

SAFER TAYLOR STREET PROJECT

MAY 2018 PROJECT UPDATE

SFMTA.COM/SAFERTAYLOR

In strong collaboration with the Tenderloin community, the San Francisco Municipal Transportation Agency (SFMTA) is developing a new vision for Taylor Street between Market and Sutter streets that improves transportation safety and livability for all users of this corridor. The planning phase of this project uses the voice of the Tenderloin's residents, merchants, social services and advocacy groups to set a foundation for future implementation.



RECENT ACCOMPLISHMENTS

Design Proposal

The project team has refined preliminary design options to develop a single unified design proposal for Taylor Street, based on strong community input, technical analysis and national best practices.



Community Working Group

Key community leaders and residents continue to meet regularly with the SFMTA project team to learn about progress and make critical decisions collaboratively. This group is open for anyone to join.

Neighborhood Partnerships

Through more than 30 unique events and meetings, the project team has received input from more than 1,000 Tenderloin residents, workers and community leaders. The SFMTA has prioritized events that give the most vulnerable people a voice.



NEXT STEPS

Community Meeting (June 19, 2018 4-6 PM at Boeddeker Park)

All are invited to an upcoming open gallery to view the design proposal, unifying community and technical input. The team will introduce the next phase of the project focused on streetscape for Taylor Street. This will be presented alongside the PhotoVoice gallery, a collection of youth stories showcased through photographs and essays by Tenderloin youth, made possible by the Boys & Girls Club Tenderloin Clubhouse and 826 Valencia.

SFMTA Board of Directors Meeting (Fall 2018)

The project team will complete a final report and present the proposed design to the SFMTA Board of Directors for approval.

FOR MORE INFORMATION

Visit

sfmta.com/safertaylor

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SAFER TAYLOR STREET PROJECT

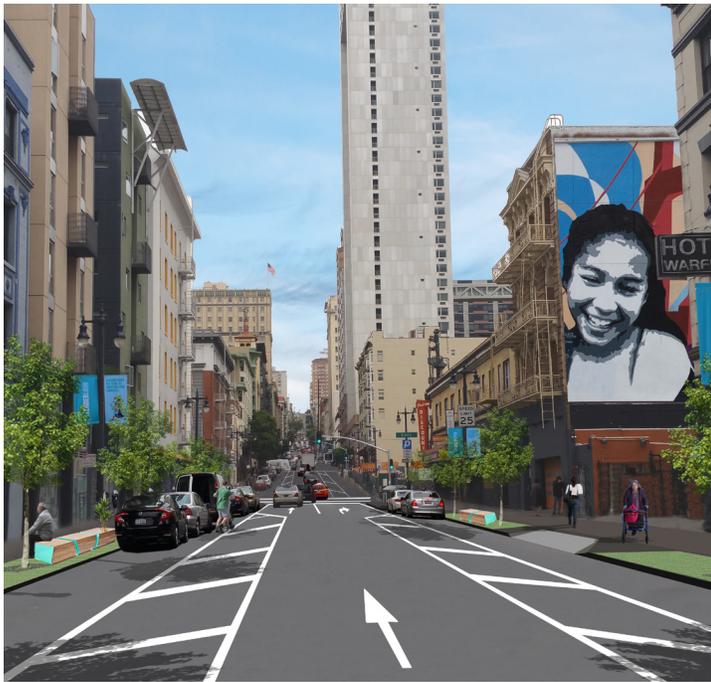
PROJECT PROPOSALS

SFMTA.COM/SAFERTAYLOR

A SPACE FOR ALL TO ENJOY

What we learned: Taylor Street is home to a vibrant, dense and diverse mix of residents and workers. The neighborhood has historically struggled with socio-economic and traffic safety issues. People hope to reclaim street space for safe and enjoyable walking.

What we propose: Wider sidewalks will create more public space for walking, shorter crosswalks, landscaping, art and neighborhood amenities. The proposed design widens sidewalks by 5 to 11 feet throughout Taylor Street on both sides. Together, more space and more amenities can lead to better public health outcomes for all.



TAILORED CURBSIDE ACCESS

What we learned: Improved passenger loading is critical for supporting residents and businesses on Taylor Street, especially for SROs, social service organizations, hotels and event venues. Pickup and dropoff is currently difficult and blocked travel lanes from double-parked cars is a common occurrence.

What we propose: The new design provides improved loading zones with up to five foot buffers from travel lanes, allowing for safer pickup and dropoff for tourist buses, large event trucks, mobile neighborhood services and paratransit vans.



SAFER STREETS THROUGH SAFER SPEEDS

What we learned: More than 50 percent of injury collisions along the corridor involved pedestrians, with most resulting from a driver failing to yield while turning. In addition, over half of auto collisions were caused by risky driver behaviors such as red light running and traveling at unsafe speeds.

What we propose: Widening the sidewalk, and in turn reducing the number of travel lanes, provides critical roadway safety improvements with minimal impacts to traffic congestion most of the day. Taylor Street will be one lane with turn pockets south of Ellis Street, and expand to two lanes north of Ellis. This new design still accommodates existing traffic on Taylor Street while substantively improving public safety. People walking will have shorter crosswalks and more time to cross, while drivers will have dedicated turn signals separate from pedestrian crossings.



We thank our project partners, who have provided us invaluable expertise throughout the planning phase: [SF Public Works](#), [SF Department of Public Health](#), [Fehr & Peers](#), [Tenderloin Safe Passage](#), [WalkSF](#), [Alfred Williams](#), [Hood Design Studio](#)