

# Vision Zero Quick-Build Project Updates

April 2022

## Recent Outreach



### Lake Merced Quick-Build Project

The Lake Merced Quick-Build Project proposes roadway reallocation and lane narrowing on segments of Lake Merced Boulevard from Skyline Boulevard to John Muir Drive, promoting traffic calming and allowing for multimodal street improvements.

On April 7th, in partnership with the office of District 7 Supervisor Myrna Melgar, the San Francisco Municipal Transportation Agency hosted a virtual Town Hall meeting. During this meeting, the Lake Merced Quick-Build project team went over proposed project designs, recorded community feedback, and answered project-related questions.

Following the meeting, the project team continued to collect feedback through a survey over a three-week period. The team will refine proposed designs based on survey responses and legislate the project by fall 2022.

To learn more about the project and to watch a recording of the meeting, please visit [SFMTA.com/LakeMercedQB](https://sfmta.com/LakeMercedQB).

### Battery/Sansome Quick-Build Project

The Battery/Sansome Quick-Build Project is an effort to create an improved bicycle network connection from the area north of the Financial District to Market Street, while enhancing pedestrian safety on both streets.

The project goals include:

- Providing an improved and protected north-south bicycle connection
- Improving safety for all who travel on Sansome and Battery streets
- Minimizing delay to transit
- Balancing and improving overall curb management

The project team launched a virtual open house on April 25th with the ongoing goal of sharing proposed designs and hearing community feedback. The online, interactive event is live for two weeks and will last until May 6, 2022. There is also a series of office hours where community members can talk to the project team in real time.

For more information about this event, please visit the project website or sign up for updates at [SFMTA.com/BatterySansomeQB](https://sfmta.com/BatterySansomeQB)

## Design Spotlight: Leading Pedestrian Intervals

Leading pedestrian intervals (LPIs) are also commonly known as a “pedestrian head start.” This is a type of traffic signal timing change that gives people the walk signal before vehicles are given a green light in the same direction.

This low-cost improvement allows pedestrians more time to cross the street and enhances the visibility of people crossing the street to other road users. Enhanced visibility of people crossing the street increases the likelihood of people who are driving to yield to people walking. LPIs also provide more time for people who may be slower to start walking in the intersection. Along with education and enforcement, LPIs are a tool used to advance Vision Zero, our city’s commitment to eliminate traffic deaths and serious injuries.



### Design Considerations

- An LPI requires providing a minimum of 3 seconds to a pedestrian signal before a green light turns on for other road users traveling in the same direction.
- LPIs are also compatible with other signal timing improvements such as increasing the crossing time at intersections from 3.5 feet per second to 3.0 feet per second at all crosswalks, thereby providing pedestrians with more time to cross the street.
- LPIs are utilized at intersections with heavy vehicle-turning movements that come into conflict with high volumes of people crossing the street.
- Since implementing LPIs only require signal timing alteration, LPIs typically are relatively low cost compared to other countermeasures.

### Evaluation Results

While it might not seem like a lot of time, even the few extra seconds that a head start gives to people walking before vehicles are allowed to move makes a substantial difference. According to a study published by the Transportation Research Board, LPIs can reduce pedestrian-vehicle collisions at improved intersections by as much as 60 percent.

In 2015, an LPI was installed at the intersection of Eddy Street and Mason Street, which previously had the city’s highest rate of left-turn pedestrian injury collisions from 2012 to 2015. For the eight months following installation, no pedestrian injuries involving left-turning drivers have been reported.

### Projects in Progress

- Battery Street & Sansome Street
- Evans Avenue





# Quick-Build Project Summary Table



Corridor	Scope	Next Milestone	Expected Completion
3rd Street (Berry to Terry Francois)	Protected bikeway		Completed 7/2020
3rd Street (Mission to Townsend)	Transit-only lane, painted safety zones, ped head start, transit stop changes in advance of larger project to install bulbouts		Completed 8/2020
5th Street (Market to Townsend)	Protected bikeways, bike signals, transit boarding islands in advance of larger project to install raised bikeways		Completed 3/2020
6th Street (Market to Folsom)	Lane reduction, painted safety zones, left turn restrictions in advance of larger project to install sidewalk widening and signals		Completed 9/2019
7th Street (Folsom to Townsend)	Protected bikeway, boarding islands, lane reduction, bike signals, curb management, transit stop changes		Completed 7/2020
7th Street (Townsend to 16th)	Protected bikeway		Completed 7/2019
Alemaný Boulevard (Stoneybrook to Putnam)	Protected bikeway		Completed 12/2020
Beale Street (Market to Natoma)	Protected bikeways, transit-only lane, curb management in advance of larger project to install sidewalk widening		Completed 12/2020
Brannan Street (Embarcadero to Division)	Bike lanes in advance of larger project to install sidewalk widening, raised bikeways, protected intersection		Completed 11/2019
California Street (Arguello to 18th)	Daylighting, advanced limit lines, crosswalk upgrades		Completed 7/2020
The Embarcadero (Bay to North Point, Mission to Harrison)	Protected bikeways, bike signals, repaving		Completed 12/2020
The Embarcadero (Mission to Broadway)	Protected bikeways		Completed 2/2022
Evans Avenue/Hunters Point Blvd/Innes Avenue (Jennings to Donahue)	Protected bikeways, pedestrian walkways, lane reduction, painted safety zones, crosswalk upgrades, transit boarding island		Completed 4/2021
Folsom Street (2nd to 5th)	Protected bikeways, lane reduction, daylighting, advanced limit lines, curb management		Completed 5/2021
Golden Gate Avenue (Market to Polk)	Protected bikeways, painted safety zones, curb management, active flex zone		Completed 5/2021
Howard Street (Embarcadero to 3rd)	Protected bikeway, transit boarding islands, lane reduction, curb management		Completed 12/2020
Howard Street (3rd to 6th)	Protected bikeways, curb management		Completed 4/2019
Indiana Street (24th to Cesar Chavez)	Protected bikeways, traffic calming, painted safety zones		Completed 11/2019
Leavenworth Street (McAllister to Post)	Lane reduction, painted safety zones, curb management, signal timing changes, active flex zone		Completed 6/2021
Market Street (Octavia to Steuart)	Car-free street, transit-only lane, bike improvements, curb management in advance of larger project to install raised bikeways, sidewalk widening		Completed 1/2020
Mission Street (Trumbull to Geneva) Geneva Avenue (Mission to Prague)	Daylighting, painted safety zones, curb management, transit stop changes		Completed 7/2020
South Van Ness Avenue (13th to Cesar Chavez)	Lane reduction, curb management, signal timing changes		Completed 1/2022
Taylor Street (Market to Sutter)	Lane reduction, painted safety zones, protected left turn, left turn restriction in advance of larger project to install sidewalk widening		Completed 6/2019
Terry Francois Boulevard (Mariposa to Mission Bay)	Protected bikeways, curb management		Completed 8/2019
Townsend Street (3rd to 8th)	Protected bikeways, pedestrian walkways, transit boarding islands, transit stop changes		Completed 9/2020
Williams Avenue (3rd to Vesta/Phelps)	Lane reduction, bus zone upgrade, crosswalk upgrade, daylighting, painted safety zones, speed cushions		Completed 10/2021
Under Construction			
Evans Avenue (Cesar Chavez to 3rd)	Signal timing changes, lane reduction, transit boarding islands, daylighting	Begin construction	Summer 2022
Design in Process			
Battery/Sansome (Market to Broadway)	Protected bikeway, curb management	Ongoing outreach and design	2022
Bayshore Boulevard (Oakdale to Industrial)	Protected bikeways, curb management	Ongoing outreach and design	2022
Jones Street (O’Farrell to Golden Gate)	Lane reduction, daylighting, painted safety zones, curb management, signal timing changes	Upcoming project approvals	2022
Lake Merced Boulevard (Skyline to John Muir)	Protected bikeways, crosswalk upgrades, lane reduction	Ongoing outreach and scope development	2022
Valencia Street (19th to Cesar Chavez)	Design scope in development	Ongoing outreach and scope development	
Valencia Street (15th to 19th)	Design scope in development	Ongoing outreach and scope development	