As of 9/8/23

Attachment 4. Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	13th Street Safety Project		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	21- Vision Zero Ramps		
Prop L Sub-Program (if applicable):	N/A		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The 13th Street Safety Project is proposed along 13th Street between Folsom Street and Valencia Street. To address traffic safety challenges along the corridor, the SFMTA is developing a series of transportation improvements that include protected bike facilities, bike boxes, bicycle signals, traffic signal upgrades and modifications, curb modifications, and travel lane removal to make the corridor more safe, comfortable, and accessible for all road users. The elements of this project to be funded from the Vision Zero Ramps program are recommendations from the Transportation Authority's SoMa Freeway Ramp Intersection Safety Study Phase II (2019).		
Project Location and Limits:	13th Street from Folsom Street to Mission/Otis Street and Duboce Avenue from Mission/Otis Street to Valencia Street		
Supervisorial District(s):	District 06, District 09		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Inner Mission		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	This project aims to address traffic safety concerns while creating a more comfortable space for travel through the following changes on 13th Street and Duboce Avenue between Folsom Street and Valencia Street: Installing protected bikeways and bike signals in both directions to provide a safer and more comfortable place for people traveling by bike while establishing a new connection in the City's bike network; Removing one vehicle traffic lane in each direction to encourage travel at safer speeds and allow for upgraded modes of travel along the corridor; Implementing traffic signal hardware and timing upgrades to improve its visibility and to improve traffic flow; Reconfiguring on-street parking and loading to accommodate existing land uses and businesses needs and designating color curbs space for commercial loading activities; Installing pedestrian safety improvements such as painted safety zones, bulbouts, and pedestrian refuges to increase visibility and create shorter crossings at intersections; Implementing accessibility upgrades throughout the corridor, including new accessible pedestrian signals, curb ramps with better detection, and minor sidewalk widening.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attached		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	Michelle Woo (SFPW), Marianne Peralta (CT)		

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	In-house	Q2-Oct-Nov-Dec	2020/21	Q4-Apr-May-Jun	2021/22
Environmental Studies (PA&ED)	100%	In-house	Q1-Jul-Aug-Sep	2021/22	Q2-Oct-Nov-Dec	2021/22
Right of Way	0%	TBD	Q1-Jul-Aug-Sep	2023/24	Q3-Jan-Feb-Mar	2023/24
Design Engineering (PS&E)	95%	In-house	Q2-Oct-Nov-Dec	2021/22	Q3-Jan-Feb-Mar	2023/24
Advertise Construction	0%	In-house	Q4-Apr-May-Jun	2023/24		
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2024/25		
Operations (i.e. paratransit)						
Open for Use	0%	In-house			Q1-Jul-Aug-Sep	2025/26
Project Completion (means last eligible expenditure)	0%	In-house	Q3-Jan-Feb-Mar	2025/26		

Notes

Design is currently nearing 100% submittal to Caltrans to initiate Caltrans review. SFMTA and SFPW staff expect multiple rounds of review with Caltrans to refine design. Once all parties are in agreement, 100% plan set will be submitted to Caltrans Encroachment Permit Office. Anticipate Bid in May 2024 and Award in July 2024.

Project Name:	13th Street Safety Project

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 317,622	$ -	$ 317,622	actuals
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 1,098,378	$ -	$1,098,378	actuals
Construction	$ 8,483,976	$ 1,000,000	$7,483,976	95% engineer's estimate
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 9,899,976	$ 1,000,000	$ 8,899,976	
Percent of Total		**10%**	**90%**	

Funding Plan - All Phases - All Sources | **Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)**

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
AHSC		Planning/Conceptual Engineering	Allocated	2019/20	$ 149,522	$ -	$ -	$ -	$ -	$ -
Prop B		Planning/Conceptual Engineering	Allocated	2019/20	$ 168,100	$ -	$ -	$ -	$ -	$ -
AHSC		Design Engineering (PS&E)	Allocated	2019/20	$ 337,378	$ -	$ -	$ -	$ -	$ -
Prop B		Design Engineering (PS&E)	Allocated	2020/21	$ 637,900	$ -	$ -	$ -	$ -	$ -
IPIC		Design Engineering (PS&E)	Allocated	2020/21	$ 123,100	$ -	$ -	$ -	$ -	$ -
SB1 LPP Formula FY23/24		Construction	Programmed	2023/24	$ 550,000	$ -	$ -	$ -	$ -	$ -
SHOPP FY23/24		Construction	Programmed	2023/24	$ 2,115,000	$ -	$ -	$ -	$ -	$ -
TDA Article 3 FY23/24		Construction	Programmed	2023/24	$ 831,876	$ -	$ -	$ -	$ -	$ -
AHSC		Construction	Allocated	2019/20	$ 1,813,100	$ -	$ -	$ -	$ -	$ -
IPIC FY23/24		Construction	Programmed	2023/24	$ 2,174,000	$ -	$ -	$ -	$ -	$ -
Prop L	21- Vision Zero Ramps	Construction	Planned	2023/24	$ 1,000,000	$ -	$ 500,000	$ 500,000	$ -	$ -
				Total By Fiscal Year	**$ 9,899,976**	**$ -**	**$ 500,000**	**$ 500,000**	**$ -**	**$ -**

Notes

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San Francisco County Transportation Authority

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***13th Street Safety Project***
Relative Level of Need or Urgency (time sensitive)	The 13th Street Safety Project is currently funded through the Affordable Housing and Sustainable Communities (AHSC) Program, a SHOPP Complete Streets Reservation, and Local Partnership Program formula grant, all of which have timely use of funds provisions.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The implementation project is directly informed by previous studies and planning efforts. The project will draw on recommendations from the San Francisco County Transportation Authority (SFCTA)'s SoMa Freeway Ramp Intersection Safety Study as well as the City of San Francisco's Market Octavia Plan Amendment (formerly known as The Hub) Public Realm Plan. The Market Octavia Plan Amendment has had 5 public workshop events since April 2016 to January 2020 to solicit input on strategies for affording housing, arts and culture, transportation, urban form, and public realm in The Hub neighborhood. The Public Realm Plan in particular, was an effort to develop designs for streets and open spaces in The Hub neighborhood. Of eight target corridors considered in the Plan, the 13th Street corridor emerged early on as a top priority street after receiving feedback from public workshops. The SoMa Freeway Ramp Intersection Safety Study was led by the San Francisco County Transportation Authority in close partnership with the SFMTA and a Technical Advisory Committee that included various agency stakeholders such as the San Francisco Planning Department, San Francisco Public Works, and Caltrans. The study was also performed in consultation with the Mayor's Office of Disability, San Francisco Fire Department, San Francisco Police Department, and California Highway Patrol. Stakeholder and community groups also participated in each round of outreach. Stakeholder groups involved include Walk San Francisco, San Francisco Bicycle Coalition, San Francisco Transit Riders Union, Independent Living Resource Center, Western SoMa Community Benefits District, Pedestrian Safety Advisory Committee, and more. Local businesses including The Crafty Fox and Brick and Mortar also provided pointed feedback on the study.

There were three rounds of outreach to the public in total. Multichannel communication methods were applied across the three rounds of outreach, including online surveying, intercept outreach, stakeholder meetings, open house event, and special event tabling. Information was shared through posting notices, multilingual mailers, online newsletter, webpage, and an educational video. Public outreach was conducted to gather information on the lived experiences of community members and to share the proposed plan, including design drawings, cost estimates, and implementation strategies. A wide range of issues were identified through the outreach process, which corroborated collision history data and helped shape recommendations to be in direct correlation to the challenges that were expressed and observed.

Furthermore, on September 14, 2020, Caltrans and SFMTA held a joint focused stakeholder meeting with representatives from the San Francisco Supervisor District 6 Office, San Francisco Supervisor District 9 Office, San Francisco Bicycle Coalition, and Walk San Francisco. Stakeholders expressed overall support for the implementation project.

The 13th Street Safety Project combines feedback from both the Market Octavia Plan Amendment Public Realm Plan and the SoMa Freeway Ramp Intersection Safety Study to inform implementation. The project also leverages existing stakeholder relationships and maintain communications with interested parties as it delves into more detailed design proposals. In order to collect feedback from a wide range of sources that is representative of the community, this project team has employed a number of methods to maximize outreach and engagement during the planning phase:

• Stakeholder meetings and site visits: Staff conducted door-to-door site visits along the corridor and hosted stakeholder meetings to gather feedback. Staff worked directly with community and advocate groups to address their questions and concerns.
• Community events: Staff held outreach events, including an open house and virtual office hours, to provide information on project specifics and collect comments and questions from the public. In order for the event to be more accessible, on-site tabling events and office hours were organized.
• Project updates: This project circulated project updates using an online mailing list as well as making them available on the project website, social media platforms, and on the SFMTA blog. The project website includes background information about the project and serves as a repository for relevant reports and documents such as design illustrations, presentation boards, informational factsheets, and notices. Before major milestones such as a public hearing or the start of construction, notices were physically posted along the corridor and mailers sent out to all addresses in the project vicinity.

	Public outreach and engagement activities allow the project team to learn about challenges that road users face, engage the community on design alternatives, collect feedback on project proposals, learn more about business operations and how the project may effect stakeholders, inform the public of progress and milestones, and more.
Benefits to Disadvantaged Populations and Equity Priority Communities	The project location is located within an Equity Priority Community, as defined by the San Francisco Metropolitan Transportation Commission (MTC). Equity Priority Communities are geographic areas that either have a concentration of people of color, low-income individuals, limited English proficiency individuals, seniors 75 years and over, zero-vehicle households, single parent families, people with a disability, and rent-burdened households. 13th Street and Duboce Avenue between South Van Ness Avenue and Valencia Street are considered in the “higher” classification of Communities of Concern, though not the "high" or “highest” classifications. Located within an Equity Priority Community, the project location is characterized by a high percentage of people with limited English proficiency (13 percent) and low income (47 percent). Between 5 and 10 percent of the population in this area are elderly and between 20 and 25 percent of the population in this area are disabled. Approximately 20 percent of the population here are rent-burdened. Over 60 percent of households in this area have zero vehicles. Especially within the context of an area that has low automobile ownership, the multimodal improvements constructed by this project will be a huge benefit to those who walk, bike, and take transit. This project will significantly improve bicycling conditions in terms of safety and accessibility.

Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability The 13th Street Safety Project aims to deliver transportation safety and comfort improvements on the project corridor for all users. Project staff have analyzed collision patterns on the corridor and are pursuing designs that address safety issues. 13th Street is part of the city's High-Injury Network, the 12 percent of streets that account for 68 percent of severe and fatal traffic collisions. Between 2018 and 2022, 100 collisions occurred in the project area and resulted in injury. Over one-third of reported collisions involved bicyclists or pedestrians, and the most common collision factors were red signal violations, high speeds, and unsafe left turns. This project will implement improvements in order to address the traffic safety issues present along the corridor. "In whole, the 13th Street Safety Project extents are on 13th Street from Folsom Street to Mission Street and Duboce Avenue from Mission Street to Valencia Street. In total, the project extents include four major intersections. 13th Street becomes Duboce Avenue west of Mission Street. The Central Freeway is an elevated structure above 13th Street supported by steel and concrete columns. Previous efforts on 13th Street and Division Street improved walking, biking, and driving between Townsend Street and Folsom Street. New protected bikeways on this segment connect bicyclists to other well-used bicycling corridors including Townsend Street, 8th Street, Brannan Street, Potrero Avenue, 11th Street, Bryant Street, Harrison Street, and Folsom Street. The 13th Street Safety Project will further expand San Francisco's Bicycle Network by extending protected bicycle facilities on 13th Street westerly and connect to Valencia Street, another main bicycling corridor within San Francisco. There are currently no bike facilities on the 13th Street and Duboce Avenue corridor between Folsom Street and Valencia Street. New protected bikeways in both directions of 13th Street and Duboce Avenue will provide increased connectivity, accessibility, and safety for those traveling by bicycle.

	Unlike bicycle facilities, pedestrian facilities exist along this corridor, but are lacking in comfort and safety. The overall pedestrian environment is difficult and unwelcoming. Due to the presence of wide freeway columns and the elevated freeway itself, there is poor visibility and lighting along 13th Street. Wide intersections make for a daunting challenge to cross on foot and each leg requires multiple crossings. Sidewalks become substantially narrow at certain areas, to the point that people using mobility devices cannot pass each other. Intersection crossings also lack accessibility features such as detectable warning surfaces and audible pedestrian signals (APS). Sidewalks, median, and roadway width vary throughout the segment. Pedestrian safety and accessibility enhancements installed throughout this corridor would improve visibility of pedestrians to other road users and make crossing intersections easier.
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
21- Vision Zero Ramps	
Safety	Entire length of the project is on the HIN. At both the the MISSION STREET / 13TH STREET / US 101 NB OFF-RAMP and the SOUTH VAN NESS AVE / 13TH ST / US 101 SB ON-RAMP a protected bikeway will better serve the complex needs of 13th Street while also providing a better sense of safety for all users. Bike signals installed with bike only signal phases will clarify when bicyclists may enter an intersection and paired with restricting conflicting vehicle movements. Accessible pedestrian signals and upgraded curb ramps will increase accessibility. Curb extensions from median islands will add extra protection for people waiting to cross the street. Bulbouts provide more sidewalk space for people waiting to cross the street, encourage drivers to turn more slowly at intersections, and make pedestrians more visible to all. Traffic signal upgrades will customize to accommodate traffic flow at different times of the day, week, and direction. Signal timing improvements will also be made to provide people with more time to walk across intersection.

Aerial Imagery

13th Street Safety Project

September 2020

Aerial imagery within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

Project Extents

0.055 miles

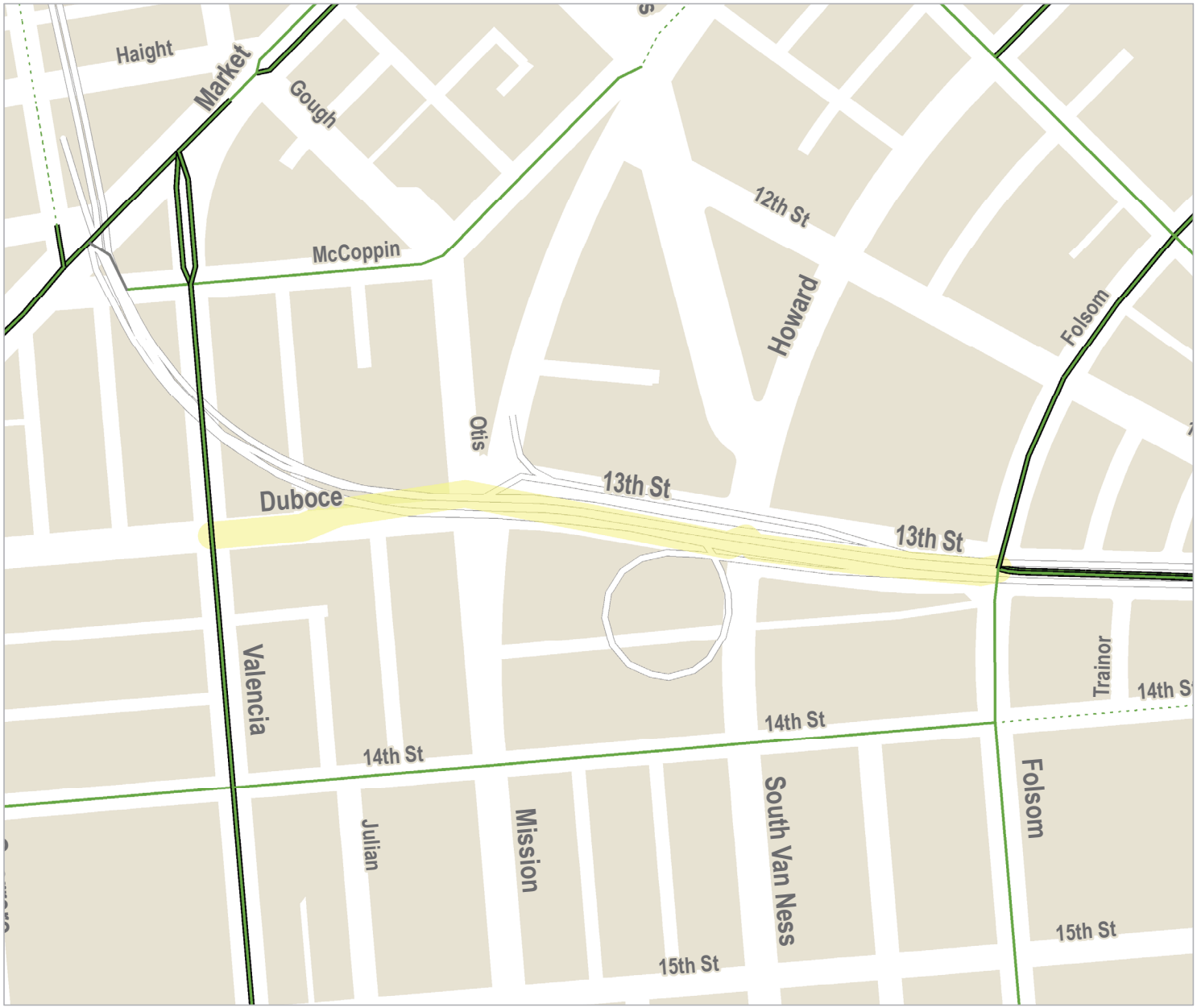
Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: jennifer.wong@sfmta.com

SFMTA

Document Path: \\mtanas\sfmtagis\01_Projects\LivableStreets\13th Street Safety Project\02_MXD\Aerial_20200903.mxd
User Name: JEnwong



Bicycle Network

13th Street Safety Project

September 2020

San Francisco Bicycle Network within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

LEGEND

- Bike Path
- Separated Bikeway
- Bike Lane
- Neighborway
- Bike Route
- Project Extents

0.055 miles

Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: jennifer.wong@sfmta.com

SFMTA

Document Path: \\mtanas\sfmtagis\01_Projects\LivableStreets\13th Street Safety Project\02_MXD\BikeNetwork_20200903.mxd
User Name: JEnwong

Duboce Avenue at Valencia Street, facing north

Duboce Avenue at Valencia Street, facing south

Duboce Avenue at Valencia Street, facing east

Duboce Avenue at Valencia Street, facing west

Duboce Avenue at Stevenson Street, facing east

Duboce Avenue at Stevenson Street, facing west

13th Street at Otis Street/Mission Street, facing north

13th Street at Otis Street/Mission Street, facing south

13th Street at Otis Street/Mission Street, facing east

13th Street at Mission Street/101 Off-Ramp, facing northeast

13th Street at Otis Street/Mission Street, facing west

13th Street between Otis Street/Mission Street and South Van Ness Avenue, facing east

13th Street between Otis Street/Mission Street and South Van Ness Avenue, facing west

13th Street at South Van Ness Avenue, facing north

13th Street at South Van Ness Avenue, facing south

13th Street at South Van Ness Avenue, facing east

13th Street at South Van Ness Avenue, facing west

13th Street between South Van Ness Avenue and Folsom Street, facing east

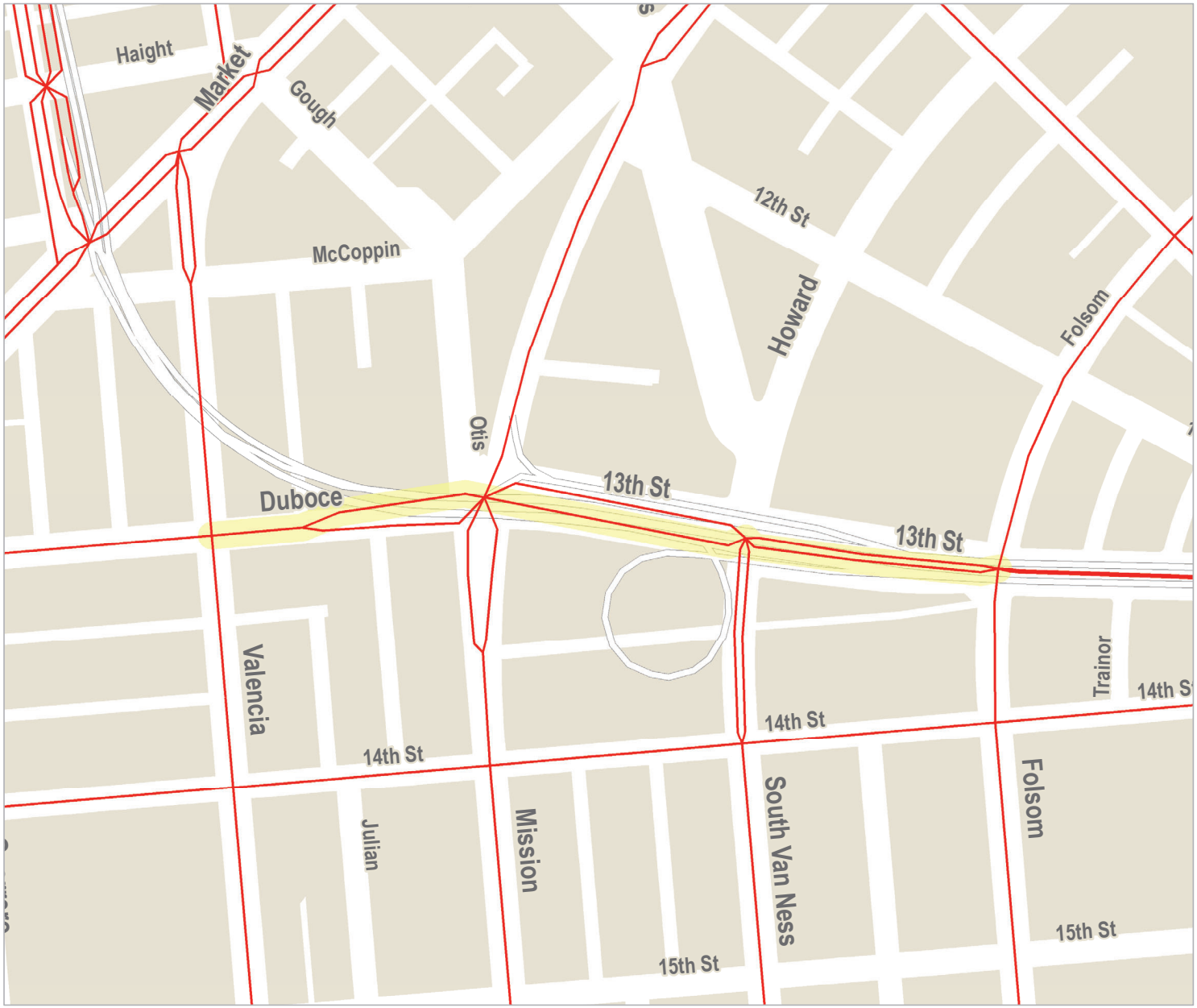
13th Street between South Van Ness Avenue and Folsom Street, facing west

13th Street at Folsom Street, facing north

13th Street at Folsom Street, facing south

13th Street at Folsom Street, facing east

13th Street at Folsom Street, facing west



Vision Zero High-Injury Network

13th Street Safety Project

September 2020

Vision Zero High-Injury Network within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

LEGEND

- Vision Zero High-Injury Network
- Project Extents

0.055 miles

Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: jennifer.wong@sfmta.com

SFMTA

Document Path: \\mtanas\sfmtagis\01_Projects\LivableStreets\13th Street Safety Project\02_MXD\HighInjuryNetwork_20200903.mxd
User Name: JEnwong

13th Street Safety Project

PROPOSED CHANGES

Accessible Pedestrian Signals

Accessible pedestrian signals (APS) are pedestrian push buttons that communicate when to cross the street in a non-visual manner, such as audible tones, speech messages, and vibrating surfaces. SFMTA's policy is to install APS at signalized intersections undergoing a major signal upgrade.

Curb Ramps

Older curb ramps could be upgraded with yellow truncated domes to provide a tactile surface that is more visible and detectable. This serves people walking with a better warning about where there is a roadway crossing.

Curb Extensions

Long intersection crossings can be shortened with curb extensions. Curb extensions from median islands can add extra protection for people waiting to cross the street. Curb extensions can also form bikeway channels that provide protected space for bicyclists to approach intersections.

Sidewalk Widening

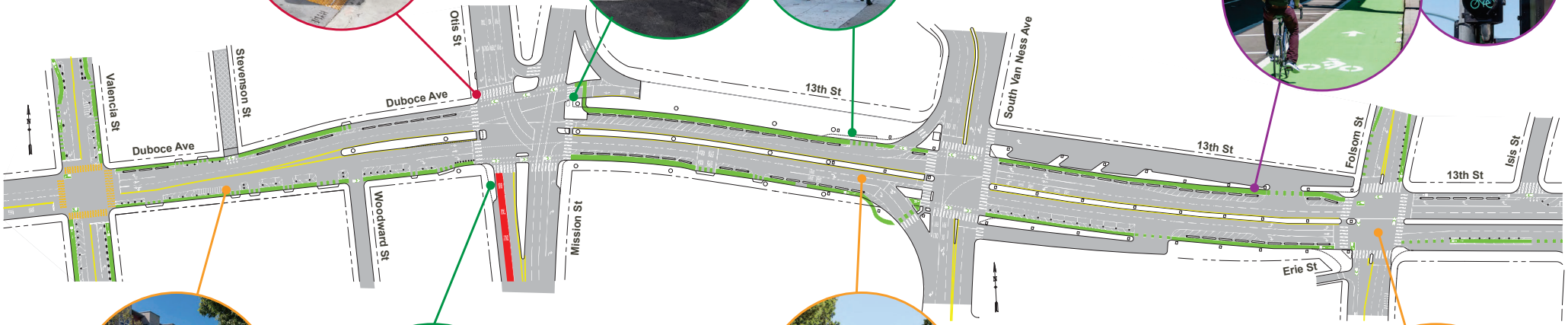
Due to the placement of freeway support columns and historic street widening, the sidewalk on the north side of 13th Street west of South Van Ness Avenue is inadequately wide. This project proposes to restore the sidewalk to a more sufficient width, in alignment with the rest of the block.

Protected Bikeway

People traveling by bike along 13th Street currently do so in mixed traffic. This project proposes to install protected bikeways in both directions of 13th Street and Duboce Avenue between Valencia Street and Folsom Street. The new protected bikeway would close a gap in the city's bicycle network between Folsom Street and Valencia Street. A protected bikeway offers people biking a dedicated space physically separated from motorized traffic. The physical separation is reinforced using concrete medians, plastic delineators, or a row of on-street parking.

Intersection Bikeway Improvements

This project proposes to pair protected bikeways with bike signals at intersections. Bike signals installed with bike-only signal phases clarify when bicyclists may enter an intersection and is usually paired with restricting conflicting vehicle movements. Also, bike boxes are dedicated spaces where bicyclists may wait before proceeding. Bike boxes with arrows are to facilitate turns onto a perpendicular route. Bike boxes are typically painted green as a visual cue for all road users to indicate where bicyclists can be expected.



Parking and Loading Adjustments

This project proposes parking and loading changes to accommodate existing land uses and business needs. Color curbs can be used to designate space for commercial and passenger loading activities.

Bulbouts

Bulbouts are one type of curb extention that is an expansion of the sidewalk at the corner of intersections. Bulbouts provide more sidewalk space for people waiting to cross the street, encourage drivers to turn more slowly at intersections, and make pedestrians more visible to all. This project proposes bulbouts at the 13th Street intersections with Mission Street and Folsom Street.

Travel Lane Reduction

To accommodate a new protected bikeway, the number of travel lanes on 13th Street and Duboce Avenue will be reduced at certain locations. Lane reductions will allow a reallocation of roadway space to better serve the complex needs of 13th Street while also providing a better sense of safety for all users.

Traffic Signal Upgrades

Existing traffic signals mounted near freeway columns may be replaced with larger sizes in order to improve its visibility to drivers. Traffic signal timing may be customized to accommodate traffic flow at different times of the day, week, and direction. Signal timing improvements will also be made to provide people with more time to walk across intersections.

Please let us know what you think! Email us at **13thStreetSafety@SFMTA.com**

For more information about the 13th Street Safety Project, we invite you to visit: **SFMTA.com/13thStreetSafety**

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Proyecto de seguridad de la 13th Street

MEJORAS PROPUESTAS

Señales peatonales accesibles

Las señales peatonales accesibles (APS, en inglés) son botones para peatones que comunican cuándo cruzar la calle de una manera no visual, como tonos audibles, mensajes de voz y superficies de vibración. La política de SFMTA es instalar APS en las intersecciones con semáforos que estén experimentando una importante actualización de semáforos.

Rampa de la acera

Las rampas en las aceras más antiguas podrían mejorarse con domos truncados amarillos para proporcionar una superficie táctil que sea más visible y detectable. Esto sirve a las personas que caminan con una mejor advertencia sobre dónde hay un cruce de calle.

Extensión del bordillo

Los cruces largos en intersecciones se pueden acortar con extensiones del bordillo. Las extensiones del bordillo desde las islas de camellón pueden agregar protección adicional para las personas que esperan para cruzar la calle. Las extensiones de bordillo también pueden formar canales para bicicletas que brindan un espacio protegido para que los ciclistas se acerquen a las intersecciones.

Ampliación de la acera

Debido a la ubicación de las columnas de soporte de la autopista y la histórica ampliación de la calle, la acera del lado norte de la 13th Street al oeste de la South Van Ness Avenue no tiene el ancho adecuado. Este proyecto propone restaurar la acera a un ancho más adecuado, en alineación con el resto de la manzana.

Ciclovías protegidas

Las personas que viajan en bicicleta por la 13th Street actualmente lo hacen en tráfico mixto. Este proyecto propone instalar ciclovías protegidas en ambas direcciones de la 13th Street y la Duboce Avenue entre la Valencia Street y la Folsom Street. La nueva ciclovía protegida cerraría un vacío en la red de ciclovías de la ciudad entre la Folsom Street y la Valencia Street. Una ciclovía protegida ofrece a los ciclistas un espacio dedicado físicamente separado del tráfico motorizado. La separación física se refuerza usando camellones de concreto, delineadores de plástico o una fila de estacionamiento en la calle.

Mejoras ciclovías en intersecciones

Este proyecto propone el equipamiento de ciclovías protegidas con señalamiento para bicicletas en las intersecciones. Los semáforos para bicicletas instalados con fases solo para bicicletas aclaran cuándo los ciclistas pueden ingresar a una intersección y, por lo general, se combinan con la restricción de movimientos de vehículos conflictivos. Las cajas para bicicletas son espacios exclusivos donde los ciclistas pueden esperar antes de continuar. Las cajas para bicicletas con flechas son para facilitar los giros hacia una ruta perpendicular. Las cajas para bicicletas generalmente están pintadas de verde como una señal visual para todos los usuarios de la vía para indicar dónde se puede esperar encontrar ciclistas.

Ajustes a los estacionamientos y áreas de carga

Este proyecto propone cambios en el estacionamiento y la carga para adecuarse a los usos de suelo existentes y a las necesidades comerciales. Se pueden utilizar bordillos de colores para designar espacios para actividades comerciales y de ascenso/descenso de pasajeros.

Ensanchamientos

Los ensanchamientos son un tipo de extensión del bordillo que es una expansión de la acera en la esquina de las intersecciones. Los ensanchamientos brindan más espacio en la acera para las personas que esperan para cruzar la calle, alientan a los conductores a girar más lentamente en las intersecciones y hacen que los peatones sean más visibles para todos. Este proyecto propone ensanchamientos en las intersecciones de la 13th Street con la Mission Street y la Folsom Street.

Reducción de carriles de circulación

Para aceptar la nueva ciclovía protegida, se reducirá en ciertos lugares la cantidad de carriles de circulación en la 13th Street y en la Duboce Avenue. La reducción de carriles permitirá una reasignación del espacio de la calzada para atender mejor las complejas necesidades de la 13th Street y, al mismo tiempo, brindar una mejor sensación de seguridad para todos los usuarios.

Actualización de la señal

Los semáforos existentes montados cerca de las columnas de la autopista pueden reemplazarse con un tamaño más grande para mejorar su visibilidad para los conductores. La temporización de los semáforos se puede personalizar para adaptarse al flujo de tráfico en diferentes momentos del día, la semana y la dirección. Se realizarán mejoras en la temporización de los semáforos para brindar a las personas más tiempo para cruzar las intersecciones.

¡Díganos lo que piensa! Contáctenos en **13thStreetSafety@SFMTA.com**

Para más información sobre este proyecto e inscribirse para recibir actualizaciones por correo electrónico, visite: **SFMTA.com/13thStreetSafety**

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13th Street 安全工程　擬議的改進

無障礙行人號誌

無障礙行人號誌 (APS) 是行人使用按鈕，它以非視覺方式（例如可以被聽到的音調、語音資訊和振動表面）傳達行人穿越馬路的時機。SFMTA 的政策在進行重大號誌升級的信號化交叉路口增設 APS。

路緣坡道

升級老舊的路緣坡道，在特定區域鋪設黃色的點形導盲磚，以提供更明顯和可偵測到的觸覺道路表面。這對於行人具有更好的警示作用，提示這裡是一個道路交叉口。

路緣延伸處

使用路緣延伸處可以縮短較長的交叉路口。隔離島的路緣延伸處可以為等待穿越馬路的人們增加額外的保護。路緣延伸處也可以形成自行車通道，為靠近交叉路口的自行車騎士提供受保護的空間。

人行道加寬

由於高速公路支撐柱的放置和歷史街區的拓寬，South Van Ness Avenue 以西 13th Street 北側的人行道不夠寬。本專案提議將人行道恢復至更充分的寬度，與街區的其餘部分保持一致。

受保護的自行車道

騎自行車沿 13th Street 出行的騎士目前只能在混合車流中騎行。本專案提議在 13th Street 和 Duboce Avenue 介於 Valencia Street 和 Folsom Street 之間路段的兩個行駛方向增設受保護的自行車道。新的受保護的自行車道將能彌補本市自行車網路介於 Folsom Street 和 Valencia Street 之間路段的空缺。受保護的自行車道為自行車騎士提供一個專用空間，在物理上與機動車車流分開。這種物理分隔可以使用混凝土隔離帶、塑膠反光錐或一排路邊停車位來加強。

交叉路口的自行車道改善

本專案提議將受保護的自行車道與交叉路口的自行車號誌配對。增設自行車專用號誌相位的自行車號誌，明確指出自行車騎士何時可以進入交叉路口，並且通常此時也禁止行車路線衝突的車輛行進。 自行車等待區是自行車騎士在繼續騎行之前的專用等待空間。帶箭頭的自行車等待區方便在垂直路線上轉向。作為所有道路使用者的視覺提示，通常將自行車等待區塗成綠色，以指示騎士的預期騎行路線。

停車和裝載規則調整

本專案提議變更停車和裝載區域，以適應現有的土地使用和業務需求。彩色路緣可作為商業和乘客裝載活動的專用空間。

延展路緣

延展路緣是一類路緣延伸處，它是交叉路口轉角處的人行道擴展。延展路緣為等待穿越馬路的人們提供更多人行道空間，鼓勵駕駛人在交叉路口轉彎時放慢速度，並且使得行人更容易被所有人看到。本專案提議在 13th Street 與 Mission Street 和 Folsom Street 的交叉路口增設延展路緣。

減少行車道

為了容納新的受保護的自行車道，將減少 13th Street 和 Duboce Avenue 沿線某些位置的通行車道數量。藉由減少車道來重新分配道路空間，以更能滿足 13th Street 的複雜需求，同時也為所有使用者提供更好的安全感。

交通號誌升級

將安裝在高速公路支撐柱附近的現有交通號誌更換為更大的尺寸，以提高對駕駛人的可見度。定制交通號誌時間以適應一天、一週和行車方向上不同時間的車流量。改善號誌時間，以便為人們提供更多時間穿過交叉路口。

讓我們知道您的看法！請透過下列電子郵件地址聯繫我們:
13thStreetSafety@SFMTA.com

如需有關本計劃的更多資訊，以及訂閱以電子郵件發送的最新消息，請上網瀏覽:
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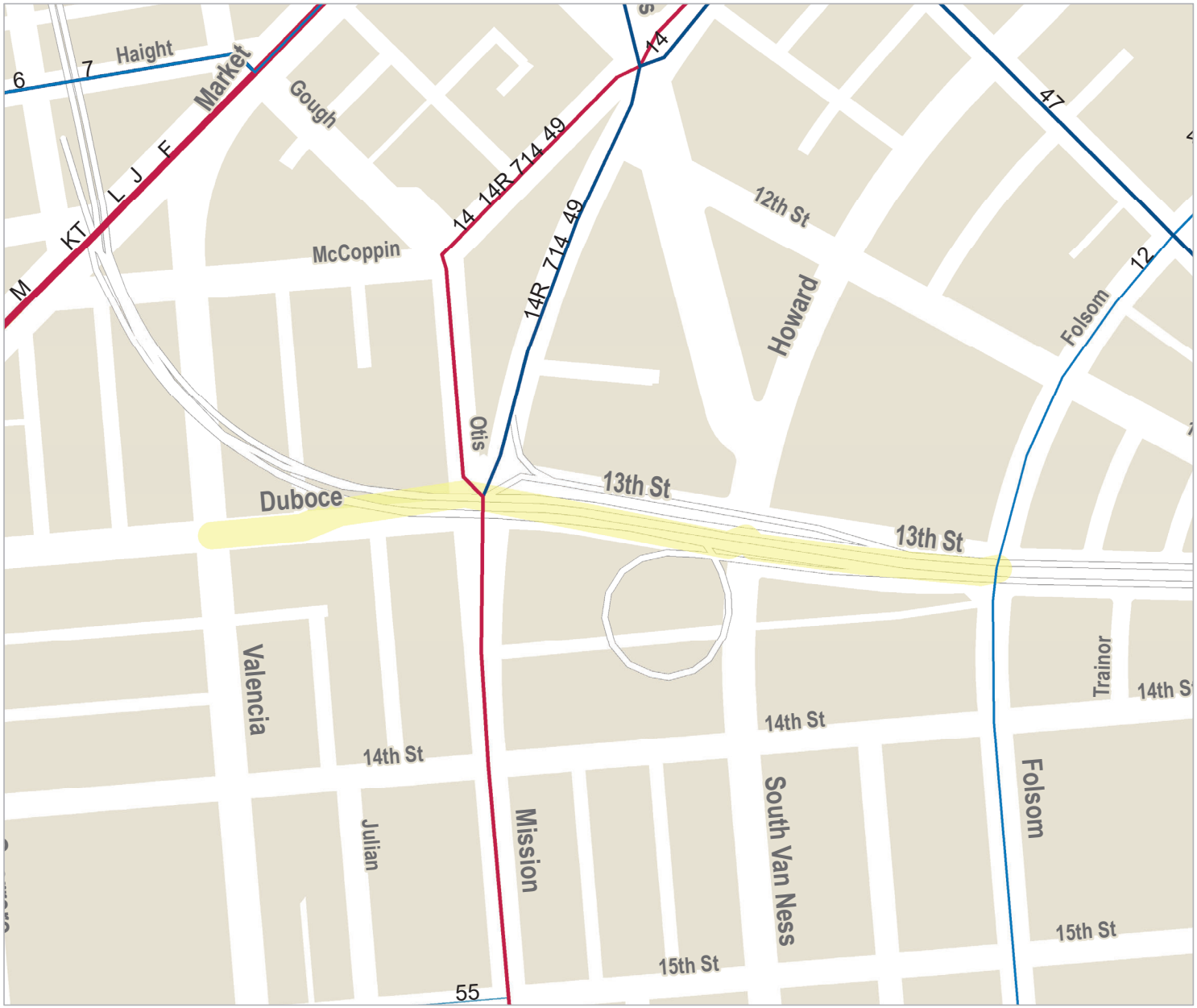

Muni Transit Network

13th Street Safety Project

September 2020

San Francisco Muni transit routes within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

LEGEND

- Muni Metro
- Rapid Bus
- Connector
- Frequent
- Grid
- Historic
- Specialized
- Project Extents

0.055 miles

Scale 1:3,000

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For reference contact: jennifer.wong@sfmta.com

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