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
- 7th Street
- Howard Street
- Valencia Street
- Townsend 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.

**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.

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.
Over 400 people attended the Valencia Bikeway Improvements Project Open House and Public Hearing in February to learn about and discuss the proposals for Valencia Street from 19th Street to Cesar Chavez. Community members submitted over 300 public comments and over 100 emails to provide their feedback. The final project proposals will be heard by the SFMTA Board of Directors for potential approval in Spring 2020.

### What’s New
To streamline the approvals process for individual quick-build projects, SFMTA staff are hosting public hearings in an open house format at locations proximate to the project corridor in lieu of a public meeting at City Hall. Hosting public hearings and open houses near project corridors improves accessibility and encourages more participation.

To make the streamlined public hearing even more accessible and productive, the SFMTA has also begun providing multilingual public hearing officers and print information about the public hearing process.

### How We’re Doing
Community members who attend on-site public hearings are encouraged to provide their feedback while learning about the project directly from team members, ensuring that the public comment process is not completely siloed and encouraging active discussion.

Since June 2019, the SFMTA has held open house events for four quick-build projects. The 7th Street Safety Project (Phase 2), 7th Street Safety Project (Phase 3), California Street Safety Project, Howard Street Quick-Build Project, and Valencia Bike Improvements (19th Street to Cesar Chavez) project each received between 30 and 360 comment cards.
On March 17, 2020, the SFMTA Board of Directors approved seven new corridors for quick-build implementation. The corridors are:

- Bayshore Boulevard between Oakdale Avenue and Industrial Street
- Evans Avenue between Cesar Chavez and Third Street
- Evans Avenue / Hunters Point Boulevard / Innes Avenue between Jennings Avenue and Arelious Walker
- Folsom Street between Second Street and Fifth Street
- Leavenworth Street between McAllister Street and Post Street
- Valencia Street between 15th Street and 19th Street
- Williams Avenue between Vesta Street and Third Street

Keep an eye out for additional updates from these projects as they move through the quick-build process.

Updates Regarding COVID-19

What We’re Doing
For the duration of the public health emergency related to COVID-19, the SFMTA is making important changes to key agency operations. Due to the shelter-in-place order in effect in San Francisco, all non-essential construction work is temporarily suspended. SFMTA staff may be working with limited capacity, restricted in their field operations, or functioning as Disaster Service Workers. However, staff are continuing to work to minimize disruption as much as possible.

- Public outreach is a key component of the quick-build program, and we are exploring innovative alternatives for collecting community feedback and ensuring that public input continues to be accessible.
- We are continuing design work for projects so that we can be prepared and ready to go when construction picks up again.
- Data collection for evaluation is temporarily suspended due to non-typical conditions, but data analysis continues to help inform our work as staff use this time to analyze post-implementation data and prepare post-implementation evaluations.

This is an evolving situation, and it is likely that projects may experience delays. We appreciate your patience and understanding during this time and will continue to provide updates. Thank you for your interest in the Vision Zero Quick-Build program.

Stay Connected
For additional questions about how the SFMTA is responding to COVID-19, the agency has created an up-to-date resource to help you keep up with changes that currently include:

- Modified Muni service
- Paratransit guidance
- Parking enforcement rules
- Parking garage operations that include some facility closures
- Temporary adjustments to SFMTA “Fines and Fees”

To get the most up to date information, please check our regularly updated webpage at SFMTA.com/COVID19. You can also view citywide updates at sf.gov/topics/coronavirus-covid-19.

New Quick-Build Corridors!
On March 17, 2020, the SFMTA Board of Directors approved seven new corridors for quick-build implementation. The corridors are:

- Bayshore Boulevard between Oakdale Avenue and Industrial Street
- Evans Avenue between Cesar Chavez and Third Street
- Evans Avenue / Hunters Point Boulevard / Innes Avenue between Jennings Avenue and Arelious Walker
- Folsom Street between Second Street and Fifth Street
- Leavenworth Street between McAllister Street and Post Street
- Valencia Street between 15th Street and 19th Street
- Williams Avenue between Vesta Street and Third Street

Keep an eye out for additional updates from these projects as they move through the quick-build process.

Townsend Street
The Townsend Corridor Improvement Project held its project opening ceremony on March 10, 2020 at the 4th and King Caltrain Plaza to celebrate the completion of a new block-long transit boarding island and sidewalk on Townsend Street between 4th and 5th streets, as well as a transit bulb, protected bike lanes, curb changes, bike signals, and other vital improvements to the safety and operation of this important street.

Mayor London Breed, SFMTA, SF Public Works, Walk San Francisco, San Francisco Bike Coalition, and many others joined to celebrate this significant milestone. The new improvements will benefit the thousands of people who typically access this regional transportation hub by a diverse mix of travel options.
Vision Zero Quick-Build Project Updates

April 2020

Design Spotlight: Bike Signals

Bicycle signals improve safety at signalized intersections by designating when bicyclists have right-of-way through an intersection, reducing the number of interactions between people in vehicles and people on bicycles. Bike signals visually indicate when bicyclists should enter the intersection and are paired with vehicle signals that direct turning drivers to either yield to bicyclists or to stop and wait until their designated time to enter the intersection.

Projects in Progress

Bike signals are a component of many quick-build projects, including the following:
- 5th Street
- 7th Street
- The Embarcadero
- Indiana Street
- Folsom Street
- Valencia Street

Design Considerations

- Introducing dedicated phases for bicycle movement to a signalized intersection requires reallocating time from other traffic movements, which may have cascading effects on nearby intersections.
- To install new bicycle signals, the underground electrical conduit system must have room to accommodate additional wires and existing poles must have space to mount more signal heads in positions that are clearly visible to approaching traffic. The act of installing new poles or upgrading underground conduits triggers further coordination with utility companies and other City departments, which adds to overall timelines.
- Mixing zones, where bicyclists and turning motorists merge in advance of the intersection, may be installed as an interim design to bike signals or where bike signals are not feasible in a quick-build project.

Evaluation Results

Interactions between people bike and people driving decreased by 89% at observed intersections after converting a mixing zone to a bicycle separated signal. Close calls were drastically reduced from 53 at observed mixing zones to 5 at the same locations, after upgrading to bicycle separated signals.

For the duration of the public health emergency related to COVID-19, SFMTA staff are continuing to advance quick-build projects and minimize disruption as much as possible. Staff may be working with limited capacity, restricted in their field operations, or functioning as Disaster Service Workers.

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Preparing for Implementation

Mission Street and Geneva Avenue

The Mission/Geneva Safety Project is a community project focused on improving safety for pedestrians, transit, and other road users in the business district of the Excelsior neighborhood, along Mission Street from Geneva Avenue to Trumbull Street and along Geneva Avenue from Mission Street to Prague Street. In advance of larger streetscape changes, the project will install quick-build improvements such as painted safety zones, daylighting, loading/parking changes, and transit stop changes. Staff are currently designing and preparing these measures to be installed in summer 2020.

California Street

Earlier this year, the California Street Quick-Build Project completed installation of several key safety improvements. Daylighting, updates to continental crosswalks, and other pavement markings were constructed between Arguello Boulevard and 18th Avenue.

These improvements create a safer environment for people of all ages along the project corridor, which sits on the Vision Zero High Injury Network. Later this year, the project will further improve safety by reconfiguring the roadway from four lanes to three to encourage travel at safer speeds.
Preparation for Implementation

The Embarcadero

In partnership with the Port of San Francisco, the SFMTA will begin construction of The Embarcadero Quick-Build projects in mid-June. These projects will change the way people travel on the waterfront and mark a pivotal starting point in creating a safer environment for all.

The Embarcadero Quick-Build projects will be built in three key areas:

• The Pier 35 Quick-Build between Bay and North Point streets will establish a new protected bikeway to reduce conflicts between bikes and passenger loading activities at the Pier 35 Cruise Terminal. The flexible design will also accommodate unique loading demands for cruise calls and other large-scale events that are major components of the Pier’s maritime activities.

• From Mission to Folsom streets, the Ferry Terminal Quick-Build will construct a water-side, two-way protected bikeway to improve safety for all users and enhance connections to the ferry terminal from the South of Market (SOMA) neighborhood. This two-way protected bikeway will be a preview of the Embarcadero Enhancement Project’s planned safety improvements for the remainder of the corridor.

• The Rincon Restaurant Zone, from Harrison Street to Folsom Street, will establish a protected bikeway for northbound bicyclists and expand capacity for commercial and passenger loading. Bicyclists will be able to travel seamlessly and safely into more areas of the City. The protected bikeway will also reduce potential conflicts between all forms of transportation on the Promenade.

For more information, visit sfmta.com/embarcadero.

Updates Regarding COVID-19

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A Year in Quick-Builds

San Francisco has a strong foundation of support for traffic safety through the city’s Transit First Policy, Vision Zero, and numerous other efforts. SFMTA’s Vision Zero Quick-Build Program furthers that commitment. Kickstarted in 2019, Mayor London Breed challenged the SFMTA to streamline and quicken the pace of project delivery for traffic safety improvements and to construct 20 miles of protected bikeways by 2021.

On June 4, 2019, the MTA Board of Directors officially approved transportation code amendments to support quick-build safety projects. Staff quickly mobilized to put increased emphasis on quick-build projects and fully invest in the program.

During its first year, the Vision Zero Quick-Build program:

• Completed 8 projects along high-injury corridors
• Installed 10 miles of quick-build improvements throughout the city

Currently, there are 18 projects in progress for 2020 and 2021 – ultimately, this will create over 50 miles of quick-build improvements across San Francisco.

As we celebrate our first year, we thank you for your continued support and interest in the program. We look forward to continuing the program’s success in 2020 and beyond.

Under Construction

7th Street

The 7th Street Safety Project (Phase 3) has started construction to complete traffic safety improvements for all road users along the corridor. This is an effort to install project elements approved in late 2019, including protected bikeways and parking & loading changes. This project was presented to the public as part of the District 6 Bicycle and Pedestrian Safety Open House in December.

Construction started this month and will be completed on a block-by-block basis, starting from Townsend Street at the southern end to Harrison Street at the northern end. The block from Harrison Street to Folsom Street is tentatively scheduled to start later in the summer and will be closely coordinated with adjacent institutions. Installation of transit boarding islands will also begin at a later date.

For more information about the project, including project visuals, visit sfmta.com/7th.

For the duration of the public health emergency related to COVID-19, SFMTA staff are continuing to advance quick-build projects and minimize disruption as much as possible. Staff may be working with limited capacity, restricted in their field operations, or functioning as Disaster Service Workers.

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Vision Zero Quick-Build Project Updates

June 2020

Under Construction

Per the City and County of San Francisco’s Public Health Order, essential infrastructure projects, including some of our quick-built, are able to continue construction work. The SFMTA continues to monitor projects as the situation develops.

California Street
Work has begun to transform the roadway from four lanes to three, including one lane in each direction and a flexible center turn lane. Other improvements such as daylighting, high-visibility crosswalks, and pavement marking will be installed as part of the project.

Townsend Street
Construction recently restarted to continue work between 3rd and 4th streets as well as 7th and 8th streets, which is focused on installing a transit boarding island for the Muni 19 and the 10 lines. Once completed, the new boarding island will reduce the need for buses to pull in and out of travel lanes, as well as provide additional protection to people biking.

The Embarcadero
Paving for construction has begun to take shape, on the block between Mission and Howard streets. New striping will be installed, and construction of the bikeway between Mission and Harrison streets will start next month.

Mission Street & Geneva Avenue
Muni bus zones at Mission Street & Persia Street and Geneva Avenue & Naples Street have been relocated in preparation for further construction. Incoming quick-build improvements include painted safety zones and curb management enhancements.

For more information, come check out each individual project’s page at sfmta.com/quickbuild.

Upcoming Events

Folsom Street
As the SFMTA resumes regular quick-build work in combination with responding to the COVID-19 emergency, we want to continue emphasizing public outreach as a key component of our projects. Given restrictions on large gatherings and meetings, we are exploring how to engage with communities in ways that still accessible and representative.

The Folsom Street Quick-Build Project, which spans from 2nd Street to 5th Street, will be piloting a new form of public hearing that takes place online. Using interactive features such as story maps and survey tools, members of the community will be able to access a virtual open house for the project.

For more updates, subscribe to the email list on the project website at www.sfmta.com/folsomquickbuild.

Design Spotlight: Two-Way Bikeways

Two-way bikeways provide physically separated spaces for people using bicycles to travel in both directions on one side of the road. Protected two-way bikeways dedicate space for bicyclists, improve perceived comfort, and reduce the risk of conflicts with vehicles.

Design Considerations

- Different kinds of barriers can be used to separate the bikeway from vehicle travel lanes. Physical barriers include concrete or safe-hit posts. Other barriers can be created via different means, such as moving the parking lane away from the curb to create space for the bikeway.
- Other safety elements may also be installed in tandem with protected bikeways, such as dashed markings, daylighting, protected corners, or bike signals. These components help separate vehicles and the two-way bike traffic.
- Pedestrian features can also be included with protected bikeways, such as raised crossings and railings.

Projects in Progress

This summer, we are installing a two-way protected bikeway along The Embarcadero waterfront, the 3rd Street bridge, and Beale Street.

Completed Projects

As part of the quick-build project on Indiana Street, we installed a two-way bikeway protected by safe-hit posts and paint. While evaluation is still ongoing, preliminary analysis shows that upon implementation, the number of bicyclists significantly increased during peak commute hours.
Vision Zero Quick-Build Project Updates

July 2020

Under Construction

Third Street Bridge
A new two-way protected bikeway will soon be installed on Third Street Bridge crossing Mission Creek, bridging the gap between the existing protected two-way bikeway on Terry Francois Boulevard to the San Francisco Bay Trail. During the rehabilitation work on the bridge, the SFMTA found a construction coordination opportunity to install quick-build improvements years in advance to fill a critical gap in the bikeway network.

Recently Completed

Misson Street & Geneva Avenue
The Mission-Geneva Safety Project recently wrapped up quick-build construction on both corridors to improve pedestrian safety, Muni reliability, and curbside loading in the business district of the Excelsior neighborhood. While detailed design of the larger capital project is underway, staff recently completed 20 new painted safety zones, as well as new loading zones, transit stop changes, and metered parking changes. The larger capital project includes new bulbouts, transit bulbs, transit boarding islands, and traffic signals in the future.

For more information, please visit the project webpage at www.sfmta.com/missongeneva.

California Street
Work to create a calmer California Street between Arguello Boulevard and 18th Avenue has been completed. SFMTA staff recently finished restriping the roadway from two narrow vehicle travel lanes in each direction to one lane in each direction with a flexible center turn lane. In combination with daylighting and high-visibility crosswalks at intersections, these changes will improve pedestrian and transit safety, increase transit reliability, and decrease traffic collisions. This design is safer for pedestrians to cross and allows for future pedestrian safety islands.

To learn more about this project, see the project webpage at www.sfmta.com/californiasafety.

Upcoming Events

Evans Avenue / Hunters Point Boulevard / Innes Avenue
The SFMTA has resumed quick-build activities during the ongoing COVID-19 emergency. Recognizing that community engagement is critical to advancing quick-build projects, staff are exploring ways to share project information and gather stakeholder feedback while restrictions on large gatherings and meetings are still in place.

One tool currently in development is a virtual open house webpage, which will have features like story maps and survey tools for visitors to interact with to learn more about the project and provide feedback on proposals for the corridor spanning from Middle Point Road to Donahue Street. Small, socially distant meetings may also be available upon request.

For more details, check out the project website at www.sfmta.com/bayviewquickbuild.

The Embarcadero
Construction of the Embarcadero Quick-Build Projects began in mid-June. Repaving of southbound Embarcadero between Mission and Howard was recently completed for a smoother ride, followed by new green paint and striping. Work on the northbound water side is still in progress, which will shortly result in a new two-way bikeway.

For updates, check out the project webpage at www.sfmta.com/embarcadero.