

Vision Zero Quick-Build Project Updates

January 2020



Recently Completed

Market Street

In January 2020, the Better Market Street project officially launched its quick-build phase to install safety and transit improvements. Quick-build elements include:

- Making Market Street car-free eastbound from 10th Street to Main Street and westbound from Steuart Street to Van Ness Avenue
- Peak hour loading restrictions
- Over 100 new cross-street passenger and commercial loading zones
- Intersection bicycle improvements
- Extending existing transit-only lanes
- Painted safety zones at eight intersections

Once car-free restrictions along sections of Market Street and surrounding streets went into effect, data from the Market Street bike counter totem poles showed volumes 20 percent higher on opening day compared to other days in January!

Over the next few months, SFMTA will continue to expand transit lanes, bicycle intersections, and other quick-build elements, such as implementing peak hour loading restrictions, extending existing transit-only lanes, installing painted safety zones, and changing nearby streets to improve safety and vehicle movement. These measures will reduce pedestrian conflicts with vehicles and contribute to the goal of revitalizing Market Street, the city’s busiest street for people walking, biking, and riding transit.

Design in Process

Evans Avenue / Hunters Point Boulevard / Innes Avenue & Williams Avenue

Bayview Quick-Build Transportation Projects is an effort to deliver transportation safety improvements to prioritized locations that were identified during the planning phase of the Bayview Community Based Transportation Plan (CBTP). SFMTA quick-build project teams are currently preparing designs with a goal of improving the safety of all roadway users by increasing pedestrian visibility and comfort at crossings and reducing vehicle speeds.



Next Up for Approval

The Embarcadero

In January 2020, the project team announced a proposal to advance a quick-build version of the two-way, water-side, on-street protected bikeway on The Embarcadero between Mission Street and Folsom Street, as well as paving and striping improvements to southbound Embarcadero. Pending approval by the Port of San Francisco, implementation could occur in late spring or early summer of 2020 while additional segments of The Embarcadero are considered for quick-build.



Design Spotlight: Boarding Islands

Transit boarding islands improve transit travel time by reducing the need for buses to pull in and out of curbside bus stops. They also prevent merging conflicts between buses and bicyclists near bus stops and improve pedestrian safety by shortening crossing distances. Similarly, passenger loading or school bus boarding islands also prevent merging conflicts at well-used pick-up and drop-off locations. These islands are not designed for use by municipal transit.

Project in Progress

Boarding islands are a critical design feature of an increasing number of quick-build projects, including the following:

- 5th Street
- Howard Street
- Townsend Street
- 7th Street
- Valencia Street

Design Considerations

- All boarding islands must be accessible to people with disabilities. New curb ramps may be constructed to ensure that the path of travel to access them are as well.
- The resulting roadway grade and geometry adjacent to boarding islands must allow water to drain into nearby catch basins. Accommodating for drainage may add additional scope and cost.
- The presence of utility lines or service covers requires further coordination efforts between the City and utility companies, potentially adding to overall timelines.

Evaluation Results



New transit boarding islands resulted in a 24 second travel time savings for the 19-Polk on southbound 8th Street between Market Street and Folsom Street.



No conflicts were observed at the school boarding islands on Valencia Street between Clinton Park and 14th Street, even with a higher number of pedestrians and bikes present.