

UPPER MARKET SAFETY PROJECT

Castro Street to Octavia Boulevard

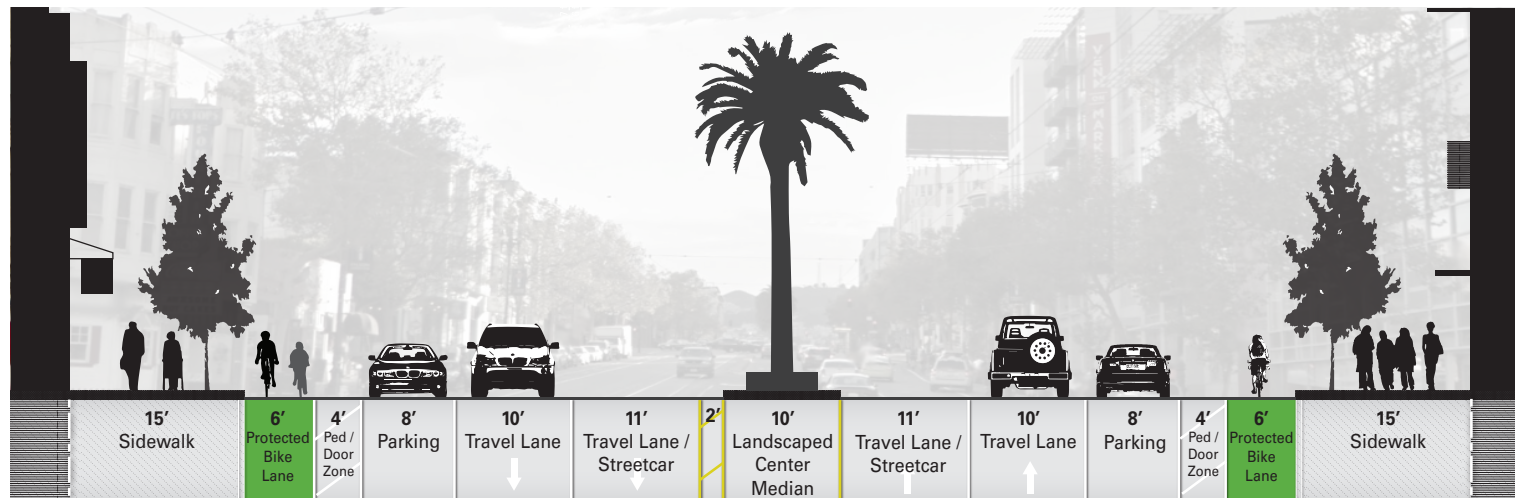
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Castro Street to Octavia Boulevard

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Proposed design for parking-protected bike lane, Market Street at Pearl Street looking westbound



are not included in the proposal headed to the MTA Board on May 2nd but could be legislated in late summer or fall 2017 pending additional public outreach.

Who Was Consulted? How Can I Learn More?

Outreach activities included numerous public open houses and extensive coordination with the Castro CBD, Castro Merchants, Duboce Triangle Neighborhood Association, Hayes Valley Neighborhood Association, and Market/Octavia Community Advisory Committee. If you would like to learn more or receive future updates, please contact SFMTA project manager Casey Hildreth at casey.hildreth@sfmta.com and 415.701.4817, or visit the project website at sfmta.com/uppermarket.

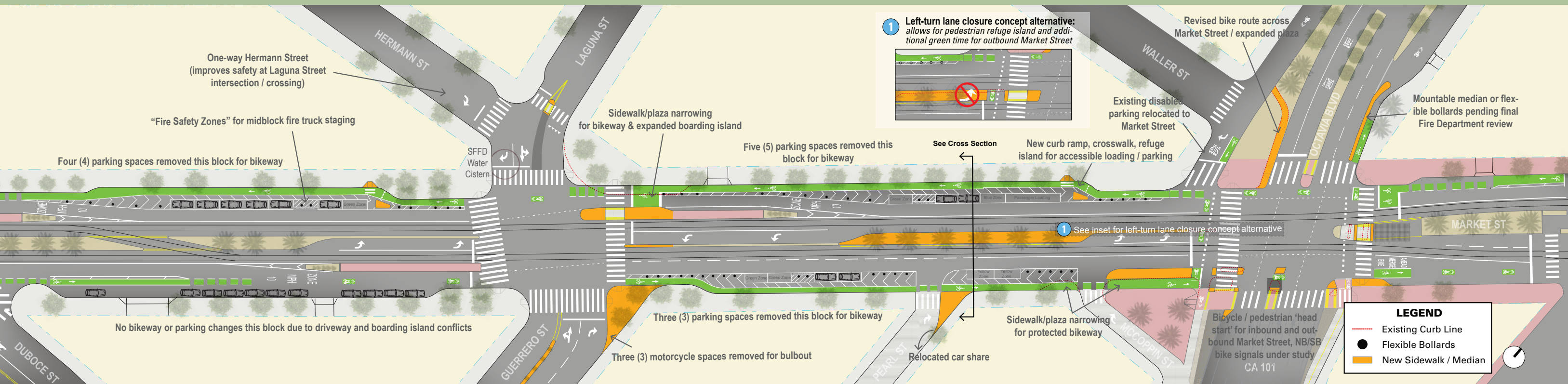
Upper Market Street is one of San Francisco's most popular corridors, but it also has some of the city's highest collision rates, with 161 documented collisions from 2007 to 2012. For this reason the corridor is currently on San Francisco's Vision Zero High Injury Network for people walking, bicycling and driving. The Vision Zero Network represents just 12 percent of San Francisco's surface streets where severe and fatal injuries are most concentrated. The Network is the focus of City efforts to eliminate severe and fatal traffic injuries in San Francisco by 2024 (thus the initiative's name, Vision Zero).

Proposal for Safer Crossings, Parking-Protected Bikeway Heading to MTA Board

The San Francisco Municipal Transportation Agency (SFMTA)'s Upper Market Safety Project aims to improve safety and comfort for all modes by expanding sidewalks, shortening crosswalk distances, improving traffic signals, enhancing bike lanes, and – for the two blocks between the Duboce pathway



Proposed Design *Duboce Street to Octavia Boulevard Focus Area*



and Octavia Boulevard – adding physical separation between people on bikes and moving vehicles (by swapping the parking and bike lane locations). This ‘parking-protected bike lane’ is seen as an important element to improve safety and link the popular “Wiggle” route with downtown’s Market Street.

After two years of planning and outreach, the project proposal will be considered for approval by the SFMTA Board of Directors on May 2nd, 2017. More information is available at sfmta.com/uppermarket and sfmta.com/board. Comments can be sent directly to MTABoard@sfmta.com.

What is the Timeline?

If approved in May, the parking-protected bikeway would be installed later this summer using paint and signage only, as would a ‘painted safety zone’ at the Guerrero and Market intersection. The more permanent sidewalk and median changes between Castro and Octavia will undergo detailed engineering,

which will include an examination of ‘greening’ opportunities along the corridor using funds specifically earmarked for this purpose. Construction of streetscape enhancements is anticipated to start in 2019.

What Are The Impacts?

While safety should improve for all modes, the Upper Market Safety Project will impact the community during construction. More information will be provided on lane closures and potential detours as construction nears.

In order to make room for the streetscape changes while maintaining appropriate sight distances and emergency vehicle access, up to 16 parking spaces will be removed between Duboce and Octavia streets (with additional spaces removed from Dolores to Castro streets). The Project is also considering potential left-turn restrictions, including for eastbound Market Street onto northbound Octavia Boulevard. These potential turn restrictions