7TH & 8TH STREETS SAFETY PROJECT

Project Goal
The goal of the 7th & 8th Streets Safety Project is to increase safety and comfort for everyone traveling on these corridors, including people on foot, on bike, in a vehicle, and on public transit. We plan to achieve this goal by:

» Reducing the potential for conflict
» Addressing collision patterns
» Implementing quickly and effectively
» Planning for long-term solutions

Key Considerations
Community Vision, Recommendations, and Development Guidelines
This project is guided by the vision expressed in the Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS), a multi-year community planning process.

Vision Zero San Francisco
The City and County of San Francisco adopted Vision Zero San Francisco as a policy in 2014, committing an effort to prioritize street safety and eliminate traffic deaths in San Francisco by 2024.

Mayor’s Directive
On August 4, 2016, Mayor Ed Lee issued an executive directive on bicycle and pedestrian safety, explicitly calling for a focus on delivering near-term safety improvements on 7th and 8th Streets in the next nine months.

Implementation
We’re working on a phased approach to implementing safety improvements over time, starting with near-term measures and moving towards long-term streetscape measures. Schedule subject to change.

Near-Term Phase 1 Implementation (Market to Folsom)
Construction Starting Spring 2017
» Parking-protected bikeway
» Painted safety zones
» Transit boarding islands
» Travel lane removal on 7th Street

Near-Term Phase 2 Implementation (Folsom to Townsend)
Construction Starting Fall 2017
» Parking-protected bikeway
» Painted safety zones
» Transit boarding islands
» Travel lane removal on 7th & 8th Streets

Open House
September 22, 2016
» Present project and implementation measures
» Solicit feedback

Construction Starting Spring 2017
» Parking-protected bikeway
» Painted safety zones
» Transit boarding islands
» Travel lane removal on 7th Street

Design Starting Spring 2018
» Street repaving
» Traffic islands
» Concrete bulbouts
» Transit boarding island upgrades

Long-Term Streetscape

8th Street Today
PRESSING SAFETY NEEDS

7th Street and 8th Street are intersected by several streets on San Francisco’s High Injury Network, which are 12 percent of city streets that account for 70 percent of the city’s traffic collisions.

In the most recent five-year collision history available (April 1, 2011 through March 31, 2016), there were 198 injury or fatal traffic crashes combined on 7th and 8th Street between Market and Townsend. On June 22, 2016 another bicyclist lost her life at the intersection of 7th Street and Howard Street.

Every year, 30 people are killed and 200 more are seriously injured in San Francisco traffic crashes. Vision Zero is our city’s commitment to end all traffic deaths and serious injuries by 2024.

For more information about Vision Zero, please visit www.visionzerosf.com.
PROPOSED NEAR-TERM IMPROVEMENTS

7th Street, Market to Folsom

Features:
- Red visibility curbs
- Painted safety zones
- Realign roadway markings
- Transit boarding islands & shelters
- Transit route & stop changes
- Travel lane reduction
- Parking-protected bikeway
- Mixing zones
- Two-stage turn box
- Green pavement

8th Street, Market to Folsom

Features:
- Red visibility curbs
- Painted safety zones
- Realign roadway markings
- Transit boarding islands & shelter
- Two-stage turn box
- Parking-protected bikeway
- Green pavement
- Mixing zones
ELEMENTS OF A PARKING-PROTECTED BIKEWAY

Parking-Protected Bikeway
Bicycle lanes paired with a lane of parked vehicles offer both safety and comfort benefits. They provide greater separation for pedestrians and bicyclists from moving traffic, while providing more room for bicyclists to pass other bicyclists without maneuvering into moving traffic. This design accommodates on-street parking and loading needs as well.

Two-Stage Turn Box
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.

Travel Lane Reduction
One travel lane is proposed to be removed from 7th Street to accommodate the upgraded bikeway. This design is already implemented on 8th Street. Minimal delays are anticipated.

Pedestrian Safety Enhancements
Red visibility curbs at intersections help increase the visibility of pedestrians waiting at the corner. Painted safety zones further emphasize this clear space and resembles a bulbout. Their potential future conversion to concrete bulbouts will provide all the benefits of a wider sidewalk.

Mixing Zones
The use of dashed green areas at driveways advise caution to all road users where travel modes can mingle. At intersections, yield “teeth” markings indicate to right-turning drivers they must yield to oncoming bicyclists.

Example from 13th Street
**LONG-TERM STREETSCAPE OPPORTUNITIES**

What’s your vision for the future of 7th Street & 8th Street? (comments welcome!)

**Corner bulb-outs** extend the sidewalk at intersections to provide more space for pedestrians waiting to cross the street. They also shorten crossings distances, increase pedestrian visibility, and slow down turning vehicles.

**Signal timing changes** can provide pedestrians a head start on crossing the street, bicyclists dedicated phases, and drivers a longer phase to travel through intersections.

**Raised islands & landscaping** can provide physical protection to bicyclists when on-street parking is not present. Landscaping may be incorporated as an added benefit to capture rainwater.

**Widened sidewalks** will provide more room for additional sidewalk amenities such as new trees, rain gardens, pedestrian-scale street lighting, street furniture, and public art.
Project Spotlight: 6th Street Improvement Project

Several streets in the vicinity of the Central SoMa Plan Area are being transformed by the City to support the Plan and our safety goals. Project improvements may include reconfiguring or repaving of right-of-way, upgrades to sidewalks, crosswalks, protected bicycle lanes, changes to transit boarding islands, among other improvements.

Key projects are identified on the adjacent map and listed below. Each project is in various stages of planning and conceptual design.

- **2nd Street Improvement Project**
- **6th Street Improvement Project**
- **11th Street Streetscape Project**
- **Embarcadero Enhancement Project**
- **Better Market Street Project**
- **Folsom/Howard Streetscape Project**
- **Townsend Bicycle Strategy Project**

For more information and links to project websites, please visit: sfmta.com/livablestreets
This project began with a transportation vision established by the diverse communities of San Francisco’s Eastern Neighborhoods. After a comprehensive planning process, safety and comfort improvements are coming soon to 7th Street and 8th Street through the near-term implementation and long-term streetscape projects.

### Near-Term Phase 1
- **Fall 2016**
  - Planning and design for near-term improvements on 7th and 8th Street between Market and Folsom
  - Outreach to community stakeholders and groups regarding transportation safety concerns and curb management
- **January 2017**
  - Ongoing community outreach
  - Refine conceptual design
  - Begin and complete construction of near-term improvements on 7th and 8th Street between Market and Folsom in approximately five months

### Near-Term Phase 2
- **May 2017**
  - Planning and design for near-term improvements on 7th and 8th Street between Folsom to Townsend
  - Outreach to community stakeholders and groups regarding transportation safety concerns and curb management
- **October 2017**
  - Ongoing community outreach
  - Refine conceptual design
  - Begin and complete construction of near-term improvements on 7th and 8th Street between Folsom and Townsend in approximately five months

### Evaluation
- **Mid 2018**
  - Evaluation of near-term measures to take course over a six-month period

### Long-Term Streetscape
- **Late 2018**
  - Design phase for the future streetscape project expected to begin
  - Long-term streetscape to include upgraded transit boarding islands, traffic islands, corner bulbouts, traffic signal timing modifications, and more complex measures
TRANSIT IMPROVEMENTS

The 7th and 8th Streets Safety Project includes improvements to the 19 Polk route to make it safer and quicker to travel through SOMA & Civic Center.

19 Polk Reroute and Stop Changes (Northbound only)
More direct routing saves time and improves safety by removing a difficult merge on 7th Street between Mission and Market.

- Stops removed: Market/Hyde, Larkin/Grove, Larkin/McAllister
- Stops added: McAllister/Hyde
- Stops moved farside of intersection: 7th/Mission, 7th/Market

Improving Safety and Travel Time
Currently, buses leaving the 7th/Mission bus stop conflict with vehicles turning right onto Mission, and must merge across four travel lanes (the dashed red arrow) in order to make a left turn onto Market.

Relocating the 7th/Mission bus stop across the street reduces conflicts with right-turning vehicles and the reroute allows buses to continue straight (solid blue arrow) in a new transit-only lane between Mission and Market.

For more information about the 19 Polk transit improvements, visit www.sfmta.com/7thand8th.
What are your loading and curb usage needs? (please let us know!)
What are your loading and curb usage needs? (please let us know!)

8th Street, Market to Folsom
# Curb Management Toolkit

## Need/Issue
- Double parking by delivery vehicles
- Businesses need freight loading/unloading access
- Double parking by short-term customers
- Shops need quick-stop parking (dry cleaning, coffee, ATM, etc.)
- Customers cannot find parking nearby
- Shops and restaurants need customer parking
- Double parking for drop-off and pick-up
- Businesses need patron drop-off/pick-up (theaters, day care centers, religious facilities, institutions/centers, etc.)
- Residents unable to find parking near residence
- Commuter drivers parking on residential blocks
- People with disabilities cannot find parking
- Need parking for people with disabilities
- Bicycles are locked to poles, trees, railings, etc.
- Customers who ride bikes need more official bike parking

## Management Tool

<table>
<thead>
<tr>
<th>Need/Issue</th>
<th>Management Tool</th>
<th>Options</th>
<th>Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Double parking by delivery vehicles</td>
<td>Yellow curb (commercial loading zone)</td>
<td>• Yellow curb (no meters)</td>
<td>Meters allow general meter parking after loading hours</td>
</tr>
<tr>
<td>Businesses need freight loading/unloading access</td>
<td></td>
<td>• Yellow-cap meters</td>
<td></td>
</tr>
<tr>
<td>Double parking by short-term customers</td>
<td>Green curb (10 minute limit)</td>
<td>• Green curb (no meters - 10 minute limit)</td>
<td></td>
</tr>
<tr>
<td>Shops need quick-stop parking (dry cleaning, coffee, ATM, etc.)</td>
<td></td>
<td>• Green meters (extends to 15-30 minute limit)</td>
<td></td>
</tr>
<tr>
<td>Customers cannot find parking nearby</td>
<td>Meters (generally 2 hour limit)</td>
<td>• Meters with demand-responsive pricing</td>
<td>Generally only operate Monday-Saturday 9 AM - 6 PM</td>
</tr>
<tr>
<td>Shops and restaurants need customer parking</td>
<td></td>
<td>• Can be overlaid with white zone or yellow zone for special use part of day</td>
<td></td>
</tr>
<tr>
<td>Double parking for drop-off and pick-up</td>
<td>White curb (passenger loading zone; 5-minute limit)</td>
<td>• White curb (no meters)</td>
<td>Typically operate during set times</td>
</tr>
<tr>
<td>Businesses need patron drop-off/pick-up (theaters, day care centers, religious facilities, institutions/centers, etc.)</td>
<td></td>
<td>• White curb with meters, can be overlaid with yellow zone and/or meters for special use for designated times</td>
<td>Used for general parking other times</td>
</tr>
<tr>
<td>Residents unable to find parking near residence</td>
<td>Residential Permit Parking (Area U for majority of project area)</td>
<td>• Expanded enforcement hours (e.g., Monday-Saturday)</td>
<td>Operates Monday-Friday 8 AM - 9 PM</td>
</tr>
<tr>
<td>Commuter drivers parking on residential blocks</td>
<td></td>
<td>• Flexible/reduced time limits (e.g., 1 hour for non-permitted vehicles)</td>
<td>2 hour limit for non-permitted vehicles</td>
</tr>
<tr>
<td>People with disabilities cannot find parking</td>
<td>Blue curb (Placed at curb ramps)</td>
<td>• Racks installed on sidewalks (typically 1-4 racks per location)</td>
<td>Blue curb regulations supersede other management tools</td>
</tr>
<tr>
<td>Need parking for people with disabilities</td>
<td></td>
<td>• Bike corrals installed in on-street parking lane (typically 8-12 racks per location)</td>
<td></td>
</tr>
<tr>
<td>Bicycles are locked to poles, trees, railings, etc.</td>
<td>Bike racks</td>
<td>• Bike corrals may fit in locations where on-street parking cannot</td>
<td></td>
</tr>
<tr>
<td>Customers who ride bikes need more official bike parking</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>