

OUTREACH HISTORY

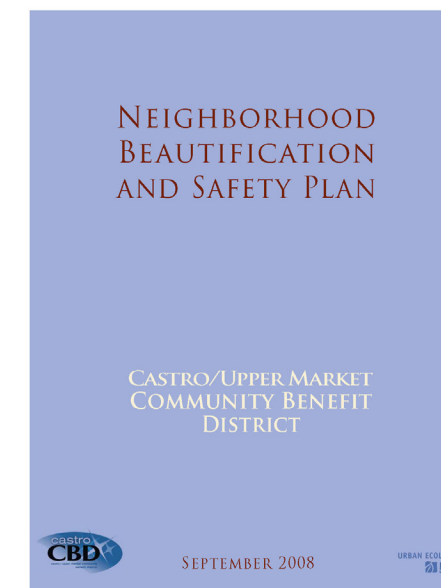
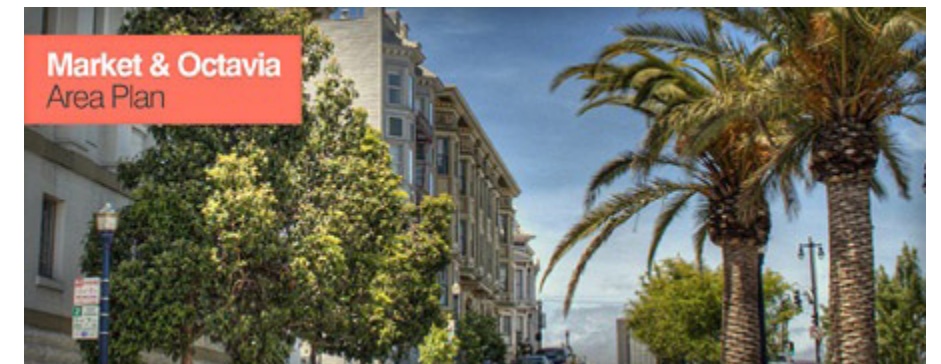
PAST PLANNING EFFORTS

The Upper Market Street Safety Project builds on years of community-based planned efforts

- Castro & Upper Market Retail Strategy (2015)
- Duboce Triangle Neighborhood Association (DTNA) Online Upper Market Survey (2013)
- Upper Market Vision & Recommendations (2008)
- Castro/Upper Market Community Benefits District (Castro CBD) Neighborhood Beautification and Safety Plan (2008)
- Market & Octavia Area Plan (2008)

These plans overall call for a safer, more beautiful, and more intuitive environment for pedestrians and bicyclists, including the following recommendations:

- Shortening crossing distances and improving crosswalks at complex intersections
- Increasing pedestrian visibility and slowing vehicle speeds
- Install landscaping and added greening along the corridor
- Improving public open spaces and creating an inviting and safe public environment
- Upgrading bike lanes and bicycle infrastructure to encourage cycling as a mode of travel and improve safety
- Study vehicle circulation and make recommendations for improvements



Upper Market Street past plans and reports

OUTREACH HISTORY

TARGETED STAKEHOLDER OUTREACH

Since October 2014, the SFTMA has hosted or attended 22 in-person briefing meetings with the following community stakeholder groups to gather local knowledge on safety issues and get feedback on design concepts and proposals

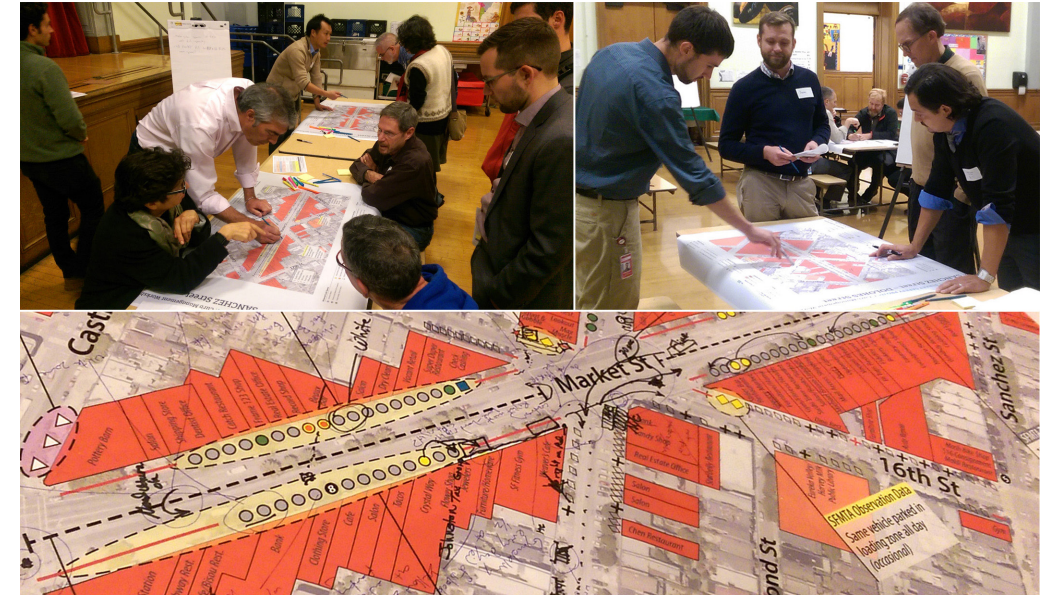
- District 5 and District 8 Supervisor’s offices
- Duboce Triangle Neighborhood Association (DTNA)
- Castro Community Benefits District
- Market/Octavia Community Advisory Committee
- Hayes Valley Neighborhood Association
- Castro Merchants Association

VISION ZERO NEAR-TERM IMPLEMENTATION

In August 2015, the SFTMA painted new crosswalks and painted safety zones at the intersections of 15th/Sanchez/Market and 16th/Noe/Market to improve pedestrian visibility and make quick and effective upgrades to pedestrian safety. Many of these painted safety zones will be upgraded to full concrete bulbouts with this project

PUBLIC OPEN HOUSE MEETINGS

Beginning in April 2015, the SFTMA hosted 7 Public Open House Meetings to notify the public about the project, solicit feedback on designs or project proposals, and gather input on safety issues on the street.



Curb Management Workshop - October 2015



Painted Safety Zone event - August 2015



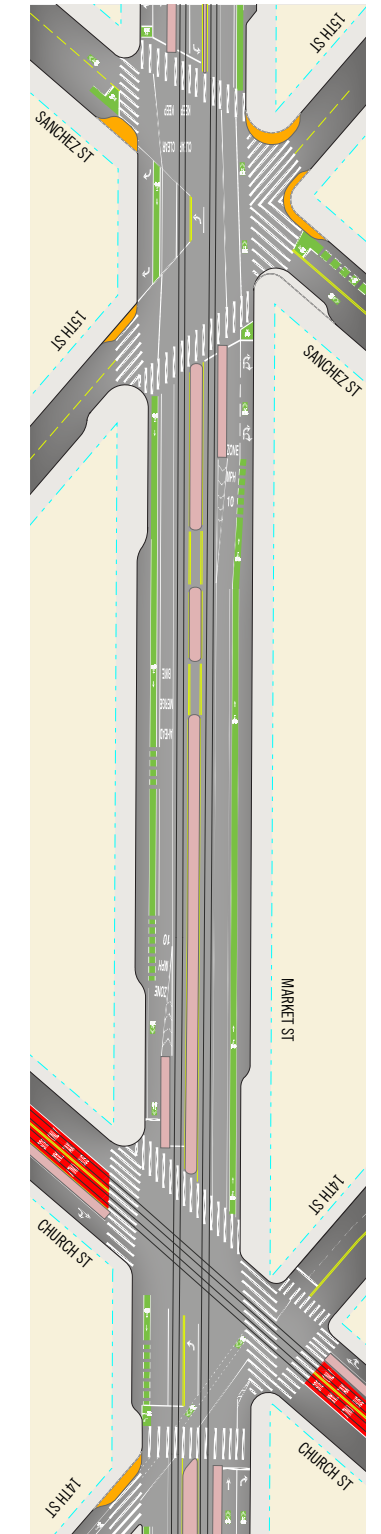
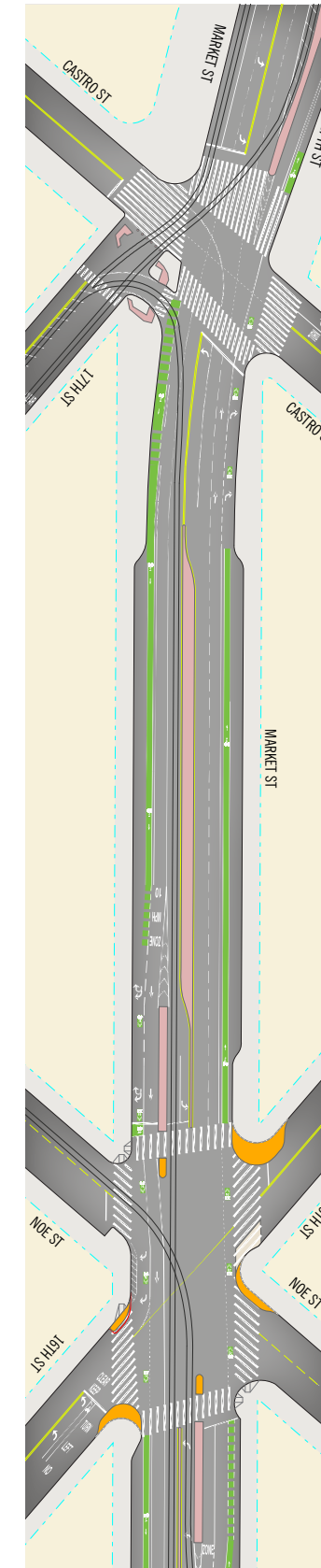
PROJECT OVERVIEW

PROJECT STATISTICS

- .9 mile-long project corridor
- 6 major, complex, multi-legged intersections
- 700 cyclists per peak hour at Market/Octavia
- 174 collisions on the corridor in 5 years from 2011-2016
- 22 pedestrian collisions, 51 bicycle collisions, 122 injury-collisions (71%)
- Market between Octavia and Duboce is a direct connection to the popular Wiggle bike route, and is a long-standing gap in City's low-stress bike network

PROJECT SUMMARY

- 14 concrete bulbouts (2 large, at Guerrero and 16th)
- 1/3 lane-mile of parking-protected bike lane (*near-term improvement*)
- 1.8 lane-miles of green paint and other paint upgrades to the bike lanes on Market
- 1 Muni Board island reconfigured to meet accessibility guidelines
- 4 Pedestrian refuge or thumbnail islands
- 8 Green bike boxes
- 3 expanded medians
- 16 locations with upgraded curb ramps
- SF Public Works ~1.3M funding for landscaping and green elements
- \$9.6M total SFTMA funding



Market Street corridor maps