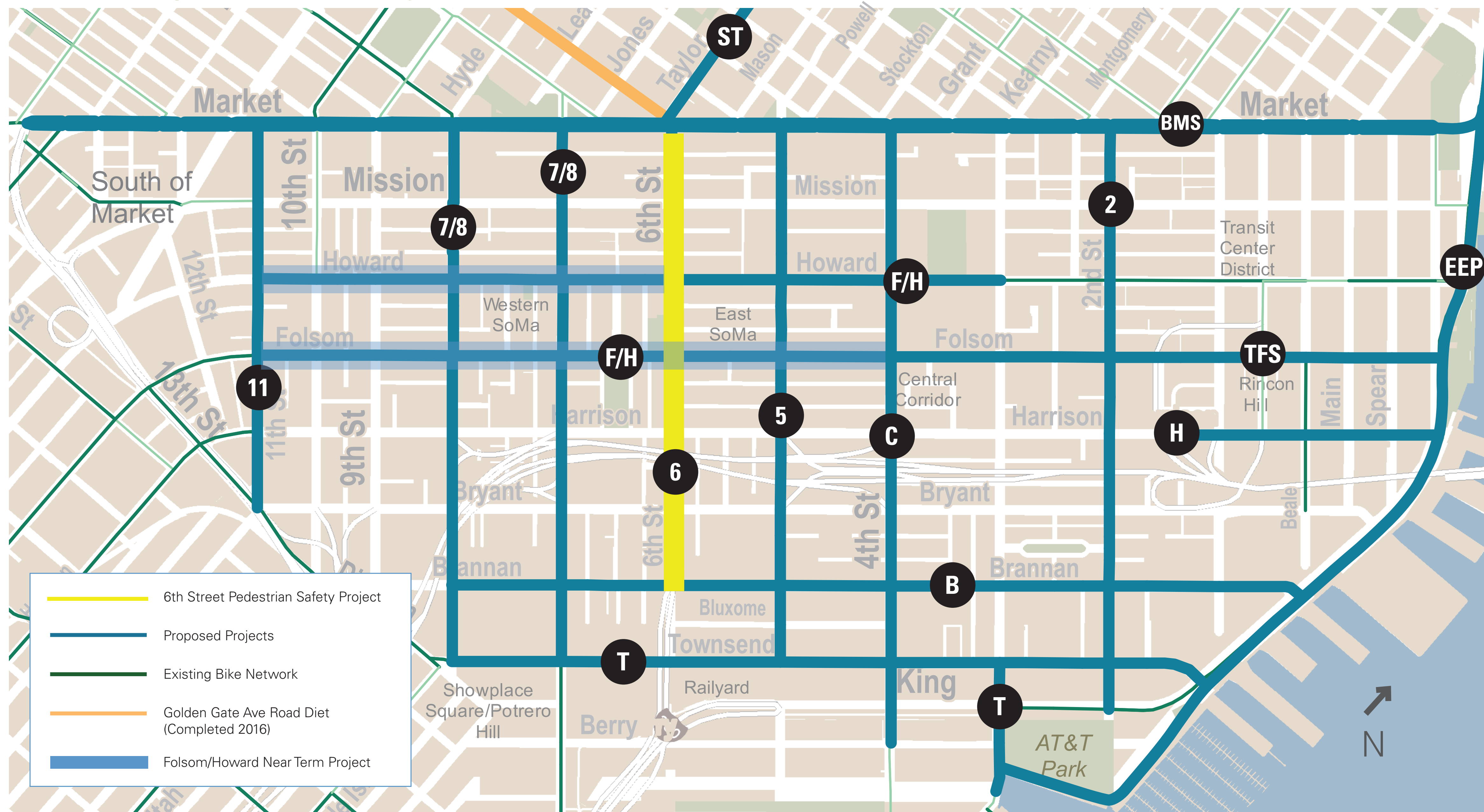


SOMA COORDINATION

Several 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. Below is a map of projects that are in various stages of planning, conceptual design and even construction. For more information about a project, please speak with a staff member.

SoMa Neighborhood Project Coordination Map



- 2 2nd Street Improvement Project
- 5 5th Street Streetscape Project
- 6 6th Street Improvement Project
- 7/8 7th/8th Streets Safety Project
- 11 11th Street Improvement Project
- B Brannan Safety Project
- C Central Subway Project
- BMS Better Market Street Project
- EEP Embarcadero Enhancement Project
- F/H Folsom/Howard Streetscape Project
- H Harrison Street Project
- T Townsend Bicycle Strategy Project
- TFS Transbay Folsom Streetscape Project
- F Folsom 11th St. to 13th St. Southbound Bike Gap Closure
- R Vision Zero Ramp Intersection Study
- ST Safer Taylor Street Project

VISION ZERO AND SAFETY

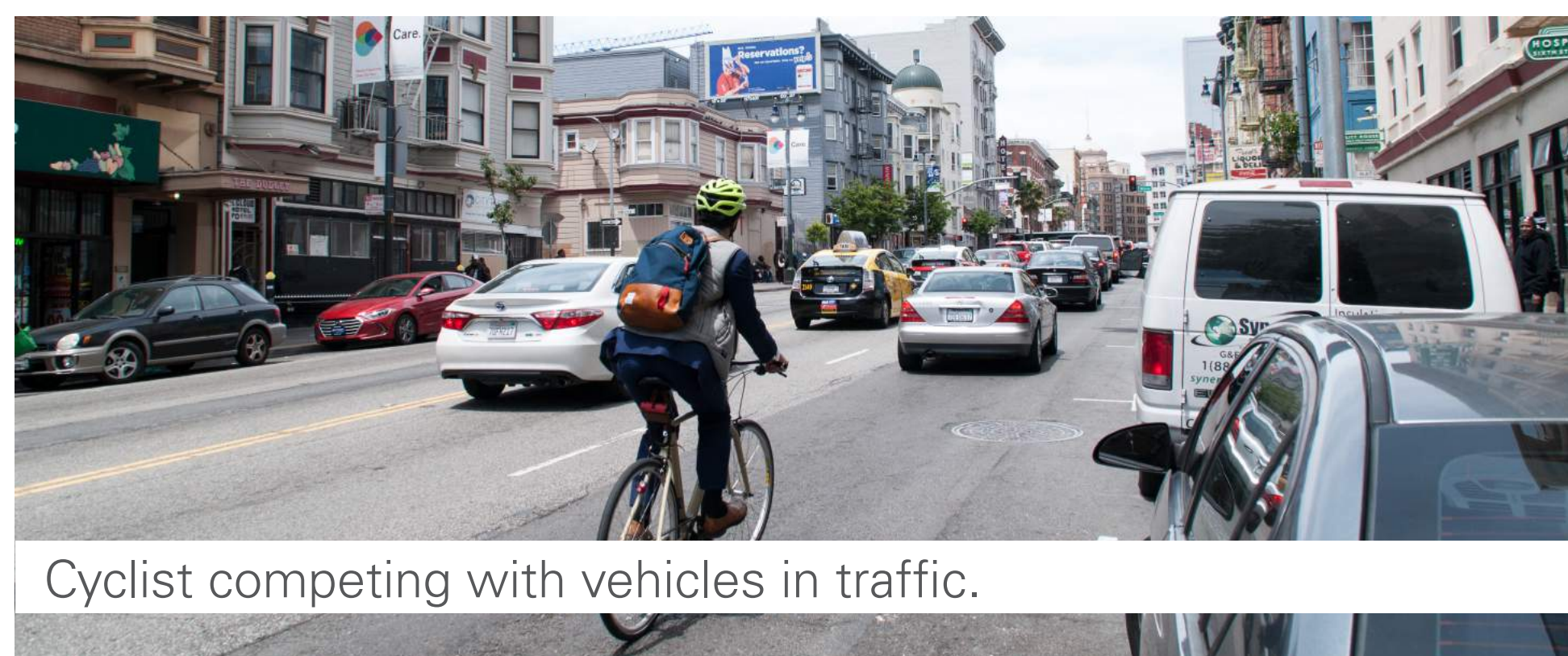
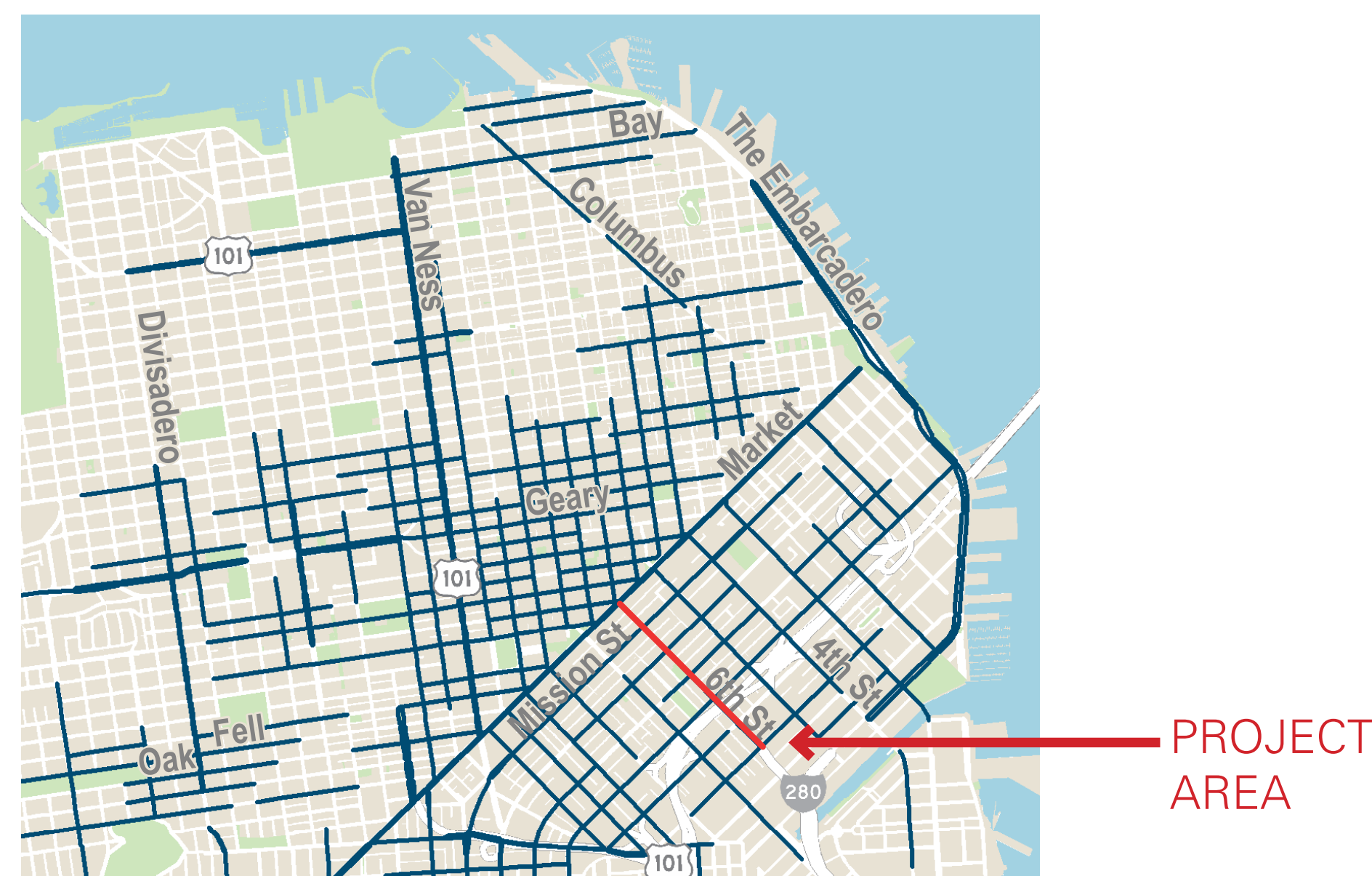
The 6th Street corridor has one of the highest concentrations of pedestrian collisions, injuries, and fatalities in San Francisco.

The 6th Street corridor was identified as a key location for pedestrian safety improvements by the WalkFirst Pedestrian Safety Initiative and is a key part of the City's Vision Zero program. 6th Street is on the city's High-Injury Network, where 12% of San Francisco streets account for 70% of severe and fatal traffic collisions. From 2010 to 2015, 6th Street (between Market St and Brannan St) had a total of **355** traffic collision, of which **84** cases involved pedestrians.



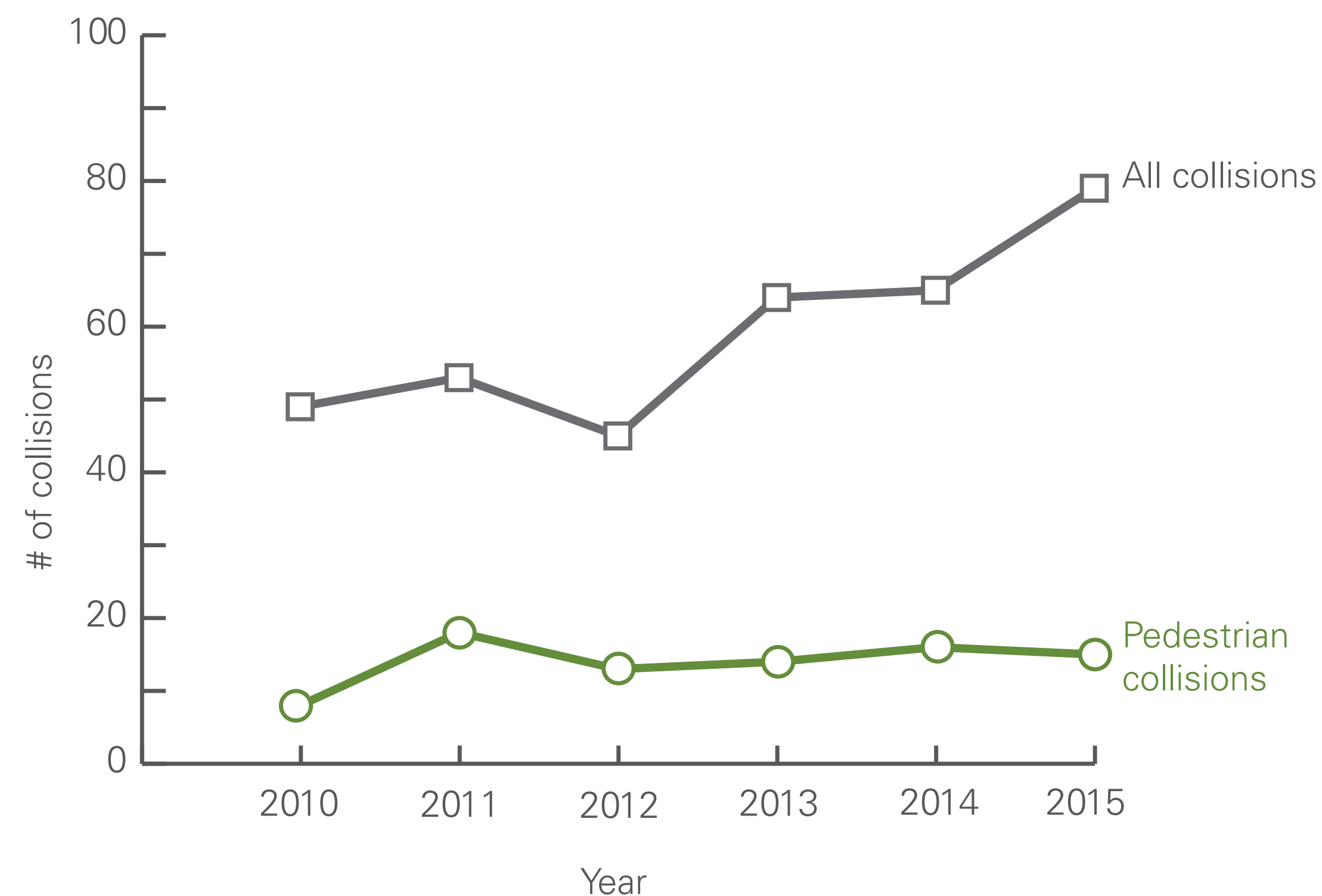
Existing street conditions make it difficult for pedestrians to cross at midblock.

VISION ZERO HIGH INJURY NETWORK MAP (2017)



Cyclist competing with vehicles in traffic.

COLLISION HISTORY (2010 TO 2015)



Even with a history of investments on safety measures, 6th Street still exhibits high levels of collisions.



Seniors, children and people with disabilities are the most vulnerable pedestrians.

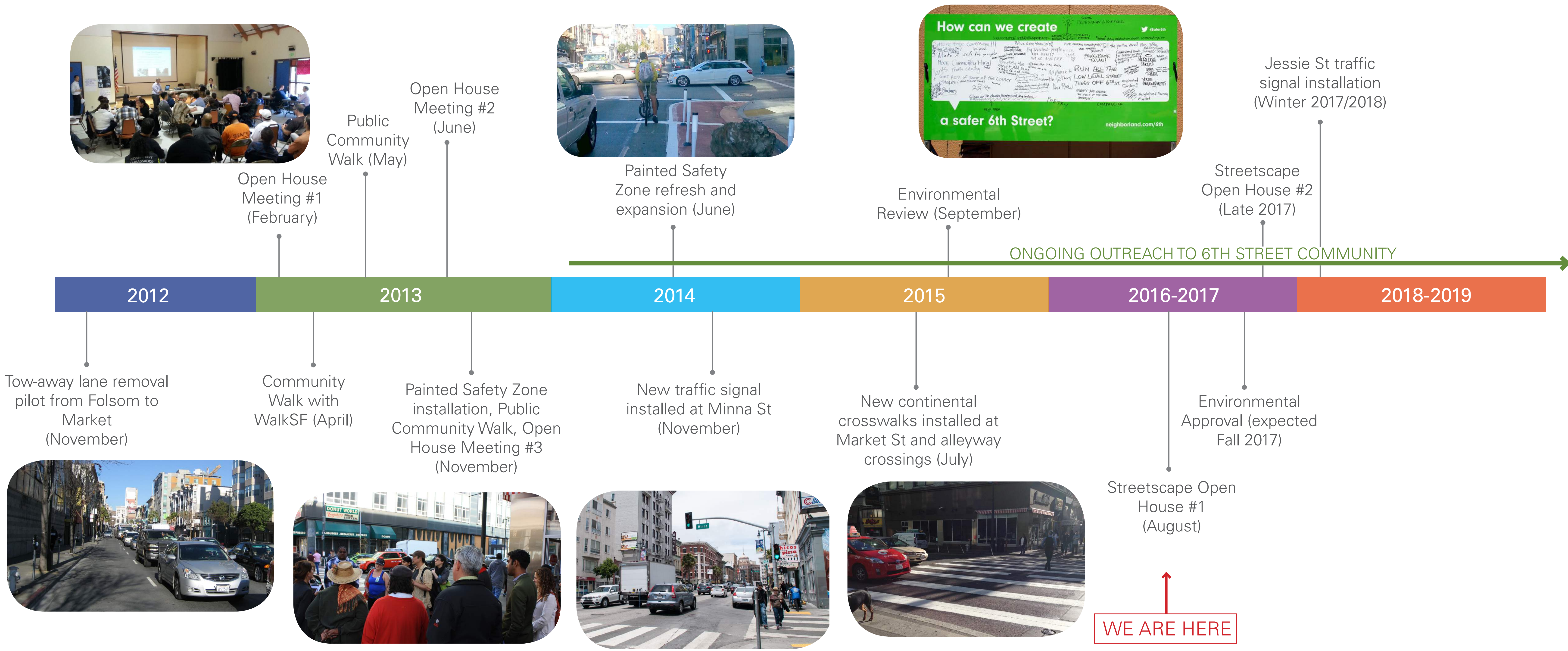
KEY CONTRIBUTORS TO COLLISIONS ON 6TH STREET

- » High traffic speed
- » Lack of pedestrian and bicycle facilities
- » Unsignalized midblock crossings
- » Narrow sidewalks
- » Congestion and unpredictable vehicle travel patterns at peak hours

HOW DID WE GET HERE?

PROJECT OVERVIEW

The 6th Street corridor has one of the highest concentrations of pedestrian collisions, injuries, and fatalities in San Francisco. In support of San Francisco's Vision Zero initiative, the 6th Street Pedestrian Safety Project aims to create a safe and inviting place for people to walk, bike, and drive by transforming 6th Street with wider sidewalks, more visible crosswalks, new traffic signals, and streetscape improvements. This project began in 2011 and has undergone a community engagement process to address safety concerns along 6th Street.

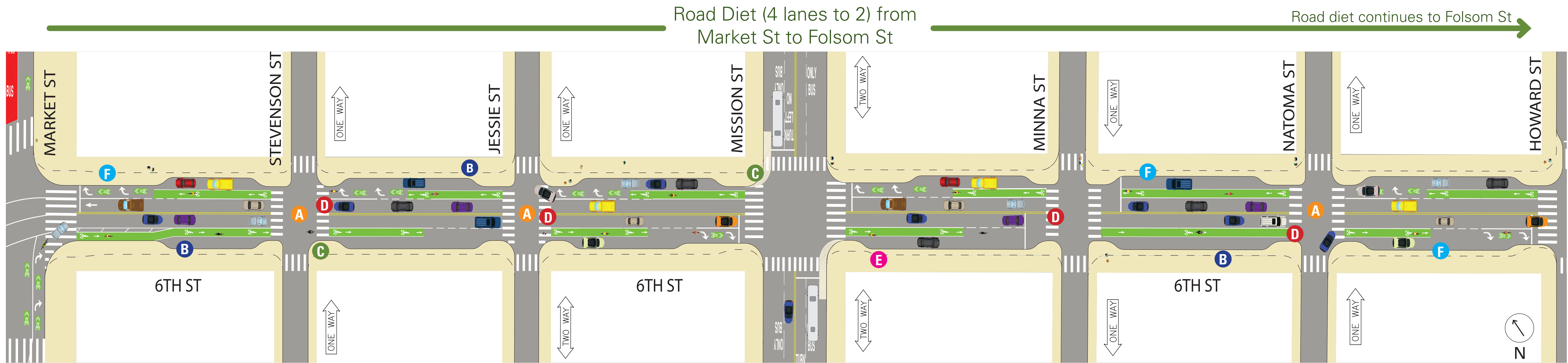
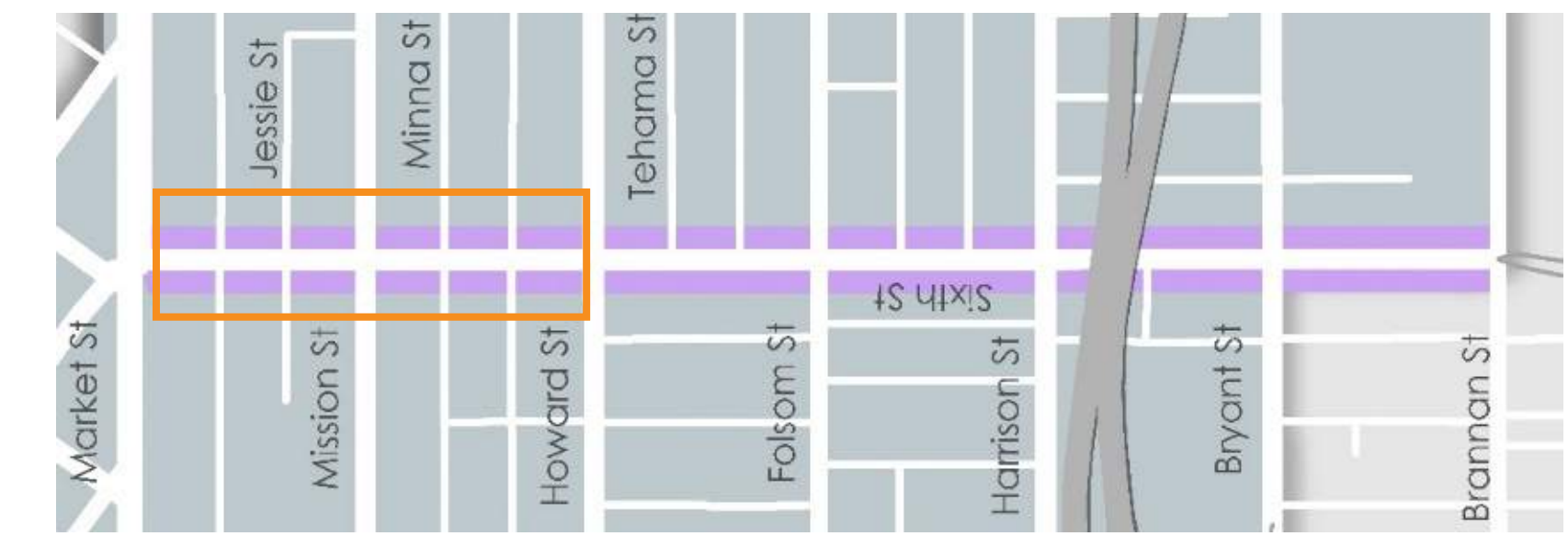


6TH STREET: MARKET TO HOWARD

TRANSPORTATION IMPROVEMENTS

PROPOSED CHANGES

The proposed improvements for the 6th Street Pedestrian Safety Project include a road diet (four lanes to two; one lane in each direction) from Market Street to Folsom Street, wider sidewalks, corner bulbouts, new traffic signals, and new crosswalks at targeted intersections to encourage slow, calm, and predictable movement. The illustration below details these improvements.



*For illustrative purposes

PROJECT GOALS

- » Reduce pedestrian collisions
- » Calm motor vehicle traffic and reduce speeds
- » Improve pedestrian crossings at all intersections
- » Improve safety and comfort for people who ride bicycles
- » Create a safe and inviting public space

- A** **INSTALL TRAFFIC SIGNALS** at Stevenson St, Jessie St, and Natoma St (existing signals at Minna St, Mission St, Howard St, & Folsom St)
- B** **NEW PEDESTRIAN-SCALE LIGHT POLES** along the entire corridor
- C** **CORNER BULBOUTS** to shorten crossing distances for pedestrians along corridor

- D** **INSTALL NEW CROSSWALK** on Stevenson St, Minna St, and Natoma St
- E** **STREETScape IMPROVEMENTS** such as landscaping, paving, street furniture, and more
- F** **WIDEN SIDEWALKS** along the whole length of 6th St from Market St to Howard St

— — — — Original sidewalk width

6TH STREET: HOWARD TO FOLSOM

TRANSPORTATION IMPROVEMENTS

EXISTING CONDITIONS

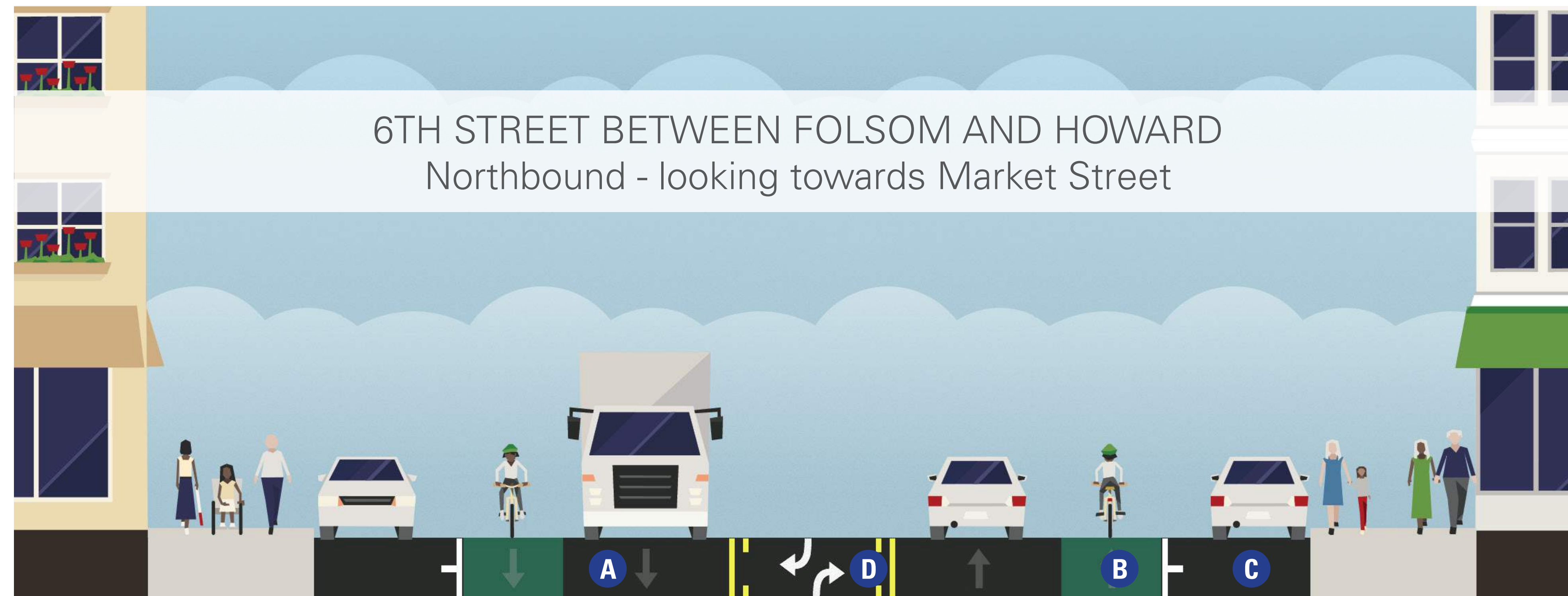


EXISTING CONDITIONS

- A** Four travel lanes (two in each direction)
- B** High vehicle speeds
- C** Congested and unpredictable travel patterns
- D** Lack of safe midblock crossing opportunities



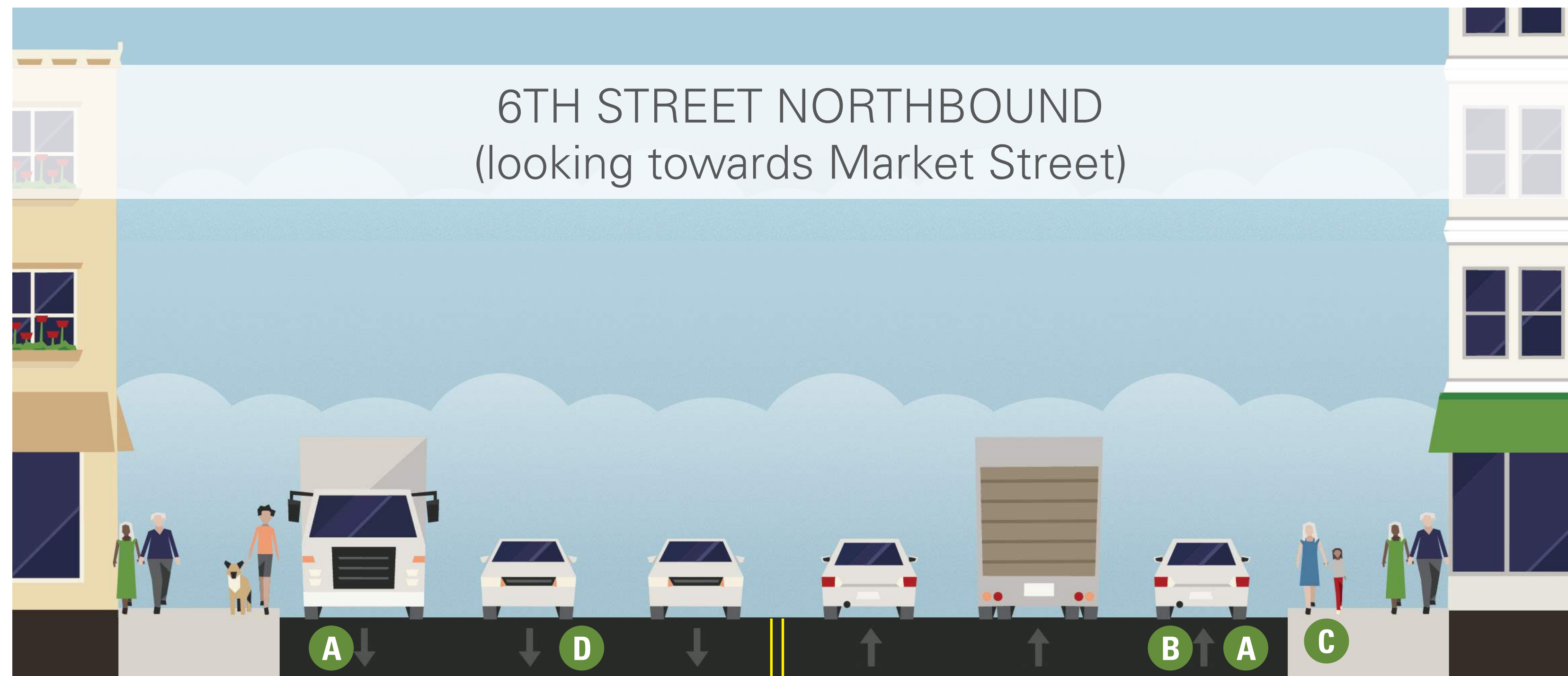
PROPOSED IMPROVEMENTS



PROPOSED IMPROVEMENTS

- A** Road diet (reducing four travel lanes to two)
- B** Add standard bike lanes (one in each direction)
- C** Maintain loading conditions for local businesses and merchants
- D** Center turn lane for left turning vehicles at Folsom St and Howard St

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



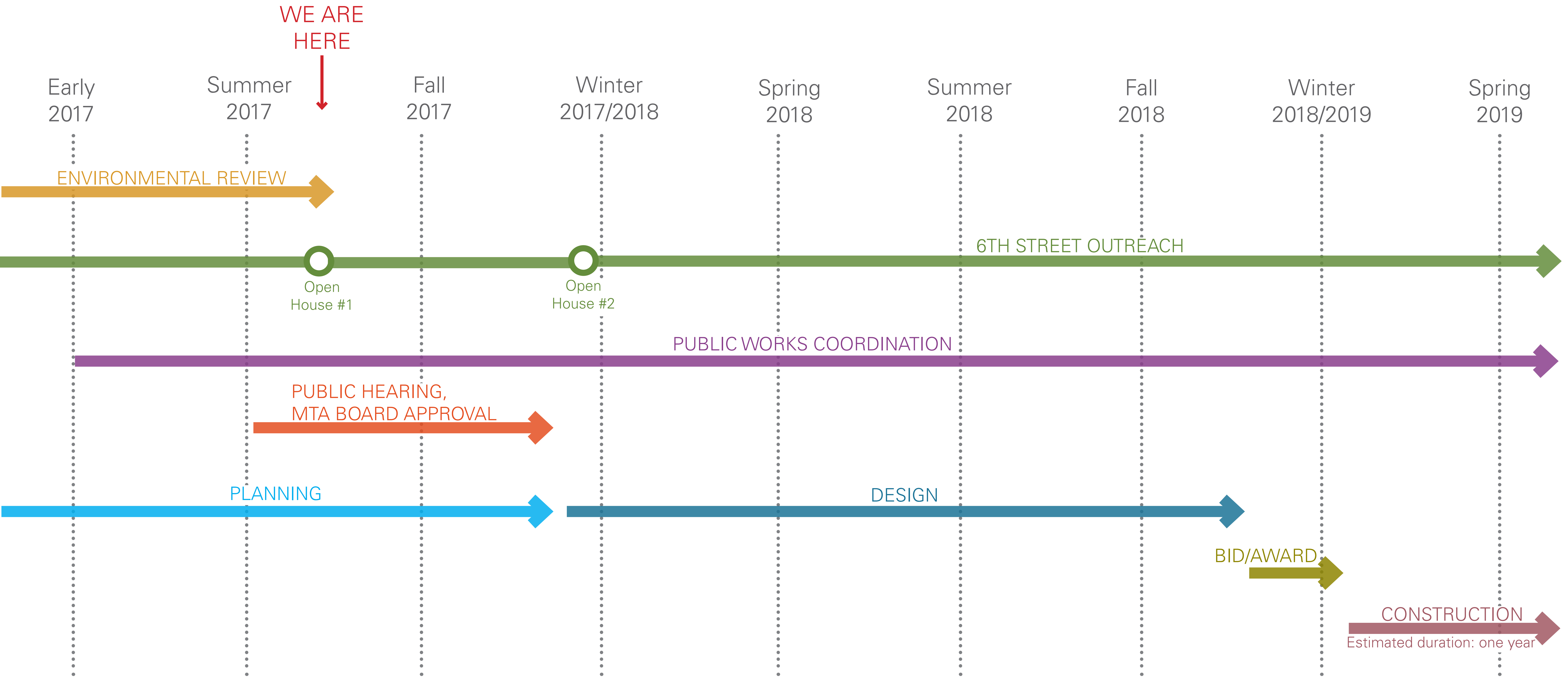
PROPOSED IMPROVEMENTS



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

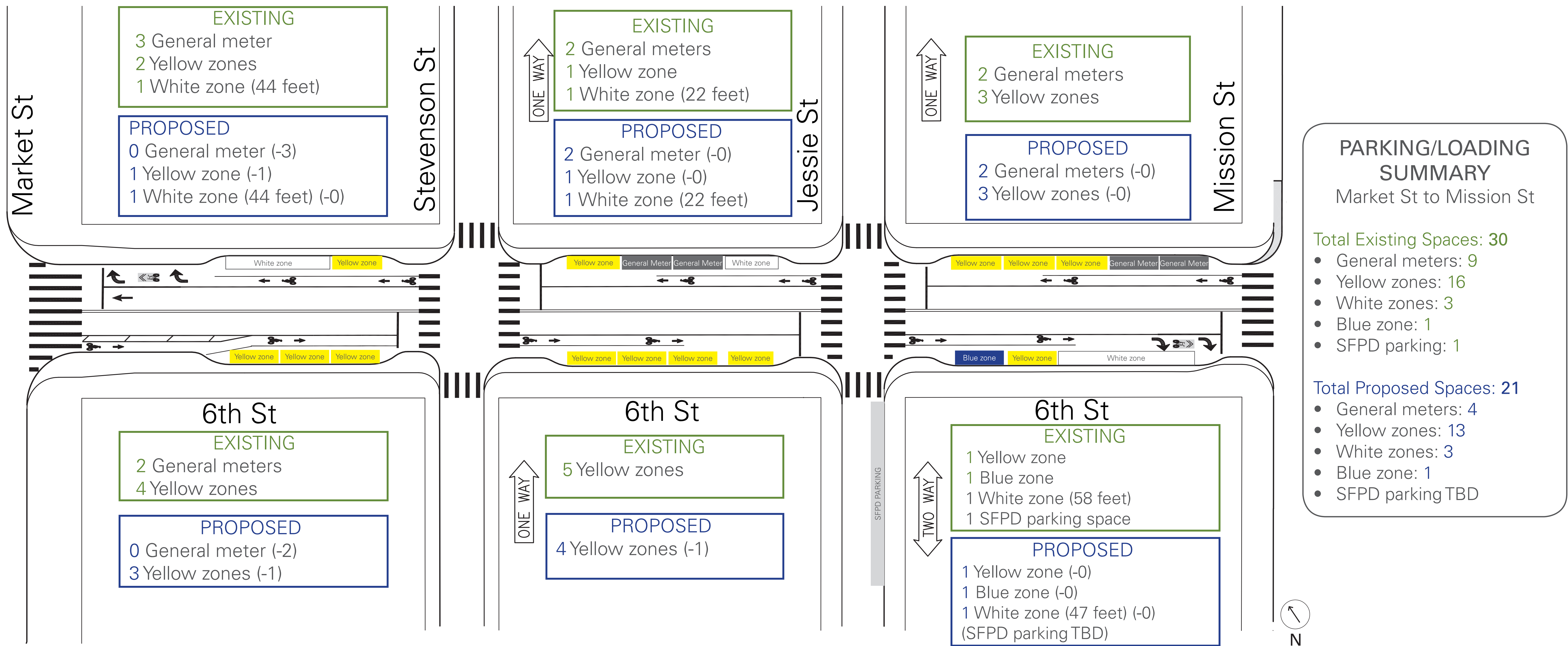
LOOKING AHEAD - PROJECT TIMELINE



* This timeline provides estimates of project milestones. Timeline dates are subject to change.

PARKING AND LOADING

The proposed pedestrian safety project will remove two to four parking spaces per block from 6th Street in order to accommodate curb bulbouts and allow space for large vehicle turns. Concrete corner bulbouts will reduce crossing distances on the corridor, increase pedestrian visibility, slow vehicle turning speeds, and increase sidewalk space. The goal of the SFMTA is to ensure that all commercial loading and passenger loading is efficiently accommodated by our proposed design. We have spoken with a number of commercial and residential properties on 6th Street about their parking and loading needs. If you are a business stakeholder or resident of 6th Street and you would like to discuss your parking and loading needs, please ask a staff attendant for a parking and loading survey.



*Note: Market Street to Mission Street are shown as a representative block sample. Similar street configurations will be implemented on 6th Street from Market Street to Folsom Street.