

Vision Zero Quick-Build Project Updates

January 2022

Under Construction

Central Embarcadero Quick-Build Project

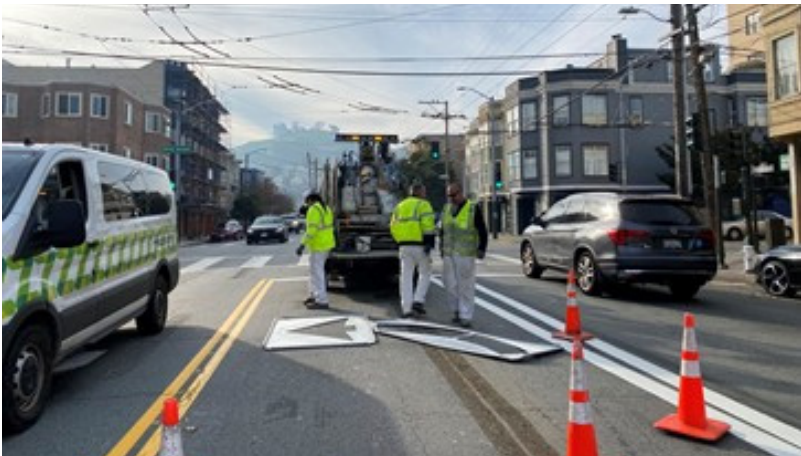
The Central Embarcadero Quick-Build Project began construction last month with the installation of bike signals along The Embarcadero and side street changes, including a new parking-protected bikeway on Washington Street. Construction continues this month along The Embarcadero between Mission Street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

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

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



Recently Completed



South Van Ness Quick-Build Project

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

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

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

Design Spotlight: Continental Crosswalks

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

Design Considerations

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

Evaluation Results

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

Projects in Progress

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



Vision Zero Quick-Build Project Updates

February 2022

Coming Soon



Evans Avenue Quick-Build Project

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

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

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

For more information about this upcoming meeting and public hearing, please visit the project website or sign up for updates at [SFMTA.com/EvansQuickBuild](https://sfmta.com/EvansQuickBuild).



Jones Street Quick-Build Project

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

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

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

Stay tuned for more by visiting [SFMTA.com/JonesQuickBuild](https://sfmta.com/JonesQuickBuild).



Next Quick-Builds

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

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

Upcoming Quick-Build Locations

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

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



Vision Zero Quick-Build Project Updates

March 2022

Upcoming Outreach



Jones Street Quick-Build Project

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

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

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



Lake Merced Quick-Build Project

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

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

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

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



Battery/Sansome Quick-Build Project

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

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



Recently Approved

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

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

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



Vision Zero Quick-Build Project Updates

April 2022

Recent Outreach



Lake Merced Quick-Build Project

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

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

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

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

Battery/Sansome Quick-Build Project

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

The project goals include:

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

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

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

Design Spotlight: Leading Pedestrian Intervals

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

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



Design Considerations

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

Evaluation Results

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

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

Projects in Progress

- Battery Street & Sansome Street
- Evans Avenue



Vision Zero Quick-Build Project Updates

May 2022

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

Completed Projects



5th Street Improvement Project

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

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

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

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

Active Beale Street

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

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

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



Upcoming Projects

Bayshore Boulevard Quick-Build Project

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

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



Vision Zero Quick-Build Project Updates

June 2022

Planning In Progress



Franklin Street Quick-Build Project

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

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

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

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



Valencia Bikeway Improvements Project

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

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

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

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

Coming Soon



Jones Street Quick-Build Project

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

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

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

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

Vision Zero Quick-Build Project Updates

July 2022

Planning In Process



Hyde Street Quick-Build Project

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

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

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

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



17th Street Quick-Build Project

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

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

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

Vision Zero Quick-Build Project Updates

August 2022

Under Construction

Evans Avenue Quick-Build Project

Construction of the Evans Avenue Quick-Build Project began this month! This project is an effort to install quick-build safety improvements for people walking, biking, using transit and driving on the corridor between 3rd Street and Cesar Chavez. Construction consists of restriping the roadway following San Francisco Public Works repaving, which includes a protected bikeway and road diet. A modified design will be installed temporarily around the Evans Avenue and Rankin Street intersection while SFMTA staff secure a permit for changes to the railroad crossing east of Rankin Street. Finishing touches of green paint and delineators will be installed in the next few weeks, with new curb ramps and traffic calming modifications coming later this year pending weather and staff availability. We appreciate your patience throughout the construction period.

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



Upcoming Events



Valencia Bikeway Improvements

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

Battery/Sansome Quick-Build Projects

The Battery/Sansome Quick-Build project aims to bring a much-needed protected bikeway connection, along with pedestrian improvements, to the Financial District and Barbary Coast neighborhoods. While Battery Street and Sansome Street are currently on San Francisco’s bike network, high traffic volumes can make them stressful to navigate. This project proposes a two-way protected bike lane on Battery Street and pedestrian safety improvements like daylighting and advanced limit lines and traffic calming elements for both corridors. On September 6, the project team will present the proposed design to the SFMTA Board of Directors for final approvals. Find out more about the project and the opportunity to make a comment on the design at [SFMTA.com/BatterySansomeQB](https://sfmta.com/BatterySansomeQB).

Vision Zero Quick-Build Project Updates

September 2022

Under Construction

Evans Avenue Quick-Build Project

Stretching from Cesar Chavez to 3rd Street, Evans Avenue is a major east-west corridor for the Bayview neighborhood, supporting Muni route 19 Polk, light and heavy industrial transport, commercial retail, and city operations. Evans Avenue is part of the Vision Zero High Injury Network. In the last 5 years, there have been 81 crashes on this section of Evans Avenue, with twelve pedestrian crashes, six severe injuries, and one fatality. The major goal of the project is to improve traffic safety conditions for all road users. After almost three months of construction, the project is nearing completion and SFMTA crews are putting on finishing touches. Evans Avenue now features protected bikeways and wider center turn lanes. Thank you for your patience and cooperation during this construction period.

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



Recent Outreach

Valencia Bikeway Improvements

The Valencia Bikeway Improvements Project held a virtual open house in the second half of September, detailing the proposed design of an 18-month pilot, while collecting feedback from community members. This project seeks to improve and expand bikeways along Valencia Street from 15th Street to 24th Street, Shared Spaces for outdoor business parklets, commercial loading access, and traffic calming measures to prevent double-parking. The project has been in development since 2018, and has shifted in scope due to changing community needs arising from the COVID-19 pandemic. Local businesses and community members have been instrumental in shaping the project to what it is now.

Those who missed the open house, but would still like to give feedback on what they envision for Valencia Street can take the Curb Use Survey or contact the project team directly. Following the open house, the project team will refine street designs based on community feedback and move towards a recommendation.

Stay tuned for more and contact the project team at [SFMTA.com/Valencia](https://sfmta.com/Valencia).



Recently Completed



Jones Avenue Quick-Build Project

Every street in the Tenderloin, including Jones Street, is part of the High Injury Network, the 13% of city streets that make up 75% of severe traffic injuries and deaths. In the last five years, there have been 62 collisions on Jones Street from Golden Gate Avenue to O'Farrell Street, tragically resulting in four severe injuries and one fatality. As part of the Vision Zero Quick-Build Program, streets on the High Injury Network are being targeted to reduce these preventable deaths and injuries. The Jones Street Quick-Build Project builds off of COVID-19 response work by making additional community-supported safety treatments. By adding new painted safety zones and delineators, the project increases safety for people walking and reduces exposure to moving traffic, particularly at intersections.

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

Recently Approved



Battery/Sansome Quick-Build Project

The SFMTA Board of Directors approved the Battery/Sansome Quick-Build Project this month to advance safety improvements for people biking on a major north-south connection to the Financial District that stretches from Vallejo Street to Market Street, while minimizing transit delays and balancing overall curb management. Once constructed, the project will create the first protected bikeway in the Financial District, and the two-way design minimizes overall disruption to transit, loading, and parking. The project connects to and builds on the previous Sansome and Battery Connections Project, to provide an improved bike connection and give San Franciscans more options to travel to and from the Financial District and Barbary Coast neighborhood. Construction is anticipated to begin next month.

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

Vision Zero Quick-Build Project Updates

October 2022



Recently Completed



Evans Avenue Quick-Build Project

Construction Evans Avenue is substantially complete! The new design balances transit, driving, and industrial operational needs while creating crucial bike and pedestrian safety improvements.

Evans Avenue now features a protected bikeway with floating parking westbound, a buffered bikeway eastbound, wider center turn lanes, painted safety zones at the Napoleon Street intersection, pedestrian head start timing, and loading areas.

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

Upcoming Outreach



Franklin Street Quick-Build Project

The Franklin Quick-Build Project aims to improve pedestrian safety and comfort along Franklin Street.

A draft design has been developed for the Franklin Street Quick-Build project. The recommended design focuses on pedestrian safety upgrades at intersections, where potential conflicts between people driving and people walking are highest. Safety improvements include daylighting, painted safety zones, slow-turn wedges and right turn on red restrictions for people driving.

Feedback on the draft design will be heard at the Engineering Public Hearing taking place on Friday, December 2nd at 10:00 AM. For more information about the Public Hearing and how to provide comments before or during the meeting, please visit the Engineering Public Hearings webpage.

For more information, and to see the draft design, visit [SFMTA.com/FranklinQB](https://sfmta.com/FranklinQB), and contact the design team at FranklinQB@SFMTA.com.

Design Spotlight: Hardened Centerlines



Hardened centerlines are a design element that encourage drivers to take safer left turns at intersections, reducing the likelihood of hitting a pedestrian in the intersection. They work by creating a physical barrier on the centerline near the intersection, preventing drivers from cutting across the centerline. With this feature on the roadway, drivers are encouraged to turn left at a slower speed and closer to a 90-degree angle. In 2019, 40% of all traffic deaths in San Francisco occurred when a driver hit a pedestrian in a crosswalk while making a left turn. Enhanced centerlines are a critical component of the SFMTA's broader Left Turn Safety Project.

Existing Locations

Enhanced centerlines have been installed in various locations across the city, including the following intersections along the Vision Zero High-Injury Network:

- Lincoln Way and 17th Avenue
- Lincoln Way and 18th Avenue
- Broadway and Montgomery Street

Design Considerations

A centerline is a painted marking on the roadway surface that separate two directions of travel. An enhanced centerline is created by adding physical features to it such as waist-high vertical delineator posts and may be extended using small rubber speed bumps. The black and yellow rubber speed bumps create a visual cue for drivers and provides tactile feedback if drivers are turning the corner too sharply.

- While enhanced centerlines are typically installed near the intersection for the purpose of calming vehicle turning movements, crosswalks should be kept clear for people walking.
- Enhanced centerlines may be traversed by emergency response vehicles and large vehicles.

Evaluation Results

SFMTA's evaluation and review of enhanced centerlines found that:

- The combination of enhanced centerlines and guide bumps, along with an education campaign resulted in around a 17 percent reduction in average speed (1.7 mph slower) and a 71 percent reduction in the likelihood of a car turning left at speeds over 15 mph.
- Similar treatments implemented in New York City, Portland, and Washington, D.C. also resulted in an average vehicle speed decreases.

Vision Zero Quick-Build Project Updates



November 2022

Planning in Process



Lincoln Way Quick-Build Project

The Lincoln Way Quick-Build Project aims to improve comfort and safety for people walking along or crossing Lincoln Way, between Arguello Boulevard and Great Highway. Improvements will consist of quick and reversible traffic safety improvements that prioritize active transportation modes, primarily walking through safe pedestrian facilities, signal timing improvements and curb management. The final design will be guided by outreach to the Sunset community in collaboration with Supervisor Districts 4 and 7 in order to understand specific traffic safety and loading needs of the corridor.

Under Construction



Battery/Sansome Quick-Build Project

Construction began this week on the Battery/Sansome Quick-Build Project! This project will install a two-way protected bikeway on Battery Street between Market Street and Vallejo Street, offering a safer bike connection between the Downtown, Financial District, and Barbary Coast neighborhoods. The project will also bring pedestrian safety improvements to both Battery and Sansome Streets. On Battery Street, the design maintains three vehicle travel lanes during rush hours, with one lane used for commercial loading during off-peak hours. Construction will take place through the next few weeks, and by early next year the Battery/Sansome Quick-Build Project will be open for use.

For more details, please visit [SFMTA.com/BatterySansomeQB](https://www.sfmta.com/BatterySansomeQB).

Safe Streets Evaluation

Data-driven analysis is central to the Vision Zero Quick-Build Program. The SFMTA's Safe Streets Evaluation Program evaluates before and after conditions on many of our pedestrian, bicycle, and traffic safety projects to measure the outcomes of safety investments and use those findings to further inform future projects.

Typically, the Safe Streets Evaluation program publishes a report annually that highlights the projects evaluated that year. However, this year, the team took a different approach and conducted an aggregate analysis using past project evaluations that were completed between 2017 through present. By refocusing the annual report and conducting the aggregate analysis among similar key performance metrics across evaluations, the team was able to measure the effectiveness of common design treatments, such as protected bikeways, road diets, and several intersection safety tools, like daylighting, painted safety zones, and bike signal separation.

Among the many quick-build projects included in the 2022 Safe Streets Evaluation Summary, two Tenderloin corridors were highlighted and they showed generally positive results.



Leavenworth Street Quick-Build Project

The Leavenworth Street Quick-Build Project changes include:

- Vehicle travel lane removal (three lanes to two) with narrow buffers to deter speeding and overtaking of vehicles
- Pedestrian safety improvements such as advanced limit lines, crosswalks, and painted safety zones at key intersections
- Reallocating curb space for residents' and businesses' parking and loading needs

Key findings from the project evaluation include:

- On average, there was a 12 percent decrease in double parking instances on Leavenworth at observed locations.
- There was a slight increase in drivers yielding to pedestrians at observed intersections.
- North and southbound weekday bike volumes have increased by 9 percent after project implementation (from 257 to 279 in peak periods).



Golden Gate Avenue Quick-Build Project

The Golden Gate Avenue Quick-Build Project changes include:

- Installation of a protected bikeway from Polk Street to Market Street
- Installing an active flex space for local businesses and organizations to utilize
- Reallocating curb space for residents' and businesses' parking and loading needs

When comparing pre-project and post-project data, we found that:

- Travel times decreased on average by 58 seconds, with the greatest decrease taking place in the AM peak period, where travel times decreased by over 50 percent.
- Instances of bike lane blockages on the weekdays reduced by over 90 percent. However, with the parking protected bikeway design, double parking in the travel lane became more prevalent.
- Bike counts increased by 29 percent (from 188 to 243 bikes) following the installation of the project.

Vision Zero Quick-Build Project Updates

December 2022

Under Construction



Franklin Street

The Franklin Street Quick-Build Project was approved following an Engineering Public Hearing held on December 2 and construction has started! Stretching from Broadway to Lombard Street, the project area is part of the High Injury Network and has seen 38 collisions occur on it within a five-year period. Two schools are also located in the project area. In November 2021, a person was fatally struck on their way to Sherman Elementary School. The project is focused on reducing vehicle speeds and the number of conflicts between people who drive and people who walk will create a safer experience for all roadway users.

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

End of Year Highlights

As the year comes to a close, we wanted to take a moment to look back on some of this year’s completed quick-build projects and what made them exciting. Thank you for a wonderful year, and we can’t wait to bring you even more projects in 2023!



South Van Ness Avenue

Completed in March 2022, the South Van Ness Avenue Quick-Build Project consists of 1.4 miles of traffic safety changes along a well-used corridor in the Mission District. Changes include a lane reduction, signal timing adjustments, and pedestrian safety improvements such as painted safety zones, continental crosswalks, and pedestrian signal timing changes to provide people crossing the street a head start.



Central Embarcadero

As part of the Embarcadero Enhancement Project, the Central Embarcadero Quick-Build Project enhanced pedestrian and bike safety along one of San Francisco’s most iconic and popular streets. The project added a two-way protected bikeway, installed new bike signals, dramatically improved wayfinding and signage, and connected two previous projects to effectively triple the length of protected bikeway on The Embarcadero. In addition to changes on The Embarcadero roadway, this project also made improvements along side streets, including a new parking-protected bikeway along Washington Street.

