

Vision Zero Quick-Build Project Updates



January 2022

Under Construction

Central Embarcadero Quick-Build Project

The Central Embarcadero Quick-Build Project began construction last month with the installation of bike signals along The Embarcadero and side street changes, including a new parking-protected bikeway on Washington Street. Construction continues this month along The Embarcadero between Mission Street and Broadway. The project's key changes include an extension of the two-way protected bikeway between Harrison and Mission, reducing the northbound travel lanes to two, and modifications to loading zones, parking lots, and bus stops in the Ferry Building area.

This quick-build was created to allow the City's values regarding transportation and safety to evolve and change as the Embarcadero does. The Central Embarcadero Quick-Build Project falls within the larger Embarcadero Enhancement Program which focuses on safety, connectivity, access, economic recovery, and mobility along the Embarcadero promenade.

For more information and to sign up for project updates, please visit [SFMTA.com/Embarcadero](https://www.sfmta.com/Embarcadero).



Recently Completed



South Van Ness Quick-Build Project

SFMTA crews completed construction of the South Van Ness Quick-Build Project this month. To encourage travel at safer speeds within the project area and increase overall safety for people walking and driving, SFMTA implemented a new traffic lane reduction (also known as a road diet), left turn pockets at intersections, and center two-way left turn lane.

New adjustments in traffic signal timing were also made to provide for safer and steadier traffic flow. Before the quick-build was implemented, South Van Ness Avenue was a four-lane undivided roadway.

For more information about this project, please visit [SFMTA.com/SVanNessQuickBuild](https://www.sfmta.com/SVanNessQuickBuild).

Design Spotlight: Continental Crosswalks

Continental crosswalks, or high-visibility crosswalks, are painted longitudinal stripes that indicate where pedestrians will walk across the road. They provide other road users with a highly visible cue of where to expect pedestrians.

Design Considerations

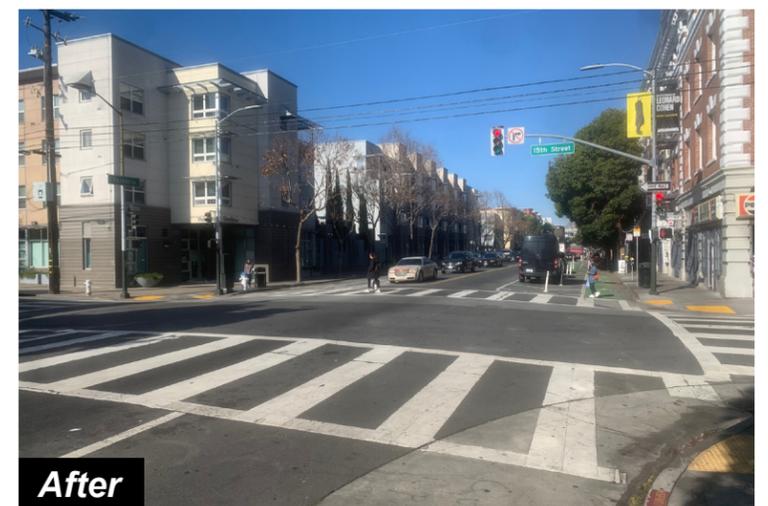
- Continental crosswalks are the current standard in San Francisco. They consist of wide white stripes which run parallel to the curb. Compared to two thin transverse lines the width of the street, continental crosswalks have a bolder look. In California, crosswalks near kindergarten through 12th grade schools must be painted yellow. All crosswalks at the same intersection must be painted the same color.
- Continental crosswalks can be further enhanced with additional safety improvements such as signage, advanced yield markings, flashing beacons, curb extensions, signals, and more, given the particular context.

Evaluation Results

Studies for the Federal Highway Administration have found that high-visibility crosswalks are more visible to approaching motorists and lead to an increase in driver yielding. In San Francisco, researchers studied the effect of switching from transverse lines to continental markings and saw a decrease in collisions at intersections with continental crosswalks compared to intersections that did not have them. Due to its effectiveness, continental markings are thus recommended in place of transverse lines.

Projects in Progress

SFMTA aims to upgrade all marked crosswalks in San Francisco to the high-visibility continental marking pattern. By 2024, all crosswalks on the Vision Zero High Injury Network will be upgraded to continental crosswalks.



Vision Zero Quick-Build Project Updates

February 2022

Coming Soon



Evans Avenue Quick-Build Project

The main goal of the Evans Avenue Quick-Build Project is to improve traffic safety conditions and comfort for all who travel along Evans Avenue between Cesar Chavez and 3rd Street.

An open house event was held in October 2021 to showcase potential changes and solicit feedback on design options. The project team also attended in-person community events, spoke with businesses along the corridor, and met with community groups to ensure proposed changes meet the unique needs of the community. Through a combination of in-person comments and surveys, the project team found that 60 percent of respondents indicated that Evans Avenue is somewhat unsafe or very unsafe. Top comments include a desire for pedestrian improvements, more bicycle facilities, and reliable transit.

The survey also included three proposed design alternatives to help address traffic safety on this street. The option that includes a vehicle travel lane reduction in each direction, generally a westbound parking-protected bike lane, and generally an eastbound buffered bike lane was favored by 58 percent of respondents. Based on community preferences, the project team will be seeking project approvals for this design from the SFMTA Board of Directors next month.

For more information about this upcoming meeting and public hearing, please visit the project website or sign up for updates at SFMTA.com/EvansQuickBuild.



Jones Street Quick-Build Project

The Jones Street Quick-Build Project is focused on Jones Street between Golden Gate Avenue and O'Farrell Street. In the first year of the COVID-19 pandemic, one car travel lane and on-street parking were converted to a physical distancing lane to increase walking space for essential travel and services. The following year, the SFMTA made physical paint changes to maintain the lane removal and restored parking. The current Jones Street Quick-Build Project is looking into more quick-build treatments to bolster traffic safety along this corridor.

Over the past several months project staff have connected with over 300 community stakeholders in the Tenderloin via virtual community discussions, door-to-door outreach, and surveying to better understand community preferences and priorities. Starting next month, the project team will host a virtual open house where the public can learn more about the project's background, timeline and proposed quick-build designs.

The virtual open house will be available in multiple languages and can be accessed at any time beginning March 28 and will be "live" through April 15, 2022. There will also be an in-person opportunity to learn more about potential changes and provide feedback at the upcoming Tenderloin Sunday Streets event on April 10 from 12:30 PM to 4 PM.

Stay tuned for more by visiting SFMTA.com/JonesQuickBuild.

Next Quick-Builds

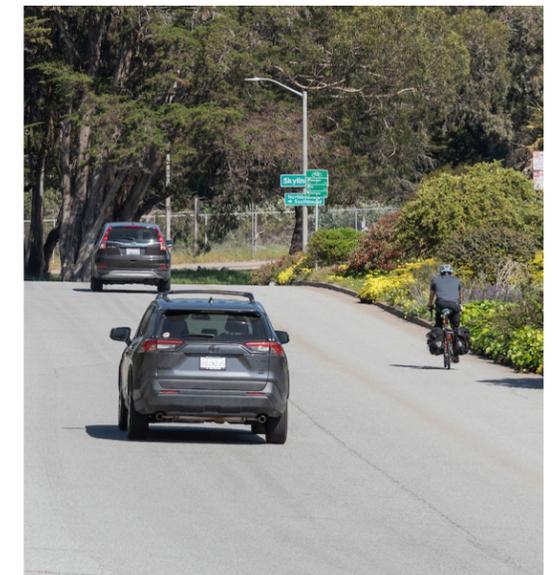
Since the SFMTA introduced the Vision Zero Quick-Build Program in 2019, over 25 projects have been completed. The SFMTA is aiming to scale up quick-build treatments across the high-injury network in the next several years, and we're excited to move closer toward it with additional quick-build projects.

The projects at the following locations will meet a variety of needs: community requests for safety improvements, important connections for our city's active transportation network, and responses to known safety issues. Quick-builds are intended to be flexible and nimble—and the range of upcoming projects show how responsive this program can be to safety needs across San Francisco.

Upcoming Quick-Build Locations

The SFMTA expects to install quick-build improvements at the following locations:

- Lake Merced Boulevard, Skyline Boulevard to John Muir Drive
- Hyde Street, Market Street to Geary Street
- 17th Street, Potrero Avenue to Pennsylvania Avenue
- Oak Street, Shrader Street to Baker Street
- Alemany Boulevard, Congdon Street to Ellsworth Street
- Lincoln Way, 22nd Avenue to Arguello Boulevard
- Sutter Street, Market Street to Polk Street
- Franklin Street, Broadway to Lombard Street
- Frida Kahlo Way/Ocean Avenue/Geneva Avenue
- 3rd Street, Bay Trail to Townsend Street & Townsend Street, 3rd Street to The Embarcadero



Vision Zero Quick-Build Project Updates

March 2022

Upcoming Outreach



Jones Street Quick-Build Project

The Jones Street Quick-Build Project builds off COVID-19 response work completed in 2020 and 2021 by pursuing additional quick-build improvements to address existing traffic safety issues impacting those who travel along Jones Street.

A virtual open house launched on March 28, 2022 and will run through April 15, 2022. During this three-week period, visitors can visit an interactive, online event webpage to learn more about the project. Information shared includes project background, timeline, and proposed quick-build design options for transforming Jones Street to a more safe and comfortable place to travel. In addition, project staff are excited to be tabling at the first Sunday Streets event of the season on April 10, 2022. Come by the outdoor outreach table on Golden Gate Avenue between Leavenworth Street and Jones Street to review proposals and chat with staff in person!

Access the virtual open house webpage at [SFMTA.com/JonesQuickBuild](https://sfmta.com/JonesQuickBuild).



Lake Merced Quick-Build Project

The Lake Merced Quick-Build Project is an effort to make bicycle, pedestrian, transit, and traffic calming safety improvements along Lake Merced Boulevard between Skyline Boulevard and John Muir Drive. Proposed designs are based on community priorities outlined in the Lake Merced Pedestrian Community-Based Transportation Plan and build upon the Lake Merced Bikeway Feasibility Study.

In partnership with the Office of District 7 Supervisor Myrna Melgar, the project team will host a Town Hall meeting on April 7, 2022 from 6:00 to 8:00 PM to showcase proposed designs, collect feedback, and answer any project-related questions.

In addition to the meeting, a virtual handout will be available for viewing in more detail. This is an interactive webpage that contains information about project background, goals, and potential designs. Furthermore, we welcome you to provide feedback through an online survey, which will be open from April 7 through April 29, 2022.

Learn more about the Town Hall, virtual handout, and survey at [SFMTA.com/LakeMercedQB](https://sfmta.com/LakeMercedQB).



Battery/Sansome Quick-Build Project

The Battery/Sansome Quick-Build Project aims to create an improved bike connection to and from the Financial District while increasing pedestrian safety along both corridors. This project builds off the prior safety improvements made on the northern sections of the corridors through the Sansome Battery Connections Project by extending safety installations further south to Market Street.

The project team is currently preparing for a virtual open house event in April 2022 to share proposed designs. For more information about this upcoming event, please visit the project website or sign up for updates at [SFMTA.com/BatterySansomeQB](https://sfmta.com/BatterySansomeQB).



Recently Approved

The Evans Avenue Quick-Build Project was recently approved by the SFMTA Board of Directors this month. Following project approvals, the project team is preparing for construction, anticipated to begin late spring in coordination with ongoing repaving of several blocks of Evans Avenue.

Upon completion, Evans Avenue will feature new bicycle facilities, painted safety zones, red visibility zones, advanced stop lines, signal timing changes, and more.

Stay tuned for construction updates at [SFMTA.com/EvansQuickBuild](https://sfmta.com/EvansQuickBuild).



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.



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

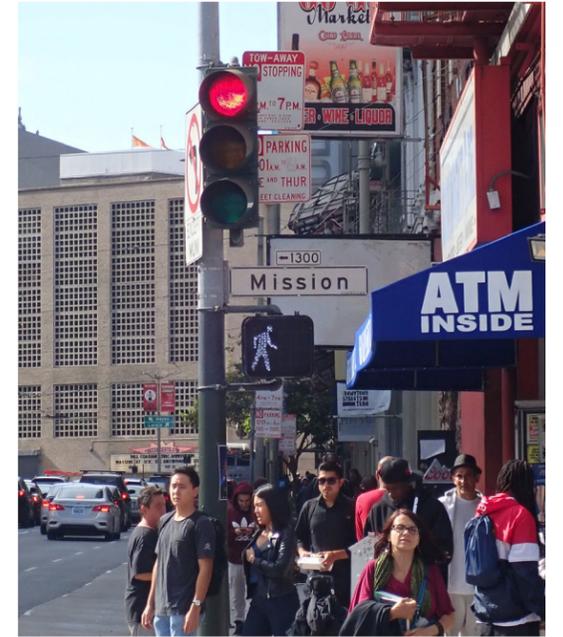
The project team launched a virtual open house on April 25th with the ongoing goal of sharing proposed designs and hearing community feedback. The online, interactive event is live for two weeks and will last until May 6, 2022. There is also a series of office hours where community members can talk to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

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

Vision Zero Quick-Build Project Updates



May 2022

Throughout May, San Francisco celebrated Bike Month! As San Franciscans took to the streets on two wheels, our team continued our progress toward making cycling safe, comfortable, and fun for all. Read through to learn about some of our completed and ongoing Vision Zero Quick-Build projects.

Completed Projects



5th Street Improvement Project

The 5th Street Improvement Project is an effort to address the future transportation demands of the SoMa neighborhood as it evolves, balance safety and reliability improvements for all forms of transportation, and make 5th Street more livable and inviting for all.

The quick-build phase of this project, which was completed last year, brought several near-term improvements to the corridor, including protected bike facilities and signal upgrades for safer intersections.

Now, the longer-term phase—the 5th Street Improvement Project—is underway. Already, in collaboration with the 5M development group, the SFMTA installed a protected intersection design at the intersection of 5th Street and Howard Street. This upgrade uses concrete medians to separate moving traffic from people biking, slow down turning vehicles, and provide a refuge for people crossing the street on foot. More concrete installments like raised crosswalks, buffers, and sidewalk widening will be installed as the project progresses.

For more information about the 5th Street Improvement Project, please visit the project website at [SFMTA.com/5thStreet](https://sfmta.com/5thStreet).



Active Beale Street

In 2020, the SFMTA implemented street improvements to Beale Street between Market Street and Natoma Street. New improvements include a two-way protected bikeway and loading zones, as well as a transit-only lane to connect five Muni and three Golden Gate Transit lines to the Transbay Transit center.

The Active Beale Project is part of a neighborhood-wide community planning initiative called the South Downtown Design + Activation (SODA) Plan. These quick-build changes were installed in advance of larger capital improvements coming to the East Cut neighborhood in phases. The future Beale Street will feature upgrades to the two-way bikeway such as concrete protection, improved signals, and an extension to at least Folsom Street, along with additional landscaping and widened sidewalks along the street.

To learn more about the Active Beale Street, please visit [SFMTA.com/ActiveBeale](https://sfmta.com/ActiveBeale).

Upcoming Projects

Bayshore Boulevard Quick-Build Project

The Bayshore Boulevard Quick-Build Project is an effort to improve safety along the north-south corridor, extending from Jerrold Avenue to Silver Avenue. To ensure the project will meet community needs, the SFMTA project team has conducted extensive outreach over the past month to gather input. The team went door-to-door delivering design option sheets and surveys to residents in the area, and spent the day at Sunday Streets in the Bayview talking to community members about the project. Additionally, the survey—which closes May 31—was advertised in language in three newspapers—El Tecolote, Sing Tao, and World Journal, and publicized online. Over 800 community members responded to the survey to shape the future of Bayshore Boulevard.

To learn more about the Bayshore Boulevard Quick-Build Project, visit [SFMTA.com/BayshoreQuickBuild](https://sfmta.com/BayshoreQuickBuild).

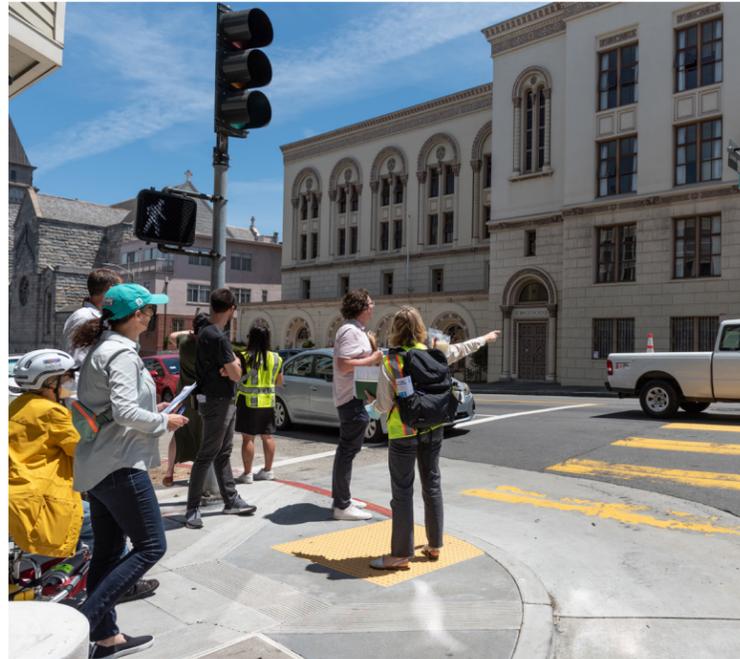


Vision Zero Quick-Build Project Updates



June 2022

Planning In Progress



Franklin Street Quick-Build Project

Franklin Street is a north-south roadway that extends from Market Street to Fort Mason. From 2017 and 2021, 38 collisions occurred on Franklin Street between Broadway and Lombard Street. The Franklin Street Quick-Build Project seeks to create a safer experience for all roadway users, improve pedestrian safety and visibility, and prevent more collisions from occurring in this heavily residential neighborhood segment.

Last month, the project team went on a walking tour with members the community, including residents of the neighborhood and surrounding area, Sherman Elementary School, and Walk San Francisco. The goal of the walking tour was to travel along the project area and highlight points of concern to make sure the needs of local stakeholders are addressed in ways that community members would want as the project team moves forward with developing design plans.

With outreach underway, the project team will continue reaching out to stakeholders and aim to have a proposed design drafted this summer.

To learn more about the Franklin Quick-Build Project, visit [SFMTA.com/FranklinQB](https://www.sfmta.com/franklinqb).

Valencia Bikeway Improvements Project

Valencia Street is a dynamic commercial corridor with a diverse set of businesses. Valencia Street also serves as a major north-south bike route for those who live, work, visit and travel through the area. Over the course of the last two years Valencia Street has transitioned to allow for the revitalization of its local economy through Shared Spaces.

Back in spring 2021, the project team awaited a more formalized Shared Spaces program to help inform how the project should advance. The introduction of new Shared Spaces and parklets added additional complexity to the original parking-protected bikeway proposal. It has become abundantly clear that Shared Spaces will remain a significant part of Valencia's future, but they need to be accounted for in the roadway designs and don't supersede the need for protected bike lanes.

The SFMTA is committed to installing protected bikeways on Valencia Street and is thus resuming design efforts. The project team is also currently working on designs for better allocation of curb space and installing pedestrian improvements along Valencia Street.

For more about the Valencia Bikeway Improvements Project and to sign up for updates, visit [SFMTA.com/ValenciaBikeway](https://www.sfmta.com/valenciabikeway).



Coming Soon



Jones Street Quick-Build Project

The Jones Street Quick-Build Project is a continuation of the Tenderloin COVID-19 Emergency Streets effort to enable physical distancing, expand walking space, and respond to emerging community needs. Several changes were made to the area in 2020 and 2021, including converting one vehicle travel lane and on-street parking to additional walking space for physical distancing.

The concrete barrier or "k-rail" and flexible posts have since been removed due to quality of life and safety concerns. City crews have also re-striped Jones Street and installed two travel lanes with painted buffers between moving traffic and on-street parking. In order to maintain the road diet improvement after emergency declarations are lifted, the SFMTA initiated a quick-build project to conduct public outreach and provide an opportunity to develop street designs to further address specific safety concerns voiced by the community.

Public hearing for Jones Street changes took place on June 3rd and the road diet has been approved. In response to public feedback, the project team also added new color curb and painted safety zones, which are expected to be installed this summer.

For more information about the Jones Street Quick-Build Project, please visit [SFMTA.com/JonesQuickBuild](https://www.sfmta.com/jonesquickbuild).

Vision Zero Quick-Build Project Updates

July 2022

Planning In Process



Hyde Street Quick-Build Project

The Hyde Street Quick-Build Project aims to answer the demand for increased traffic safety in the Tenderloin neighborhood. Since 2019, four quick-build projects have been completed in the Tenderloin, which includes improvements on Taylor Street, Leavenworth Street, Golden Gate Avenue, and Jones Street (Tenderloin COVID-19 Emergency Streets to Quick-Build Project).

The Hyde Street Quick-Build will build off these previous projects and consider prior community feedback while also focusing on new outreach, as community safety needs are always evolving. The project team is partnering with community-based groups to help gather feedback and co-create a plan.

The current timeline aims to continue planning and outreach activities throughout the remainder of summer and fall 2022, form a detailed design and gather approvals by winter 2022 into early 2023, and begin construction in spring 2023.

Please visit [SFMTA.com/HydeQuickBuild](https://www.sfmta.com/HydeQuickBuild) for more information.



17th Street Quick-Build Project

The 17th Street Quick-Build Project aims to address safety concerns on 17th Street between Potrero and Pennsylvania Avenues. This key corridor, as part of San Francisco's bikeway network, links neighborhoods like Dogpatch and Mission Bay with Mission and Lower Haight. The project, which is located on San Francisco's Vision Zero High Injury Network (HIN), may include new roadway striping, crosswalk upgrades, reallocation of curb space, adaptive curb management, and more. Overall, improvements will support the City's Vision Zero goal of eliminating traffic collisions and deaths.

The team has been working on fully understanding the current conditions in the corridor and initial outreach for the project has begun. This outreach prioritizes meeting with key internal and external stakeholders as well as advocates. As part of the outreach, roadway user perspectives, neighborhood needs, and bicyclist and pedestrian safety are being prioritized.

The project is currently under the planning and preliminary engineering stages, with alternatives design, outreach, and public review of alternatives planned for fall 2022. The project will target spring 2023 for design approval and construction

Vision Zero Quick-Build Project Updates

August 2022

Under Construction

Evans Avenue Quick-Build Project

Construction of the Evans Avenue Quick-Build Project began this month! This project is an effort to install quick-build safety improvements for people walking, biking, using transit and driving on the corridor between 3rd Street and Cesar Chavez.

Construction consists of restriping the roadway following San Francisco Public Works repaving, which includes a protected bikeway and road diet. A modified design will be installed temporarily around the Evans Avenue and Rankin Street intersection while SFMTA staff secure a permit for changes to the railroad crossing east of Rankin Street. Finishing touches of green paint and delineators will be installed in the next few weeks, with new curb ramps and traffic calming modifications coming later this year pending weather and staff availability. We appreciate your patience throughout the construction period.

For more information about this project, please visit [SFMTA.com/EvansQuickBuild](https://www.sfmta.com/EvansQuickBuild).



Upcoming Events



Valencia Bikeway Improvements

Coming up soon! This fall, the Valencia Bikeway Improvements project will be hosting an open house to share initial design concepts for the corridor. Valencia Street is a vibrant commercial corridor with a diverse array of restaurants, bars, shops, and services. Over the course of the pandemic, parklets and new outdoor seating arrangements—along with increased demand for delivery and drop-off services—have brought vital support for businesses, while adding to the complexity of the street. The Valencia Bikeway Improvements project will introduce an 18-month pilot on Mid-Valencia Street from 15th Street to 24th Street to improve traffic safety while supporting the diverse needs and uses along the corridor.

The open house will be scheduled soon. Sign up for updates to be notified of the date at [SFMTA.com/ValenciaBikeway](https://www.sfmta.com/ValenciaBikeway).

Battery/Sansome Quick-Build Projects

The Battery/Sansome Quick-Build project aims to bring a much-needed protected bikeway connection, along with pedestrian improvements, to the Financial District and Barbary Coast neighborhoods. While Battery Street and Sansome Street are currently on San Francisco's bike network, high traffic volumes can make them stressful to navigate. This project proposes a two-way protected bike lane on Battery Street and pedestrian safety improvements like daylighting and advanced limit lines and traffic calming elements for both corridors.

On September 6, the project team will present the proposed design to the SFMTA Board of Directors for final approvals. Find out more about the project and the opportunity to make a comment on the design at [SFMTA.com/BatterySansomeQB](https://www.sfmta.com/BatterySansomeQB).