



AGENDA

VISION ZERO COMMITTEE Meeting Notice

Date: Wednesday, October 31, 2018; 2:30 p.m.
Location: Committee Room 263, City Hall
Commissioners: Yee (Chair), Stefani (Vice Chair) and Peskin

Clerk: Alberto Quintanilla

	Page
1. Roll Call	
2. Approve the Minutes of the July 31, 2018 Meeting – ACTION*	5
3. Progress Update – INFORMATION*	11
City staff will provide an update on 2018 highlights of recently completed project milestones and key action items, including updates on recently completed infrastructure projects, the motorcycle safety campaign, and legislative updates.	
4. Resolution of Support Committing the Transportation Authority and Encouraging the Board of Supervisors and the Media to Pledge to Use “Crash” and “Collision” and not “Accident” in Recognition of World Day of Remembrance 2018 – ACTION*	43
San Francisco Bay Area Families for Safe Streets members Alvin Lester and Amanda Lamb will provide a summary of the action plan for San Francisco’s World Day of Remembrance on November 18, 2018 and present a resolution that commits the Transportation Authority and urges the San Francisco Board of Supervisors and the media use “crash” or “collision” and not “accident” when reporting on traffic violence, in recognition of this day.	
5. Mayor’s Guidance on Vision Zero – INFORMATION	
Staff will provide an update and response to the Mayor’s recent guidance on expediting project delivery in support of Vision Zero, including for the 6th Street, Taylor Street, Valencia and Townsend projects.	
6. General Update on the Action Strategy Development – INFORMATION*	45
This update will include a summary of the progress to date in the development of the next Vision Zero Action Strategy, including the next steps. Staff will also provide a summary of feedback and input from the community on the Action Strategy.	

- 7. Update on 2018 Fatalities – INFORMATION* 55**
 At the meeting, city staff will provide an update on the fatalities in 2018 and summarize trends from traffic deaths, including some preliminary findings related to communities of concern, travel mode and demographics.
- 8. Vision Zero Ramps Study Phase 2 – INFORMATION* 59**
 The second phase of the SoMa Ramp Intersection Safety Study addresses safety issues at ten intersections in the South of Market neighborhood where freeway ramps intersect city streets. The project team has completed a collision analysis and is seeking feedback from the committee and the public 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.
- 9. Update on Plan for Pedestrian Signal Re-timing – INFORMATION**
 At the July 31, 2018 meeting, Commissioner Yee requested that SFMTA staff present the schedule for re-timing signals, from 3.5 feet per second to 3 feet per second, to allow for increased walk time at intersections across the city. At the October meeting, SFMTA staff will present the timeline to the committee for updating signal timing.
- 10. Introduction of New Items – INFORMATION**
 During this segment of the meeting, Committee members may make comments on items not specifically listed above or introduce or request items for future consideration.
- 11. Public Comment**
- 12. Adjournment**

*Additional Materials

If a quorum of the Transportation Authority Board is present, it constitutes a Special Meeting of the Transportation Authority Board. The Clerk of the Board shall make a note of it in the minutes, and discussion shall be limited to items noticed on this agenda.

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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Committee Meeting Agenda

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DRAFT MINUTES

VISION ZERO COMMITTEE

Tuesday, July 31, 2018

1. Roll Call

Chair Yee called the meeting to order at 10:53 a.m.

Present at Roll Call: Commissioners Peskin and Yee (2)

Absent at Roll Call: Commissioner Stefani (entered during Item 4) (1)

2. Approve the Minutes of the October 3, 2017 Meeting – ACTION

There was no public comment.

Commissioner Peskin moved to approve the Consent Agenda, seconded by Commissioner Yee.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Peskin and Yee (2)

Absent: Commissioner Stefani (1)

3. Progress Update – INFORMATION

Chava Kronenberg, Pedestrian Safety Program Manager at San Francisco Municipal Transportation Agency (SFMTA) and Teresa Ewins, Municipal Transportation Commander at the San Francisco Police Department, presented the item.

Chair Yee asked what new strategies had been developed to advance state legislation for automated speed enforcement in the next legislative session.

Ms. Kronenberg said a full strategy had not been put together yet, and that the SFMTA was looking to working with the Transportation Authority and San Francisco's state legislative delegation to advance automated speed enforcement.

Chair Yee said he would like to be active on that effort and asked if Bay Area Families for Safe Streets would be involved.

Ms. Kronenberg replied in the affirmative.

Chair Yee asked if the walking routes of seniors were investigated by the police following a fatality.

Ms. Ewins said that was not typically asked in the course of an investigation. She said it would require contacting victims' family members to find out that information.

Chair Yee asked how many of these criminal cases were hit and run crashes.

Ms. Ewins said two hit and run crashes were reported.

There was no public comment.

4. **Highlights from Board of Supervisors Hearing on Senior Pedestrian Injuries and Fatalities, and Targeted Implementation of Vision Zero Improvements – INFORMATION**

Megan Wier, Director of Program on Health, Equity and Sustainability at San Francisco Department of Public Health (SFPDH) and Jeff Weiss, Public Information Officer at Caltrans, presented the item.

Chair Yee noted Commander Ewin's presentation had presented data showing that left-hand turns were a leading cause of collisions and asked if there was a plan to address this problem.

Ms. Wier introduced John Knox White, Planning Programs and Education Manager at the SFMTA, who was leading an education campaign that was going to focus specifically on left-hand turns. The campaign would work with the SFPDH on data analysis as well as behavioral psychologists to understand what happened with respect to left-hand turns and how Vision Zero could more proactively address the issue.

Chair Yee asked to know more about the education campaign.

Mr. Knox White said that a specific education campaign had not yet been rolled out, but that a group of experts would convene in September.

Chair Yee asked if the education campaign was focused on the drivers.

Mr. Knox White said the focus was on drivers, and that they would be open to the idea of talking to pedestrians.

Chair Yee asked if the left-hand turn related collisions occurred on residential streets or arterial streets. He said if the collisions occurred on arterials, it seemed to make sense to either eliminate left-hand turns or install left-hand turn signals.

Mr. Knox White said that level of analysis had not yet been performed, but that it was something they were looking at. He said the SFMTA would be observing some of the higher impact intersections. He said they would be able to answer the question at the next Vision Zero Committee meeting.

Chair Yee commented that not allowing left-hand turns or adding left-hand turn signals at intersections could be effective for drivers and pedestrians. He then asked how the SFMTA was extending the pedestrian walk time and if they were focusing on particular intersections or looking to extend the pedestrian walk time throughout San Francisco.

Ricardo Olea, City Traffic Engineer at SFMTA, said the SFMTA was in the process of updating crossing times for pedestrians from 3.5 feet per crossing per second to 3 feet per second.

Chair Yee asked if the signal retiming was planned for all of San Francisco.

Mr. Olea said that crossing times would be gradually updated throughout the city.

Chair Yee asked how long it would take to complete signal retiming across the city.

Mr. Olea said when crossing times went from 4 feet per second to 3.5 feet per second it took about eight years. He said SFMTA was currently updating pedestrian crossing times in the downtown area and was looking at major corridors like Geary and Ocean Boulevards. Mr. Olea said he could not provide a specific timeline because it depended on staff resources and the number of intersections that would need to be updated.

Chair Yee asked what the timeline would be with the current resources at the SFMTA. He said he would be able to make a better assessment if more resources were needed, if he knew what SFMTA was capable of doing at this point.

Mr. Olea said that a timeline had not been identified yet because the policy was recently adopted. He said the main goal was to focus on the high impact corridors first and to establish a policy to inform all future signal retiming. Mr. Olea said SFMTA would provide a timeline based on current resources and another based on reallocated resources for that project. Mr. Olea noted that the city had over 1200 signals and the project would require the reallocation of staff resources including electricians to reprogram the traffic controls and execute in the

Chair Yee requested that a timeline be provided at the next Vision Zero Committee meeting.

Chair Yee asked if additional resources could be allocated to the project from the Prop K transportation sales tax.

Anna LaForte, Deputy Director for Policy and Programming, said signal timing was considered as operations and not eligible for capital funds from the Prop K signals category. She said Prop K funded new traffic signals and upgrades to existing signals such as new mast arms, larger signal heads and other capital infrastructure. Ms. LaForte said if signal timing was part of those projects it could be funded by Prop K, but stand-alone signal timing projects were not eligible.

Chair Yee said he appreciated the efforts of the SFMTA and said signal retiming was one way to improve the safety of seniors and people with disabilities. He asked if SFMTA could create a mobile application that would provide safe and accessible public transportation routes for individuals with disabilities.

Mr. Olea said he would explore this suggestion with the SFMTA's accessible services groups and Public Works.

Ms. Wier said the idea of a mobile application intersected nicely with the work of Vision Zero to focus on the needs of people with disabilities and believed the city had the data to map out curb ramps.

Chair Yee asked Caltrans to share the informational video of the High Intensity Activated Crosswalk (HAWK) pedestrian crossing system to better educate drivers. He asked where the HAWK systems were installed in the city.

Mr. Weiss said he believed there were seven HAWK system installed on Sloat Avenue.

Chair Yee said he would give Caltrans more opportunities to show the video to and suggested sharing the video with neighborhood associations.

Mr. Weiss said Caltrans planned to share the video with the Board of Supervisors as well as senior centers and schools.

During public comment Andy Gonzalez-Cabrera, Community Organizer at the San Francisco Bicycle Coalition, thanked Commissioner Yee for his leadership and said he was pleased to see a focus on outreach to monolingual communities.

Cathy De Luca, Program and Policy Director at Walk San Francisco, thanked Caltrans for showing the educational video, and noted the need to redesign Sloat Avenue as a city street and not a highway.

Commissioner Yee thanked the agencies for focusing on the safety of the senior population.

Commissioner Stefani said District 2 would benefit from a HAWK and mentioned Lombard Street as it is a High Injury Corridor. She requested that Caltrans follow up with her to discuss.

5. Community Response, Rapid Response and Crisis Response Update – INFORMATION

Ricardo Olea, City Traffic Engineer at SFMTA, presented the item.

Chair Yee said he was pleased to see a coordinated rapid response team that shared information, data and analysis among different city departments. He commented that the presentation demonstrated reactive strategies and said it was important to be proactive and engineer projects that improved intersections and signals.

Mr. Olea said the presentation was purely focused on the reactive part of the response work and that the SFMTA and city were working proactively to install safety related infrastructure throughout San Francisco.

During public comment Cathy De Luca said even though Vision Zero was bigger than responding to individual crashes, the response team made a positive difference for impacted individuals and communities. She thanked the SFMTA for their quick work and responsiveness.

Kristen Leckie, community organizer at the San Francisco Bike Coalition, said she was in regular communication with people who knew Kevin Manning, the pedicab operator who passed away from injuries sustained while riding on The Embarcadero. She urged the city to do more and not place the responsibility on grieving friends and family to enact change.

6. Update from Vision Zero Community Groups – INFORMATION

Cathy DeLuca, Policy and Program Director at Walk SF, presented the item.

Chair Yee asked when the working group had met to develop recommendations.

Ms. De Luca said the workshop was held in March and the group had since been meeting with the city to discuss next steps. She said the working group had decided to form a design review group and would be developing a toolkit that would be available soon.

During public comment Kristen Leckie, community organizer at the San Francisco Bike Coalition, thanked Walk SF and the working group for conducting the charrette last March. She noted the work San Francisco Bike Coalition had been doing to extend Healthy Saturdays in Golden Gate Park to year-round and that the Bicycle Coalition looked forward to creating additional accessible spaces for all ages and abilities in the city.

Chair Yee requested that the SFMTA provide a presentation at a future Vision Zero Committee meeting on how it planned to utilize recommendations made by the working group.

7. Bold Ideas Update and Next Steps for Action Strategy – INFORMATION

Ryan Reeves, Vision Zero Program Lead at SFMTA, presented the item.

Chair Yee asked what the thinking was about reducing speed limits in urban areas.

Ms. Reeves said there was state legislation proposed that would establish a state task force to explore the issues around road safety, and that this task force would provide an opportunity to reconsider, at a state level, the way we set speed limits to improve safety.

Chair Yee asked what the restrictions were for setting speeds in San Francisco and if the restrictions were controlled by the city or state.

James Shahamiri, Project Manager at the SFMTA, said the state of California was required to follow the provisions in the California Manual on Uniform Traffic Control Devices (MUTCD) for setting speed limits based on the 85th percentile speed of free flow traffic. He said the typical process was to conduct a speed surveys, sample 100 vehicles in free flow conditions, take the 85th percentile of that speed and then round up or down to the nearest five miles an hour increment. He said the city would take that reduction in all speed survey studies conducted given the land use and density in all areas of the city.

Chair Yee asked if there was a waiver to the provision or if the city was required to follow the guidelines. He also asked if there were discussions to slow speed limits to 20 miles per hour in the core area of downtown and financial district.

Mr. Shahamiri said the city could arbitrarily set lower speed limits, but they would not be enforceable by the San Francisco Police Department if there was not a valid 85th percentile speed survey.

Ms. Reeves said one of the “bold ideas” provided by community groups was about changing the methodology for setting speed limits to give the city more flexibility and to better reflect safety as a goal in speed setting.

There was no public comment.

8. Introduction of New Items – INFORMATION

There were no new items introduced.

9. Public Comment

There was no public comment.

10. Adjournment

The meeting was adjourned at 12:29 p.m.



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Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

VISION ZERO: PROGRESS REPORT

FALL 2018

October 31, 2018

Chava Kronenberg; Vision Zero Task Force Co-Char

Transportation Authority Vision Zero Committee

Community & City Vision Zero Task Force

San Francisco Vision Zero

Data Systems

Legislative Agenda

Safe Streets

Engineering complete streets projects

Traffic calming in neighborhoods

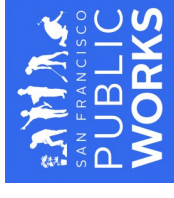
Safe People

Educating and raising awareness about street safety

Enforcing traffic laws

Safe Vehicles

Using technology to ensure a safe system



SF Environment



SAN FRANCISCO PLANNING DEPARTMENT

Transportation Authority Vision Zero Committee

Community & City Vision Zero Task Force

San Francisco Vision Zero

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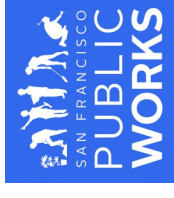
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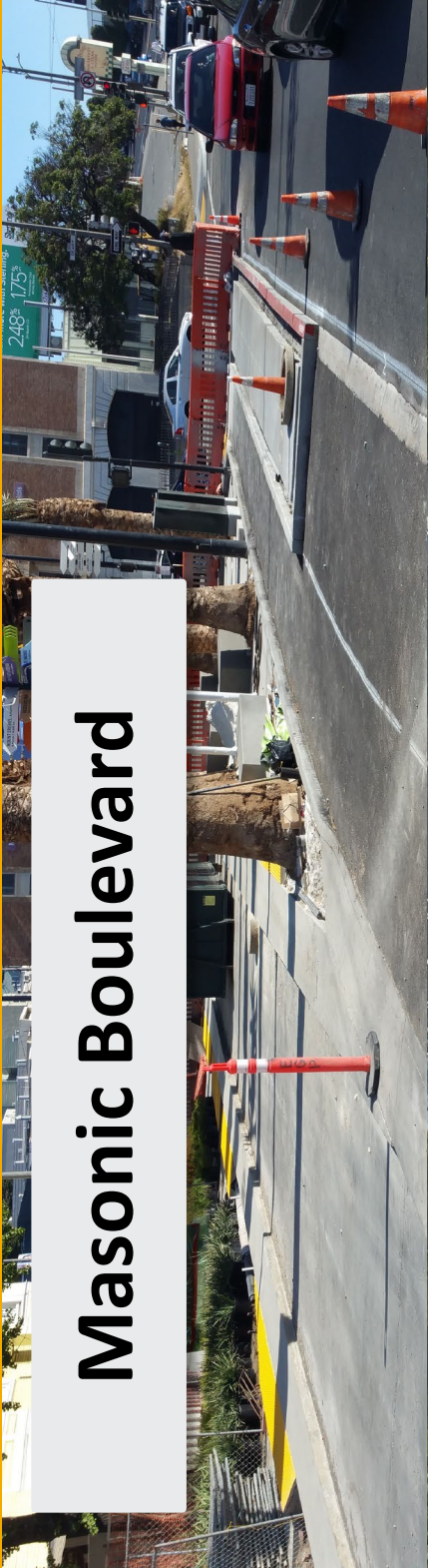


SF Environment



SFUSD

Masonic Boulevard



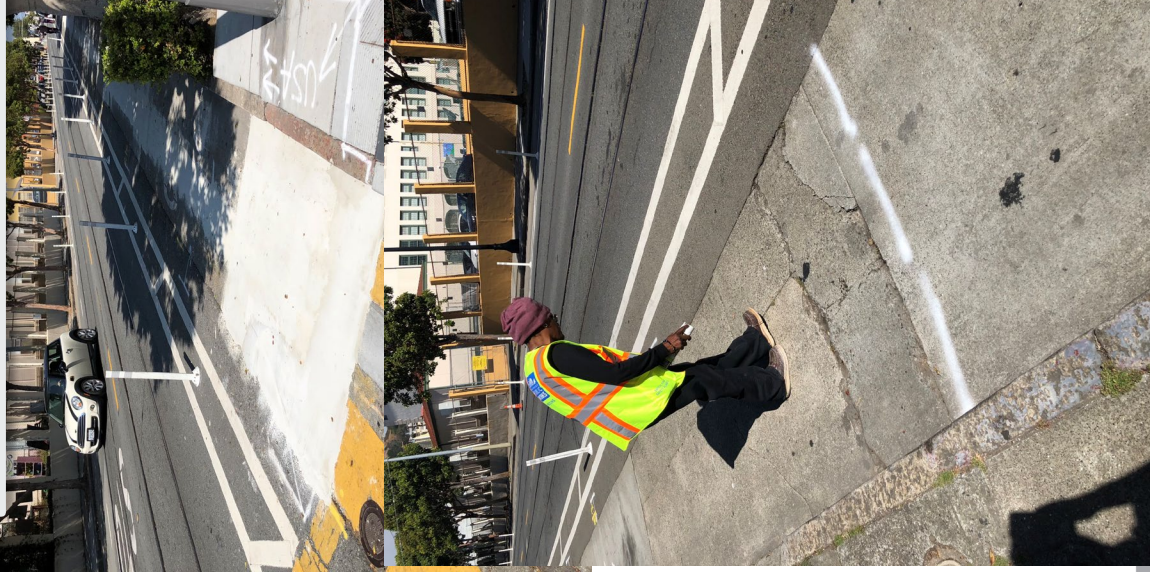
Masonic Boulevard



JFK Drive- Golden Gate Park



17th Street





Polk Street



2nd Street



Lombard Street



D 3292 Lighting System Richardson Ave at Lombard St, looking North-West. Date: July 14, 1937.

**Approved by SFMTA
Board, Fall 2018:**

6th St.

Taylor Street

**Howard Street
Near-Term**

**Lower Great Highway
Near-Term**

Alemany Maze

Coming to MTA Board

- Townsend Street (November 6)
- Valencia Street (December 4)
- Powell Street (January)
- Brannan Street (January)

Coming Soon:

RICH



19th Avenue

Valencia Street



Transportation Authority Vision Zero Committee

Community & City Vision Zero Task Force

San Francisco Vision Zero

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Traffic calming in neighborhoods

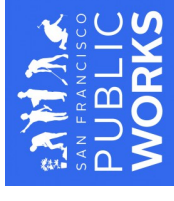
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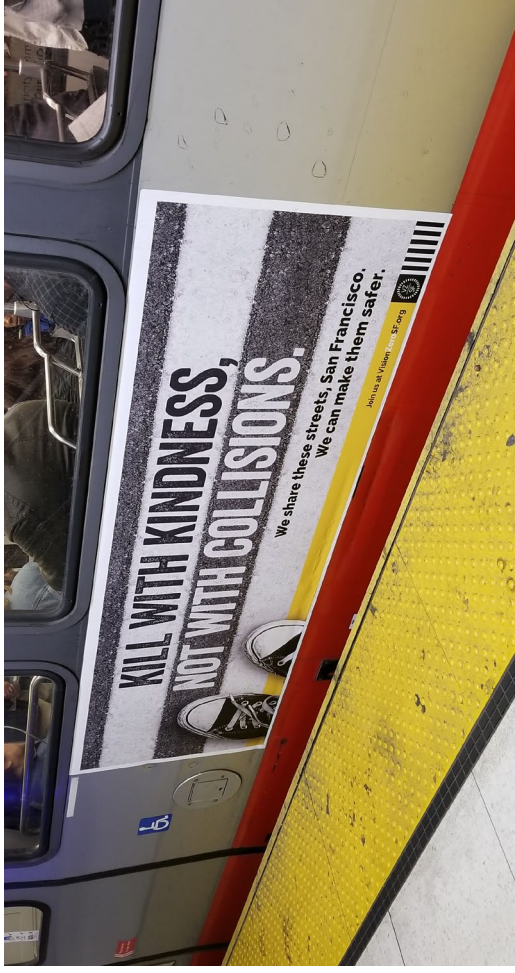
SF Environment



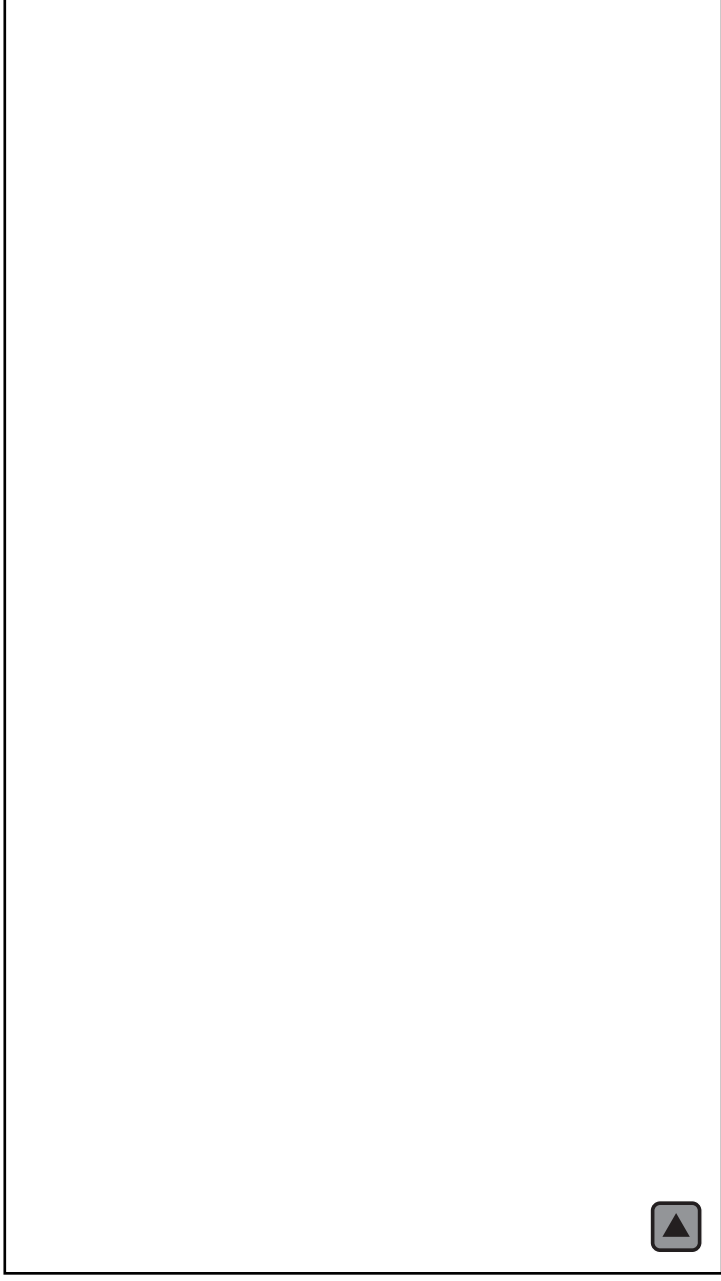
SFUSD

SAN FRANCISCO
PLANNING
DEPARTMENT

CAMPAIGN: KILL WITH KINDNESS



CAMPAIGN: SAFE SPEEDS



SAFER INTERSECTIONS (LEFT TURN COLLISIONS)



STREET TEAM OUTREACH





VISION ZERO SF MOTORCYCLE SAFETY 2016-2018 & BEYOND

MOTORCYCLES IN SAN FRANCISCO

- 2% of road users but up to 20% of fatalities
- Ridership increasing for 10 years
- Speeding and auto left turns are major issues
- Despite unique challenges, San Francisco *should* be a great place to ride



ADDRESSING MOTORCYCLES

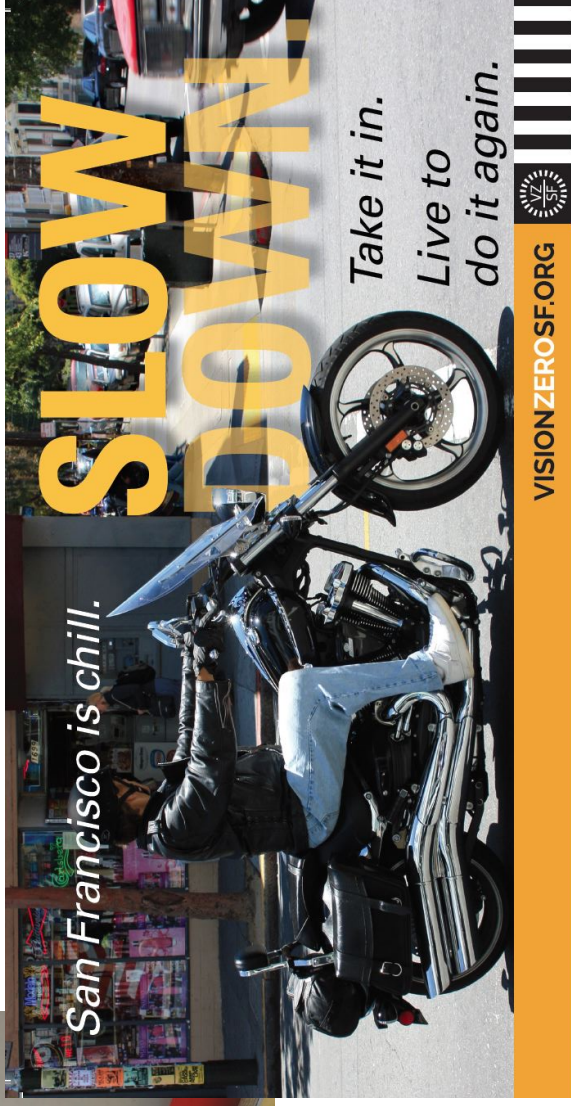
- In 2016, SFMTA was awarded a grant from the California Office of Traffic Safety
- First-in-the-nation Vision Zero motorcycle safety program
- Goal: reduce motorcycle fatalities and severe injuries through a three-year education campaign
- Data-driven, but community-oriented

COMMUNITY OUTREACH

- Strong sense of motorcycle community
- In-group messages
- Community and leaders get our message out

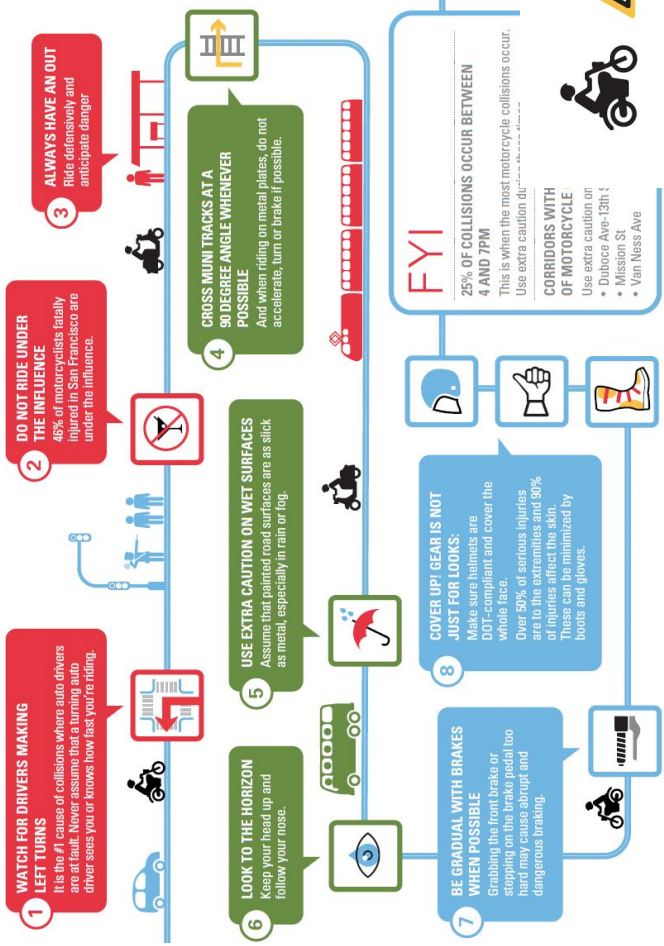


EDUCATIONAL MATERIALS



EDUCATIONAL MATERIALS

Top 8 Motorcycle Safety Tips for San Francisco



THE FASTER YOU RIDE, THE HARDER IT IS TO REACT TO UNEXPECTED OBSTACLES

Even for the best riders. Slowing down keeps you in control.

SPEED LIMIT 25

SF SPEED LIMIT IS 25MPH UNLESS OTHERWISE POSTED

Some streets feel safe but cars may not see you and pull out too fast. Being able to stop quickly could save your life.

三藩市摩托車八大安全提示

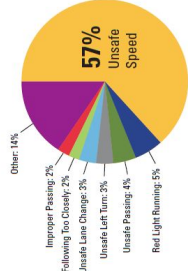


IN SAN FRANCISCO, Unsafe Speed causes nearly 60% of motorcyclist-at-fault collisions.



SLOW DOWN IN FOGGY OR WET WEATHER

Especially if it hasn't rained in a while. Dust and oil build up on streets and the first rain makes everything very slick, especially roadway paint.

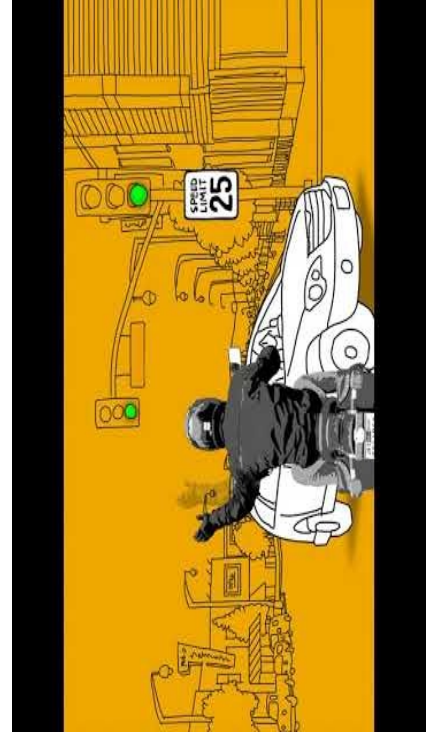


MOTO SAFETY AMBASSADOR TRAININGS



MOTORCYCLE SAFETY VIDEOS

Vision Zero SF YouTube page has all videos



PLANS FOR 2019-20

- Equipment trainings
- Off-road practice
- Publish findings



<https://www.youtube.com/playlist?list=PLY4u2DrUJju48X5-yYUL9PHTGBZa2j2ft>

Transportation Authority Vision Zero Committee

Community & City Vision Zero Task Force

San Francisco Vision Zero

Legislative Agenda

Data & Inputs

Safe Streets

Engineering complete streets projects

Traffic calming in neighborhoods

Safe People

Educating and raising awareness about street safety

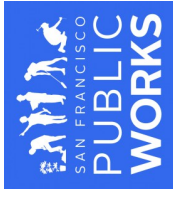
Enforcing traffic laws

Safe Vehicles

Using technology to ensure a safe system



POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH



SF Environment



SFUSD

2018 STATE LEGISLATION: VISION ZERO

Topic	Bill Number	SFMTA Position	Bill Status
Distracted Driving	AB 1698 (Daly)	Support	Not moving forward
Zero Traffic Fatalities Task Force	AB 2363 (Friedman)	Support (jointly with DPH)	Signed into law
Turns on Red Violations	SB 1132 (Hill)	Oppose	Not moving forward
E-Scooters	AB 2989 (Flora)	Oppose (via BoS)	Signed into law

Thank you!



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RESOLUTION COMMITTING THE TRANSPORTATION AUTHORITY AND ENCOURAGING THE SAN FRANCISCO BOARD OF SUPERVISORS AND THE MEDIA TO PLEDGE TO USE “CRASH” AND “COLLISION” AND NOT “ACCIDENT” WHEN REPORTING ON TRAFFIC VIOLENCE, IN RECOGNITION OF WORLD DAY OF REMEMBRANCE 2018

WHEREAS, Death and injuries caused by road collisions leave a long-lasting impact on millions across the world; and

WHEREAS, Over 1.3 million people are killed in road collisions every year globally; and

WHEREAS, Thirty people die annually and 500 people are hospitalized annually with severe injuries from traffic crashes in San Francisco; and

WHEREAS, City trauma surgeons respond to a serious injury every 17 hours; and

WHEREAS, 50% of patients at Zuckerberg General Hospital trauma center are people injured in traffic collisions; and

WHEREAS, San Francisco adopted Vision Zero as City policy in 2014, with the goal of zero traffic deaths for all modes, including people in motor vehicles, walking, and cycling; and

WHEREAS, The World Day of Remembrance for Road Traffic Victims was founded to honor the lives of victims and families of road traffic collisions and to draw attention to the consequences of road crashes and measures that can be taken to prevent them; and

WHEREAS, Road crashes can be prevented by making streets safer, by improving driving behavior, and increasing involvement of governments; and

WHEREAS, San Francisco will be holding its fourth annual commemoration of the World Day of Remembrance on Sunday, November 18, 2018; and

WHEREAS, The San Francisco Bay Area Families For Safe Streets whose members are and



continue to be impacted by traffic violence organize San Francisco's vigil; and

WHEREAS, Language plays a significant role in perception; and

WHEREAS, The primary goal of this year's vigil is to have cities, counties, elected officials, and the media sign the pledge to change the language when reporting on collisions; now, therefore, be it

RESOLVED, That the Transportation Authority commits to use the vernacular "crash" and "collision" and not "accident" when reporting on traffic violence; and be it

FURTHER RESOLVED, The Transportation Authority encourages the San Francisco Board of Supervisors to pledge to use the vernacular "crash" and "collision" and not "accident"; and be it

FURTHER RESOLVED, That the Transportation Authority encourages the paper of record, and all local papers and media to adopt formal editorial policies to use the words "crash" or "collision" and not "accident".



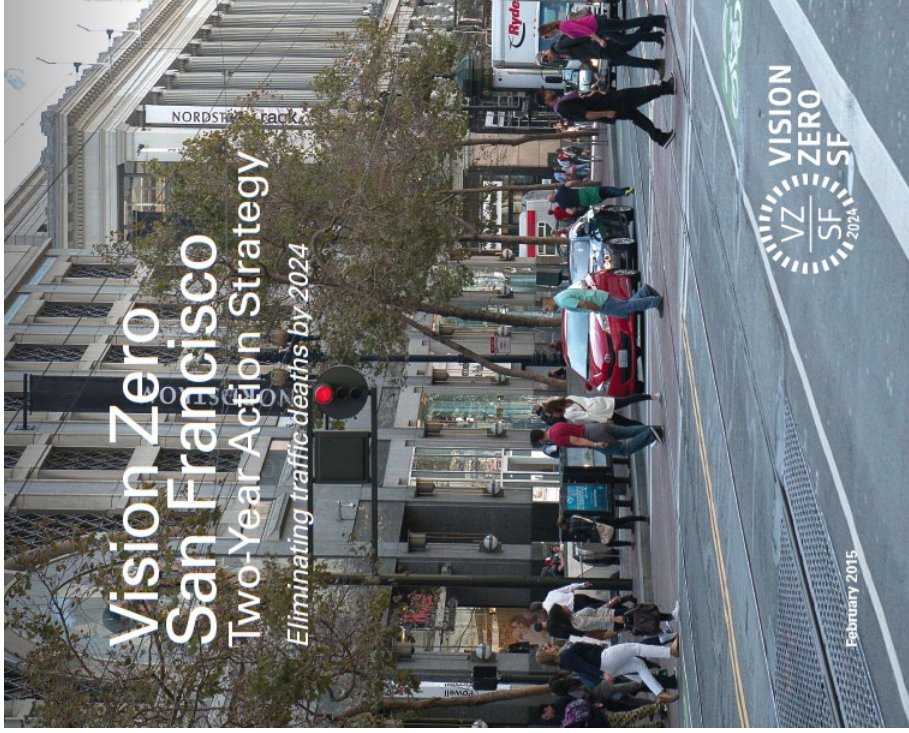
Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

VISION ZERO: ACTION STRATEGY

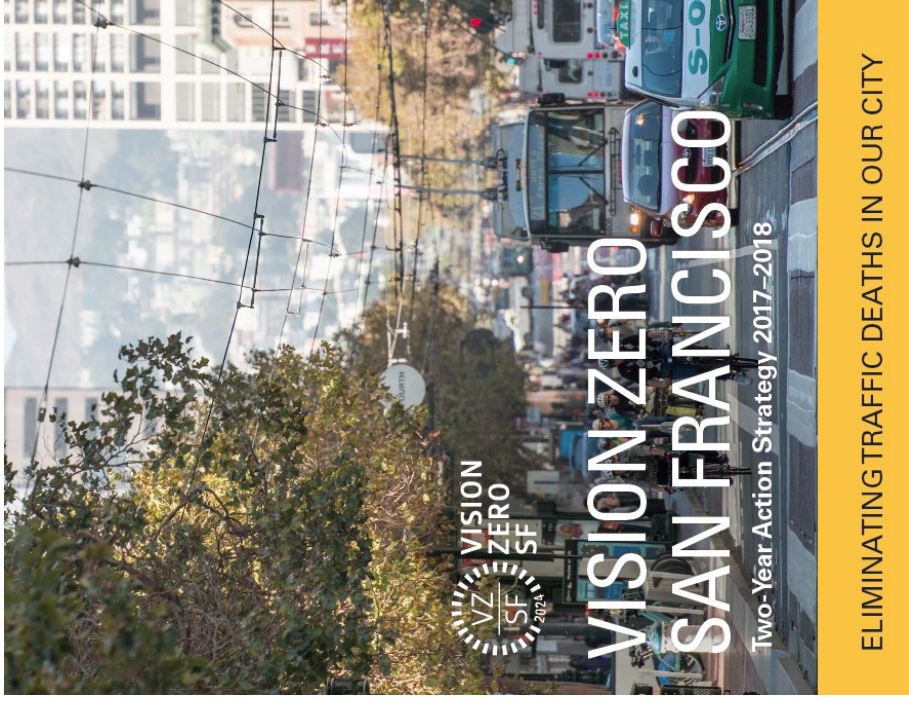
October 31, 2018

Chava Kronenberg; Vision Zero Task Force Co-Char

UPDATING THE ACTION STRATEGY



2015
What is Vision Zero?



2017
Defining a Safe
Systems Approach



2019
A Policy Platform of Bold
Ideas to Achieve Vision Zero

PROCESS TO DATE

Fall 2017
initiatives

Bold Ideas Workshop - develop and build support for high impact, long term

Summer 2018

Community Workshop – prioritize current actions & develop new ideas

new ideas

Community Coffee Chats & Tea Talks - prioritize current actions & develop

City Workshops – review and develop S-M-A-R-T actions

Fall 2018

Continued iterative development of actions, metrics and policy platform



NEW IDEAS

Share your ideas for new Vision Zero action items.

This idea is for:

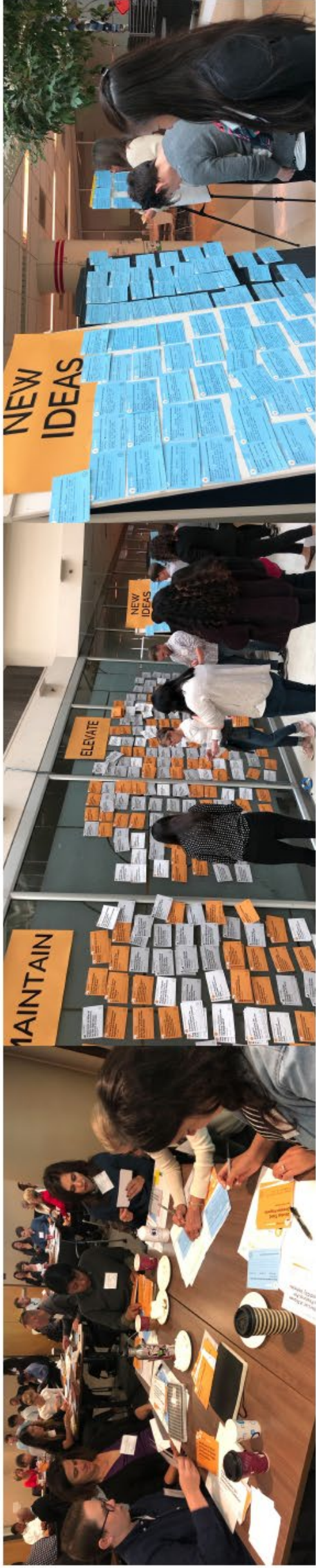
Safe People Safe Streets Safe Vehicles

Name and Organization (optional): _____



COMMUNITY WORKSHOP

prioritizing and idea gathering



More than 70 participants

Over 300 new ideas shared

COFFEE CHATS / TEA TALKS

broadening our engagement



11 community serving institutions
11 districts
275+ participants

Prioritizing existing actions
& Sharing new ideas
and concerns

CITY WORKSHOPS

impactful and achievable actions



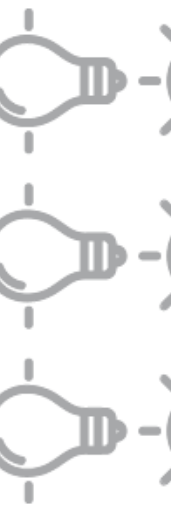
Equity: How does this action address vulnerable populations?



Specific - what is the action and who will be involved



Measurable - data, metrics, progress



Achievable - feasibility and how to get there



Results-Oriented - getting us to zero

Time-based - when can this reasonably be accomplished

COMMUNITY FEEDBACK & PROPOSED ACTIONS OVERVIEW



- Delivery timelines & HIN improvements
- Curb management
- Signal upgrades
- Better accessibility
- Lower speed limits
- Culturally competent outreach
- Pricing



- Safe Routes Programs
- High visibility enforcement
- Driver safety education
- Culturally competent engagement
- Street teams
- Left-turn collisions campaign



- Autonomous Vehicles Policy
- City fleet telematics data
- Emerging Mobility permits & evaluations
- TNC Safety

Data Systems

PROPOSED ACTION: KEY HIGHLIGHTS



Safe Streets

Linking our transit infrastructure and reliability measures to safety:

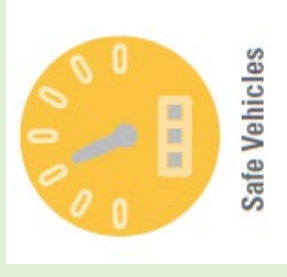
Transit-only lanes as a road diet



Safe People

Expanded culturally competent campaigns & engagement:

Chinese focused Vision Zero campaign & Bay Area Families for Safe Streets



Safe Vehicles

Responding to emerging mobility:

Automated Vehicle policies and focus on safety for new mobility provider permits

ELEVATE

ZERO NEEDS MORE



NEXT STEPS

- Feedback on draft actions – November 2018
- City & Agency Review – December – January
- Release – March 2019



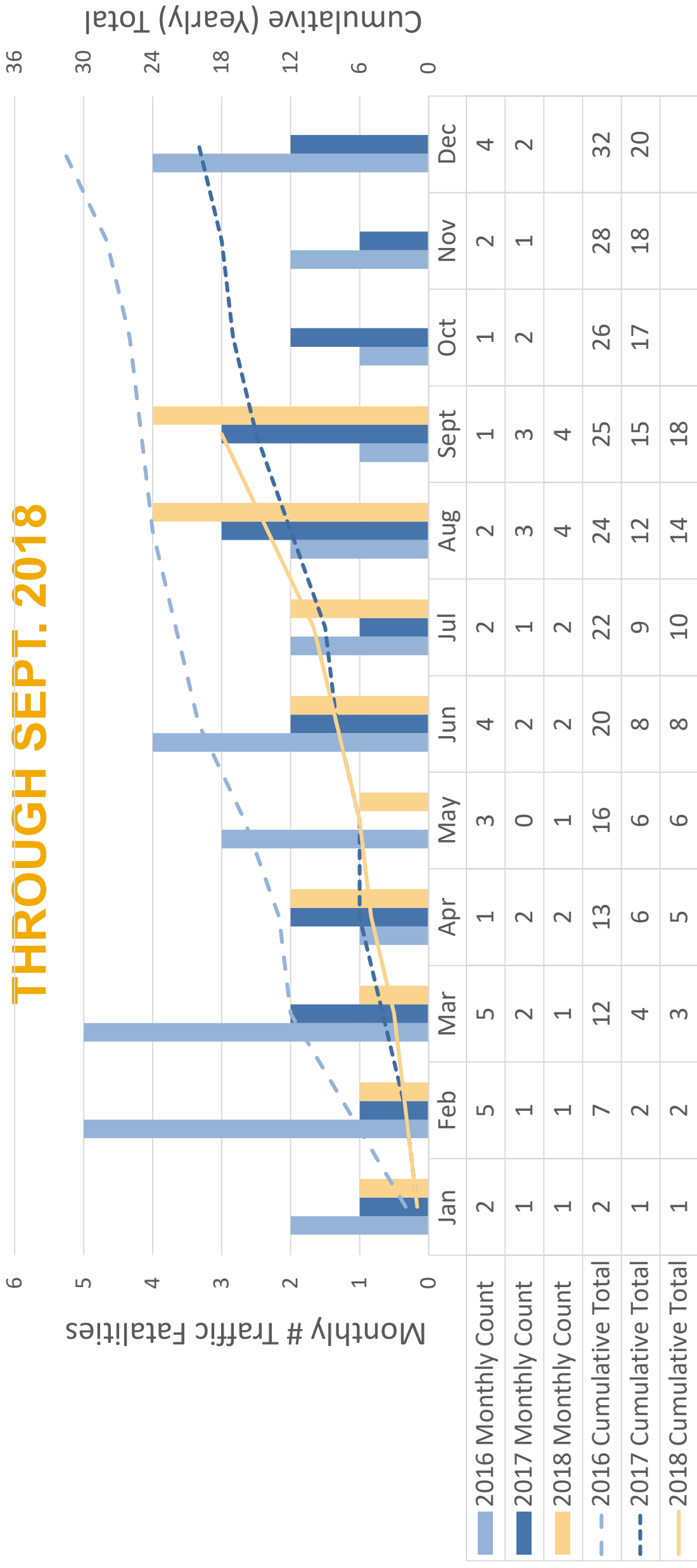
Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

VZSF FATALITIES THROUGH SEPTEMBER 2018

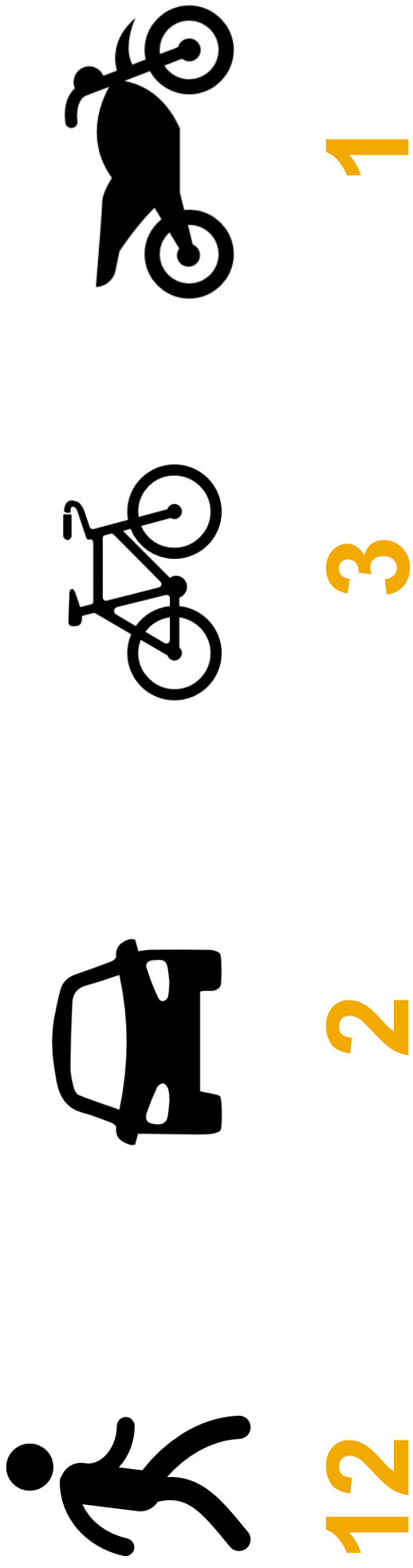
October 31, 2018

Vision Zero Committee

2016-2018 VISION ZERO TRAFFIC FATALITIES THROUGH SEPT. 2018



TRAVEL MODE & AGE
VZ FATALITIES JAN-SEPT 2018



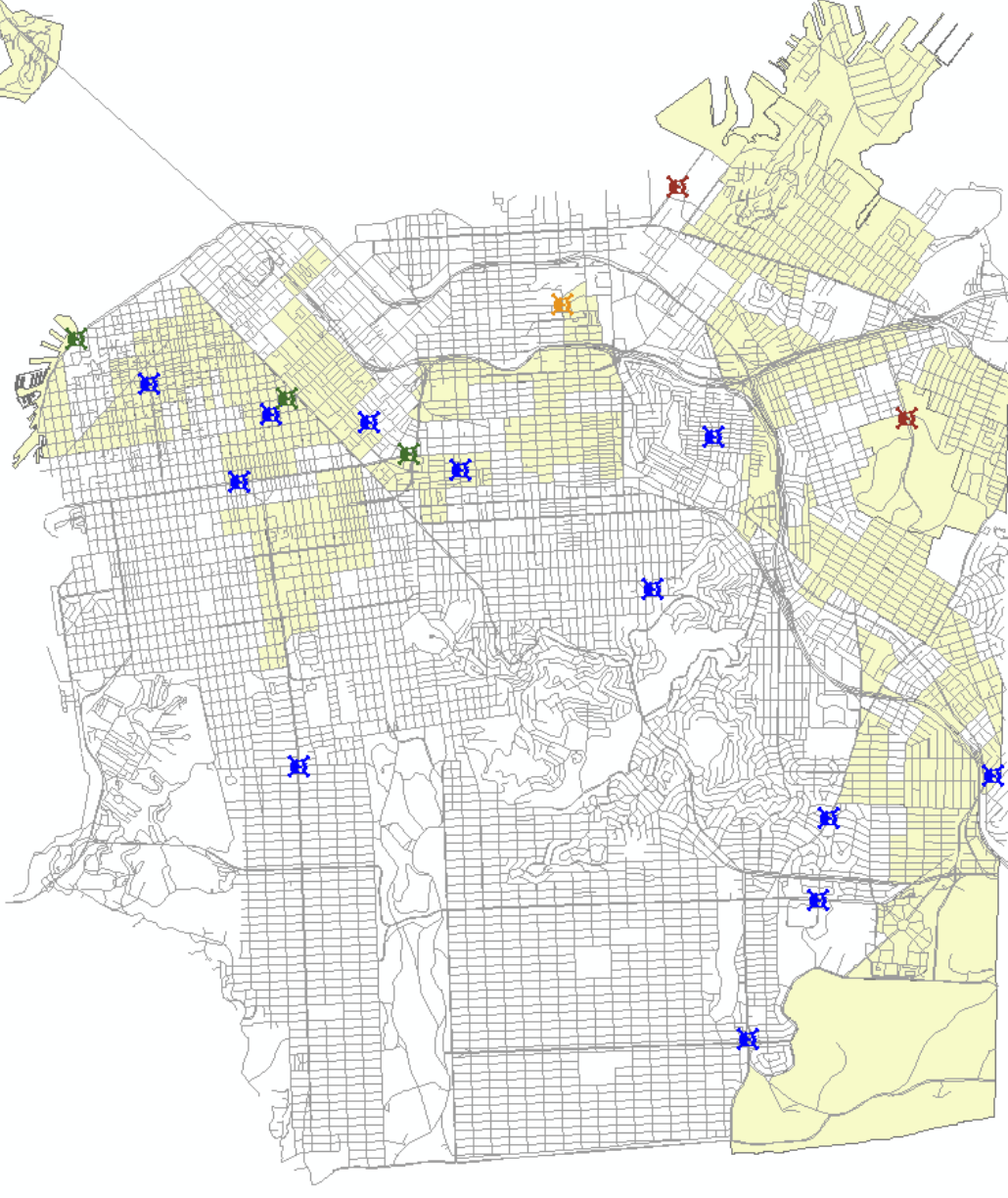
33% of people who died so far this year were **65+** years old

COMMUNITIES OF CONCERN

VZ FATALITIES JAN-SEPT 2018

Areas with high concentrations of poverty and vulnerable populations

56% of year-to-date VZ fatalities occurred in a **Community of Concern**, though they contain **only 31% of the City's surface streets.**





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>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</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>
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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

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

- | | |
|--|--|
| <ol style="list-style-type: none"> 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) | <ol style="list-style-type: none"> 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.

SUPPLEMENTAL MATERIALS

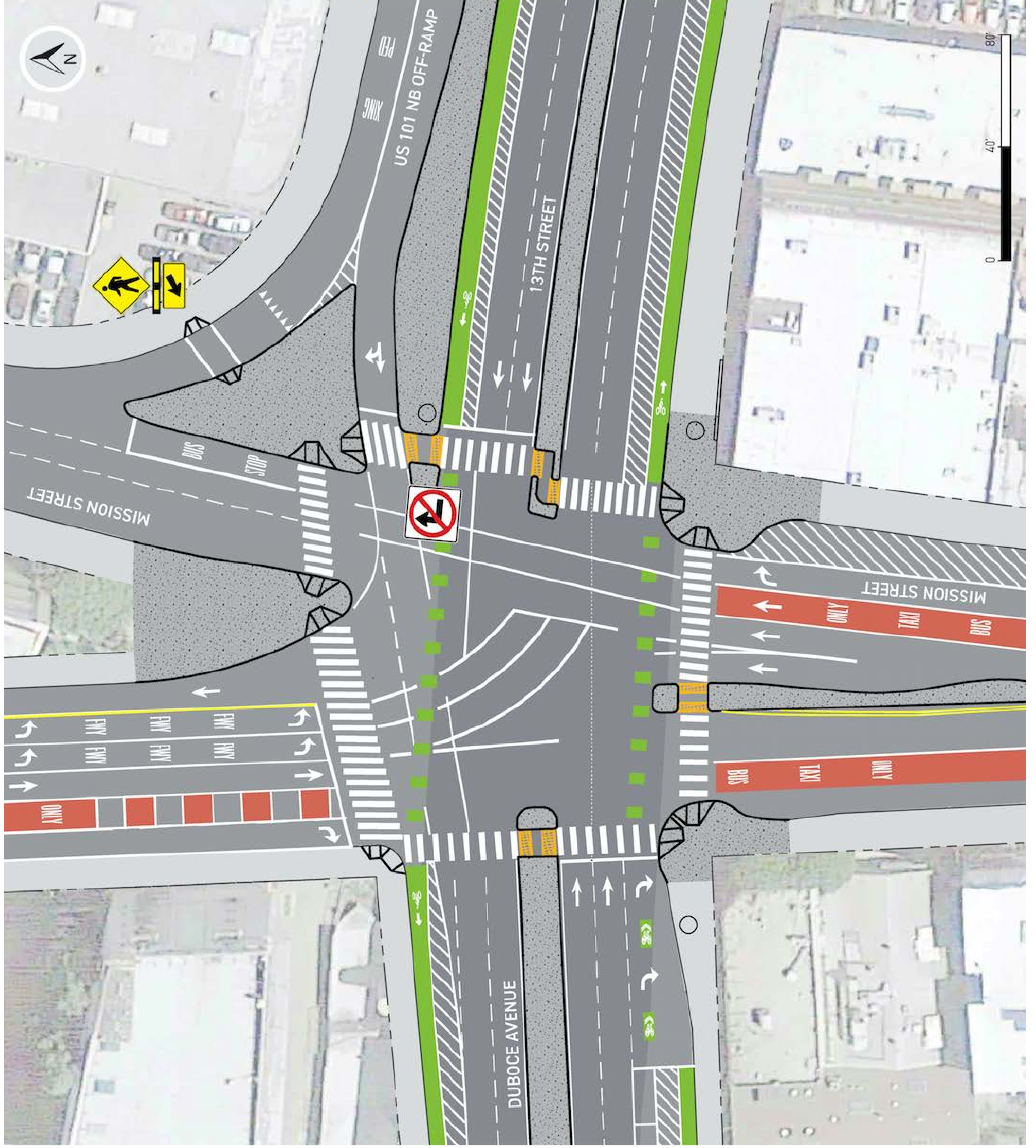
Attachment 1 – SoMa Ramp Intersection Safety Study Phase 2 - Proposed Improvements

Mission, Otis, Duboce, & 13th streets



Attachment 1

2012-2016
35
 collisions



Notes –

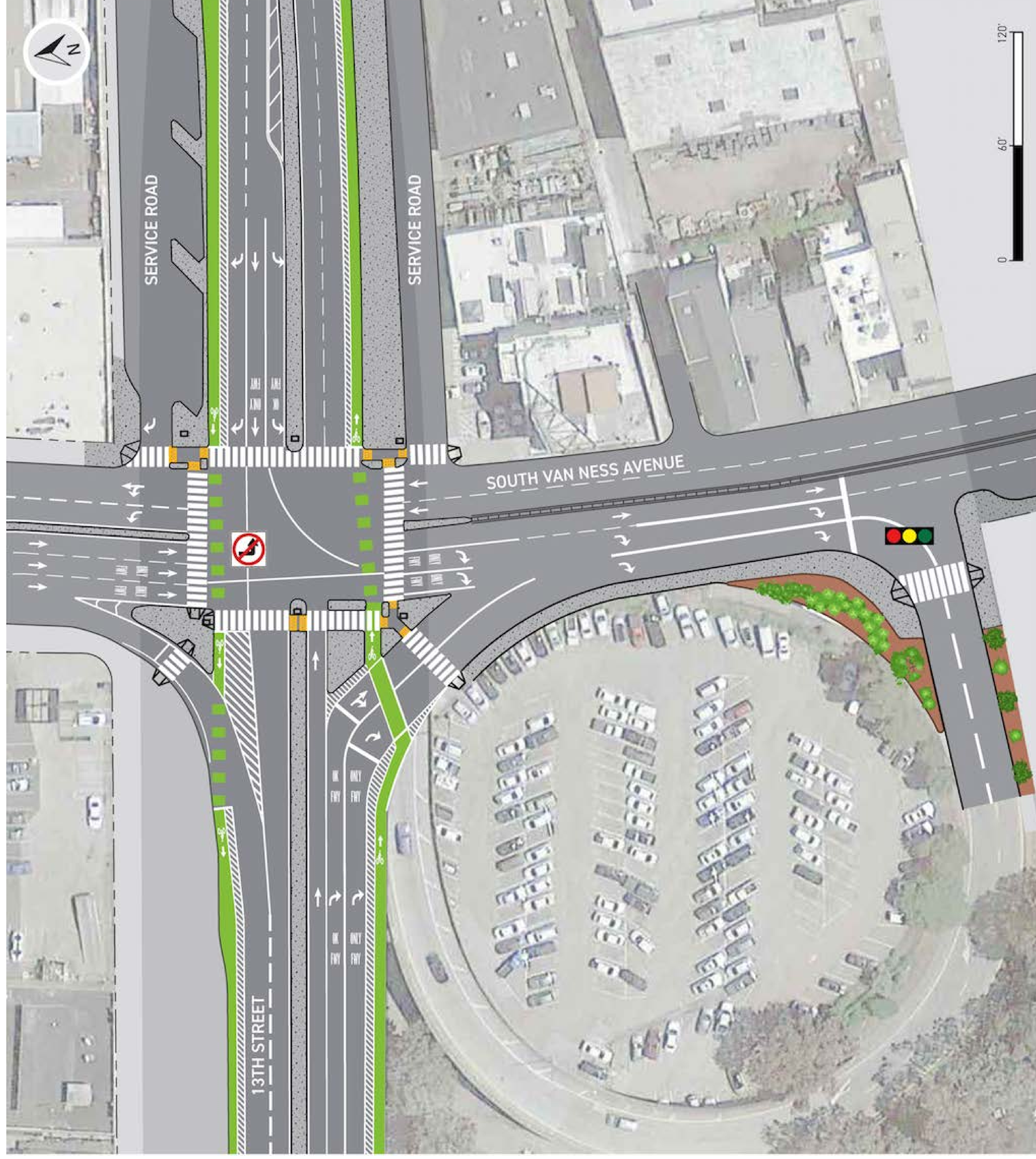
Market Street Hub Project Improvements

- 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 –

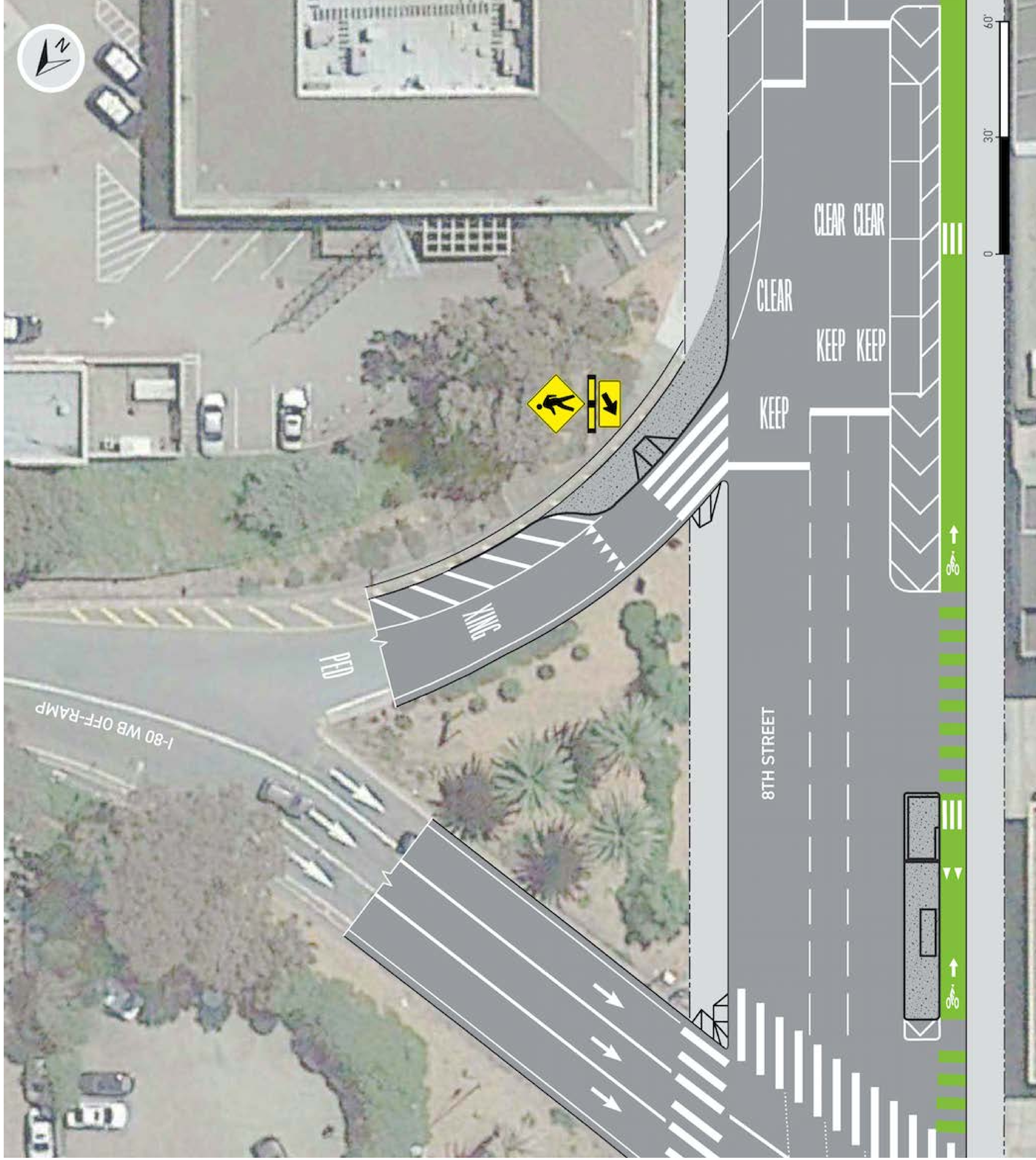
Market Street Hub Project Improvements

- 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—

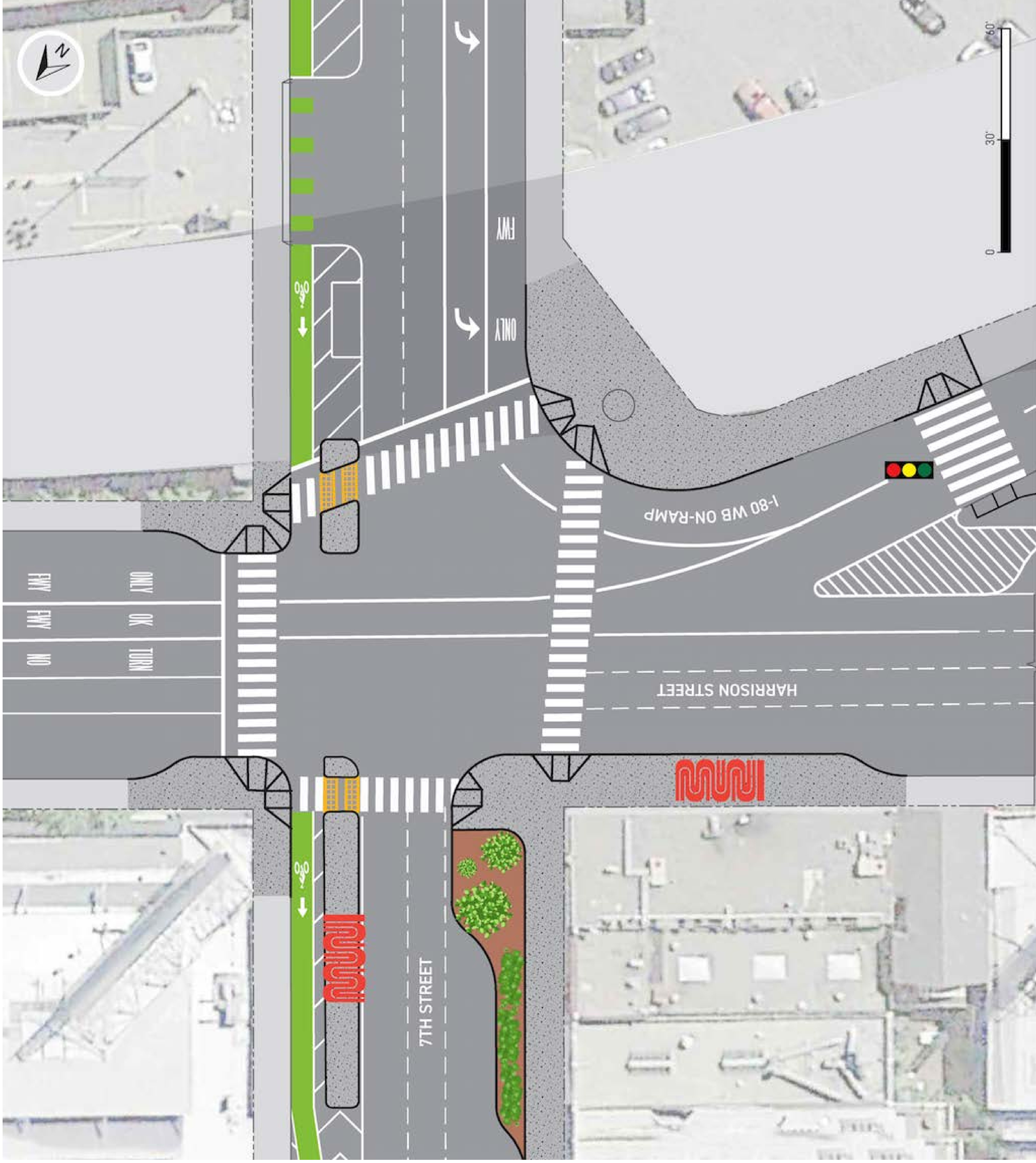
SFMTA 8th Street Safety Project Phase 2 Project Improvements

- 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

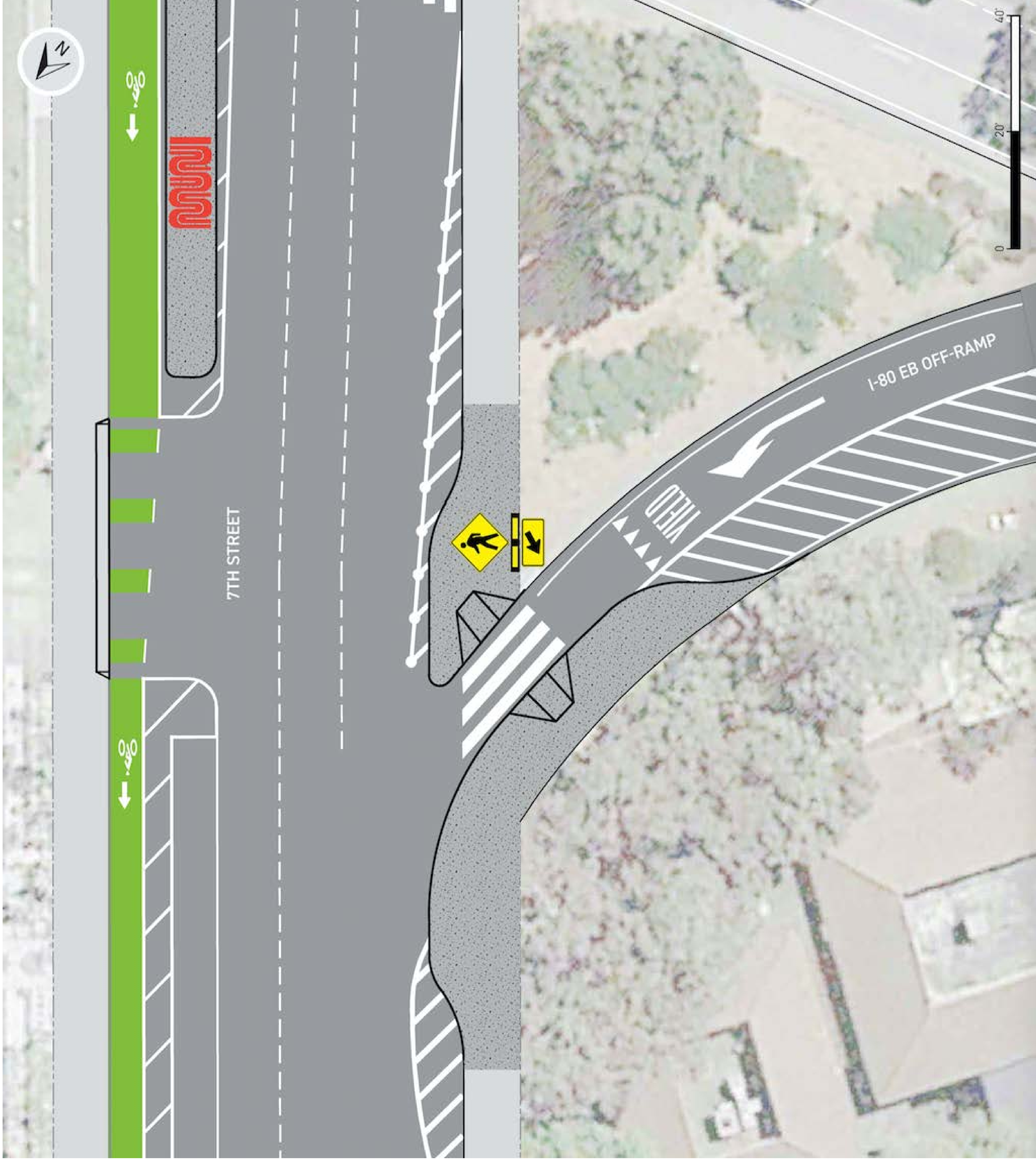
SFMTA 7th Street Bikeway Project Improvements

- 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—

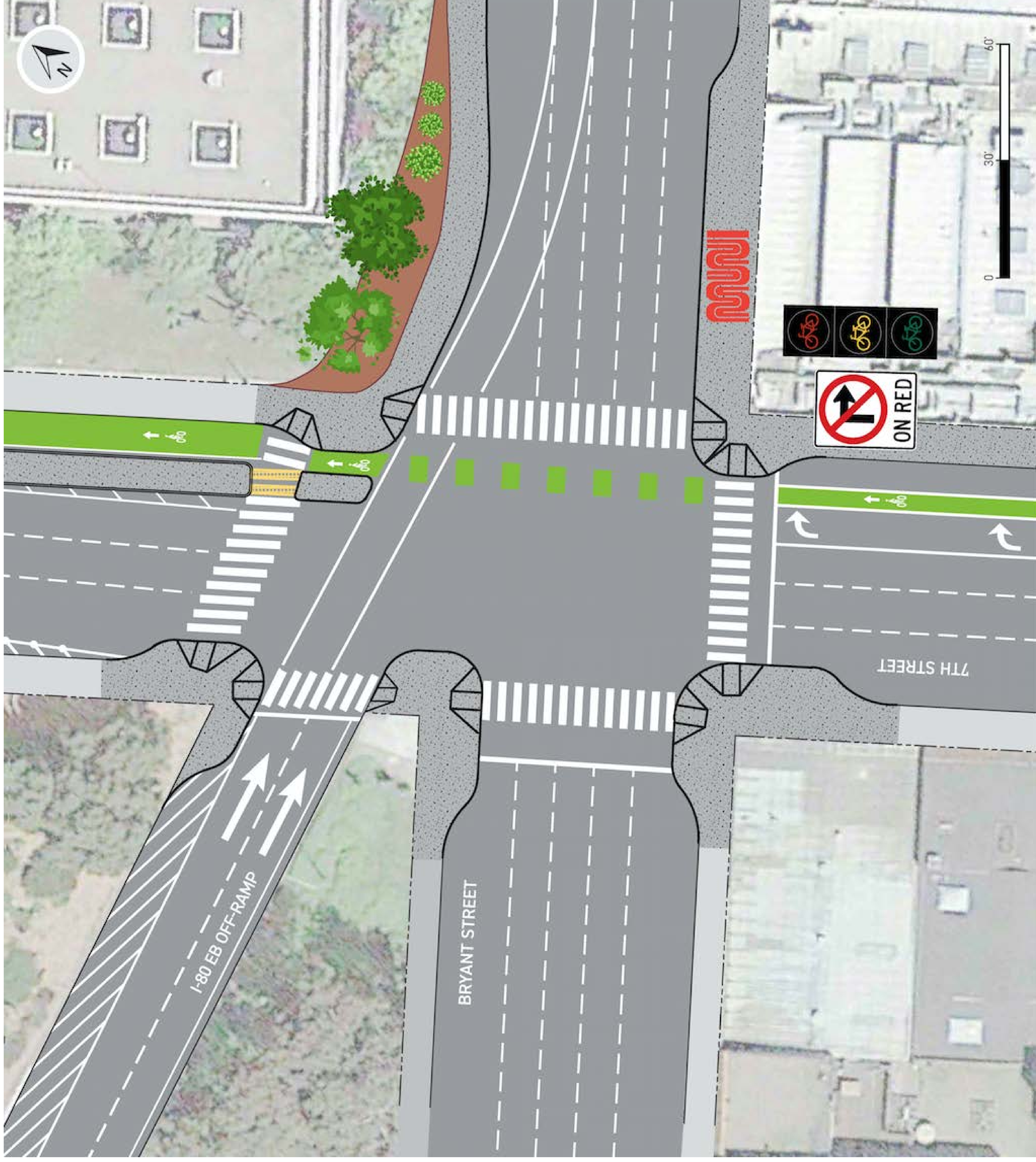
SFMTA 7th Street Bike Lane Project Improvements

- 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—

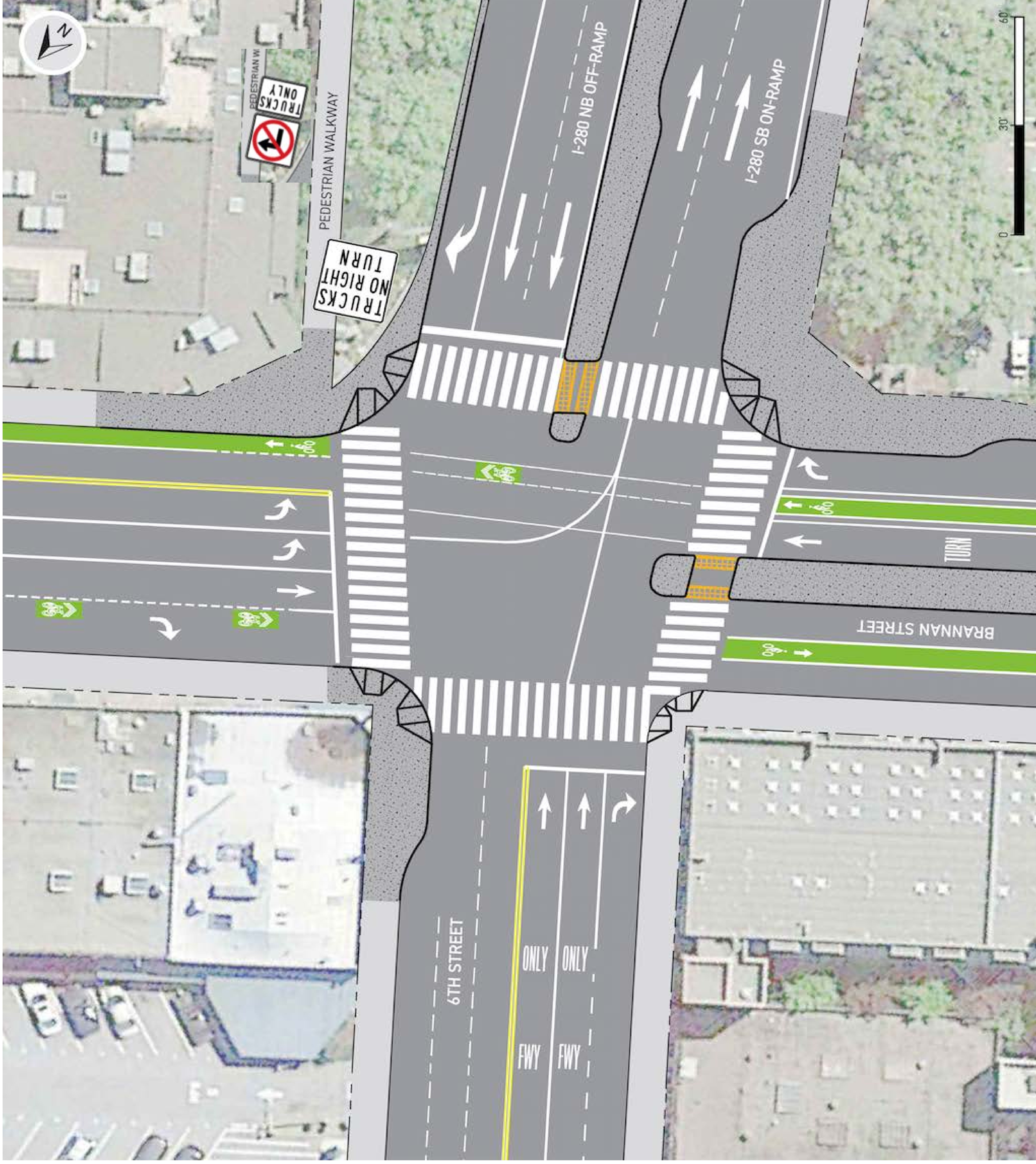
SFMTA 7th Street Bike Lane Project Improvements

- 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

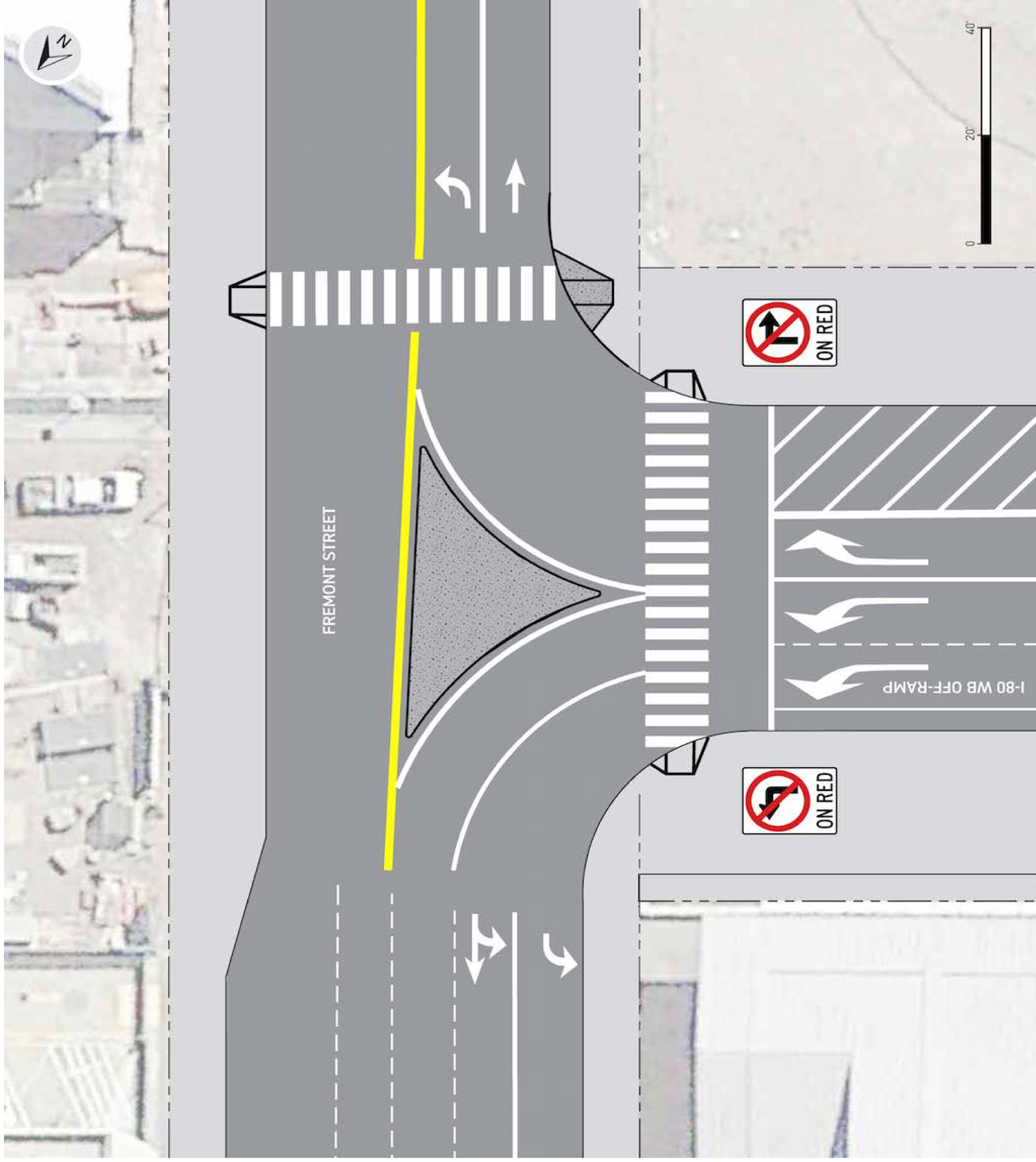
SF Flower Mart Improvements

- 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



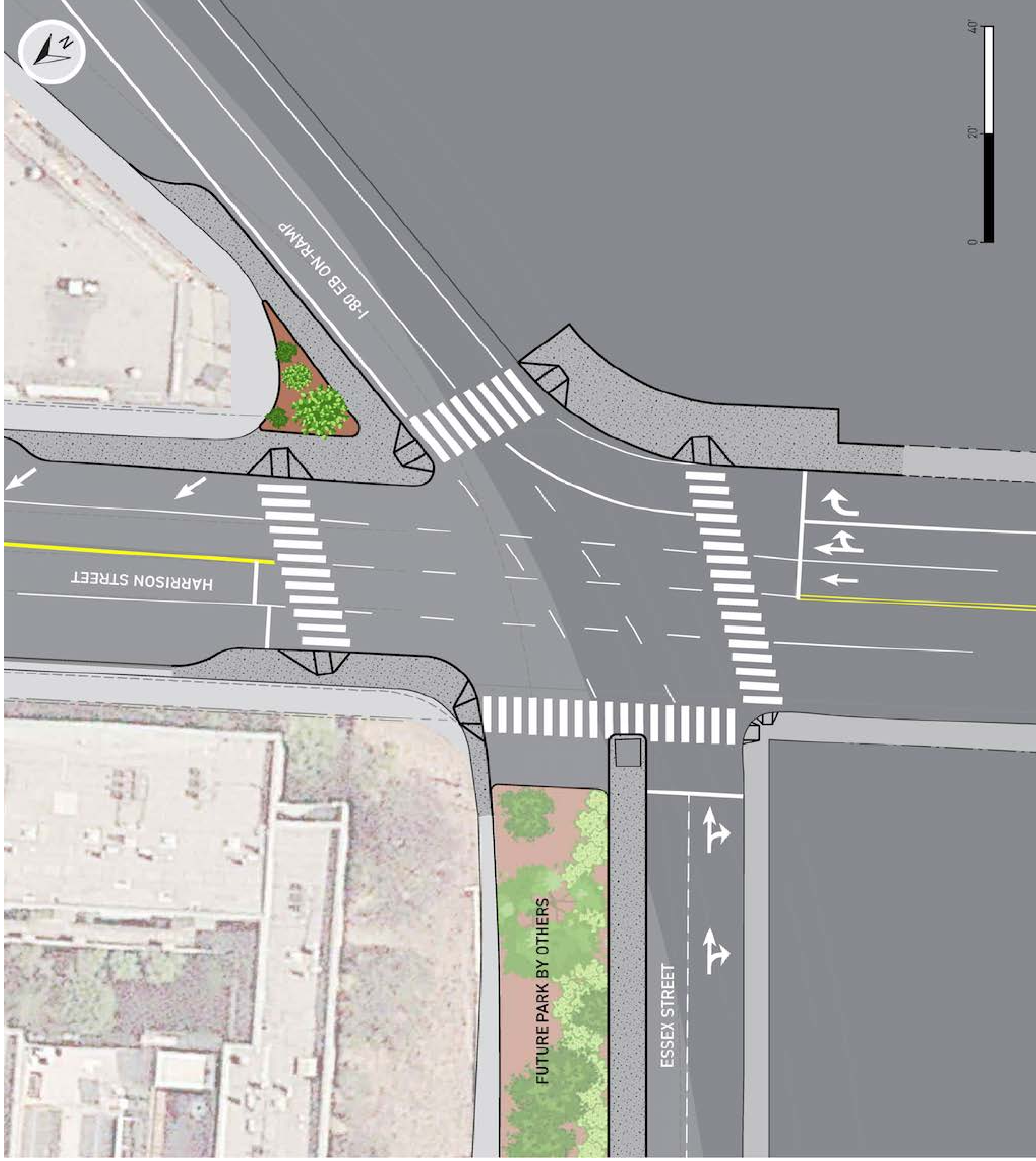
New intersection;
collision data N/A

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

