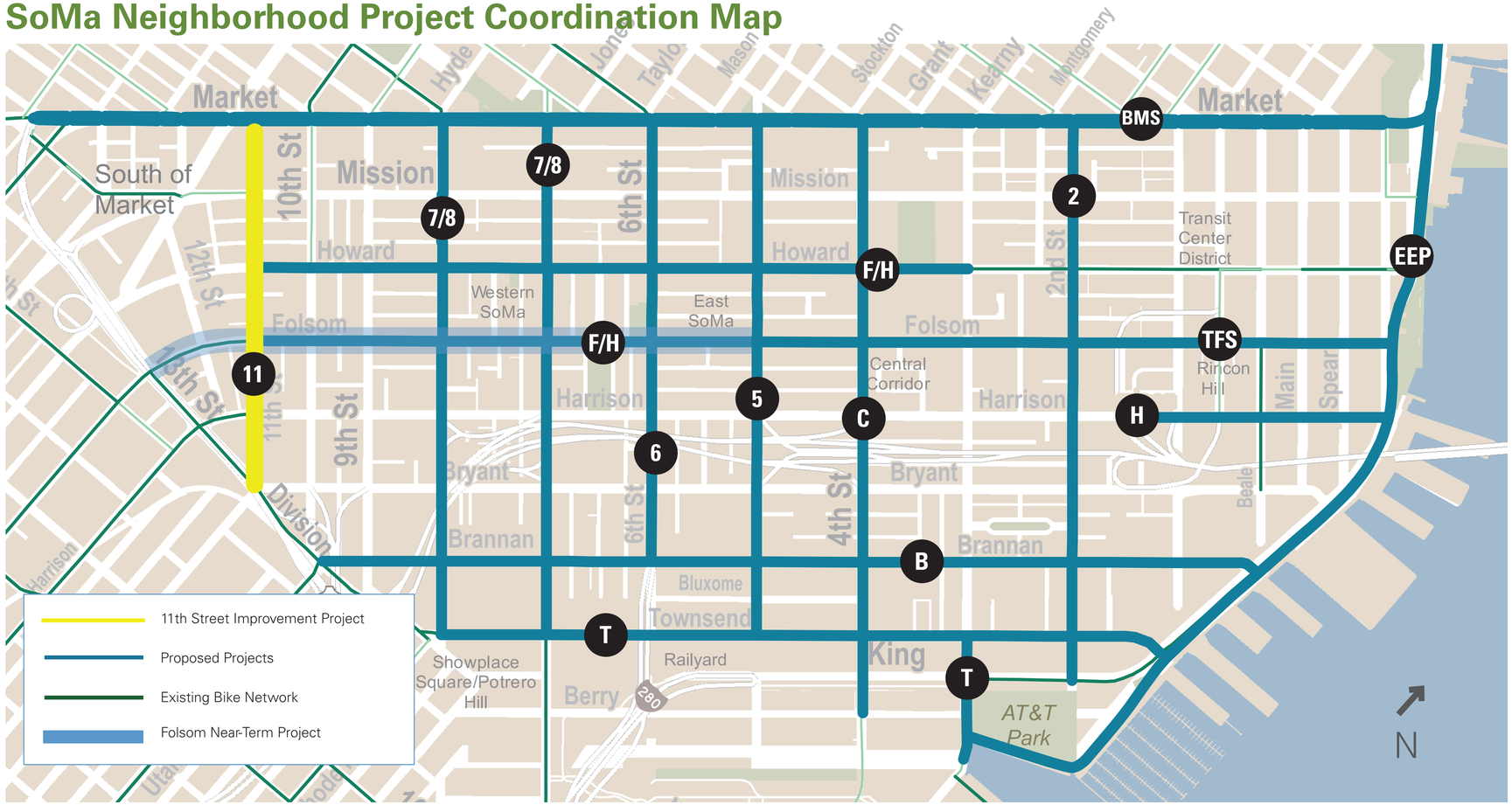
SOMA COORDINATION

SFMTA.COM/11THSTREET

Several SoMa streets are being transformed to support the Central SoMa Plan, the Market Street Hub 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

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RELATED PLANNING PROCESSES

PUBLIC REALM PLAN

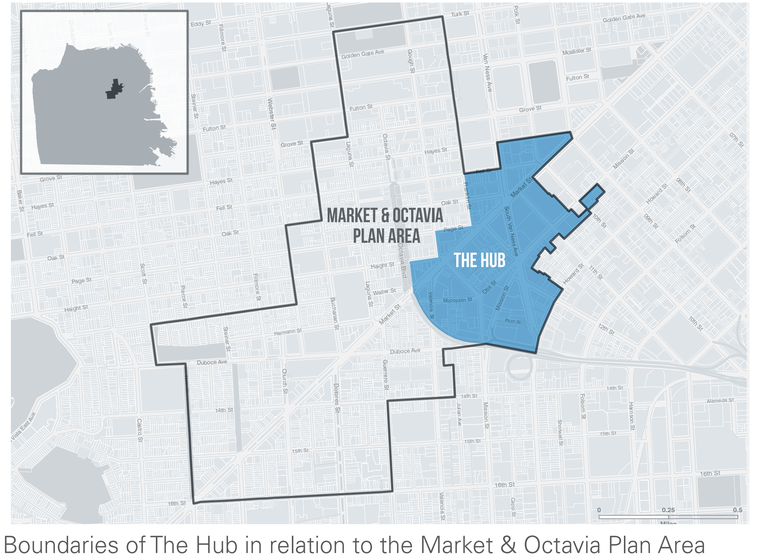
THE HUB PUBLIC REALM / PLAN IMPLEMENTATION

For more information about The Hub Plan Public Realm Plan, please visit: sfplanning.org

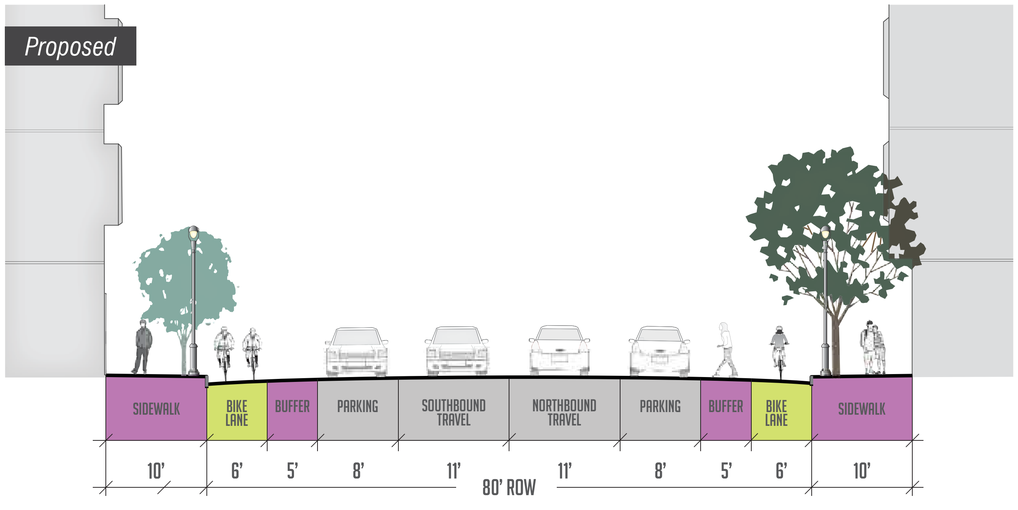
THE MARKET STREET HUB PLAN

In the early 2000s the Hub neighborhood was included within the boundaries of the Market and Octavia Area Plan, adopted in 2008. In the plan, the Hub is characterized as "SoMa West"and envisioned as a "vibrant new mixed-use neighborhood." The Plan specifically calls out 11th Street and provides recommendations for the corridor. Some of these recommendation include:

- Repurposing the center turn lane to create a parking protected bicycle lane in both directions
- Shortened crosswalks
- Transit boarding islands
- Exploring opportunities for public art on blank facades
- Adding infill street trees and, where appropriate, sidewalk greening
- Pedestrian scaled lighting



Boundaries of The Hub in relation to the Market & Octavia Plan Area



Recommended cross-section of 11th Street from The Hub Plan

How does the 11th Street Improvement Project fit into the Market Street Hub Plan?

The Public Realm Plan sets forth a vision for how streets, alleys and open spaces could be designed in the Market Street Hub Plan Area. For most streets, the plan calls for a "complete streets" approach so that all modes of transportation can be accessed safe and conveniently to and from the neighborhood. Similarly, the design recommendations and strategies from the Plan align with the overall goals of the 11th Street Improvement Project to:

- Improve safety for all road users
- Make 11th Street a better corridor for people who walk and bike
- Improve connections to transit with enhanced transit stops

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VISION ZERO AND SAFETY

SFMTA.COM/11THSTREET

11th Street is part of San Francisco's High-Injury Network, where 13 percent of streets account for 75 percent of all severe and fatal traffic collisions. Between 2011 and 2015, 11th Street had 103 collisions, 79 involved injuries.

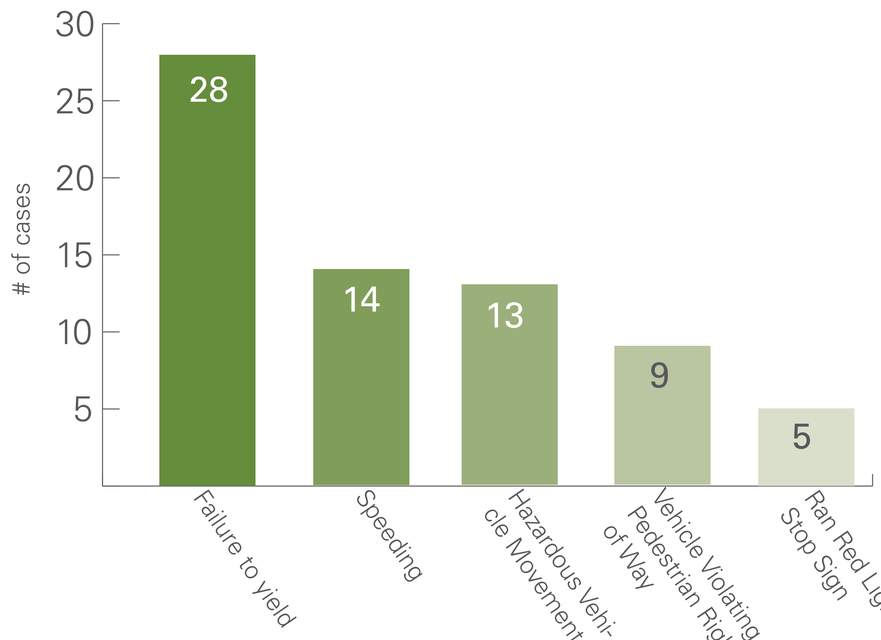
16 pedestrian injuries

19 bicyclist injuries

1 Bicyclist fatality at the intersections of 11th Street with 13th Street, Bryant Street and Division Street

VISION ZERO HIGH-INJURY NETWORK MAP 2017

PRIMARY CRASH FACTORS ON 11TH STREET

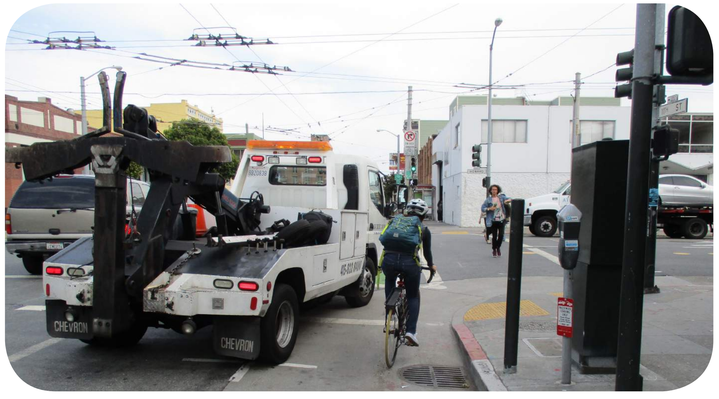


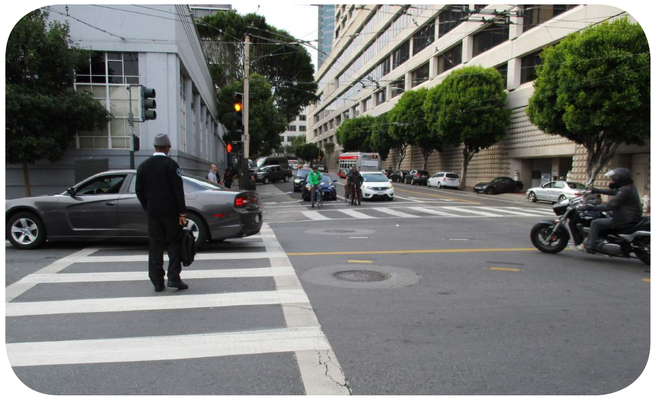
TOP COLLISION LOCATIONS ON 11TH ST

27
collisions at the intersection of 11th, 13th, Bryant and Division streets

25
collisions at Folsom St

19
collisions at Mission St





Conflicts between people who walk, bike and drive make it challenging to use 11th Street.

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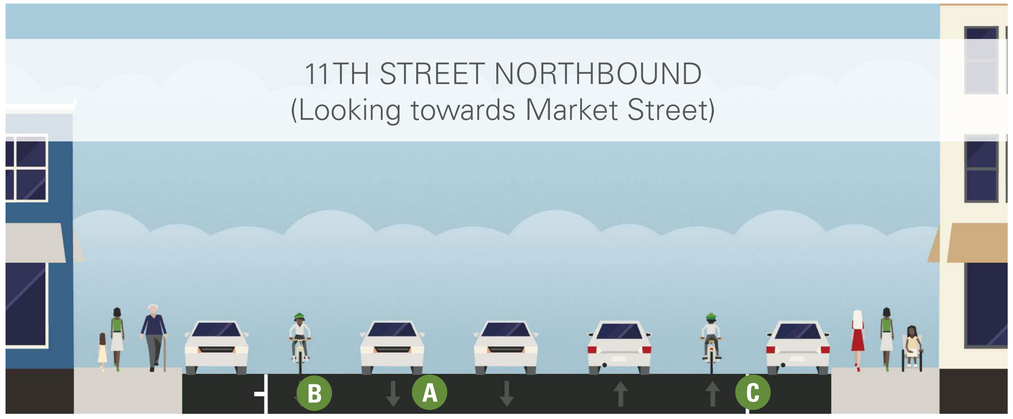
POTENTIAL IMPROVEMENTS

EXISTING CONDITIONS

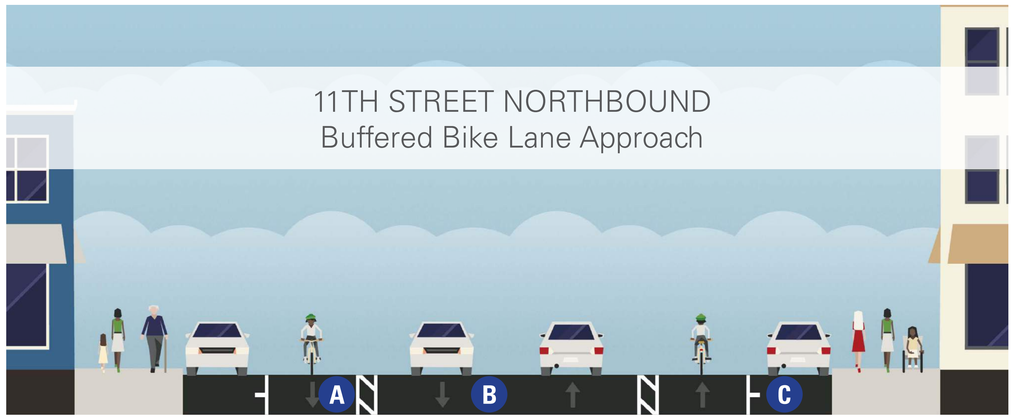


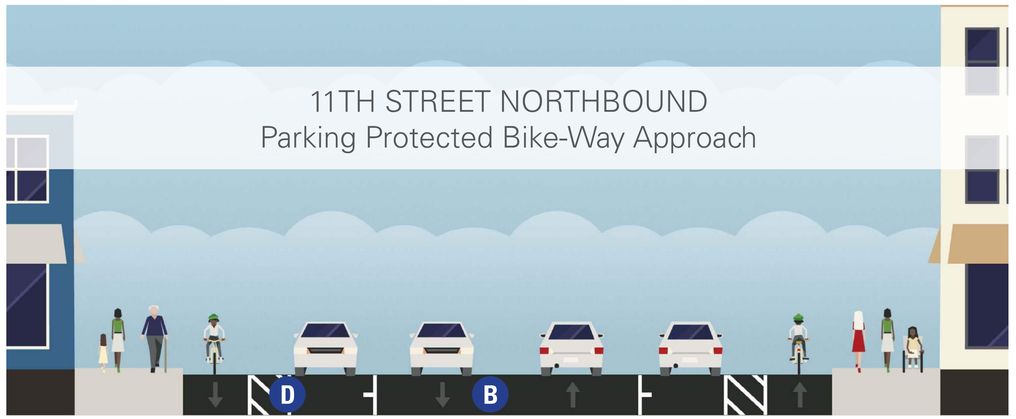
EXISTING CONDITIONS

- **A** Three travel lanes that vary from two lanes northbound and one lane southbound or vice versa depending on the block.
- **B** A standard bike lane
- **C** Lack of loading zones that often results in blocking the travel or bike lanes

POTENTIAL IMPROVEMENTS

The potential improvements for 11th Street include a combination of physically-protected and buffered bike lanes. This potential design reflects the unique parking, loading and transit needs of each block, and is based on feedback received from local businesses and merchants.





- **A** A buffered bike lane
- **B** Reduce three travel lanes to two and add turn pockets at intersections with high turning volumes
- **C** Improve commercial and passenger loading zones
- **D** Parking protected bike lane

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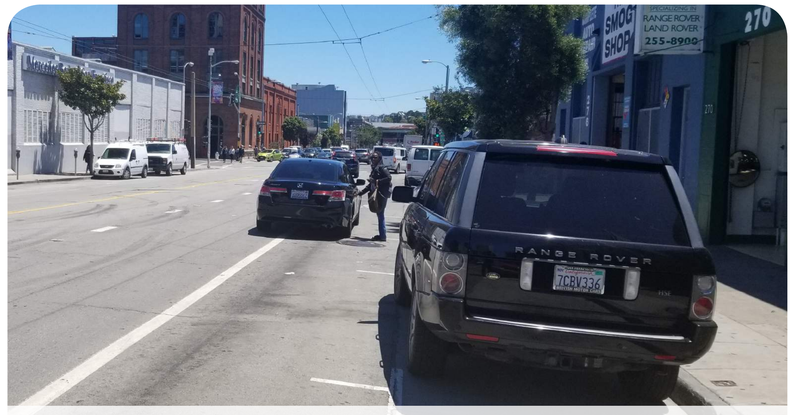
PARKING AND CURB MANAGEMENT

Improving safety conditions along the corridor is critical in making streets a more pleasant environment for people who walk, bike, drive and ride transit. In order for safety measures to be effective, trade-offs need to be considered, including parking and curbside management.

PARKING

- 98 parking spaces could be repurposed to improve:
  - Visibility
  - Business and passenger loading
  - Muni access and reliability
- Within one-block radius of 11th Street, an estimate of over 2,800 parking spaces are available to the public, including parking that is off-street, on-street and unmetered
- With this project, 3.5 percent of the overall parking supply within this radius will be diminished.



Passenger loading existing conditions

CURB MANAGEMENT AND LOADING

- Passenger and commercial loading vehicles block the bicycle lane or travel lane where there is inadequate loading zones on 11th Street
  - During summer 2017, the project team knocked on 37 doors and received over 20 survey responses from local merchants and businesses about their loading needs
  - Six additional passenger loading zones along with other loading improvements were a direct result from merchant feedback
- Loading zones will vary in location and time of day to accommodate the variety of needs along the corridor

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POTENTIAL IMPROVEMENTS - DESIGN ELEMENTS

The potential safety improvements will enhance the current experience for those who walk, bike, take transit and park and load along the corridor. In order to implement these changes, there are trade-offs that need to be considered to provide a safer environment for all road users. Below are some of the improvements under consideration to enhance safety along the corridor.

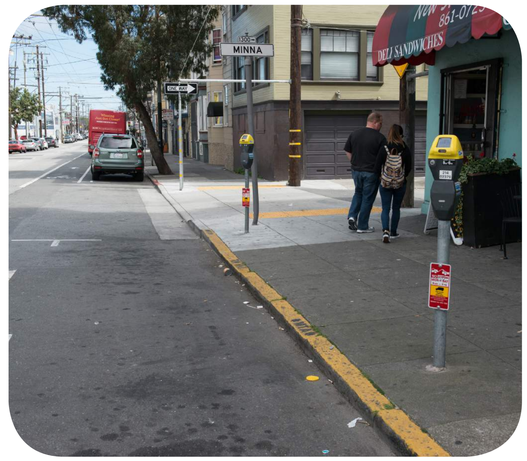
Parking-Protected Bikeway

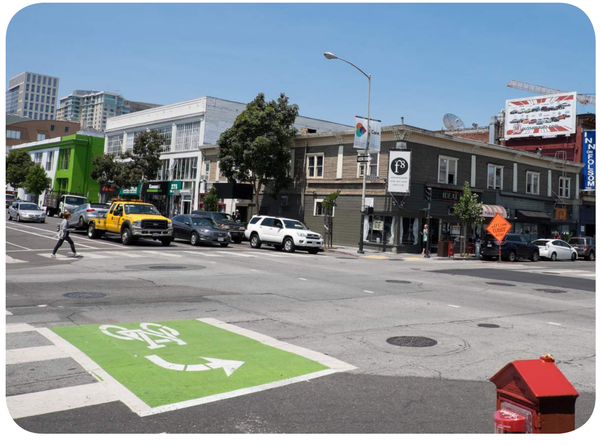
» Bicycle lanes are to the right of parked vehicles rather than left

» Provides additional room for bicyclists to pass each other

» Reduces potential for dooring

» Accommodates on-street parking and loading needs





Two-Stage Turn Box

» Clarifies where cyclists can turn left to connect to other bicycle routes

» Reduces conflicts between turning cyclists and vehicles

» Brings awareness to all road user of where cyclists can be expected

Loading Zones

» More effective use of curbside space to accommodate passenger and commercial loading.

» Allows for general parking during various time periods during the day (please take a look at the rendering for more details)

Please take a look at the large 11th Street rendering in the center of the room for potential sites for improvements. Please note that improvements are subject to change pending the SF Fire Department's approval.

POTENTIAL IMPROVEMENTS - DESIGN ELEMENTS

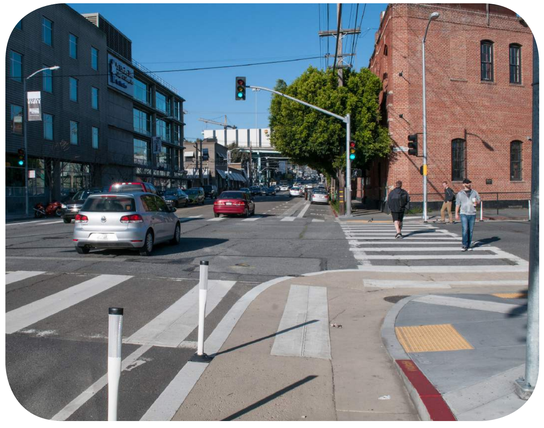
The potential safety improvements will enhance the current experience for those who walk, bike, take transit and park and load along the corridor. In order to implement these changes, there are trade-offs that need to be considered to provide a safer environment for all road users. Below are some of the improvements to enhance safety along the corridor.

Advanced Limit Lines

» Provides extra space between stopping vehicles and pedestrians in the crosswalk

» Typically placed between 5 to 10 feet before crosswalks

» Increases visibility of pedestrians in the crosswalk to motorists and cyclists



Painted Safety Zones

» Creates more distance between turning vehicles and pedestrians waiting on the sidewalk

» Increases more visibility between vehicles and pedestrians stepping into the crosswalk

» Encourage vehicles to slow down during turns

Continental Crosswalks

» Increases visibility to show where to expect pedestrians at the intersection

» Provides people who drive and bike a visual cue of where to expect crossing pedestrians

» Yellow continental crosswalks indicate that you are nearby a school and should proceed with caution

Intersection Daylighting

» Increases the visibility of pedestrians and cyclists at intersections

» Helps children, seniors, and people in wheelchairs be seen

» Parking is restricted near crosswalks intersections to increase visibility

Please take a look at the large 11th Street rendering in the center of the room for potential sites for improvements. Please note that improvements are subject to change pending the SF Fire Department's approval.

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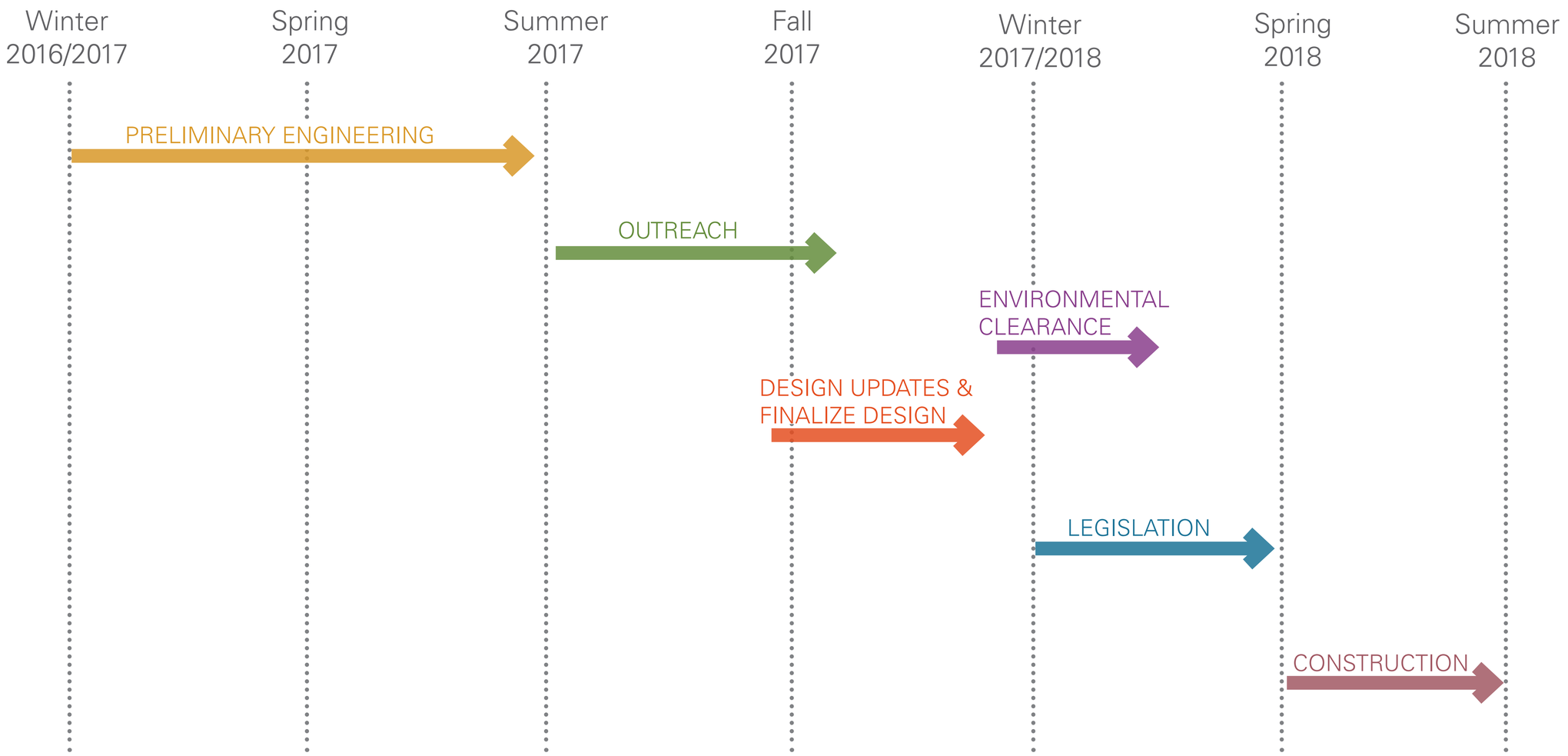
NEXT STEPS



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

Project Funding

Planning and Conceptual Design (current source): $164,000 (Prop B General Fund revenue)

Construction: up to ~$4 million (Prop A bond funds)

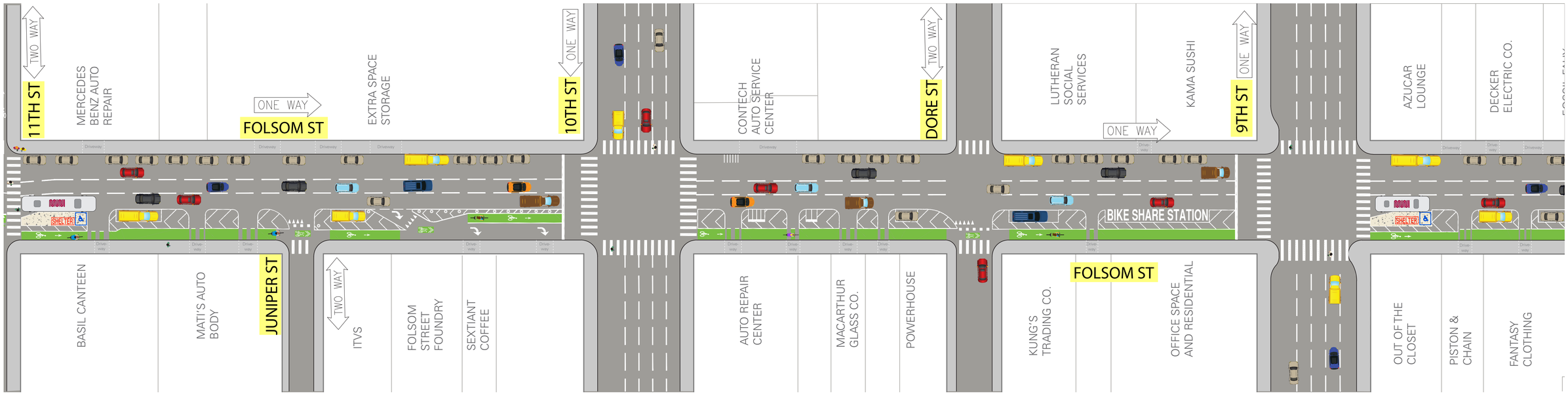
FOLSOM NEAR-TERM: COMING SOON

SFMTA.COM/FOLSOMHOWARD

The Folsom-Howard Streetscape Project will make SoMa more livable by making it safer and more pleasant to walk, bike, shop and live along Folsom and Howard streets.

While many long-term improvements will take years to put in place, we can start improving street safety with Near-Term Improvements on Folsom that can be installed this winter. These changes include parking-protected bikeways, daylighting intersections, and transit boarding islands. These improvements will shorten crossing distances for pedestrians and provide dedicated, protected space for bicyclists. To implement these changes on Folsom, about 26% of parking spaces will be removed to enhance safety and visibility.

These Near-Term Improvements will be considered for approval by the SFMTA Board of Directors on October 3rd.



A rendering of improvements to come on Folsom Street from 11th to 9th streets. The extent of the Folsom Near-Term Improvements will span from 13th Street to 5th Street.

For more information about the project, please visit sfmta.com/folsomhoward

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