Welcome!

7th Street Safety Project
Public Hearing
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
» Evaluate changes and adjust project design, as needed
» Upgrading improvements as opportunities arise

Policy Background

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. The 2019 Vision Zero Action Strategy details a range of actions needed to achieve Vision Zero, including a focus on building safer streets.

SFMTA Quick Build Strategy

The 7th Street Safety Project is part of the SFMTA’s Quick Build Program, which seeks to streamline project delivery and installing critical safety improvements more quickly, especially at locations with a history of severe or fatal crashes. The core elements of a quick build project include:

» Uses low-cost and reversible materials (e.g., paint, posts and signs) that can be installed quickly without lengthy construction contracts
» Thorough evaluation and reporting, including user surveys and field observations to determine whether the project goals are met
» Iterative adjustment based on evaluation results to ensure the best possible final design

Community Vision, Recommendations, and Development Guidelines

» Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS)
» 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.
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%的嚴重和致命事故發生在13%的街道上。
- 都會交通委員會社區所關注的
  低收入社區、有色人種社區、老年人和依賴步行和公共交通作為主要交通方式的人。

0.95 公里
比例 1:50,054
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'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.

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JOIN THE MOVEMENT FOR SAFER STREETS

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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 (April 1, 2014 through March 31, 2019), there were 36 traffic crashes on 7th Street between Townsend Street and 16th Street that resulted in injuries. On April 16, 2019 another bicyclist suffered a severe injury at the intersection of 7th Street and Berry Street.

By primary collision factor:

- Auto Right-of-Way Violation: 10
- Unsafe Turn or Lane Change: 6
- Unsafe Speed: 4
- Pedestrian Right-of-Way Violation: 4
- Following Too Closely: 3
- Lane Straddling or Failure to Use Specified Lanes: 2
- Driving Under Influence: 2
- Opening Door on Traffic Side When Unsafe: 1
- Red Signal: 1
- Improper Passing: 1
- Illegal U-Turn: 1
- Wrong Side of Road: 1

By location and mode:

- By mode:
  - Driver - Driver: 16
  - Driver - Pedestrian: 3
  - Driver - Bicyclist: 12
  - Bicyclist - Bicyclist: 1
  - Driver - Other: 3

- By location:
  - Townsend: 3
  - Matblock: 2
  - King: 1
  - Mission Bay: 1
  - Irwin: 1
  - Hubbell: 1
  - Daggett: 1
  - 16th: 1
**PROPOSED CHANGES**

**TODAY’S DESIGN PROPOSAL**

- **Bicycling Improvements:** Installing protected bike lanes on 7th Street to provide a more safe and comfortable place for people traveling by bike.

- **Driving Improvements:** Reconfiguring the street to provide two consistent northbound vehicle travel lanes between Townsend and Irwin streets. One southbound lane is maintained.

- **Parking Changes:** Removing on-street parking on the west side of 7th Street between Townsend and 16th streets. This project removes 2 yellow spaces, 41 general meter spaces, and 12 unregulated spaces. Motorcycle parking is maintained. Parking removal on the east side of 7th Street between Townsend and 16th streets was approved by the SFMTA Board of Directors in December 2017, but was on hold due to construction in the area.

- **Pedestrian Upgrades:** Upgrading crosswalks to high-visibility continental markings.

**FUTURE OPPORTUNITIES**

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

  Certain intersections along 7th Street such northbound at Brannan Street and northbound at Mission Bay Drive may be upgraded to provide right-turning drivers and through bicyclists each their own signal phase.

- **Raised islands and 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 and beautify the street.

  Buffer locations along 7th Street such as between Townsend Street and King Street or Irwin Street and Daggett Street may be upgraded to landscaped medians.

Although signal timing changes, raised medians and landscaping are not being considered in today’s proposals, there may be opportunities to make these upgrades to 7th Street in the future.

sfmta.com/7thand8th
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.

Following the implementation of 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

Green Paint
Colored pavement increases the visibility of the bikeway and indicates to other road users where bicyclists may be expected.

Bike Boxes
Bike boxes provide a designated area to wait at signalized intersections that is visible to all road users.

Yield Markings & Intersection Sharrows
At intersections, yield “teeth” markings and intersection sharrows indicate to right-turning drivers that they must yield to oncoming bicyclists and pedestrians in the crosswalk.

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.
Many SoMa streets are being transformed to support the Central SoMa Plan and the city’s traffic safety goals. Project improvements may include reconfiguring the street, repaving, upgrades, to sidewalks and crosswalks, new protected bike lanes, bus stop improvements, and more.

The projects below are in various stages of planning, conceptual design and even construction.

For more information about the Central SoMa Plan, please visit sf-planning.org/central-soma-plan
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
- **Fall 2019 – Winter 2020:** Public Hearing
- **Winter 2020 – Spring 2020:** Construction
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 to (415) 646-4270

**Email** sustainable.streets@sfmta.com with subject line “Public Hearing: 7th Street”

**Fax** (415) 701-4737

### 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.
- **Today’s items can be approved by the City Traffic Engineer after the public hearing.**
- **California Environmental Quality Act (CEQA) Appeal Rights under Chapter 31 of the San Francisco Administrative Code:** For Approval Actions, the Planning Department has issued a CEQA exemption determination or negative declaration, which may be viewed online at http://www.sf-planning.org/index.aspx?page=3447. Following approval of the item by the City Traffic Engineer, any CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16, typically within 30 calendar days of the Approval Action. For more information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.
- **Whether the City Traffic Engineer’s decision is considered a Final SFMTA Decision is determined by Division II, Section 203 of the Transportation Code. If the City Traffic Engineer approves a parking or traffic modification, this decision is considered a Final SFMTA Decision. If a City Traffic Engineer disapproves a parking or traffic modification and a member of the public requests SFMTA review of that decision, the additional review shall be conducted pursuant to Division II, Section 203 of the Transportation Code. If the City Traffic Engineer’s decisions will be posted on [sfmta.com/7thand8th](http://sfmta.com/7thand8th).**