



# Memorandum

**Date:** October 25, 2018  
**To:** Transportation Authority Board  
**From:** Jeff Hobson – Deputy Director for Planning  
**Subject:** 10/31/18 Vision Zero Committee Meeting: SoMa Ramp Intersection Safety Study Phase 2 Update

<p><b>RECOMMENDATION</b>    <input checked="" type="checkbox"/> <b>Information</b>    <input type="checkbox"/> <b>Action</b></p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>The second phase of the SoMa Ramp Intersection Safety Study addresses safety issues at ten intersections in the South of Market (SoMa) neighborhood where freeway ramps intersect city streets. The study, led by the Transportation Authority, is funded through a Caltrans Planning Grant and Prop K sales tax. The project team has completed a collision analysis and is now incorporating public feedback on draft design concepts. The proposals include pedestrian bulb-outs, signal upgrades, reopened crosswalks, bicycle lanes, traffic lane reductions, improved lighting, new wayfinding signage, and other safety upgrades. The team is refining and analyzing the draft proposals before developing cost estimates and funding and implementation plans.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other: _____</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

**DISCUSSION**

**Background.**

To improve safety at intersections in the SoMa neighborhood where freeway ramps meet city streets, the Transportation Authority is working closely with SFMTA to recommend improvements at these intersections that would help meet the city’s Vision Zero traffic safety goal. The first phase of this effort, funded by the Prop K Neighborhood Transportation Improvement Program (NTIP) and completed in early 2018, recommended upgrades to five study intersections. We are pleased to report that the San Francisco Municipal Transportation Agency (SFMTA) has included implementation of those improvements in its Capital Improvement Program for Fiscal Years 2019 to 2023. This second phase aims to recommend safety and accessibility improvements at ten additional freeway ramp intersections in SoMa.

**Study Goals and Methodology.**

The primary goals of this study are to improve safety and access for all users, especially for the most vulnerable users, including pedestrians, bicyclists, and people with disabilities. Secondary goals include improving transportation circulation, accommodating planned neighborhood growth, supporting

## Agenda Item 8

other planned transportation projects, and developing recommendations that are feasible to implement within as short a timeframe as possible.

The project team, comprised of Transportation Authority and SFMTA staff, selected ten freeway ramp intersections in SoMa to study based on the following factors:

1. Traffic collisions: The project team compared the number of traffic collisions at SoMa ramp intersections from 2012 to 2016, including those with and without fatalities and injuries;
2. Planned and future projects: The project team selected intersections that are not already part of other safety projects or studies; and
3. Proactive approach: The project team assessed each ramp intersection to determine if the intersection can be improved.

The selected ten intersections are shown below.



● STUDY INTERSECTION

— FREEWAY RAMP

1. Mission, Otis, Duboce, & 13th streets (U.S. 101 NB off-ramp)
2. South Van Ness Avenue & 13th Street (U.S. 101 SB on-ramp)
3. 8th Street between Bryant & Harrison streets (I-80 WB off-ramp)
4. 8th Street & Bryant Street (I-80 WB off-ramp)
5. 7th Street & Harrison Street (I-80 WB on-ramp)
6. 7th Street between Bryant & Harrison streets (I-80 EB off-ramp)
7. 7th Street & Bryant Street (I-80 EB off-ramp)
8. 6th Street & Brannan Street (I-280 NB off-ramp, I-280 SB on-ramp)
9. Fremont Street between Howard & Folsom streets (I-80 WB off-ramp)
10. Essex Street and Harrison Street (I-80 EB on-ramp)

At each selected intersection, the project team analyzed collision reports to identify collision causes and patterns, and to inform potential design treatments.

### Proposed Improvements.

The project team developed a set of proposed improvements at each intersection based on the collision analysis, identification of opportunities to improve accessibility for all users, and two rounds

## Agenda Item 8

of public outreach. The proposed improvement concepts, shown for each intersection in Attachment 1, include:

- Sidewalk extensions (bulb-outs) to reduce turning speeds and shorten pedestrian crossings;
- Signal upgrades to improve visibility, add exclusive turn phases where needed, add pedestrian beacon signs where applicable, and add leading pedestrian intervals;
- New crosswalks where they are currently missing;
- New wayfinding signage to reduce confusion and weaving;
- Improved lighting, particularly under freeway viaducts;
- New protected bicycle lanes on key routes; and
- Reductions in the number of traffic lanes in some locations to calm traffic and provide space for other safety treatments.

### **Public Outreach.**

The project team has conducted two rounds of outreach to learn about different transportation users' experiences and solicit feedback about the draft improvement recommendations. The first round of outreach was conducted in spring 2018, before proposals were developed, in order to learn about users' experience at the study intersections and their ideas to improve those intersections. The project team contacted over 70 neighborhood groups, advocacy organizations, partner agencies, and employers. In addition, notification included a mailer to addresses near the intersections, tabling on the street, emails, and a social media campaign. The project team solicited input through individual stakeholder meetings and a survey, which received over 800 responses. The survey, mailer, and social media ads were provided in English, Chinese, Filipino, and Spanish. During this round of outreach, stakeholders identified issues including traffic signal visibility, pedestrian and bicycle visibility and infrastructure, vehicle weaving, high-speed turning movements, and a lack of pedestrian crosswalks at some intersections. The project team incorporated this feedback into draft improvement recommendations.

The second round of outreach, conducted this summer, included an open house to present and to solicit feedback on the draft design proposals. The open house was advertised via multilingual posters, tabling on the street with multilingual handouts, email, and social media. Translation services were provided at the open house. The project team also presented the designs and gathered feedback at SoMa Sunday Streets and met with interested stakeholder groups. To date, the draft proposals have received generally positive feedback, but stakeholders also suggested a number of ideas to further refine the designs.

### **Next Steps.**

The project team is now refining the improvement plans based on stakeholder feedback and conducting traffic analysis at specific intersections to evaluate potential impacts of the proposed improvement ideas. Next steps also include working with partner agencies and stakeholders to develop cost estimates, identify funding sources, and develop implementation plan for the improvements. The project team plans to share the refined set of improvement recommendations and analysis results later this year.

### **FINANCIAL IMPACT**

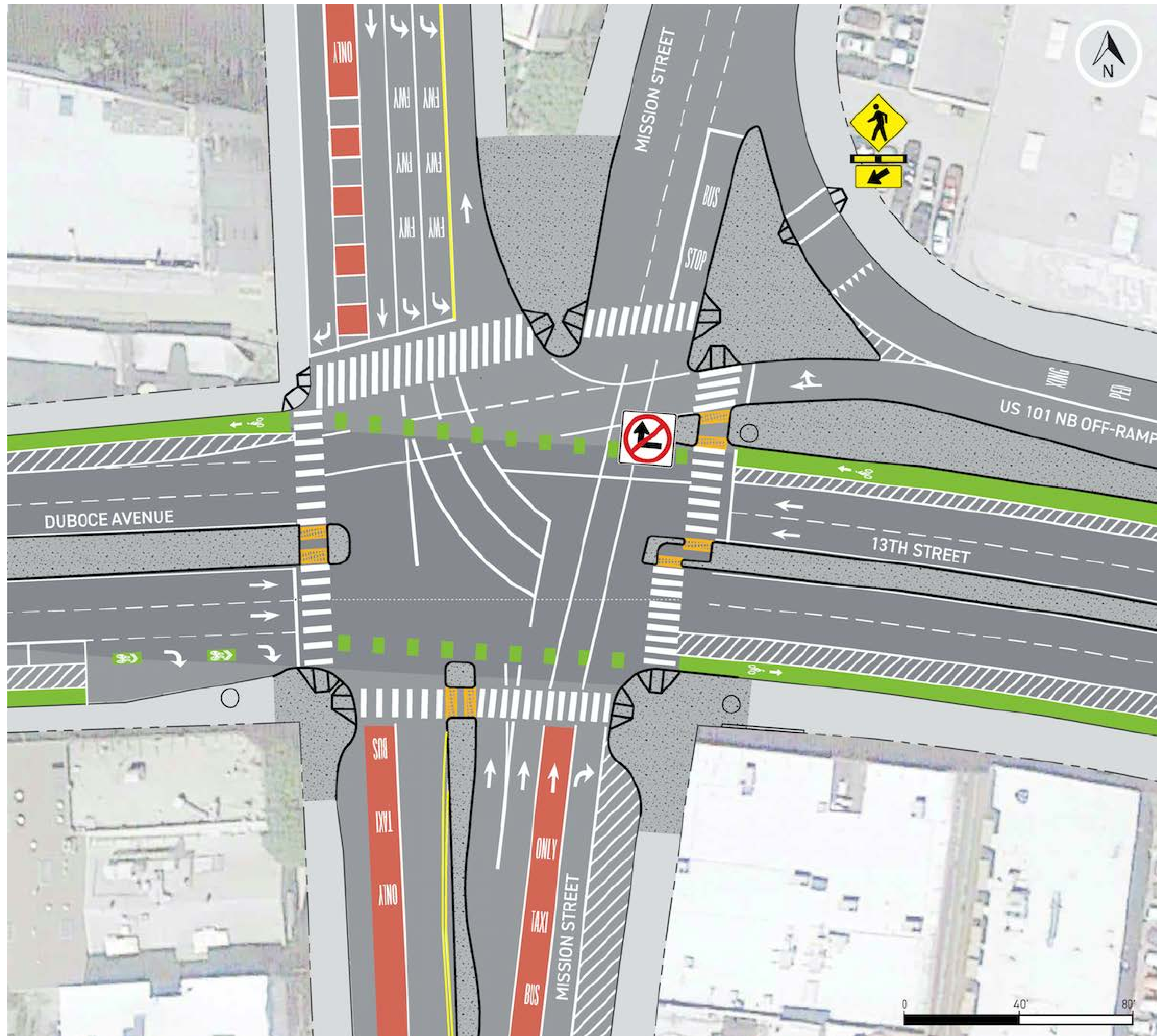
None. This is an information item.

Agenda Item 8

**SUPPLEMENTAL MATERIALS**

Attachment 1 – SoMa Ramp Intersection Safety Study Phase 2 - Proposed Improvements

# Mission, Otis, Duboce, & 13th streets



2012-2016  
**35**  
collisions

## Notes –

### Market Street Hub Project Improvements

- Protected cycle track on 13th Street
- Two-way Otis Street. Modify Mission St. medians to accommodate traffic to Otis St.

### Vision Zero Ramps Study Proposals

- Bulb-outs and curb ramps
- Median refuge islands for people crossing Duboce and 13th Street
- Pedestrian and traffic signal upgrades
- Brighter lighting under the bridge
- Crosswalk flashing beacons and signage on unsignalized off-ramp to Mission Street
- New crosswalk striping
- Bus-only lanes on Mission St. approaching the intersection

# South Van Ness Avenue & 13th Street



2012-2016  
**32**  
collisions

## Notes –

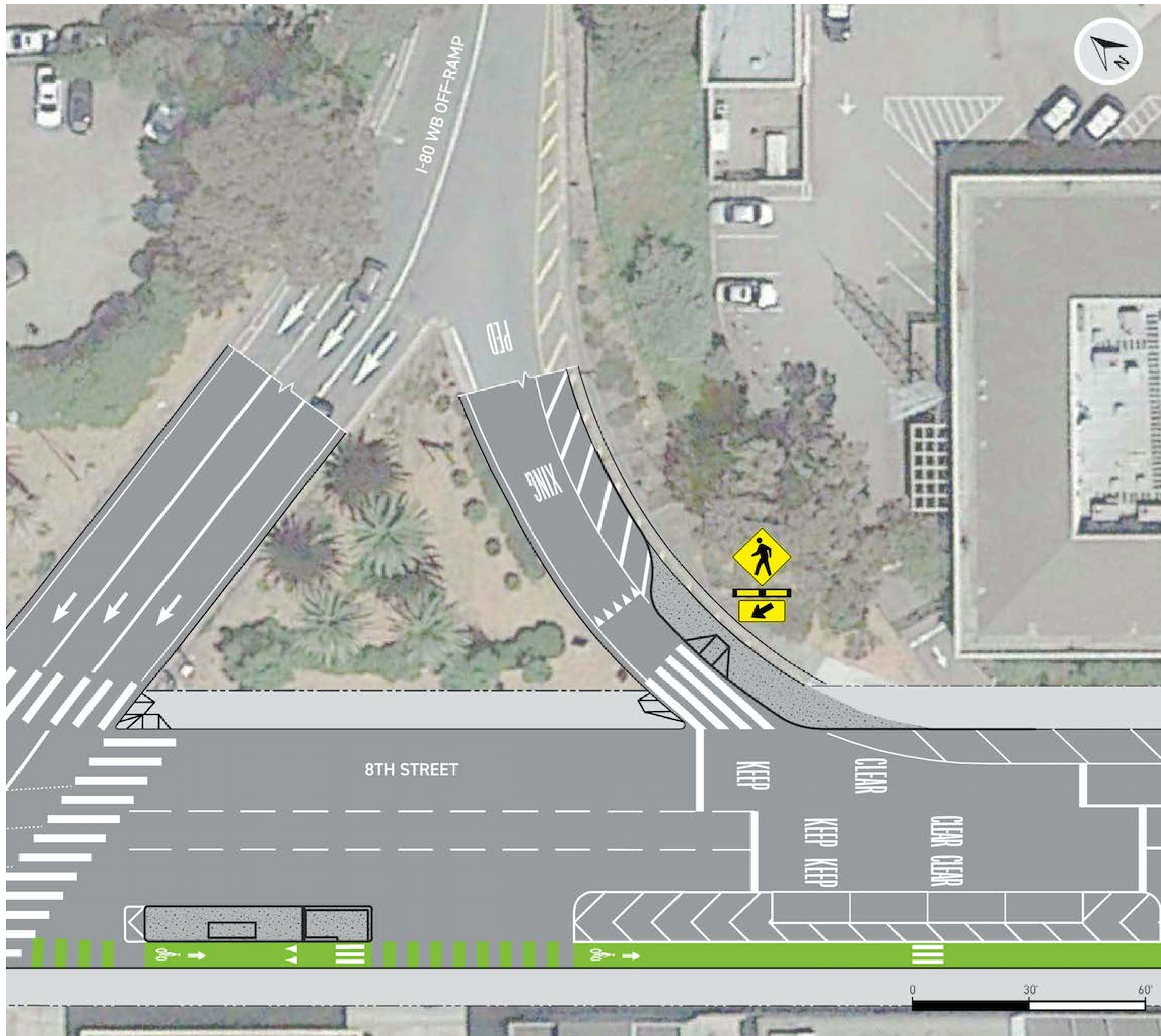
### Market Street Hub Project Improvements

- Protected cycle track on 13th Street

### Vision Zero Ramps Study Proposals

- Bulb-outs and curb ramps
- Median refuge islands across 13th Street
- Pedestrian and traffic signal upgrades
- Brighter lighting under the bridge
- New sidewalk on west side of S Van Ness Ave.
- Realign the US -101 SB freeway on-ramp and construct a new pedestrian crossing with a new traffic signal.

# 8th Street between Bryant & Harrison



2012-2016  
**0**  
collisions

## Notes—

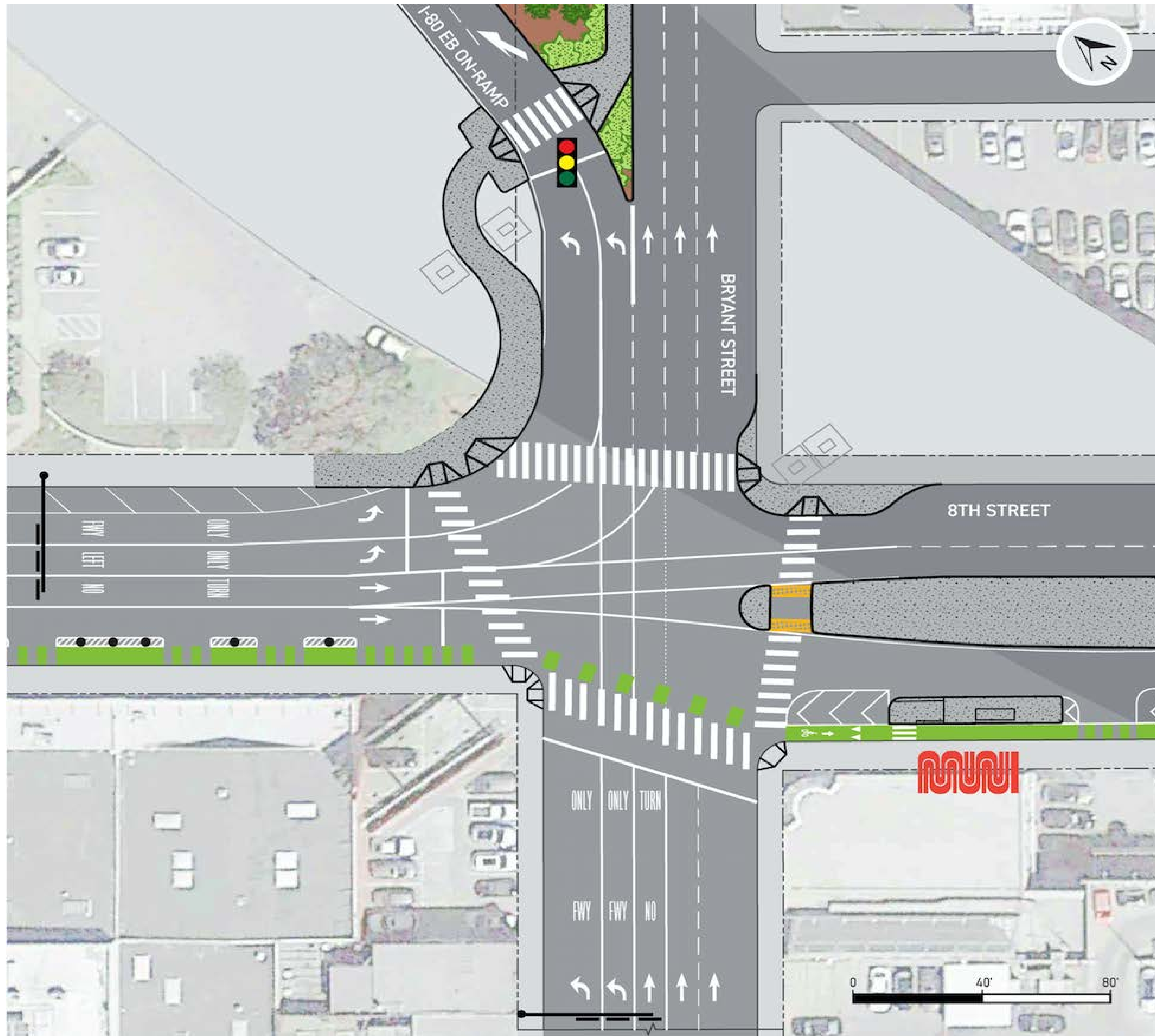
### SFMTA 8th Street Safety Project Improvements

- Transit boarding island
- Protected bike lane

### Vision Zero Ramps Study Proposals

- Bulb-outs and curb ramps
- Crosswalk flashing beacons and signage
- Crosswalk striping and yield line upgrades

# 8th Street & Bryant Street



2012-2016  
**19**  
 collisions

**Notes—**

**SFMTA 8th Street Safety Project Phase 2 Project Improvements**

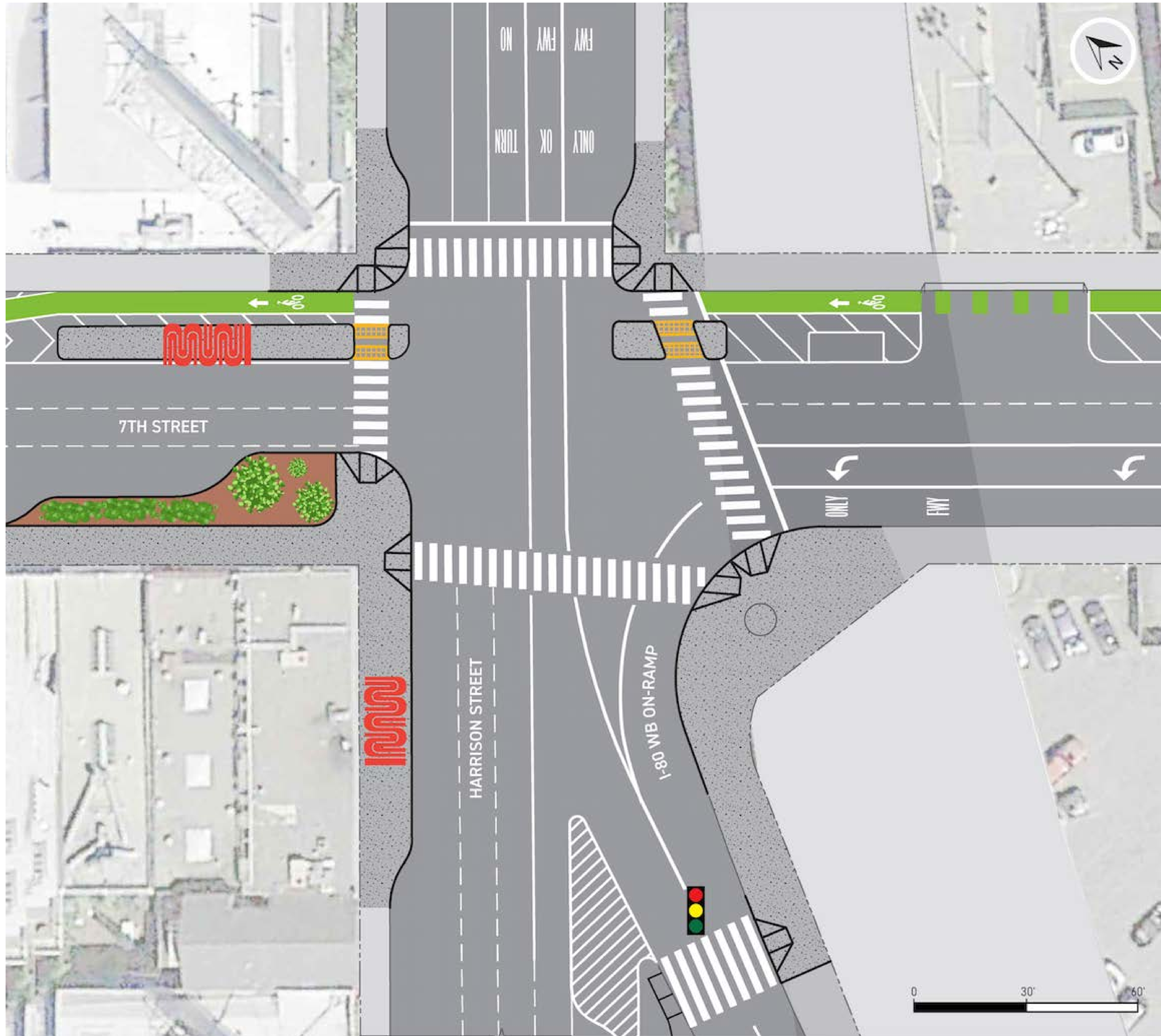
- Protected bike lane on 8th Street (partially constructed)
- Transit boarding island

**Vision Zero Ramps Study Proposals**

- New crosswalk across Bryant Street with protected signal phase
- New sidewalk along north side of Bryant St., new crosswalk across on-ramp with new traffic signal
- Bulb-outs and curb ramps
- Median refuge island
- Crosswalk striping upgrades
- Overhead lane assignment signs



# 7th Street & Harrison Street



2012-2016  
**14**  
collisions

## Notes –

### Caltrans I-80 On-Ramp Project Improvements

- New pedestrian signal at crosswalk across the I-80 on-ramp
- Upgraded traffic signals

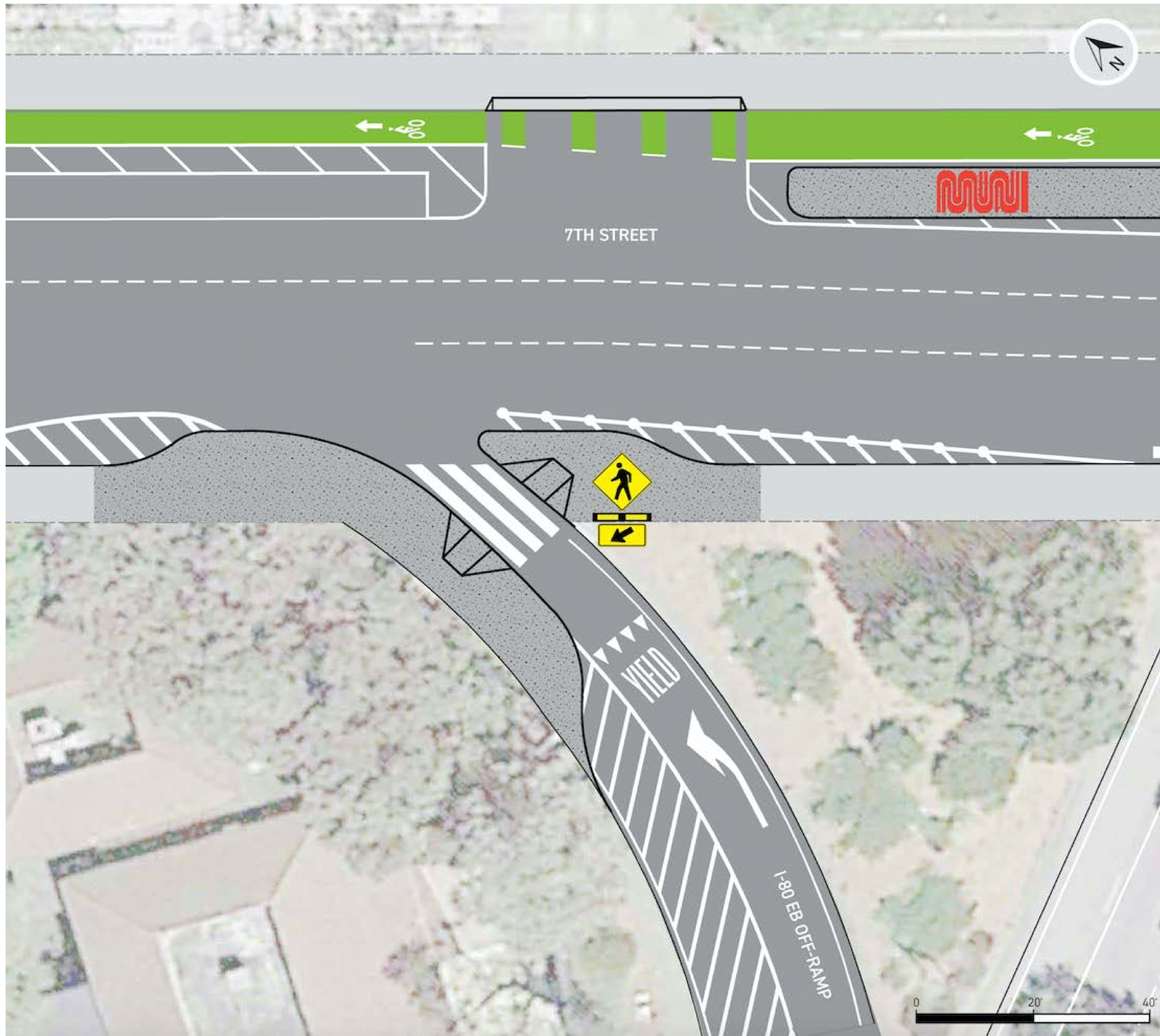
### SFMTA 7th Street Bikeway Project Improvements

- Protected bike lane on 7th Street
- Transit boarding island

### Vision Zero Ramps Study Proposals

- New crosswalk across Harrison Street
- Median refuge islands across 7th Street
- Bulb-outs and curb ramps
- Bus bulb
- Realigned crosswalk striping
- Additional traffic signal upgrades

# 7th Street between Bryant & Harrison



2012-2016  
**5**  
collisions

## Notes—

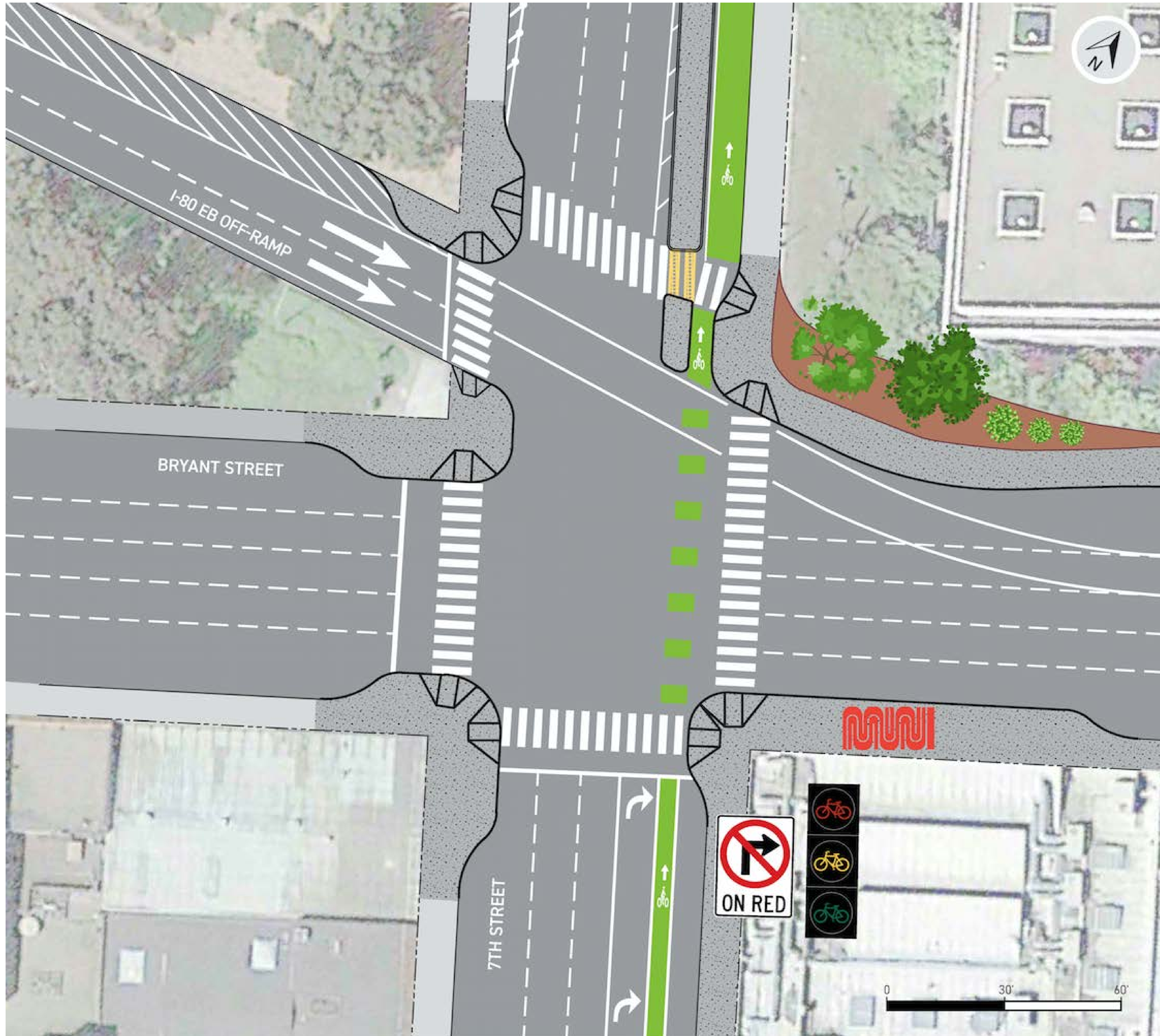
### SFMTA 7th Street Bike Lane Project Improvements

- Protected bike lane on 7th Street
- Transit boarding island

### Vision Zero Ramps Study Proposals

- Lane reduction at the I-80 off-ramp approach
- Bulb-outs and curb ramps
- Crosswalk flashing beacons and signage
- Crosswalk striping and yield line upgrades

# 7th Street & Bryant Street



2012-2016  
**8**  
collisions

## Notes—

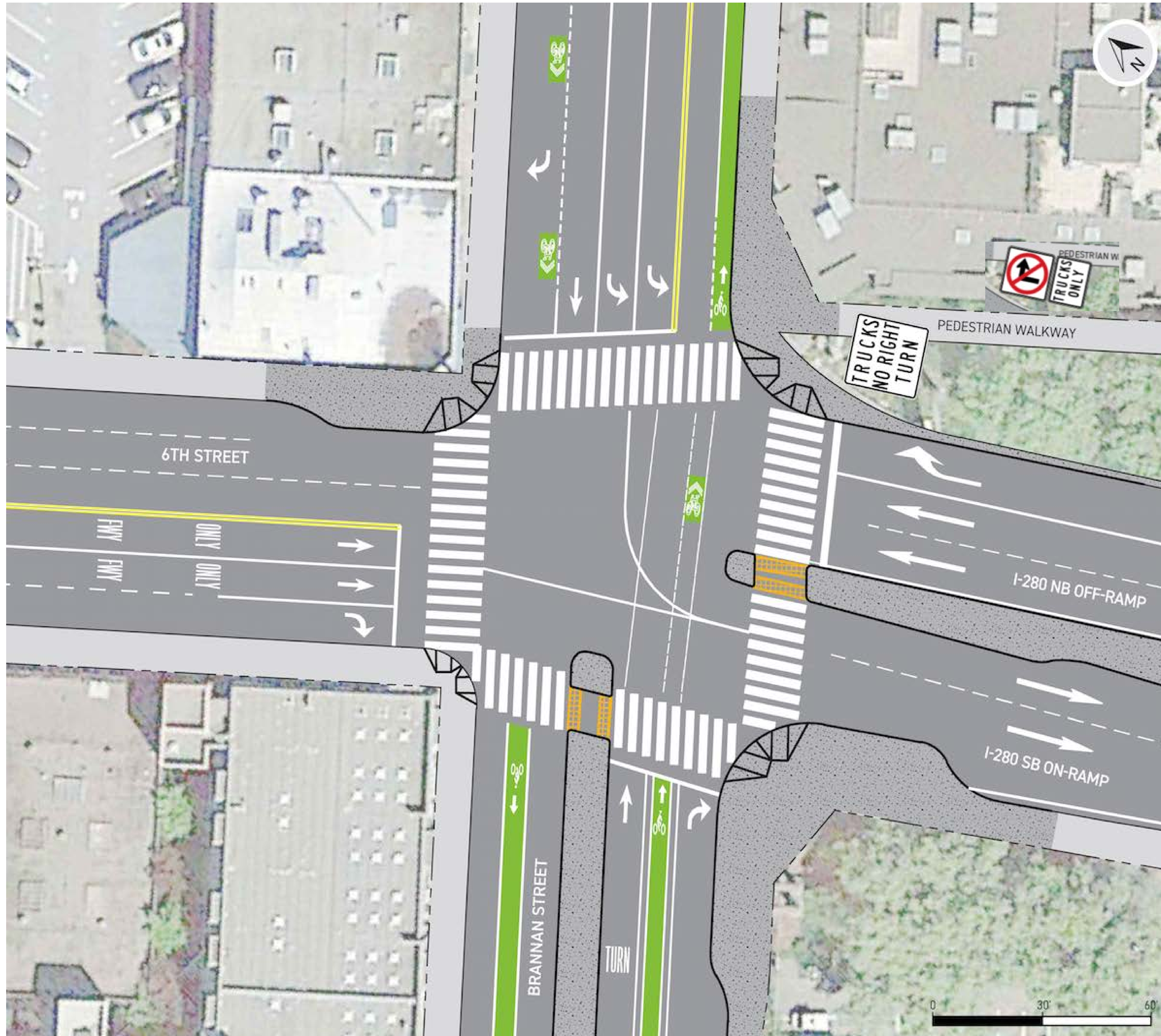
### SFMTA 7th Street Bike Lane Project Improvements

- Protected bike lane on 7th Street

### Vision Zero Ramps Study Proposals

- Lane reduction from three to two on the I-80 off-ramp approach
- Bulb-outs and curb ramps
- Crosswalk striping upgrades
- Bus bulb
- Traffic signal upgrades

# 6th Street & Brannan Street



2012-2016  
**13**  
collisions

## Notes—

### SFMTA 6th and Brannan Road Diet Project Improvements

- Road diet and bike lanes on Brannan Street

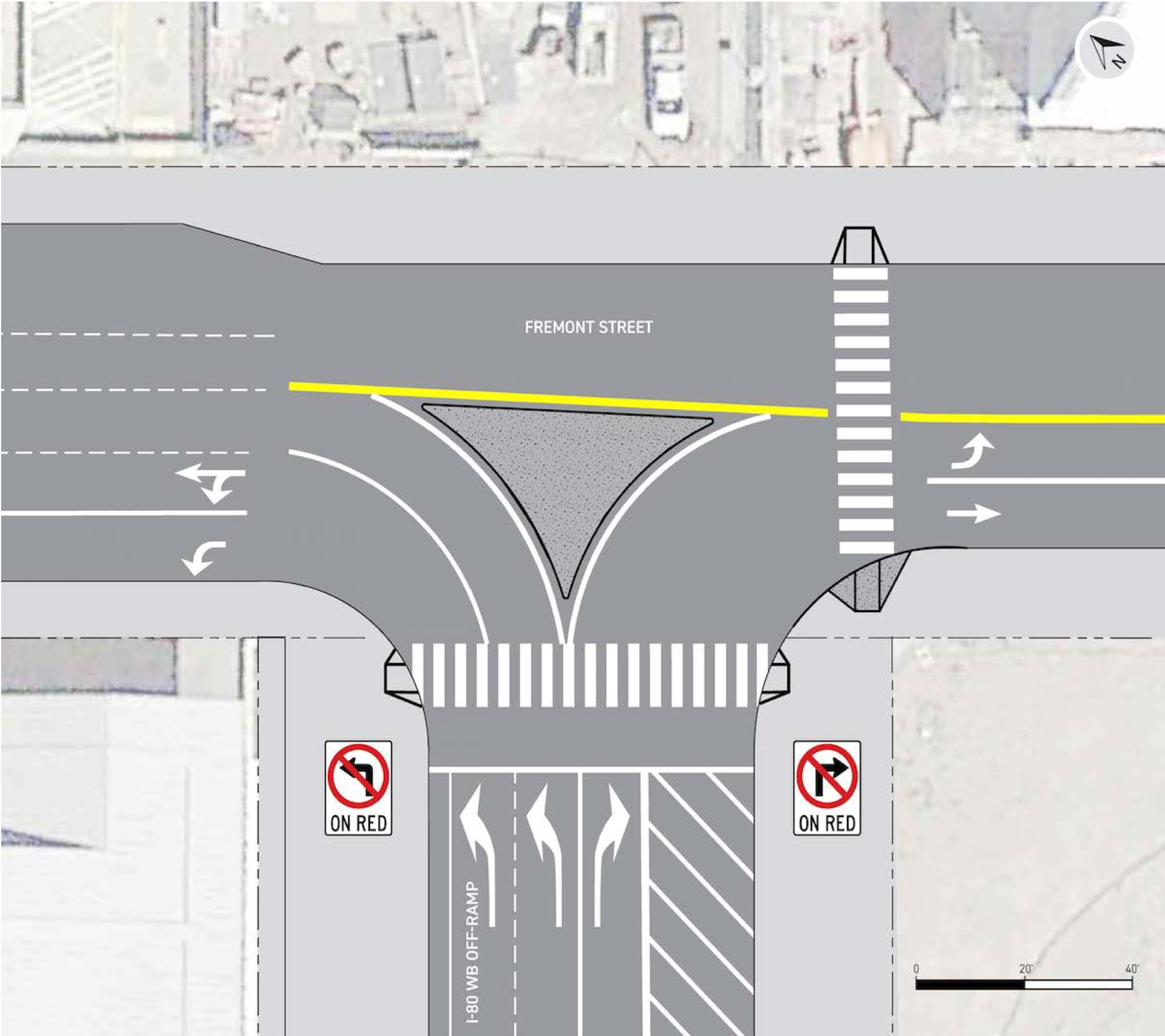
### SF Flower Mart Improvements

- Potential sidewalk widening on 6th Street
- Potential bike lane or cycle track on westbound Brannan Street

### Vision Zero Ramps Study Proposals

- Bulb-outs, curb ramps and median refuge islands
- New crosswalk and median refuge island across the I-280 approach
- Protected signal phase for Brannan crosswalk on east side of intersection
- Crosswalk striping upgrades
- Traffic signal upgrades

# Fremont between Howard & Folsom

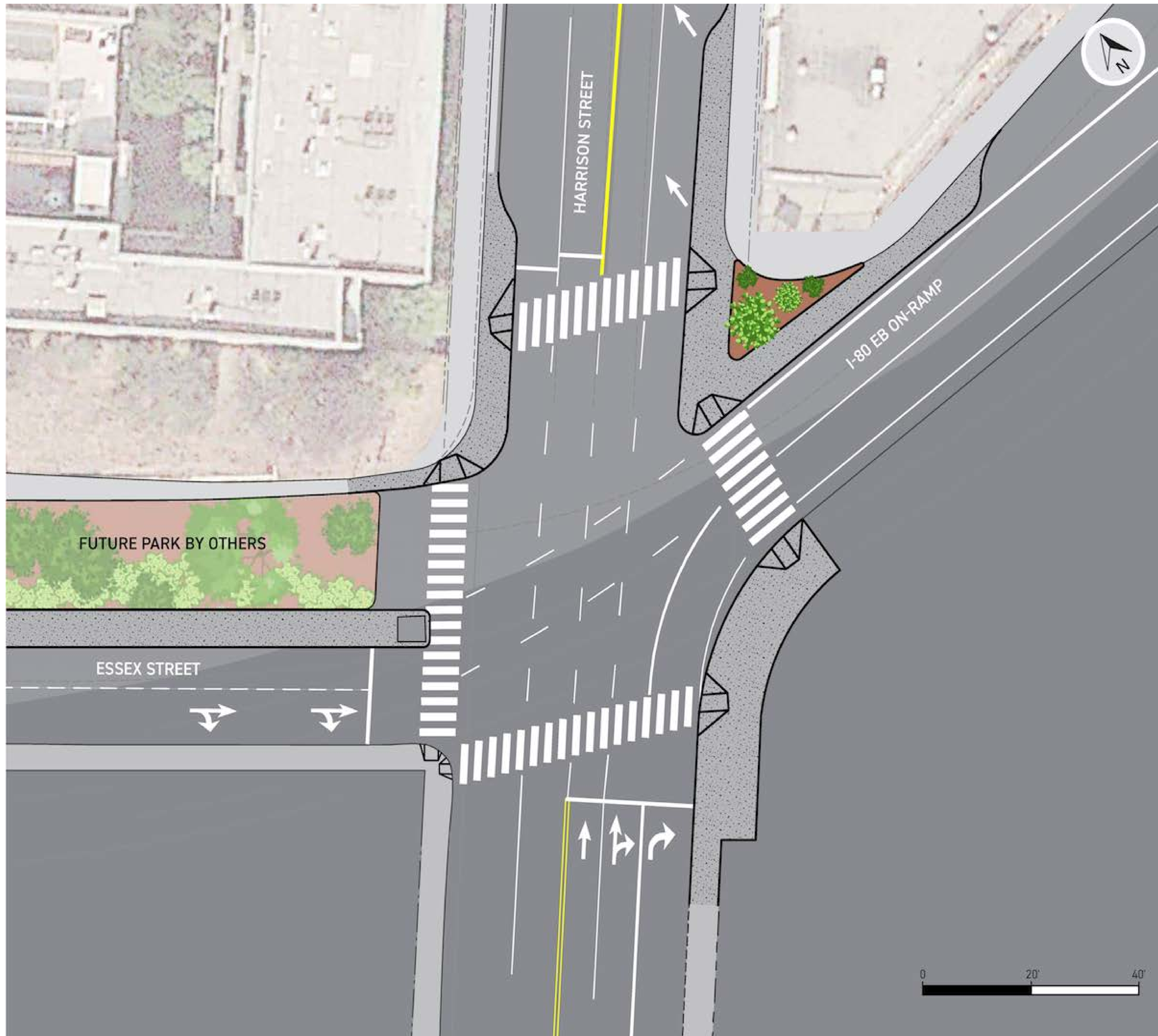


New intersection;  
collision data N/A

**Notes—**

- Vision Zero Ramps Study Proposals**
- New crosswalk across Fremont Street
  - Crosswalk striping and curb ramp upgrades
  - Raised traffic splitter island

# Harrison Street & Essex Street



2012-2016  
**10**  
collisions

## Notes—

### Improvements by Others

- Ramp Park project
- Bulb-outs on Harrison Street by adjacent developments

### Vision Zero Ramps Study Proposals

- New crosswalks across Harrison Street and I-80 On-Ramp
- Bulb-outs and curb ramps
- Additional traffic signal upgrades