

# Welcome!

## District 6

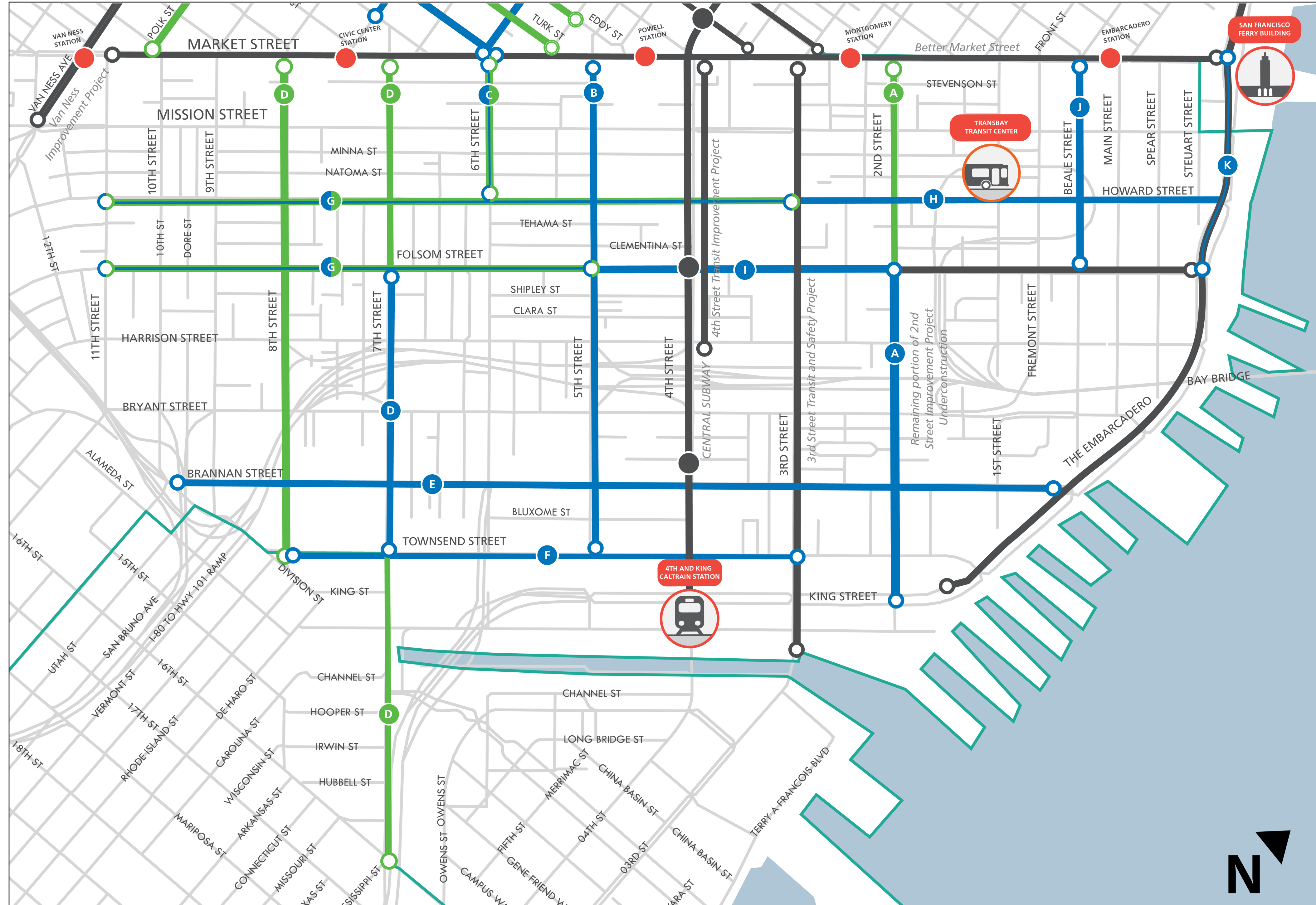
# Bicycle and Pedestrian Safety Open House

**At this open house:**

- Learn more about bicycle and pedestrian safety projects in District 6
- Hear from District 6 Supervisor Matt Haney and SFMTA leadership and staff (*starts at 6:20 p.m.*)
- Provide public comments on the Howard Street Quick-Build Project
- Provide public comments on the 7th Street Quick-Build Project

# SOMA BICYCLE AND PEDESTRIAN SAFETY PROJECTS

Many SoMa streets are being transformed to support the city's traffic safety goals and the Central SoMa Plan. Project improvements may include new protected bikeways, upgrades to sidewalks and crosswalks, reconfiguring vehicle travel and turn lanes, repaving, and intersection and transit improvements. The projects shown below are in various stages of planning, design, and construction.



Project Name	Quick-Build Status	Long-term project			
		Pln	D/O	C/I	Com
<b>A</b> 2nd Street (partially completed)	N/A			X	
<b>B</b> 5th Street	Implementation	X			
<b>C</b> 6th Street	Complete		X		
<b>D</b> 7th & 8th Streets (partially completed)	Implementation		X		
<b>E</b> Brannan Street	Complete	X			
<b>F</b> Townsend Street	Implementation				
<b>G</b> Folsom & Howard Streets ( <i>Folsom / Howard Streetscape Project</i> )	Completed		X		
<b>H</b> Howard Street	Design/Outreach	X			
<b>I</b> Folsom Street	Planning				
<b>J</b> Beale	Design/Outreach				
<b>K</b> Embarcadero	Design/Outreach		X		

Pln: Planning  
 D/O: Design/Outreach  
 C/I: Construction/Implementation  
 Com: Completed

## Map Legend

- Indicates project extents
- In-progress
- Complete
- Major infrastructure project/Transit project
- Major Transit Stop
- District 6 boundaries

# TRAFFIC SAFETY IN THE TENDERLOIN

The Tenderloin is the only neighborhood in the City of San Francisco where every corridor within its boundaries is on the City’s Vision Zero High Injury Network. In Fall 2018, a coalition of community groups asked the SFMTA for faster actions to address the traffic safety issues that plague the neighborhood’s streets. The SFMTA responded by committing to work with the community to better understand the issues and how to tackle them. Additionally, the SFMTA identified a series of near-term neighborhood-wide improvements such as crosswalk upgrades, improving intersection visibility, and signal re-timing, to quickly improve traffic safety. The SFMTA has also prioritized a number of corridor projects in the Tenderloin to help improve traffic safety, some which are being delivered through the Quick-Build Program.



**Stay tuned!** A Tenderloin focused bicycle and pedestrian safety open house will be coming in 2020.

Project Name	Quick-Build Status	Long-term project			
		Pln	D/O	C/I	Com
L Polk Street	N/A				X
M Turk Street	N/A				X
N Taylor Street	Complete		X		
O Eddy & Ellis Streets	N/A				X
P Golden Gate	Planning				
Q Leavenworth Street	Planning				
R Hyde Street	Planning				

Pln: Planning  
 D/O: Design/Outreach  
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**Map Legend**

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- Major Transit Stop
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# SAFE STREETS EVALUATION PROGRAM IN D6

## Folsom Howard Streetscape Project - Near Term

### Project Location

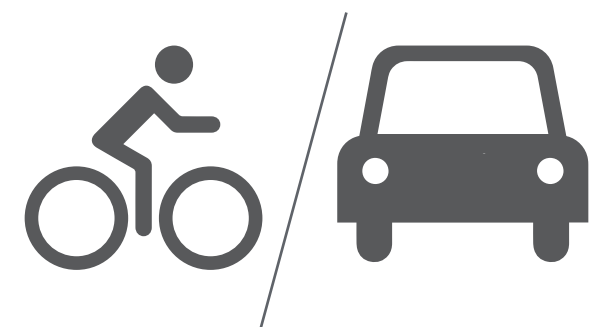
Folsom Street from 11th to Falmouth Street

### Project Elements

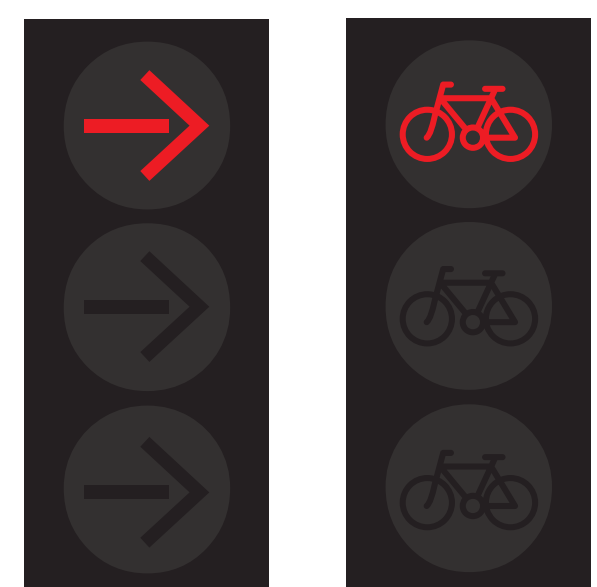
Parking-protected bikeway, loading improvements, transit boarding islands, and intersection daylighting



**Fewer loading violations** (i.e., parking, loading or blocking the bikeway) compared to before condition. On average, people loaded for shorter periods of time.



**83% of people biking** felt more comfortable along Folsom Street after project implementation, while **88% of people driving** felt more comfortable or no change at all.



**93% of right turning vehicles** complied with the new bike signal, while **86% of people biking** complied. There was only **1** "close call" or near-crash instance recorded during observations as part of the project evaluation.

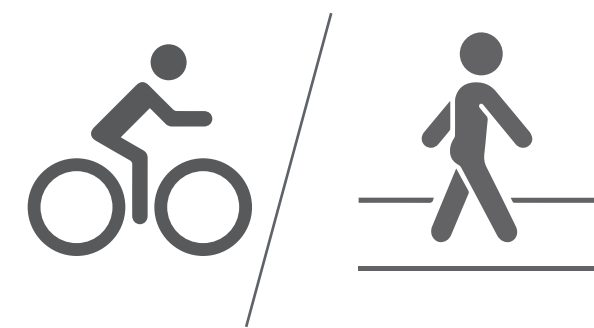
## Turk Street Safety Project

### Project Location

Turk Street from Gough to Market Street

### Project Elements

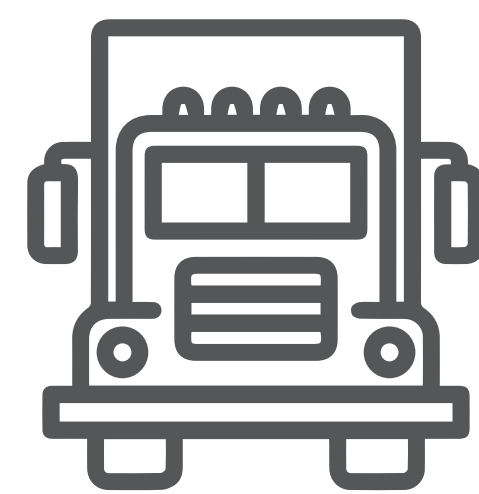
Parking-protected bikeway on south side of street, mixing zones, improved loading, and intersection daylighting



Though many pedestrians are present on Turk Street and some enter or cross the bikeway, findings show **no collisions and a very low conflict rate of 1%** between slow-moving bicyclists and pedestrians.



Vehicles yielding to bicyclists increased by an average of **35%** where mixing zones were installed at the intersection approach.



**88% fewer loading violations** (i.e. parking, loading, or blocking the bikeway) compared to before conditions recorded on Turk Street between Jones and Taylor streets.

## 7th and 8th Street Safety Project

### Project Location

7th & 8th Streets between Market & Folsom Streets

### Project Elements

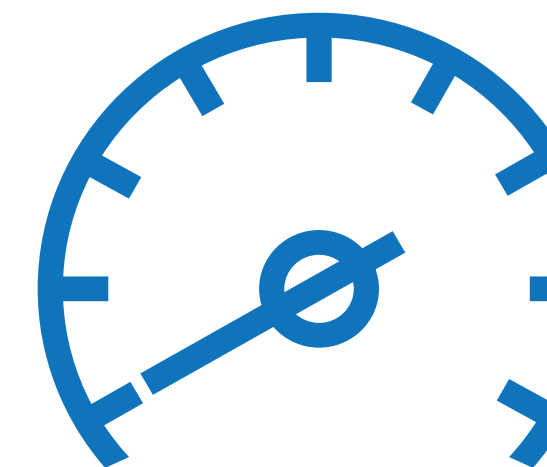
Protected bikeway, transit boarding islands, mixing zones, painted safety zones, and traffic lane reduction



**85% of people bicycling** feel safer and more comfortable in the new protected bikeway facility.



Fewer than **7% of pedestrians** experienced a conflict with bicyclists while crossing the bikeway from the floating parking/loading zones/transit boarding islands to the sidewalk.



Vehicles are traveling at safer speeds. Speeds decreased by **16%** on 7th Street and **9%** on 8th Street.

## 9th and Division Street Protected Intersection

### Project Location

9th & Division (*Division/13th Street Safety Project*)

### Project Elements

Buffered and parking-protected bikeways, new sidewalk, and protected intersection



**96%** of drivers approaching a bicyclist and **100%** of drivers approaching a pedestrian yielded at the protected intersection.



Up to **85%** of bicyclists and **55%** of pedestrians reported their level of comfort and feeling of safety increased.



**98% of vehicles** turned at slower speeds.

For more information, please visit [www.sfmta.com/safestreetevaluation](http://www.sfmta.com/safestreetevaluation)

# TELL US WHAT YOU THINK

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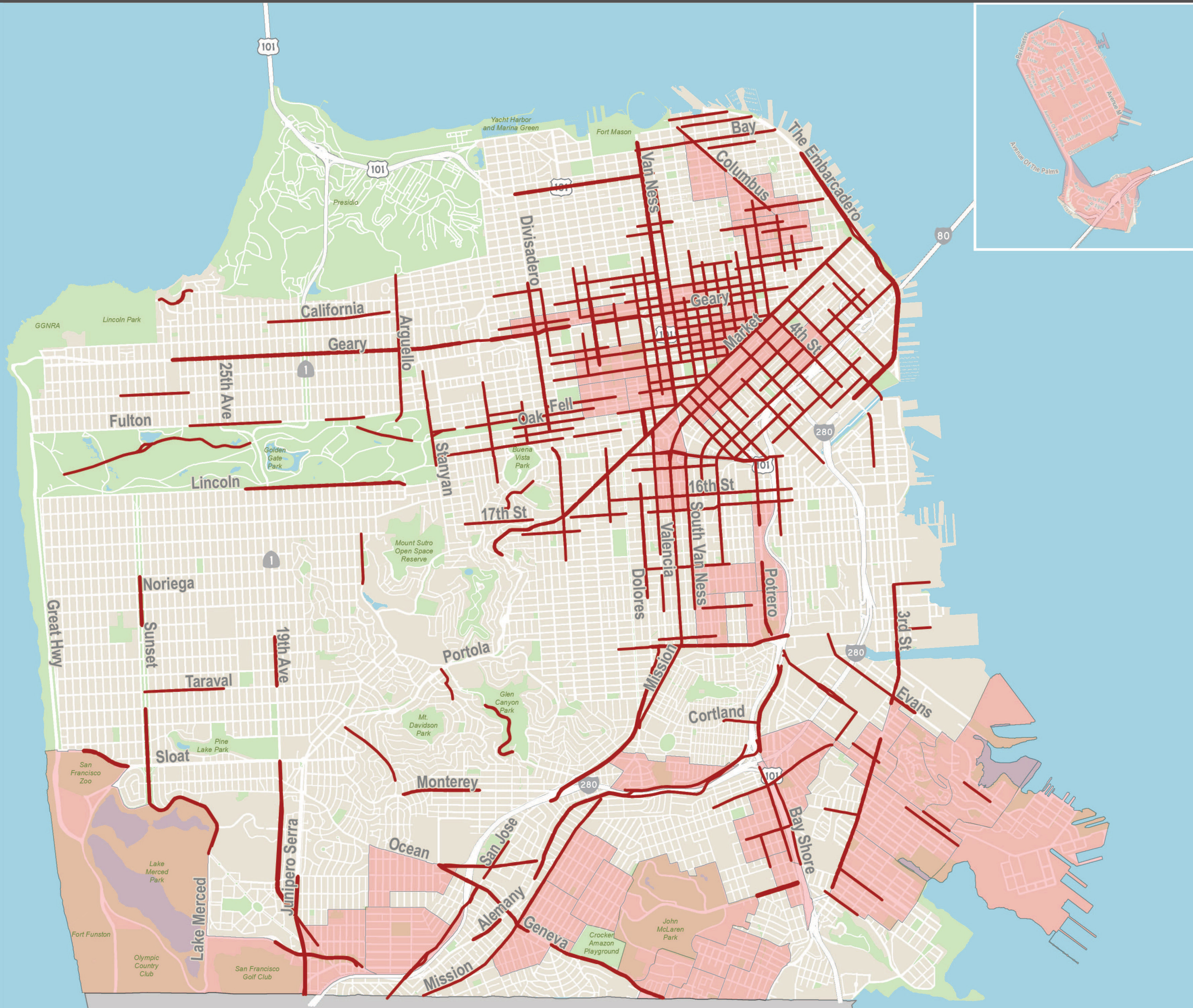
Leave us a comment on this board with a post-it note on what you think about our efforts in District 6 or leave us a project specific comment.

For project specific comments, please specify which project the comment is for by including the project lable letter at the top left hand corner of the note (i.e. for the 2nd Street project, write the letter "A").



# VISION ZERO SF

## HIGH INJURY NETWORK MAP



### LEGEND

- Vision Zero High Injury Network  
The 13% of streets where 75% of severe and fatal collisions occur.
- Metropolitan Transportation Commission Communities of Concern  
Low-income communities, communities of color, seniors and people who rely on walking and transit as their primary means of transportation.

0.95 Miles

Scale 1:50,054

### LEYENDA

- Red de alto riesgo de lesiones graves Visión Cero  
El 13% de las calles donde se producen el 75% de los accidentes graves y mortales.
- Comunidades vulnerables según la Comisión Metropolitana de Transporte  
Comunidades de bajos ingresos, comunidades de color, personas mayores y personas que caminan y usan el transporte público como su principal medio de transporte.

0.95 Millas

Escala 1:50,054

### 圖解

- 零死亡高受傷率網狀地圖  
75%嚴重及致命的車禍是發生在13%的街道當中。
- 都會交通委員會社區所關注的  
低收入社區、有色社區人種、老年人和依賴走路和公共交通作為主要交通方式的人。

0.95 英哩

比例 1:50,054



# VISION ZERO SF

## CREATING SAFER STREETS FOR SAN FRANCISCO



# 三藩市零死亡道路安全計劃 為三藩市建立 更安全的街道

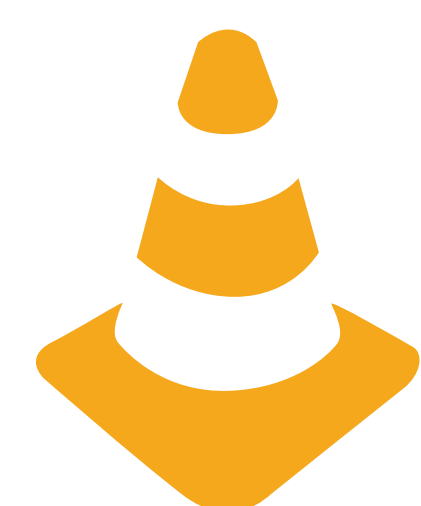
## Traffic deaths are preventable.

At least 3 pedestrians are hit by cars in our city every day.

Each year, about 30 people are killed and 500 are hospitalized after being hit. These deaths and injuries are unacceptable and preventable.

Vision Zero SF is the City's commitment to eliminating all traffic fatalities and reducing the number of severe injuries. San Francisco is making streets safer for people who drive, bicycle, walk or take transit.

Safety is now a top priority in every transportation project.



## We are making progress.

We've made safety improvements on more than 60 miles of streets. Since adopting Vision Zero in 2014, we have:

- Installed 1,500+ street safety features like bike lanes and boarding islands
- Issued 100,000+ citations to drivers for the five traffic violations that most often lead to fatal crashes
- Launched anti-speeding and texting-while-driving campaigns
- Engaged in one-on-one conversations about safer streets with 20,000+ residents

While we are seeing progress, there is still more we can do. The city is working hard to get us to our ultimate goal of zero deaths.

## Traffic safety is an equity issue.



Traffic fatalities disproportionately affect our most vulnerable communities.

- In 2017, 40% of fatalities occurred in low income neighborhoods
- In 2017, 50% of people killed while walking were seniors

Our streets must be safe for all road users in all communities and for people of all incomes, races and ethnicities, ages and abilities.

JOIN THE MOVEMENT FOR SAFER STREETS



@visionzerosf  
visionzerosf.org



## 交通事故的死亡是可以避免的。

本市每一天至少有三位行人被汽車撞倒。



每年，大約30人死於交通事故，500人在事故後送醫入院。這些傷亡不可容忍，而且可以避免。

三藩市零死亡道路安全計劃是本市的承諾消除所有交通死亡以及減少重傷人數。三藩市正在為開車、騎自行車、走路或乘搭公共交通的人改善街道安全。

安全是當今改善交通優先考慮的問題。

## 我們正在取得進展。

我們已對60多英哩的道路做出安全修繕。自從在2014年採納三藩市零死亡道路安全計劃起，我們已經：

- 安裝了1,500多個街道安全設施，例如自行車道和乘車島
- 根據五種最常導致致命車禍的交通違規向駕駛者開出了100,000多張罰單
- 推出反超速和反開車時傳簡訊運動
- 和20,000多位居民進行關於更安全街道的一對一談話

雖然我們取得了進展，但是仍然有待努力。本市正在努力達成我們零死亡的終極目標。

## 交通安全是一個平等議題。

交通死亡對於我們最弱勢的社區造成不成比例的影響。

- 在2017年，40%的死亡發生在低收入的社區中
- 在2017年，50%在走路時被撞死的人是老年人

我們的街道必須對各社區的所有用路者都安全，無論他們的收入、種族和族裔、年齡和能力。



# 7TH STREET QUICK-BUILD SAFETY PROJECT

## Project Goal

The goal of the 7th Street Safety Project is to increase safety and comfort for everyone traveling on these corridors, including people on foot, on bike, and in a vehicle. We plan to achieve this goal by:

- » Providing high-quality, protected facilities for vulnerable road users
- » Implementing improvements quickly and effectively
- » Evaluating changes and adjusting project design as needed
- » Upgrading improvements as opportunities arise

## Policy Background

### Vision Zero Quick-Build Strategy

This project is part of the SFMTA's Vision Zero Quick-Build effort, which stems from two executive directives from Mayor London Breed for faster transportation safety improvements and to deliver higher quality bikeway facilities, such as protected bikeways, to prevent collisions and increasing safety.

This project will contribute towards the 20 miles of protected bike lanes in two years, as called for by Mayor London Breed as part of her initiatives around safety.

### Vision Zero San Francisco

The City and County of San Francisco adopted Vision Zero San Francisco as a policy in 2014, committing to an effort to prioritize street safety and eliminate traffic deaths in San Francisco. The 2019 Vision Zero Action Strategy details a range of actions needed to achieve Vision Zero, including a focus on building safer streets.

### Community Vision, Recommendations, and Development Guidelines

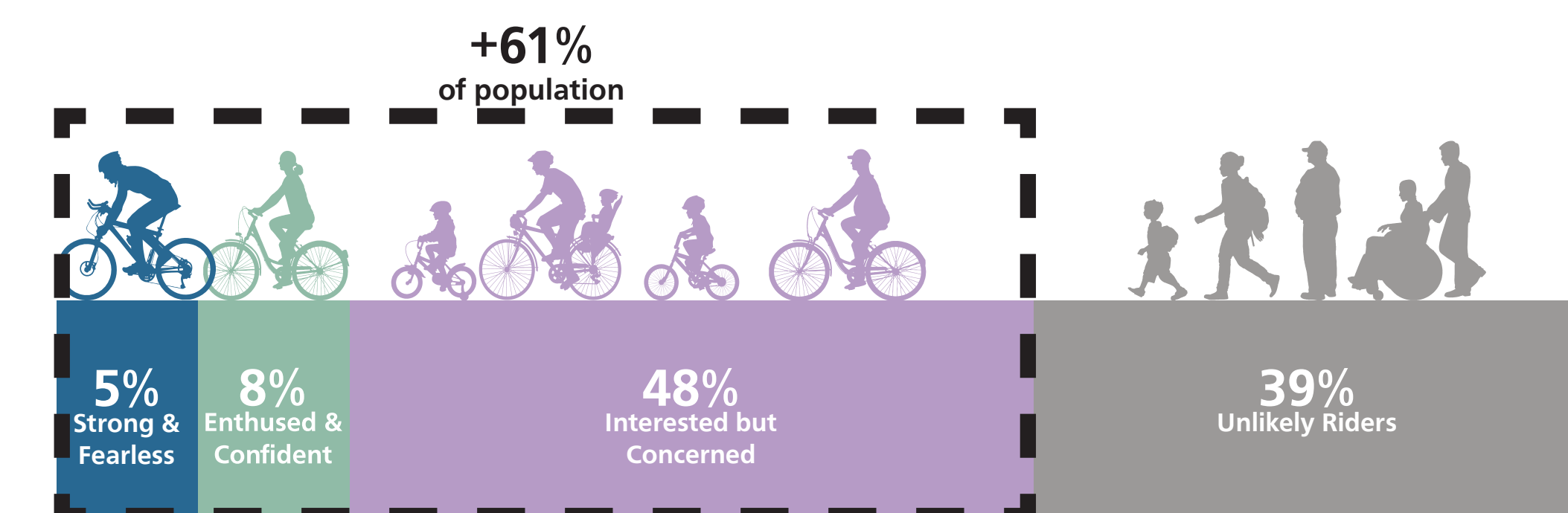
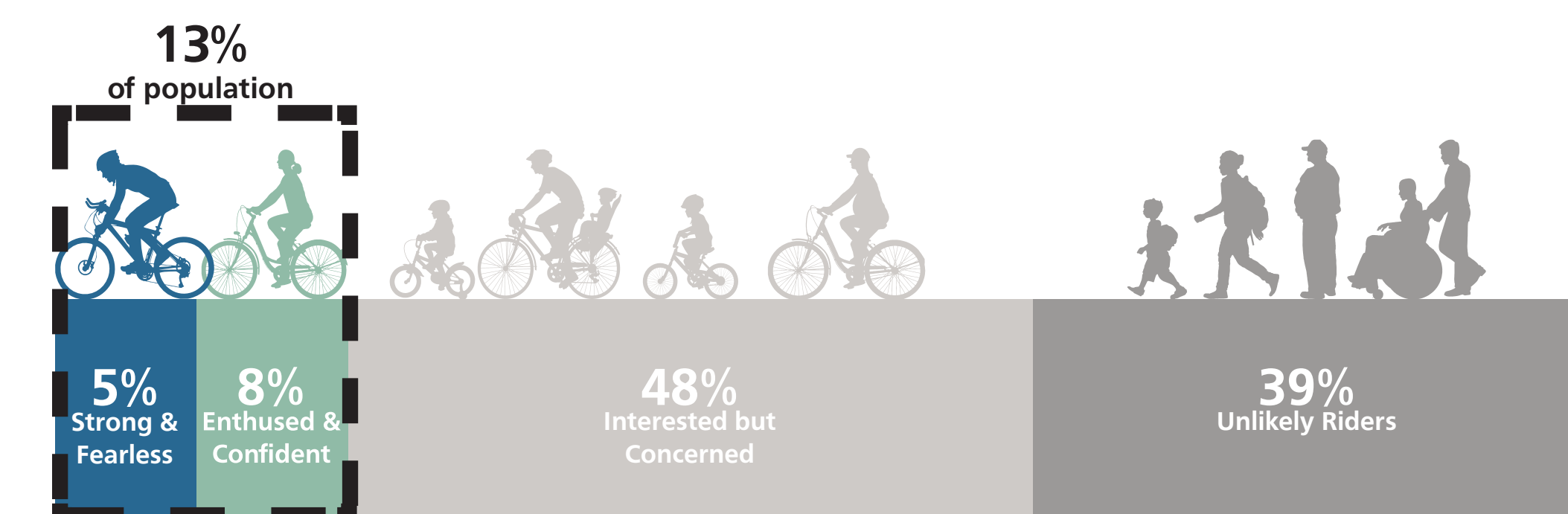
- » Eastern Neighborhoods Transportation Implementation Planning Study
- » San Francisco's Green Connections Network

## Existing Conditions



## Building a Bike Network for Everyone

Based on responses from a 2015 survey, 13 percent of people feel either "strong and fearless" or "enthused and confident" with riding bicycles in San Francisco. Approximately 48 percent more people are interested in bicycling in San Francisco, but are concerned about safety. These potential bicyclists would be more encouraged to use this mode of travel with a protected network of facilities that offers safety and comfort for all levels of abilities.





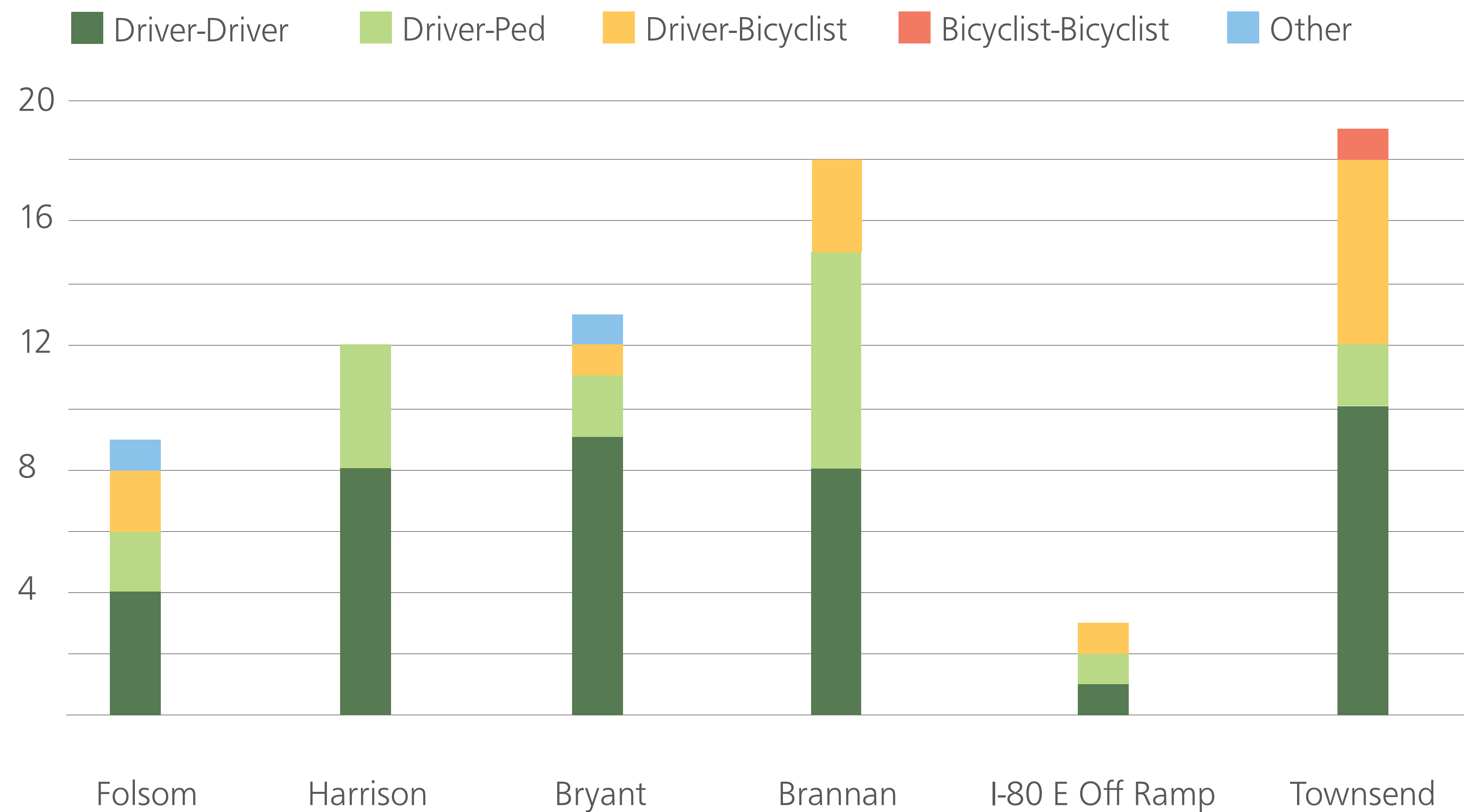
# PRESSING SAFETY NEEDS

Every year in San Francisco, about 30 people lose their lives and over 500 more are severely injured while traveling on city streets. Vision Zero is our city's commitment to end all traffic deaths and serious injuries.

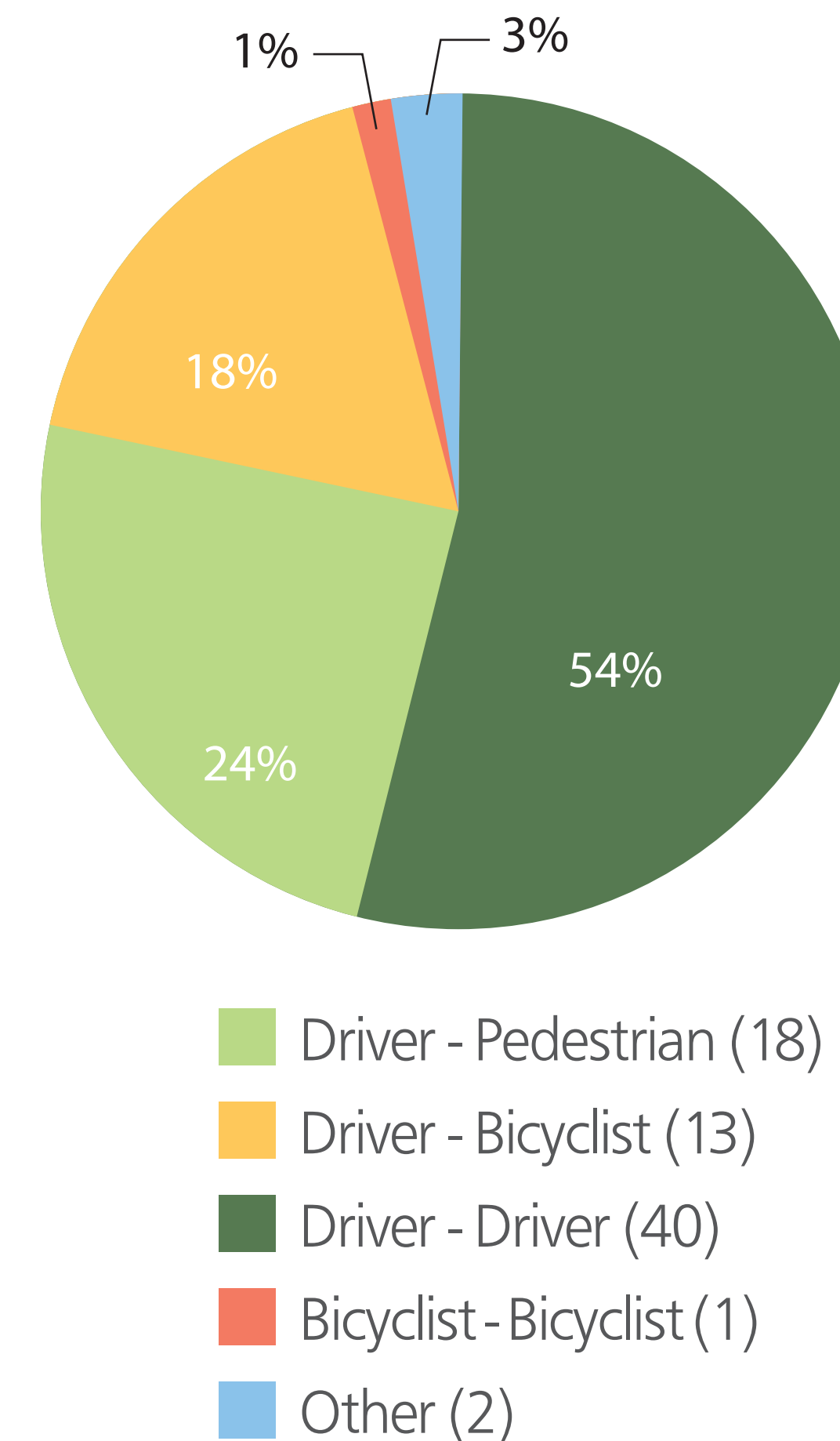
7th Street is on San Francisco's Vision Zero High Injury Network, which are the 13 percent of city streets that account for 75 percent of the city's traffic collisions.

In the most recent five-year collision history available (July 1, 2014 - June 30, 2019), there were 74 traffic crashes on 7th Street between Folsom Street and Townsend Street that resulted in injuries.

## By location and mode:



## By mode:

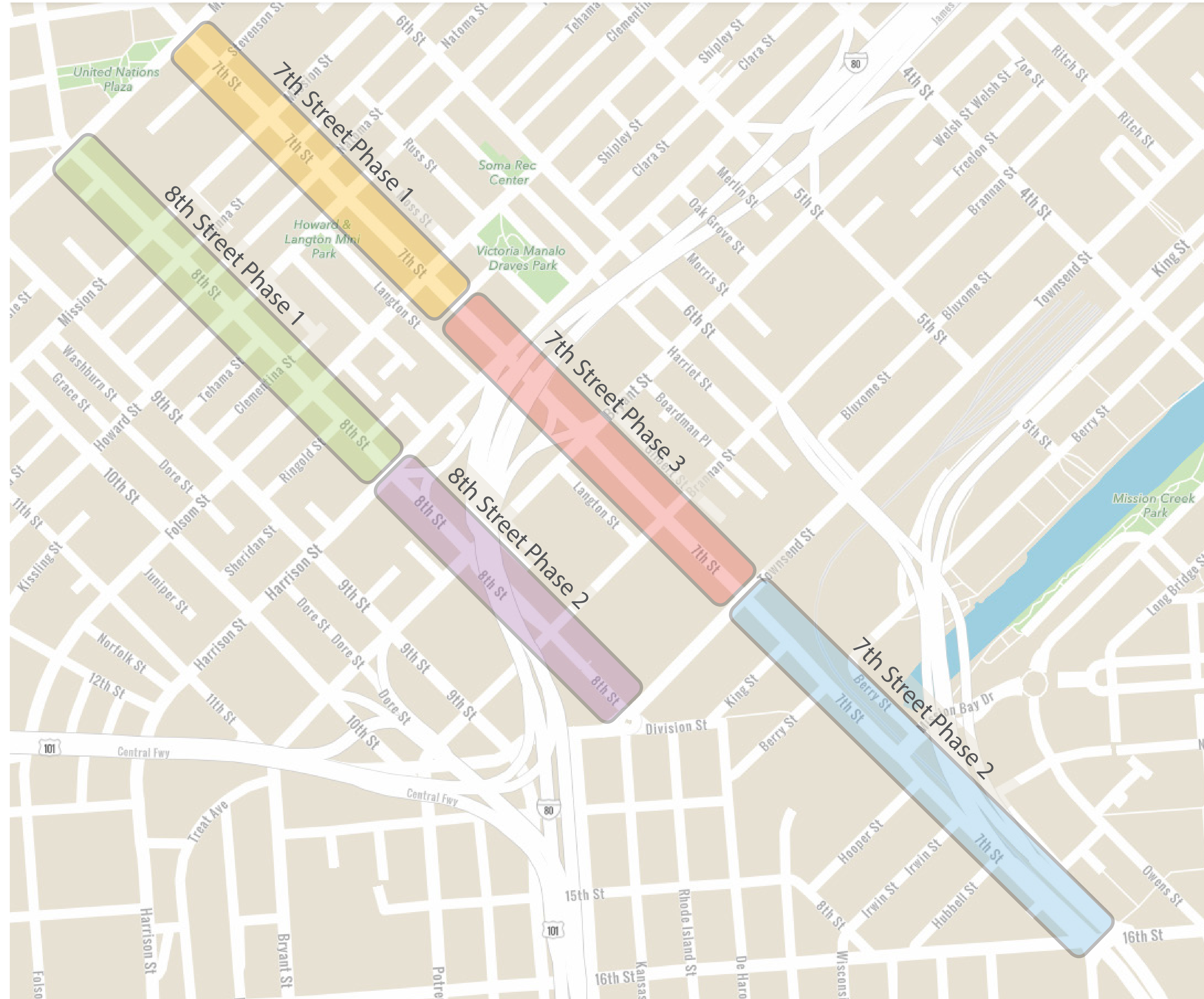


## By primary collision factor:

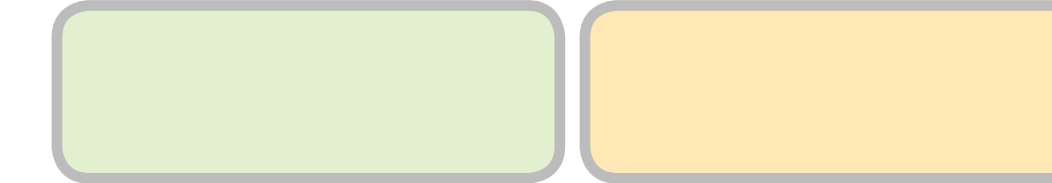
Right-of-Way Violation	25
Unsafe Turn or Lane Change	11
Unsafe Speed	7
Red Signal	7
Lane Straddling	3
Driving Under Influence	3
Wrong Way Travel	3
Following Too Closely	2
Failure to Yield	2
Unsafe Passing	1
Opening Door on Traffic Side	1
Illegal U-Turn	1
Entering Highway from Alley	1
Unknown/Other	7

# PROJECT TIMELINE

The SFMTA is using a phased approach to implement comprehensive safety improvements over time on both 7th Street and 8th Street, starting with the implementation of quick-build traffic safety improvements and upgrading the street as opportunities arise.

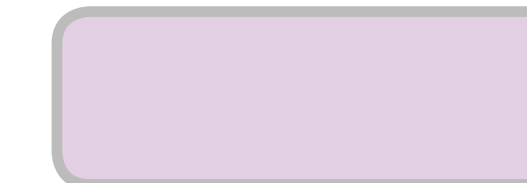


## 7th Street & 8th Street Phase 1



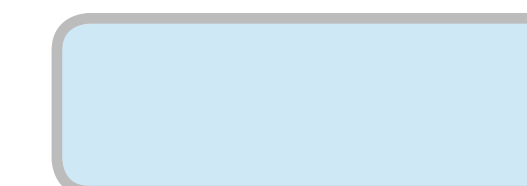
March – May 2017: Construction

## 8th Street Phase 2



April – May 2018: Construction

## 7th Street Phase 2



July 9, 2019: Public Hearing

July – August 2019: Construction

## 7th Street Phase 3

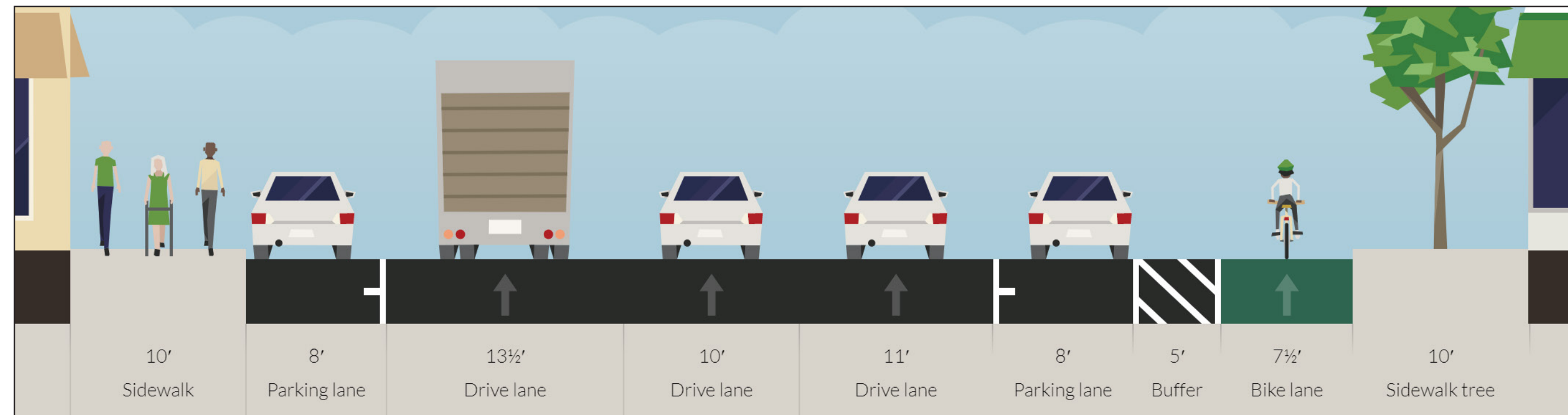


December 11, 2019: Public Hearing (today!)

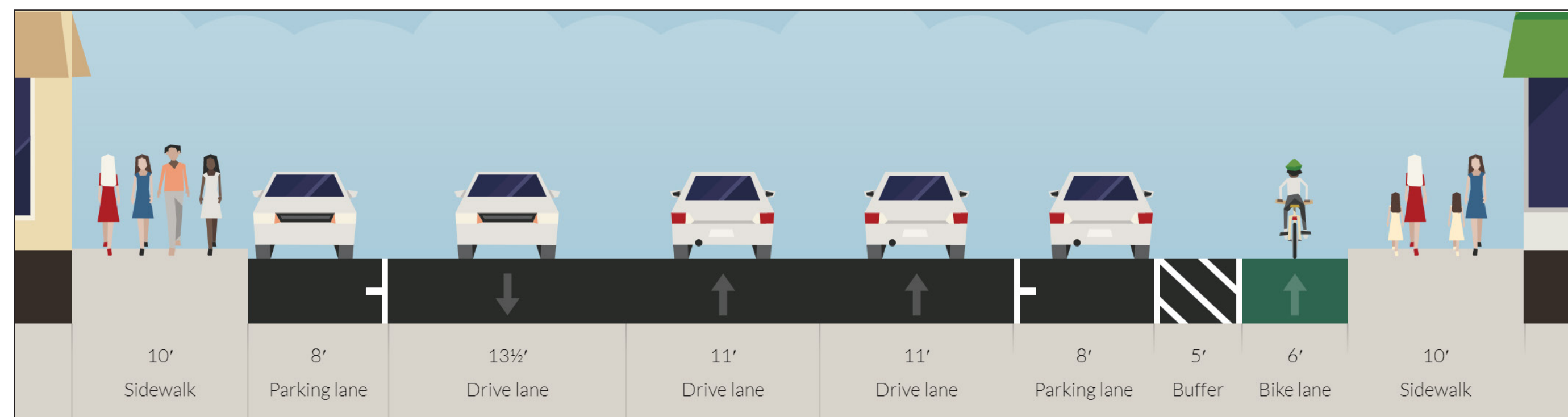
Winter 2020 – Summer 2020: Construction

# PROPOSED CHANGES

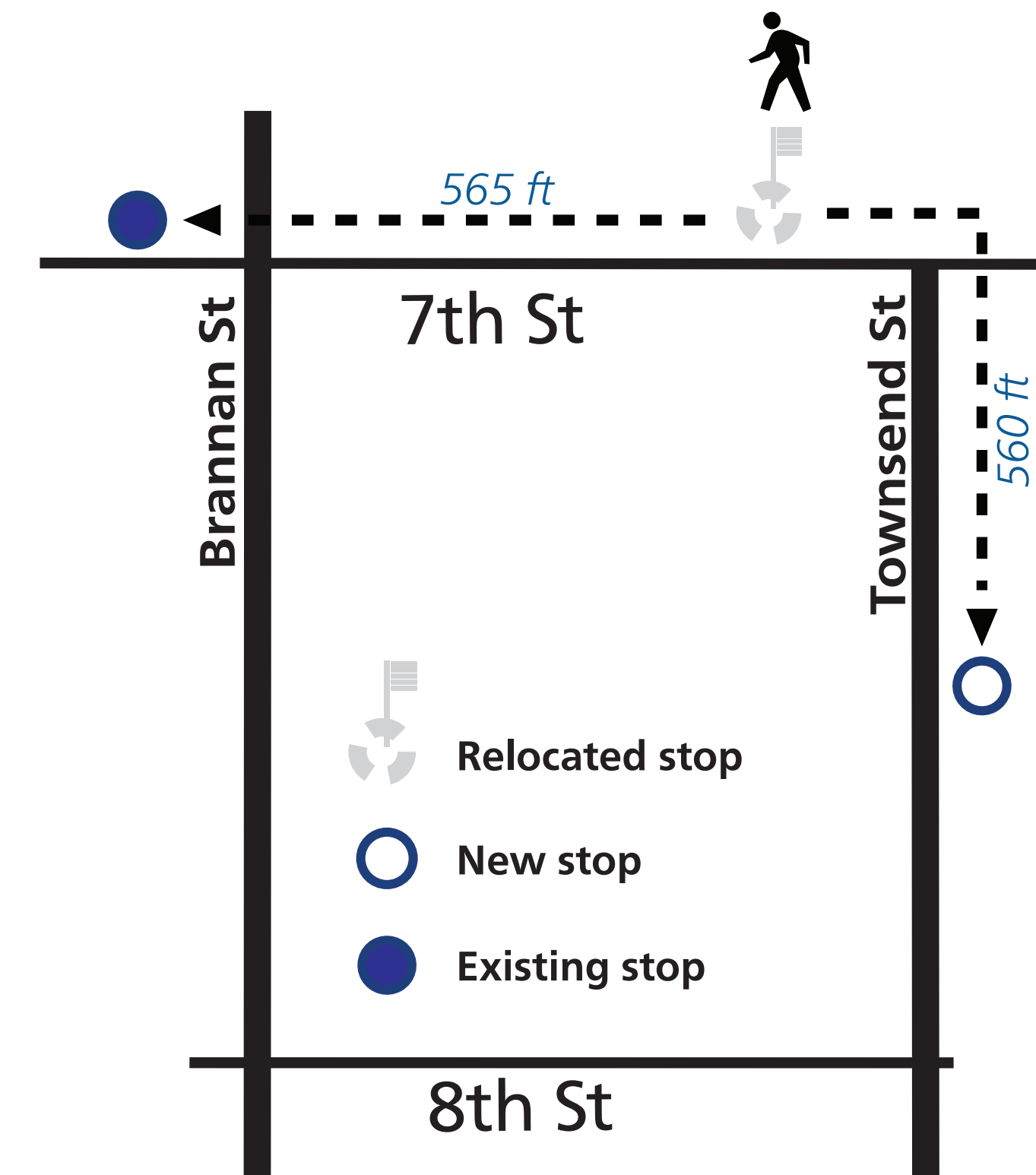
## Typical 7th Street between Folsom & Brannan, Looking North



## Typical 7th Street between Brannan & Townsend, Looking North



- **Bicycling Improvements:** Installing protected bike lanes on 7th Street to provide a more safe and comfortable place for people traveling by bike.
- **Transit Changes:** Upgrading bus stops to transit boarding islands and relocating the 7th/Townsend 19 Polk stop to Townsend Street between 7th Street and 8th Street.
- **Driving Improvements:** Removing one northbound travel lane on 7th Street between Brannan Street and Cleveland Street for a more consistent roadway.
- **Parking Changes:** Shifting on-street parking away from the curb. This project proposes to increase commercial and passenger loading, install approximately 40 new motorcycle parking spaces, convert 50 spaces to metered spaces, and remove 13 parking spaces to improve visibility.
- **Pedestrian Upgrades:** Upgrading crosswalks to high-visibility continental markings.



## 19 Polk Stop Relocation

We're proposing to relocate the 19 Polk stop at 7th Street at Townsend to midblock Townsend Street between 7th and 8th to:

- Facilitate transfers between the 19 Polk and 10 Townsend lines
- Make better use of the mid-block boarding island on Townsend



**Boarding islands** provide physical protection to bicyclists while facilitating passenger loading activities. People boarding Muni buses and school buses will have a safe space to get on and off vehicles. Meanwhile, bus drivers do not need to pull in and out of moving traffic.

School bus loading locations and certain bus stops along 7th Street will be upgraded to boarding islands.

- 7th Street next to Bessie Carmichael School
- Farside 7th Street at Harrison Street
- Farside 7th Street at Bryant Street
- Farside 7th Street at Brannan Street

# PROTECTED BIKEWAY ELEMENTS

## Protected Bikeway

Bicycle lanes paired with buffer space and row of vertical protection are a proven tool to increase safety and comfort. They provide greater separation for pedestrians and bicyclists from moving traffic. This design eliminates obstructions in the bike lane as well as “dooring” conflicts, which occur when vehicle doors open into the path of oncoming bicyclists.



Parking Protected Bikeways on Folsom Street

Following the implementation of a protected bikeway on Folsom Street, more people are riding bikes and feeling more comfortable on this corridor.

- » **83 percent** of people of bikes reported an increase in comfort after the implementation of the parking-protected bikeway on Folsom
- » Bike counts increased by **21 percent** following the first year of implementation



## Protected Corners

Protected corners offer more protection to bicyclists making a two-stage turn while encouraging drivers to turn at safer speeds.



## Two-Stage Turn Boxes

Green two-stage turn boxes help clarify where bicyclists can turn to connect to other routes in the bicycle network. They also provide a waiting space and bring awareness to all road users of where cyclists can be expected.



## Intersection Markings

Yield “teeth” and sharrows at intersections indicate to turning drivers that they must yield to oncoming bicyclists and pedestrians in the crosswalk.



## Signal Separation

Upgrades to signal timing can provide pedestrians a head start on crossing the street while giving right-turning drivers and through bicyclists each their own signal phase to move through the intersection.

# SFMTA ENGINEERING PUBLIC HEARING



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY  
Order # 6189  
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Wednesday, December 11, 2019, at 6:00 PM, at Bessie Carmichael Elementary School, 375 7<sup>th</sup> Street, San Francisco CA, 94103, to consider the following proposals:

The following items are pending environmental clearance:

**1. Howard Street, between 3<sup>rd</sup> Street and The Embarcadero – Howard Street Quick Build Safety Project**

**1(a). ESTABLISH – CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY)**

Howard Street, westbound, north side, between 3<sup>rd</sup> Street and The Embarcadero (curbside bike lane with buffer and floating parking)

**1(b). RESCIND – BUS ZONE**

**RESCIND – TOW-AWAY, NO STOPPING ANYTIME**

Howard Street, north side, from Fremont Street to 74 feet easterly (relocated to far- side of intersection)

**1(c). ESTABLISH – TRANSIT BOARDING ISLAND ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME**

- A. Howard Street, north side, from 2<sup>nd</sup> Street to 85 feet westerly (2<sup>nd</sup>/Howard far side boarding island)
- B. Howard Street, north side, from 5 feet to 90 feet west of Fremont Street (Fremont/Howard far side boarding island)
- C. Howard Street, north side, from Spear Street to 50 feet easterly (Spear/Howard near side boarding island)

**1(d). ESTABLISH – TOW-AWAY, NO PARKING ANYTIME**

Howard Street, north side, from 76 feet to 162 feet west of New Montgomery Street

**1(e). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME**

- A. Howard Street, north side, from New Montgomery Street to 65 feet easterly
- B. Howard Street, south side, from Hawthorne Street to 190 feet easterly
- C. Howard Street, north side, from 2<sup>nd</sup> Street to 218 feet easterly
- D. Howard Street, north side, from 283 feet to 445 feet east of 2<sup>nd</sup> Street
- E. Howard Street, north side, from 178 feet to 256 feet west of 1<sup>st</sup> Street
- F. Howard Street, north side, from 1<sup>st</sup> Street to 35 feet easterly
- G. Howard Street, north side, from Fremont Street to 160 feet easterly
- H. Howard Street, north side, from Main Street to 239 feet easterly
- I. Spear Street, east side, from Howard Street to 19 feet northerly

## Submit your public hearing comments here

If you would like to comment on the proposed changes, please use one of the recommended methods below:

**In Person** Please fill out the Public Hearing Comment form or submit a voice recording.

**Email** sustainable.streets@sfmta.com with the subject line “Public Hearing: Howard Street Quick Build” for the Howard Street Quick-Build Project or “Public Hearing: 7th Street Quick Build” for the 7th Street Quick-Build Project

## General information

- No decision will be made at this public hearing.
- Please use this opportunity to provide your input and ask questions.
- Your testimony today, along with all written correspondence, will be evaluated by the City Traffic Engineer to determine next steps.
- To receive information about the results of this public hearing, please provide your contact information on the Public Hearing Comment form.
- The results of today’s hearing should be posted on the agency’s website by 5 PM next Friday under calendar information and next to the agenda for today’s hearing (sfmta.com/calendar)