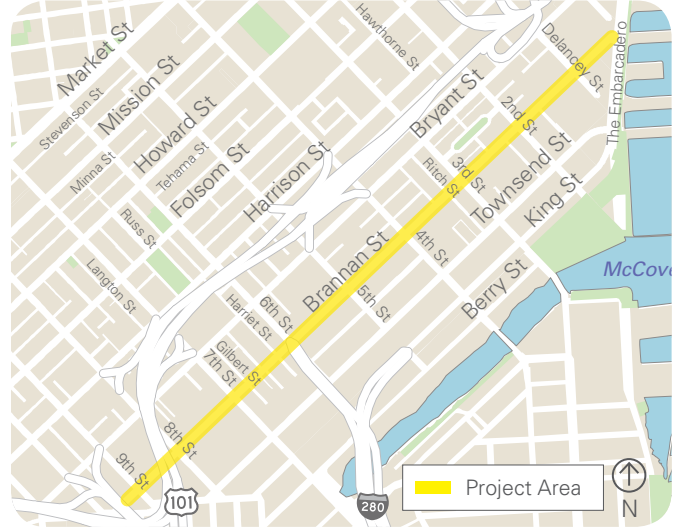


PROJECT OVERVIEW

Brannan Street is a major east-west corridor in the South of Market (SoMa) neighborhood. Like many other streets in SoMa, the rapid growth has not kept pace with various transportation needs of those who live, work and commute in the neighborhood. The Brannan Street Safety Project will improve safety along the corridor to better accommodate all modes of travel between Division Street and The Embarcadero. Safety improvements include reducing the number of travel lanes (four to three lanes), installing bike lanes, pedestrian enhancements and improving intersection safety (please see reverse for details).



Existing street conditions are challenging for road users.



WHY BRANNAN STREET?

- Between July 2011 and June 2016, there were **156** people injured and 143 collisions reported on Brannan, of which one was fatal.
- Brannan Street, along with a number of streets that intersect this corridor, are on the city's High-Injury Network, which are the 13 percent of streets that account for 75 percent of traffic related injuries and fatalities.

PROJECT COORDINATION

The Brannan Street Safety Project is part of a citywide comprehensive upgrade to repave the roadway, improve the sewer line, install new curb ramps (where needed) and new fiber optic cables.

TIMELINE

- Outreach and Design Refinements: *Summer to Fall 2017*
- Environmental Review: *Fall 2017*
- Public Hearing and SFMTA Board Meeting (final approvals): *2018*
- Construction after San Francisco Public Works repaving project: *2019 (TBD)*

FUNDING

This project is funded through the local Proposition B San Francisco General Fund.

To sign up for email updates about the project, please visit: sfmta.com/brannan

For questions about the project, please contact the Project Manager, Cameron Beck at cameron.beck@sfmta.com

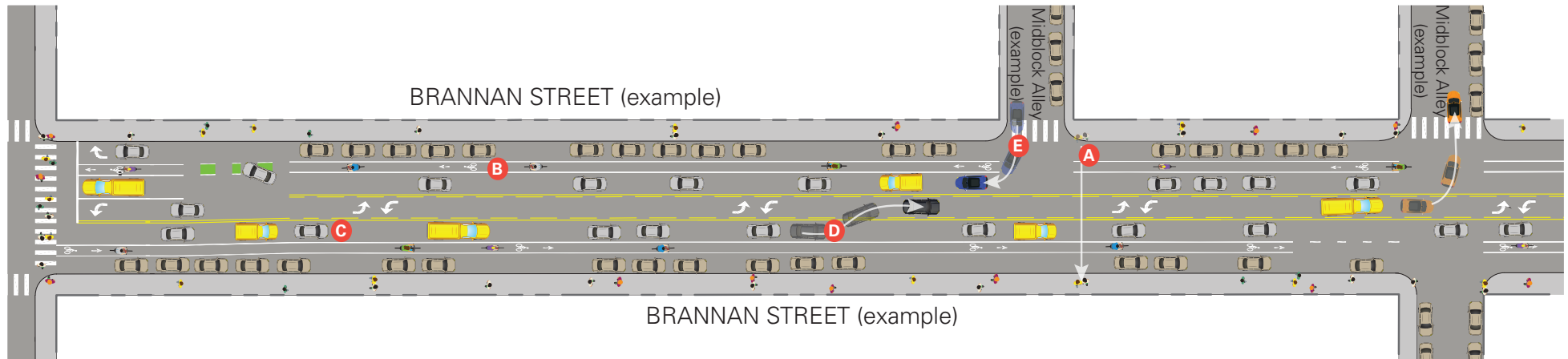
SAFETY IMPROVEMENTS

The Brannan Street Safety Project will improve safety along the corridor to better accommodate all who travel between Division Street and The Embarcadero. Safety improvements will include:

- **Better designed intersections** by providing separated left turning lanes and pedestrian safety improvements such as: *continental crosswalks, leading pedestrian intervals and advanced limit lines* for more visibility at intersections
- **Bike lanes** in both directions to provide dedicated space for people riding bicycles
- **Travel lane reduction** to redistribute roadway space to all road users - this also reduces the number of travel lanes pedestrians must cross
- **Center two-way left turn lane** to allow flexibility for vehicles to turn left at alleys or driveways without blocking a travel lane
- **Traffic signal timing changes** enhance safety and improve traffic flow

WHY CONVERT BRANNAN STREET FROM FOUR LANES TO THREE?

Reconfiguring a street from four lanes to three is proven to reduce vehicle collisions by 19 to 47 percent, while improving safety for those who walk and bike. The diagram below illustrates some of the benefits of four to three lane conversions.



Note: this diagram is for illustrative purposes

- A** Fewer travel lanes to cross improves pedestrian safety and comfort
- B** New bike lanes provide additional connectivity for cyclists in and around SoMa
- C** Reduced speeding during non-peak hours
- D** Fewer rear-end and left-turn crashes: *with a flexible center lane, people turning left can safely pull into the middle lane and avoid being rear ended. Once in the middle lane drivers can take a good look at on-coming traffic before making a left turn*
- E** Fewer conflicts when vehicles enter the intersection: *people who drive will have a better visibility of on-coming traffic, allowing vehicles to enter and cross Brannan Street*