



# 8TH STREET SAFETY PROJECT PHASE 2

8th Street, Harrison Street to Townsend Street

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8th Street is a one-way southbound street in SoMa that serves a lively mix of local bus service, pedestrians, people on bikes, delivery trucks, personal vehicles, commuter shuttles, and more. As SoMa continues to grow and becomes increasingly multimodal, the traditional street design south of Harrison Street presents less than ideal conditions for all users.

In Spring 2017, SFMTA completed the construction of near-term transportation safety improvements on 8th Street from Market to Harrison (Phase 1). This project will extend safety improvements from Harrison to Townsend (Phase 2). Please turn this page over to learn more about the proposed treatments.



8th Street before (Phase 1)



8th Street after (Phase 1)

## PROJECT TIMELINE

- Conceptual Design: August - November 2017
- Community and Stakeholder Outreach: September - December 2017
- Public Hearing: January 12, 2018
- SFMTA Board Meeting (Final Approvals): March 6, 2018
- Construction: Estimated to Begin Spring 2018

## COLLISION HISTORY

- In the past 5 years (2011-2016), 1 fatal and 45 injury collisions took place on 8th Street from Harrison to Townsend.
- 8th Street is intersected by multiple high injury corridors, which are the 13 percent of city streets that account for 75 percent of San Francisco's severe and fatal injury traffic crashes.

## STAY IN THE LOOP

For general project information and updates, we invite you to visit the project webpage at [www.sfmta.com/7th&8th](http://www.sfmta.com/7th&8th) or e-mail the SFMTA project manager Alan Uy at [alan.uy@sfmta.com](mailto:alan.uy@sfmta.com).

## SAFETY IMPROVEMENTS

This project will increase the visibility of people who walk and bike, create smoother bus boardings using transit boarding islands, increase safety and comfort for people biking with a protected bikeway, and reconfigure parking and loading zones along the corridor. Below are some of the improvements under consideration to enhance safety along the corridor.

### Parking-Protected Bikeways



Bicycle lanes paired with a lane of parked vehicles offer both safety and comfort benefits. They provide greater separation for pedestrians and bicyclists from moving traffic, while providing more room for bicyclists to pass other bicyclists without maneuvering into moving traffic. This design accommodates on-street parking and loading needs as well.

### Red Visibility Curbs & Painted Safety Zones



Red visibility curbs at intersections help increase the visibility of pedestrians waiting at the corner. Painted safety zones further emphasize this clear space and encourages slower turning. Their potential future conversion to concrete bulbouts will provide all the benefits of a wider sidewalk.

### Transit Boarding Islands & Stop Optimization



Transit boarding islands provide transit riders a safe place to wait for their train or bus. Transit riders would no longer have to wait on the sidewalk and buses spend less time merging. This makes boarding faster and saves time at each stop, making every passenger's journey shorter.

### Parking & Loading Reconfiguration



On-street parking along the corridor could be repurposed to improve visibility, commercial and passenger loading, and emergency access. White and yellow curbs will vary in location and time of day to accommodate the variety of commercial & passenger loading needs along the corridor.