

SFMTA PROJECT TIMELINE

Internal SFMTA Processes

Opportunities for Public Input

Data Collection and Analysis

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

June 2016

"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

Refine Conceptual Design

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

Summer 2017

Open House #2 - 10/18/17

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

**WE
ARE
HERE**

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 mid 2018

Evaluation

- Measure & evaluate impacts on 8th Ave and neighboring streets

WHAT IS A NEIGHBORWAY?

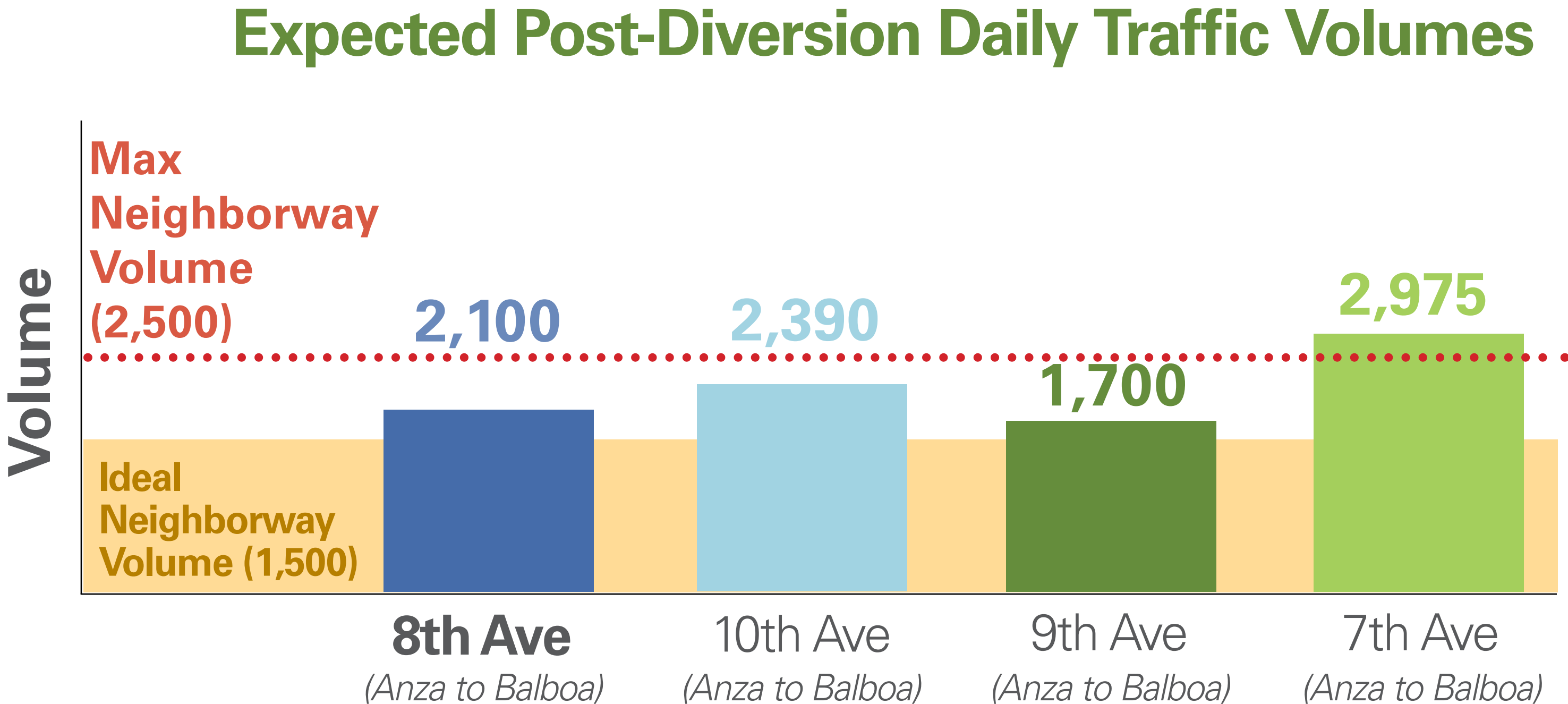
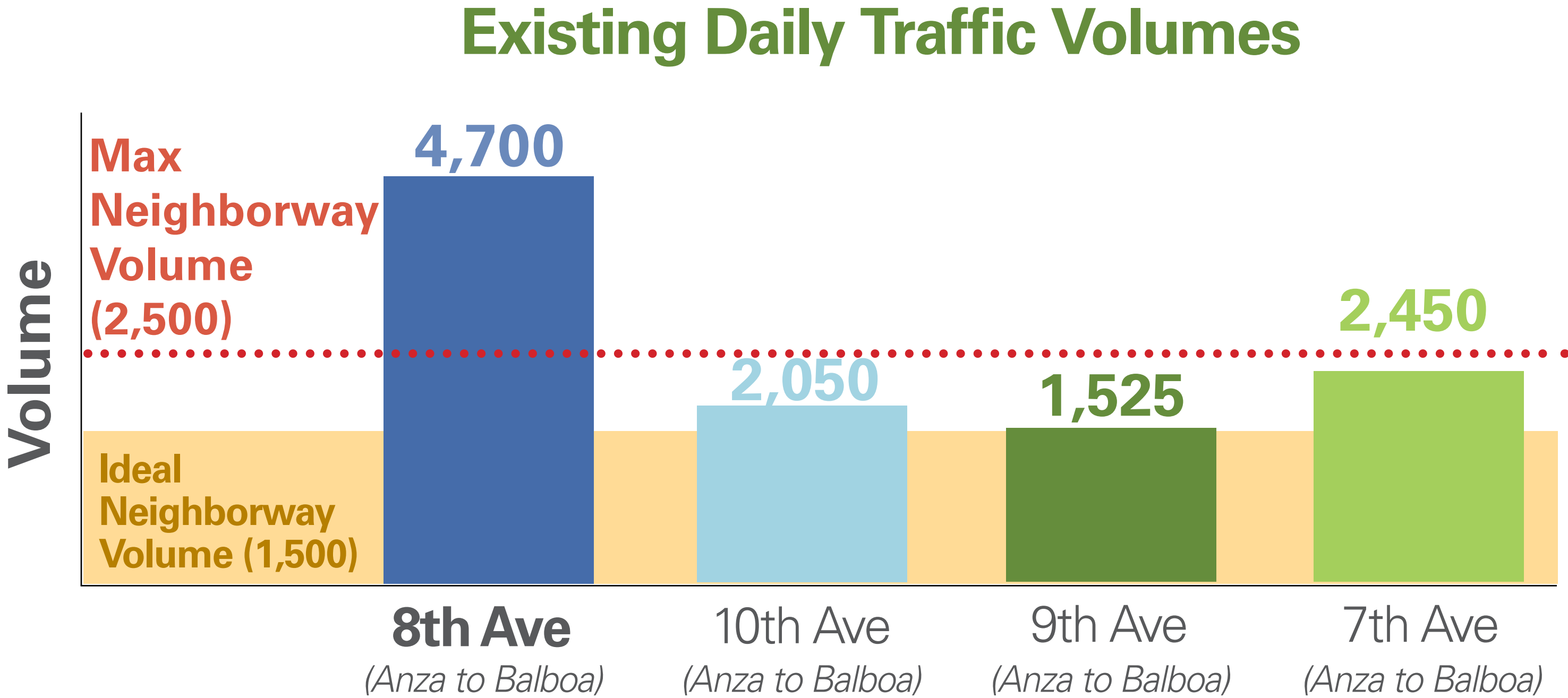
The SFMTA is hoping to apply the “neighborway” concept to 8th Avenue to create a safe, pleasant north-south route for people walking and biking in the Inner Richmond. The neighborway isn’t a new idea. Neighborways are residential streets designed for low vehicle traffic and speeds, where children can 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 Traffic Volumes - Existing and Proposed



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.

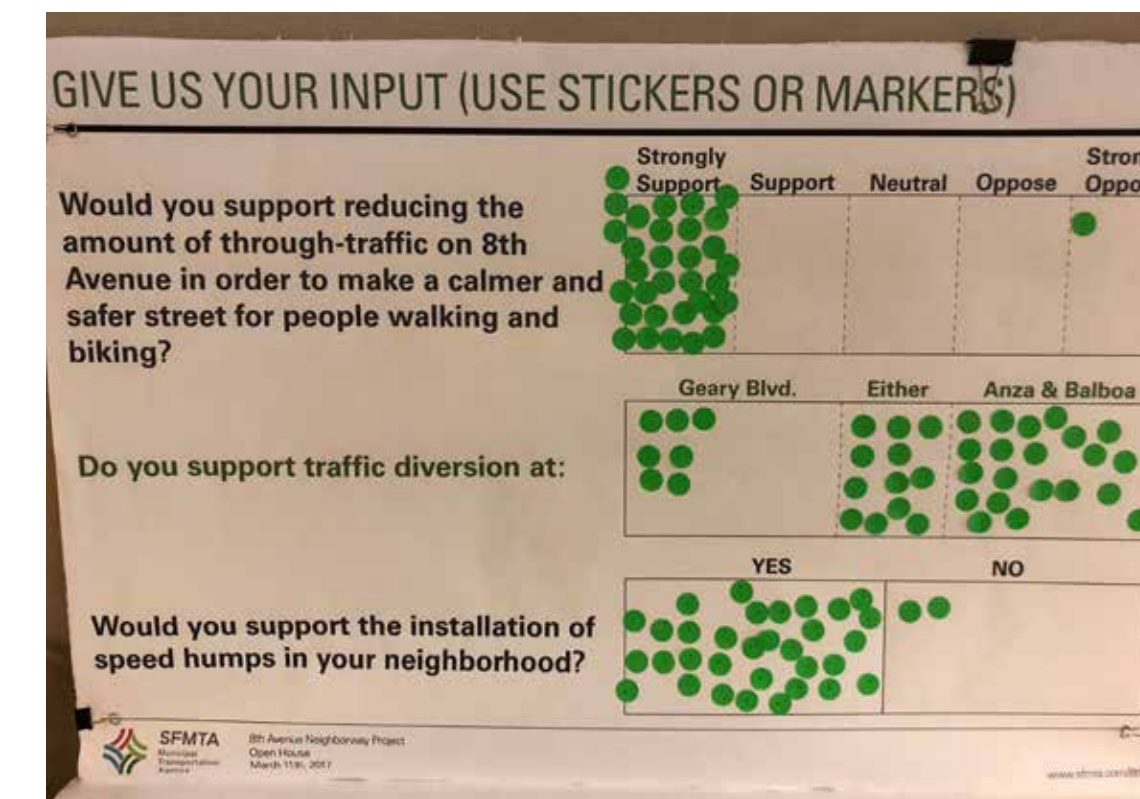
Why 8th Avenue?

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

March 2017 Public Open House



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

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

Speeding along 8th Ave and failure to yield to pedestrians

Interest in traffic restrictions at Anza and Balboa to calm 8th Avenue

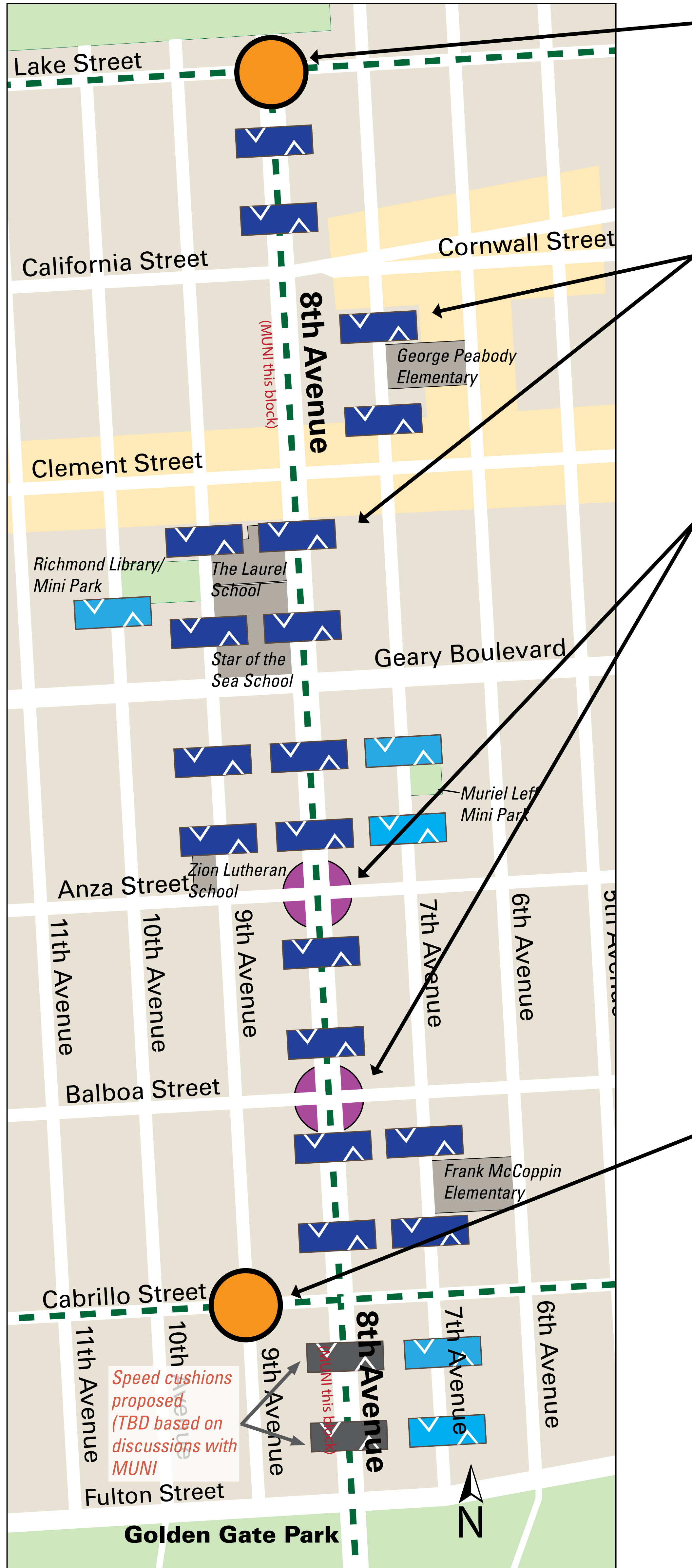
High traffic volumes on 8th causing conflicts with people walking and biking

Congestion at 8th and Fulton

Left turns at Fulton creating conflicts for bikes and pedestrians

PROJECT OVERVIEW

Below is a final proposal for the 8th Avenue Neighborway project, which includes traffic diversion at Anza and Balboa Streets. To slow vehicle speeds and calm motor vehicle traffic along the 8th Avenue corridor, the SFMTA envisions utilizing a number of traffic calming measures such as speed humps or cushions. Speed humps or cushions would be placed on parallel streets in front of schools and parks to mitigate the impact of any diverted traffic.



4-WAY STOP

4-way stop signs at 8th Avenue and Lake Street. This will facilitate bicycle turns and allow for safe pedestrian crossings into Mountain Lake Park.

SPEED HUMPS/CUSHIONS

Speed humps are proposed on all blocks of 8th Avenue with no regular Muni bus service to calm traffic. Speed humps are also proposed on parallel avenues in front of schools or parks to ensure continued slow speeds on parallel routes.

TRAFFIC DIVERSION

Cars traveling northbound on 8th would be required to turn left or right at Anza. Similarly, southbound cars on 8th would turn at Balboa. Bikes and pedestrians would be allowed through. (See Diverter Details board for more information)

PAINT AND SIGNAGE



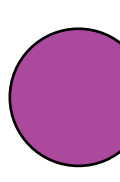





(Along 8th Ave, not shown on map) Painted intersection guidance will facilitate bicycle wayfinding at major intersections. Wayfinding signage, green sharrows, and paint will emphasize Neighborway safety improvements.

DAYLIGHTING

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

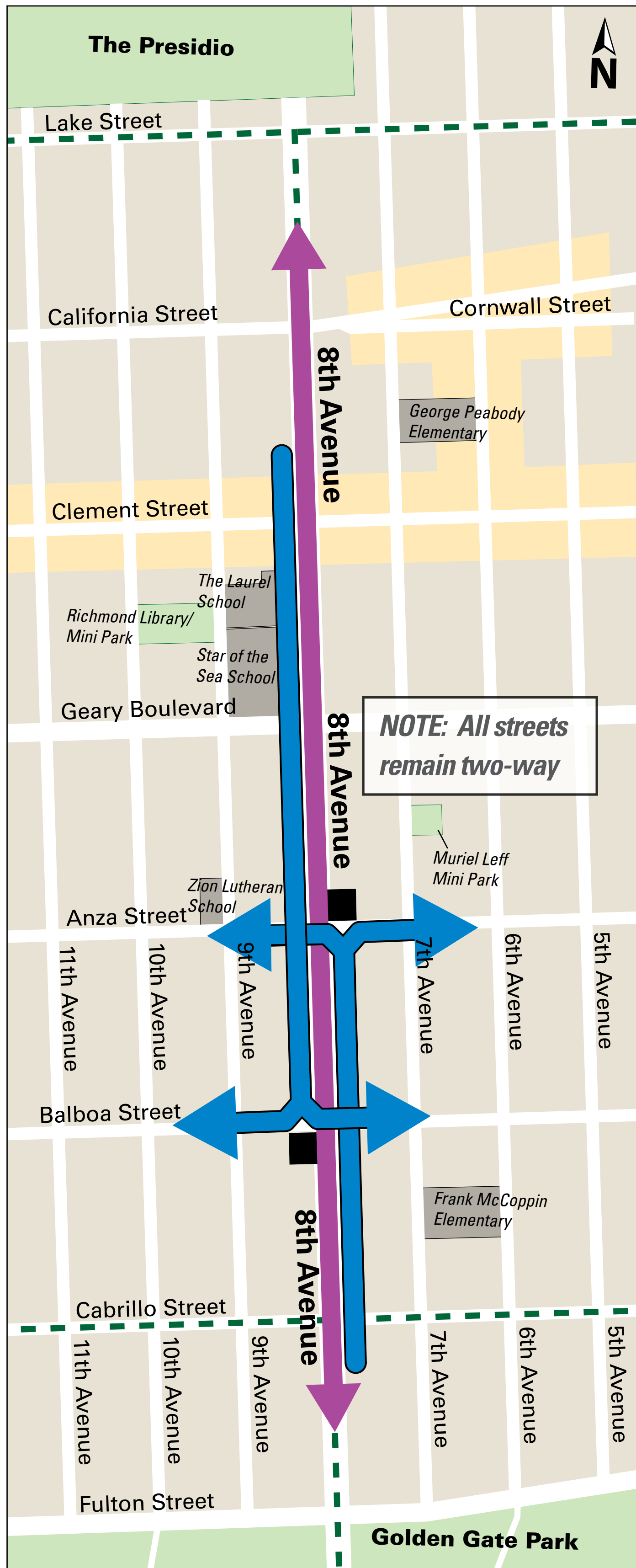
4-WAY STOP

4-way stop signs at 9th Avenue and Cabrillo to facilitate safe crossings.

-  Speed Hump/Cushion
-  Speed Hump (existing)
-  Traffic Diversion Location
-  4-Way Stop
-  Bike Route
-  Commercial Corridor
-  School
-  Park

TRAFFIC DIVERSION STUDY

Anza/Balboa Diversion - Proposed



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

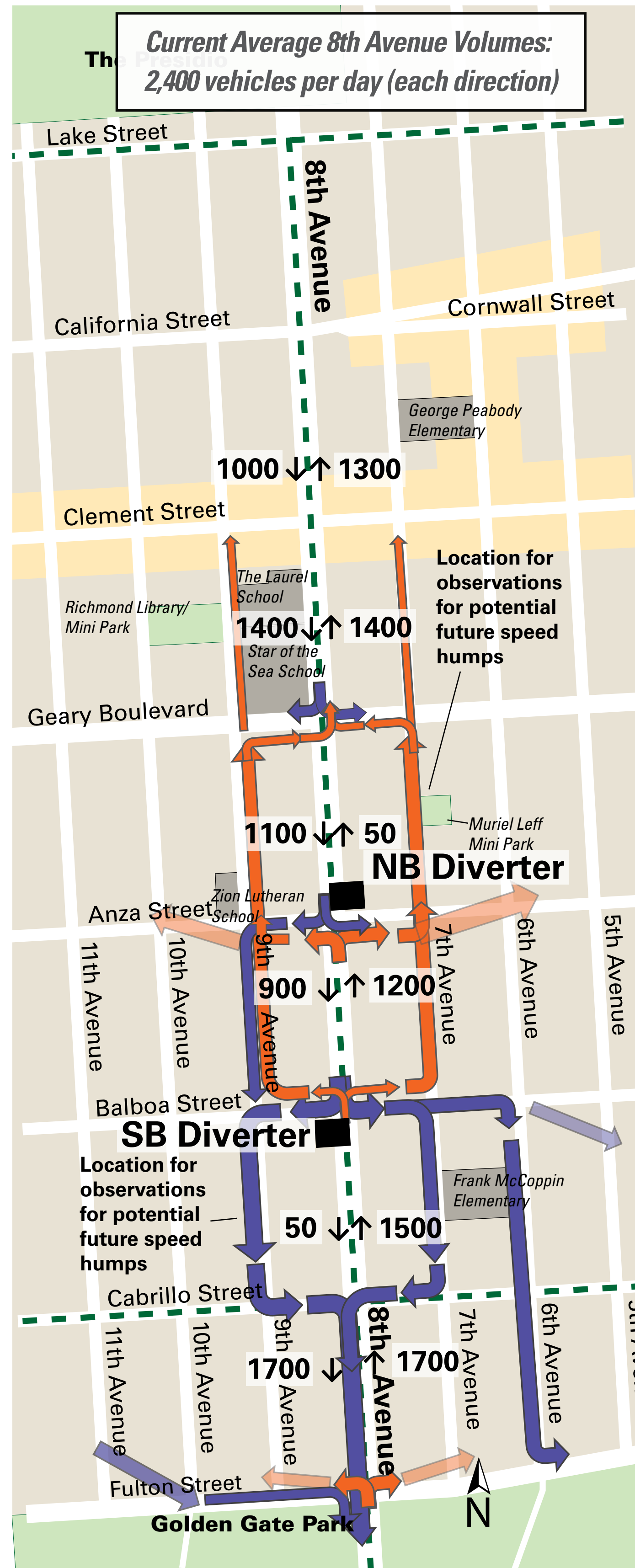


Rendering of a partial diverter at a neighborhood intersection. NOTE: see Diverter Details Board for further information.

Credit: NACTO

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

Diversion Effects Study



NEW PATHS OF VEHICLE TRAVEL

- SFMTA engineers conducted a diversion study to analyze where traffic would travel once diverted off of 8th at Anza (NB) or Balboa (SB)
- Drivers who regularly use 8th Avenue will find new paths of travel depending upon their specific origins and destinations
- Some traffic will be diverted to the larger Inner Richmond grid

SIDE STREET TRAFFIC VOLUMES

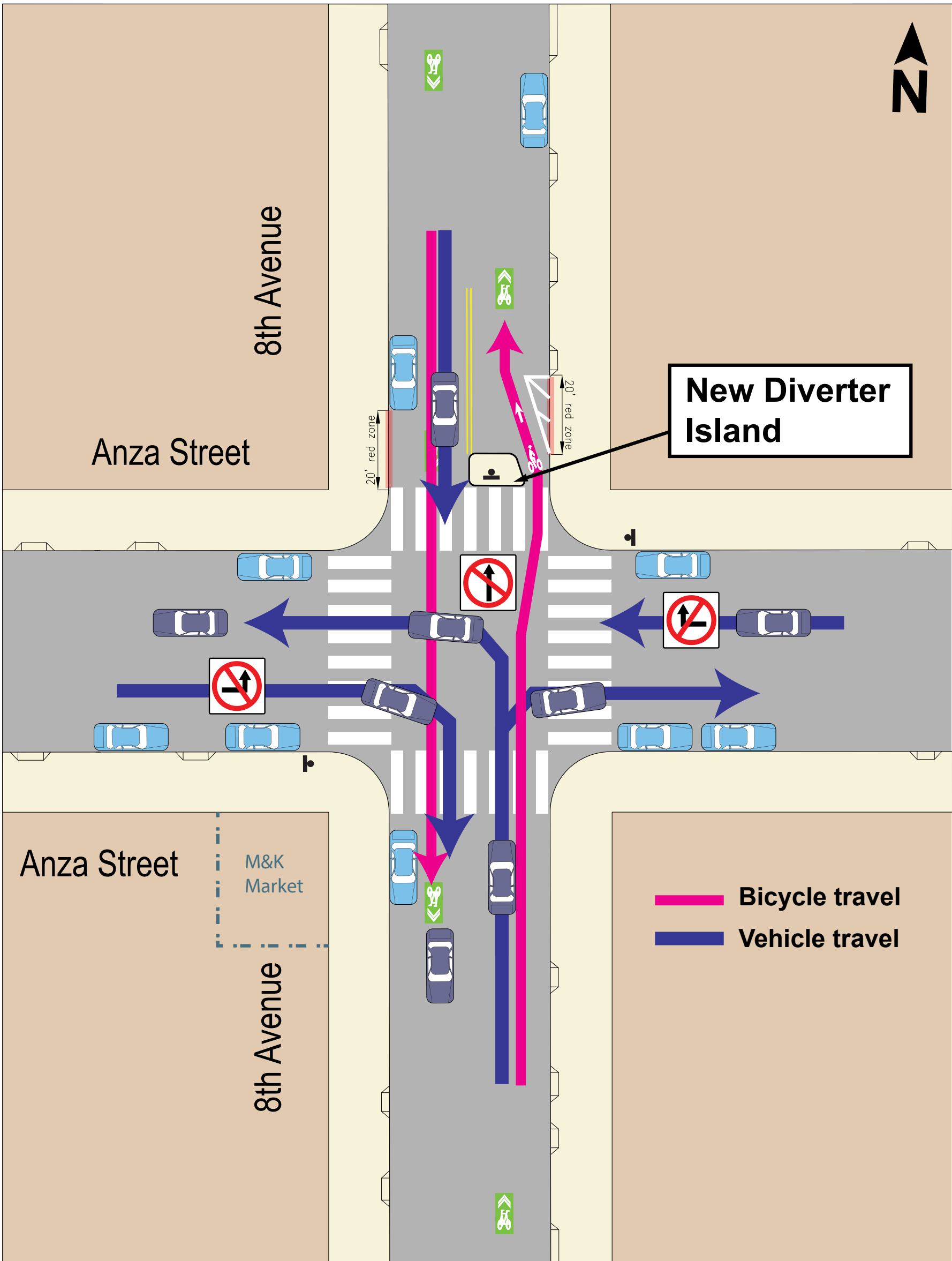
- We expect that parallel side streets such as 7th and 9th Avenues will likely see some increase in traffic volumes as drivers encounter the traffic diverters
- SFMTA will consider mitigation measures if side street traffic volumes or speeds rise dramatically

ADVANTAGES

- Access to Golden Gate Park is maintained and unaffected at 8th and Fulton
- Vehicle volumes on 8th are reduced where we have the highest observed levels of cycling activity

TRAFFIC DIVERTER DETAILS

8th Avenue at Anza Street



Note: Design is representative of typical diverter, subject to change

TURN RESTRICTIONS

- Forced left- or right-turns for northbound motor vehicle travel at Anza
- Prohibits northbound through-traffic for vehicles, allows pedestrian and bicyclists free travel
- Bans left- and right-turns from Anza to northbound 8th, (vehicles may still turn onto 8th in southbound direction)

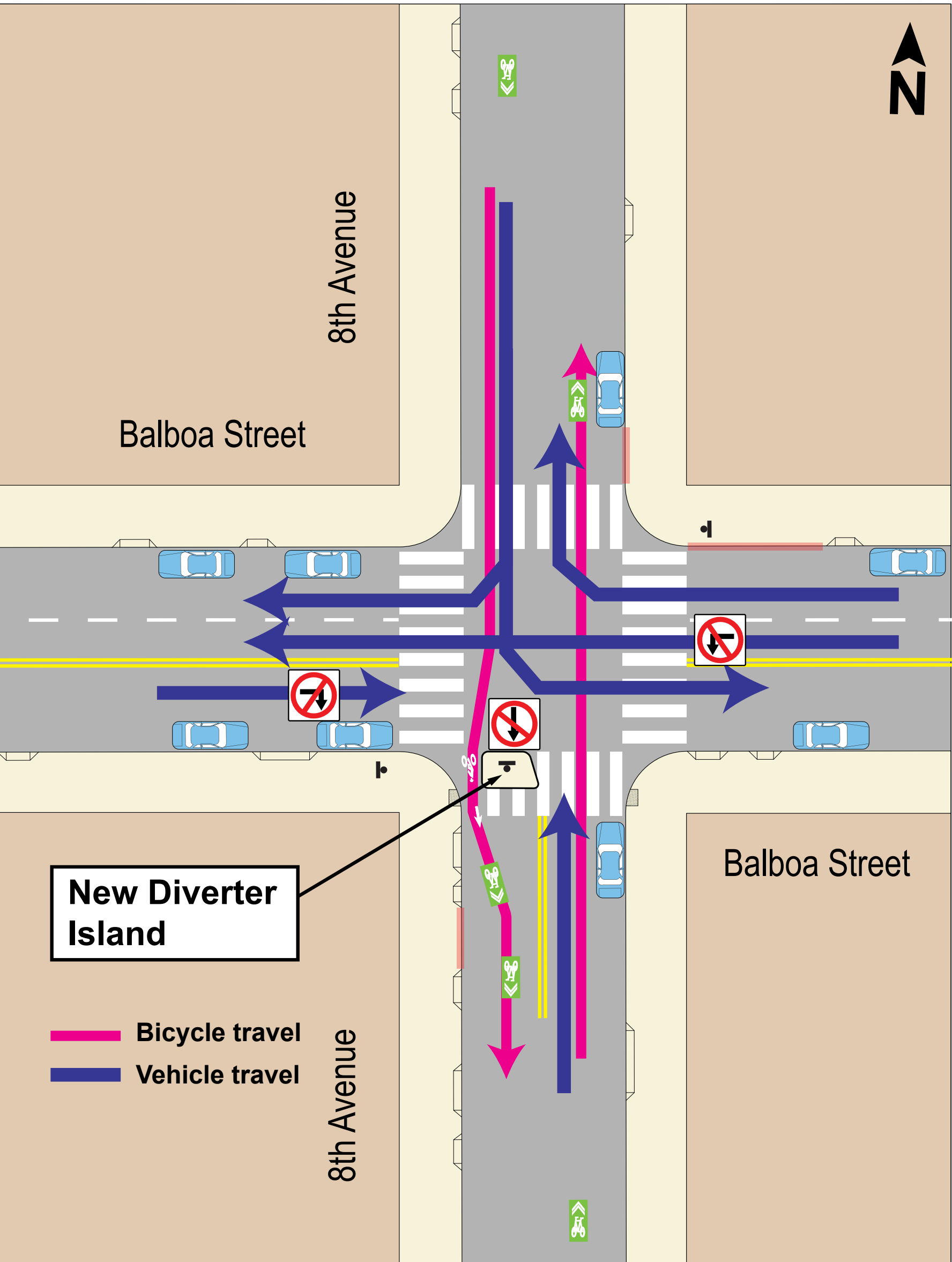
ALLOWED MOVEMENTS

- East-west motor vehicle travel on Anza is unaffected
- Vehicles may turn from Anza to southbound 8th
- Allows North-South bicycle and pedestrian crossings

RESIDENTIAL ACCESS

- To access addresses on 8th Avenue north of Anza, drivers would come from the north, entering that block at the intersection of Geary/8th

8th Avenue at Balboa Street



Note: Design is representative of typical diverter, subject to change

TURN RESTRICTIONS

- Forced left- or right-turns for southbound motor vehicle travel at Balboa
- Prohibits southbound through-traffic for vehicles, allows pedestrian and bicyclists free travel
- Bans left- and right-turns from Balboa to southbound 8th, (vehicles may still turn onto 8th in northbound direction)

ALLOWED MOVEMENTS

- East-west motor vehicle travel on Balboa is unaffected
- Vehicles may turn from Balboa to northbound 8th
- Allows North-South bicycle and pedestrian crossings

RESIDENTIAL ACCESS

- To access addresses on 8th Avenue south of Balboa, drivers would come from the south, entering that block at the intersection of Cabrillo/8th

GIVE US YOUR INPUT

Use a sticky note to provide your feedback on areas you'd like the SFMTA to focus on for future transportation safety improvements.

While the focus of this project narrowed to 8th Avenue based on the community feedback we gathered, the SFMTA realizes that there are safety improvements to be made on nearby streets in the Inner Richmond. Please let us know if there are any specific safety improvements that we can investigate and potentially include in this project.

Project Next Steps

- **Finalize design** based on community feedback
- **SFMTA Public Hearing** - Official forum for community comments on project
- **SFMTA Board Approval** - Final opportunity for public comment
- **Project Construction**
- **Post-construction data collection and project evaluation** - After the project is installed, we will monitor traffic volumes and speeds on nearby streets to insure that no new safety hazards or congestion issues arise.

