safety Project Location of Proposed Improvements



- |   |  |   |
|---|--|---|
| <p><b>A INSTALL ALLEY TRAFFIC SIGNALS</b></p> <ul style="list-style-type: none"> <li>Stevenson Street and Natoma Street (existing signals at Minna and Jessie)</li> <li>Provide safe place to cross at alleys, where people are crossing 6th Street today</li> <li>Timed with other lights to create safe and calm flow of traffic</li> </ul> | <p><b>C INSTALL NEW CROSSWALKS</b></p> <ul style="list-style-type: none"> <li>At Stevenson, Jessie, Minna, and Natoma (with new signals)</li> <li>Increase the number of safe crossing opportunities across 6th</li> </ul>   | <p><b>E STREETScape IMPROVEMENTS</b></p> <ul style="list-style-type: none"> <li>Roadway paving</li> <li>New sidewalk paving</li> <li>Updated landscaping (new palm trees)</li> <li>String lights</li> </ul>   |
| <p><b>B NEW PEDESTRIAN LIGHTING</b></p> <ul style="list-style-type: none"> <li>New sidewalk lighting on 6th Street from Market Street to Folsom Street and on Stevenson Alley west of 6th Street</li> <li>Improve pedestrian experience at night</li> </ul>   | <p><b>D WIDEN SIDEWALKS</b></p> <ul style="list-style-type: none"> <li>Install 15 foot wide sidewalks on both sides of 6th Street from Market St to Howard St (shown in yellow)</li> <li>Decrease sidewalk congestion and clutter</li> <li>Increase pedestrian capacity and public open space</li> </ul> | <p><b>F CORNER BULBOUTS</b></p> <ul style="list-style-type: none"> <li>Shorten crossing distances for people crossing 6th by 20 feet (shown at street corners in yellow)</li> <li>Reduce speeds of turning vehicles</li> <li>Increase sidewalk space</li> </ul> |

Figure 1: Locations of proposed improvements on 6th Street between Market and Howard Streets



- |   |   |   |
|---|---|---|
| <p><b>1 RESTORE 24 HOUR PARKING (NO PEAK HR TOW)</b></p> <ul style="list-style-type: none"> <li>Restore 24 hour parking from Folsom Street to Brannan Street</li> <li>Install Right Turn Pockets to facilitate right turns at any time of day</li> <li>Provides buffer between pedestrians on sidewalk and moving vehicles</li> </ul> | <p><b>2 NEW PEDESTRIAN LIGHTING</b></p> <ul style="list-style-type: none"> <li>New sidewalk lighting on 6th Street from Market Street to Folsom Street and on Stevenson Alley west of 6th Street</li> <li>Improve pedestrian experience at night</li> </ul> | <p><b>3 NEW PROTECTED LEFT TURN</b></p> <ul style="list-style-type: none"> <li>New dedicated left-turn signal for northbound lefts at Harrison</li> <li>Separates pedestrians from left-turning vehicles</li> </ul> |
| <p><b>4 CORNER BULBOUTS</b></p> <ul style="list-style-type: none"> <li>Shorten crossing distances for people crossing 6th (shown at street corners in yellow)</li> <li>Reduce speeds of turning vehicles</li> <li>Increase sidewalk space</li> </ul>  | <p><b>5 NEW TURN POCKETS</b></p> <ul style="list-style-type: none"> <li>Facilitates right turns at all times of day (not just during rush hour)</li> <li>Allows for efficient traffic flow along 6th Street</li> </ul>                                      |   |

Figure 2: Locations of proposed improvements on 6th Street between Market and Harrison Streets