

PROJECT OVERVIEW

SFMTA.COM/BROADWAY

Project Goal and Description

The goal of the Broadway Safety Improvement Project is to improve safety and comfort for all who use Broadway between Steiner and Polk streets. Additionally, the project aims to:

- Reorient the design of Broadway from a four-lane arterial road into a neighborhood street, west of Franklin Street
- Facilitate more predictable turn movements at intersections
- Maintain or improve existing loading operations at the four schools along the corridor



Why Broadway?

SF Public Works will be reconstructing sewers and repaving the street on Broadway between Polk and Octavia streets, to be completed in early 2019. This was the impetus behind considering possible changes to the street layout.

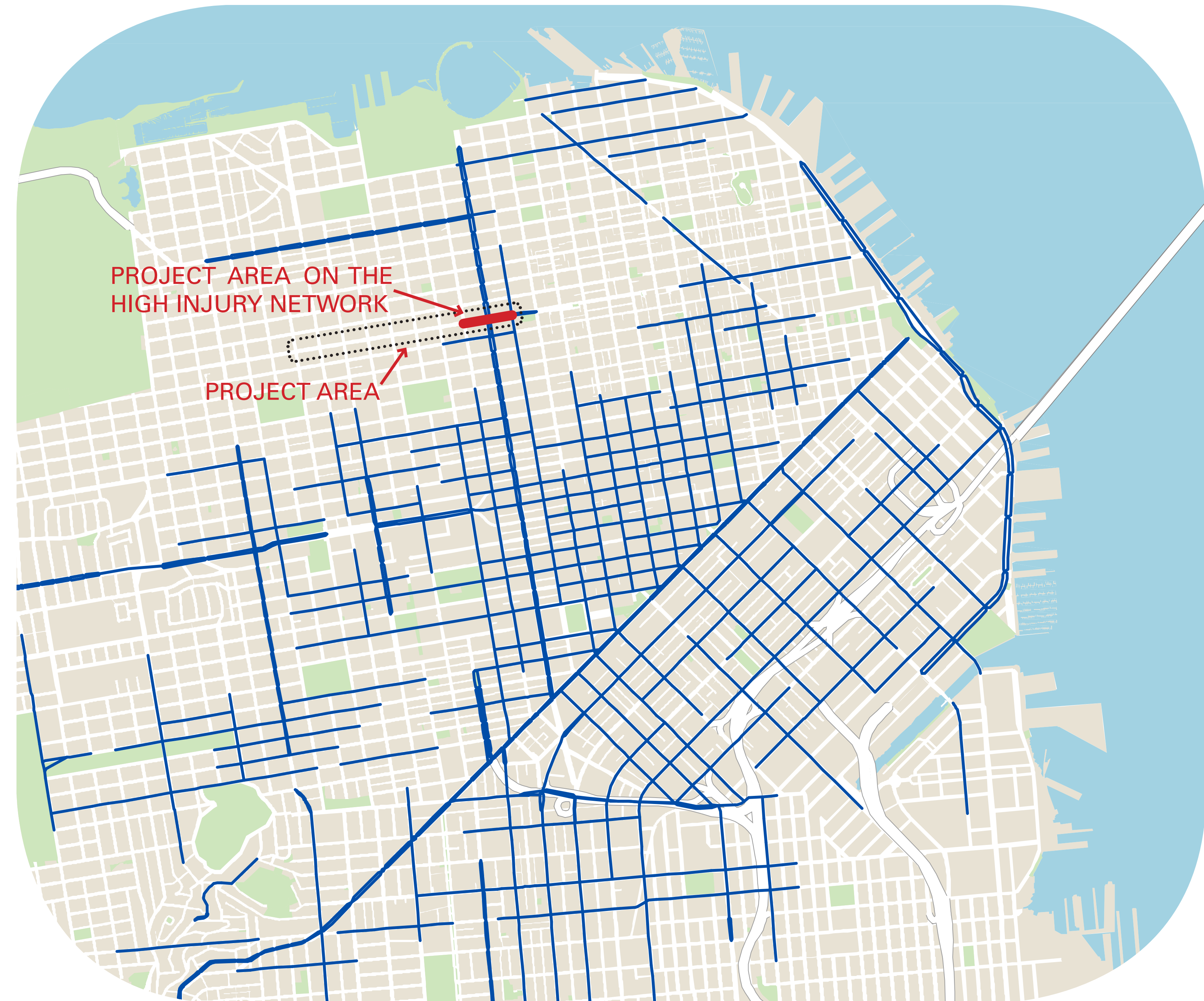
After analyzing collision and traffic volume data, it became clear that Broadway experiences preventable injuries and has excess capacity that leads to speeding. The project proposals you see today are meant to address those issues.

VISION ZERO AND SAFETY

West of Van Ness Street, Broadway has seen a number of collisions on what should be a 25 mph, neighborhood street. Nearly all of the pedestrian-related collisions involved motorists violating pedestrians' right-of-way. Of the injuries to motorists, nearly half involved speeding. Traffic calming through a lane reduction is a way to address both these types of collisions. Collisions at Van Ness and Polk are being addressed by their respective projects.

- Between 2011 and 2016, there were **20** collisions and **25** injuries in the 7 block stretch between Van Ness and Fillmore (where the bulk of safety improvements are proposed). This includes injuries to:
 - 19 motorists
 - 5 pedestrians
 - 1 bicyclist
- Two blocks of Broadway, between Polk and Franklin streets, are on the city's High-Injury Network, which are the 13 percent of streets that account for 75 percent of traffic related injuries and fatalities.

VISION ZERO HIGH INJURY NETWORK MAP



Not included in the above collisions statistics, in March of this year, a 52-year-old woman was seriously injured after she was hit by a motorist while crossing Broadway in the crosswalk at Laguna Street. This collision highlights the need to bring safety improvements to Broadway to prevent more of these collisions from happening in the future.

PROJECT ELEMENTS

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TRAFFIC LANE REDUCTION

West of Franklin, where traffic volumes drop, removing a lane of traffic would provide room for other project elements, like dedicated turn lanes, median islands, and bike lanes.

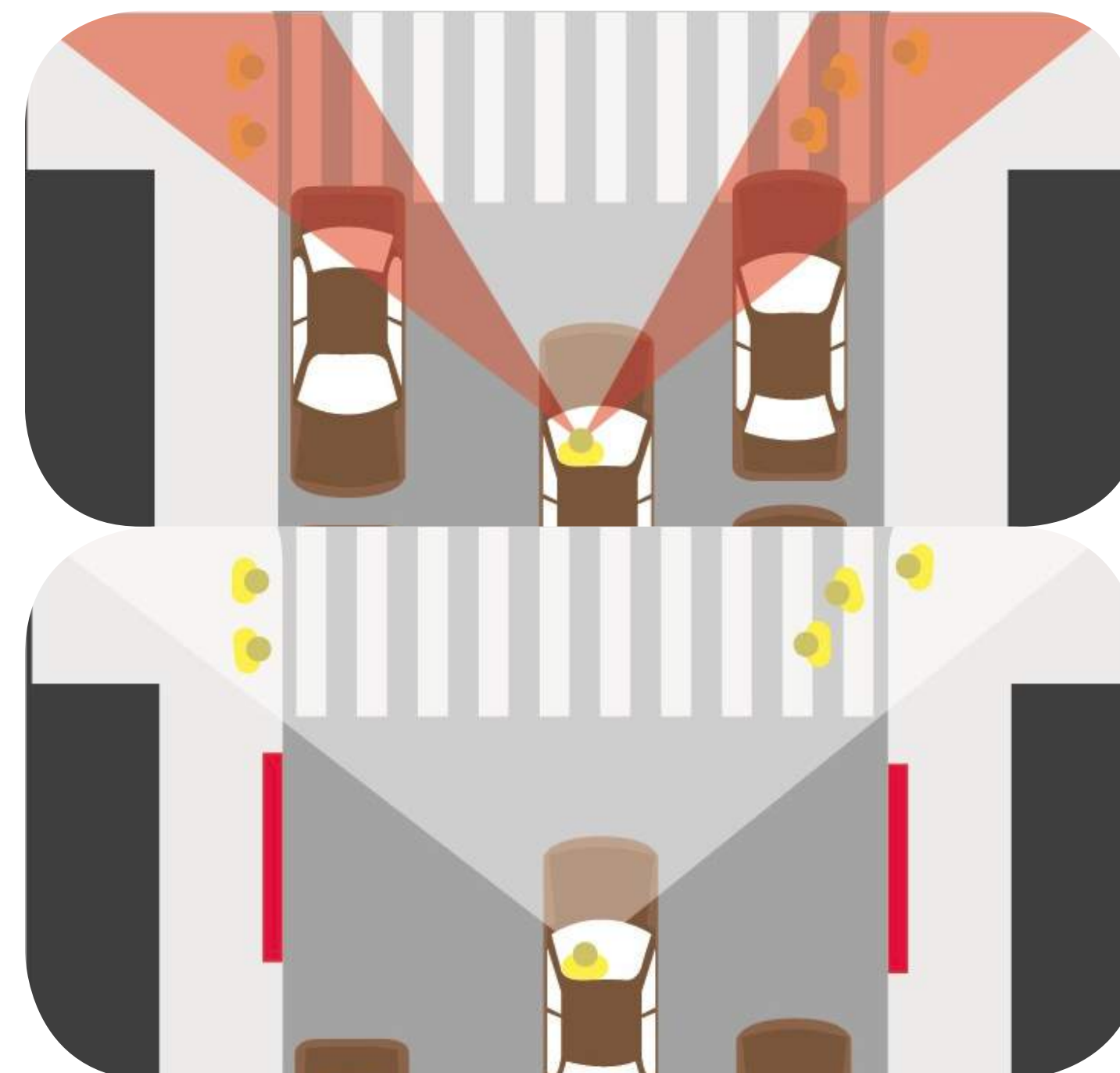


TURN LANES

Where turn volumes are high, turn lanes are proposed to get turning vehicles out of the through lane of traffic, and allow motorists to make turns when they feel comfortable.

PEDESTRIAN VISIBILITY ZONES (DAYLIGHTING)

Daylighting improves sight lines between drivers and pedestrians by ensuring that pedestrians are not hidden from drivers by parked cars, and that pedestrians do not have to step into the street to see oncoming traffic.



PEDESTRIAN HEAD STARTS

At the intersections of Franklin and Gough streets, pedestrian head starts could give pedestrians the walk sign several seconds in advance of vehicles, allowing pedestrians to establish themselves in the crosswalk before turning vehicles.



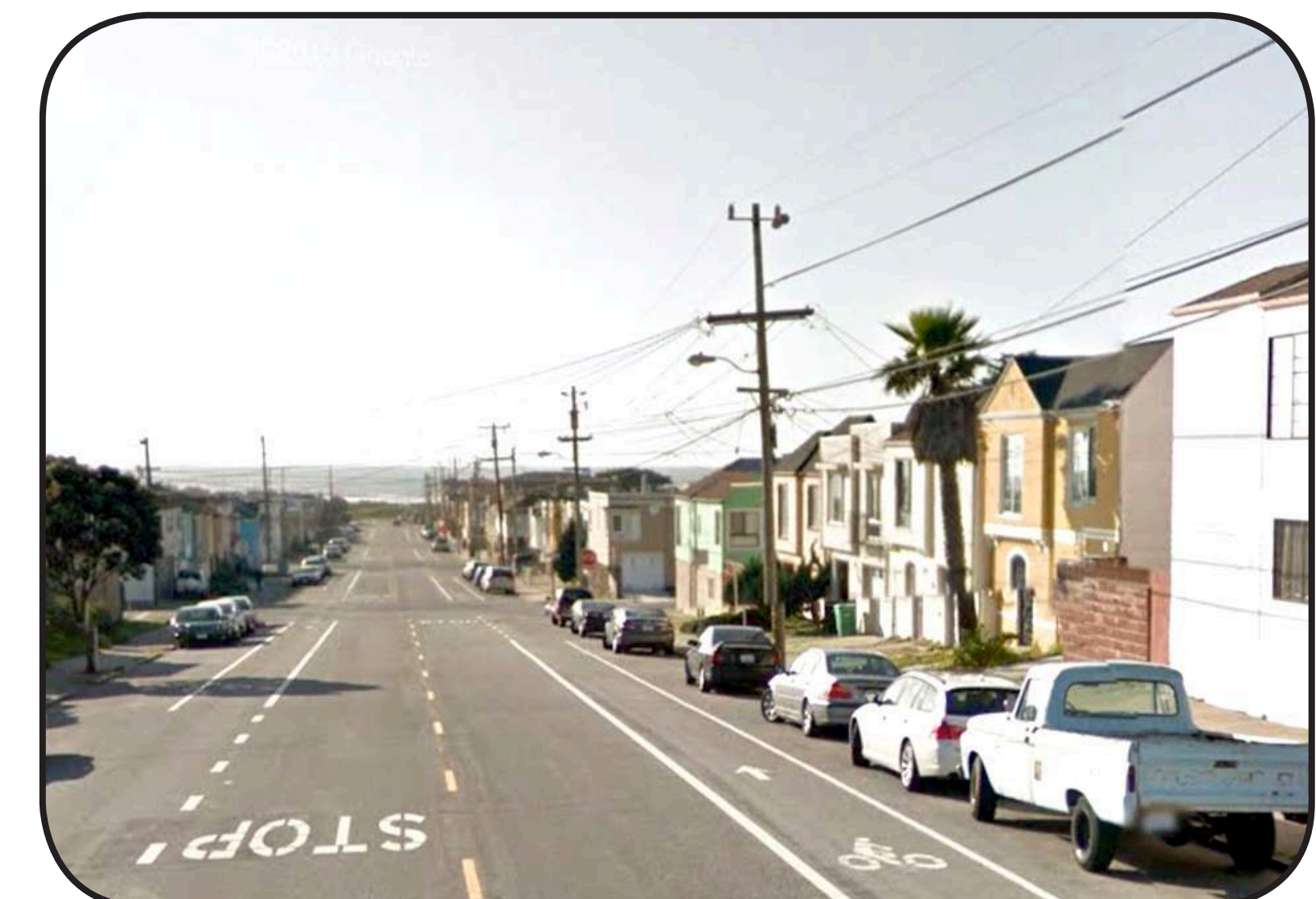
MEDIAN ISLANDS

Median islands provide additional comfort for pedestrians while crossing the street, and present an opportunity for landscaping. Based on community input, these spaces could also be dedicated left turn lanes.



BIKE LANES

Broadway is already part of the San Francisco Bike Network, but has no existing bicycle facilities. Bike lanes would provide a space for bicyclists who do not feel comfortable sharing the lane with motorists.

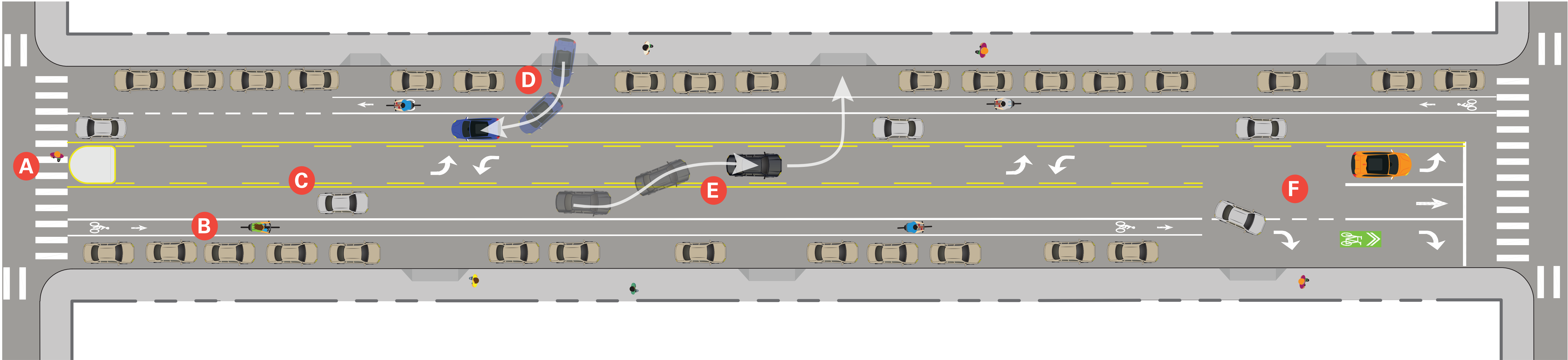


CREATING A NEIGHBORHOOD STREET (WEST OF FRANKLIN)

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With its four lane, wide arterial design, the look of Broadway remains the same from the tunnel all the way to Fillmore Street, even as traffic volumes drop by more than 70% between Polk Street and Fillmore Street. Where traffic volumes are lower, Broadway's multi-lane layout encourages speeding, which can lead to collisions and a higher likelihood of injuries. A major goal of the project is to make Broadway feel like a residential, neighborhood Street west of Franklin, to match the surrounding land uses and volumes of traffic on the street.

Reconfiguring a street from four lanes to three is proven to reduce vehicle collisions by **19 to 47 percent** (FHWA, 2014) while improving safety and increasing comfort for those who walk and bike.



Note: this diagram is for illustrative purposes only; proposed design will vary by block based on traffic operations, volumes, and community feedback

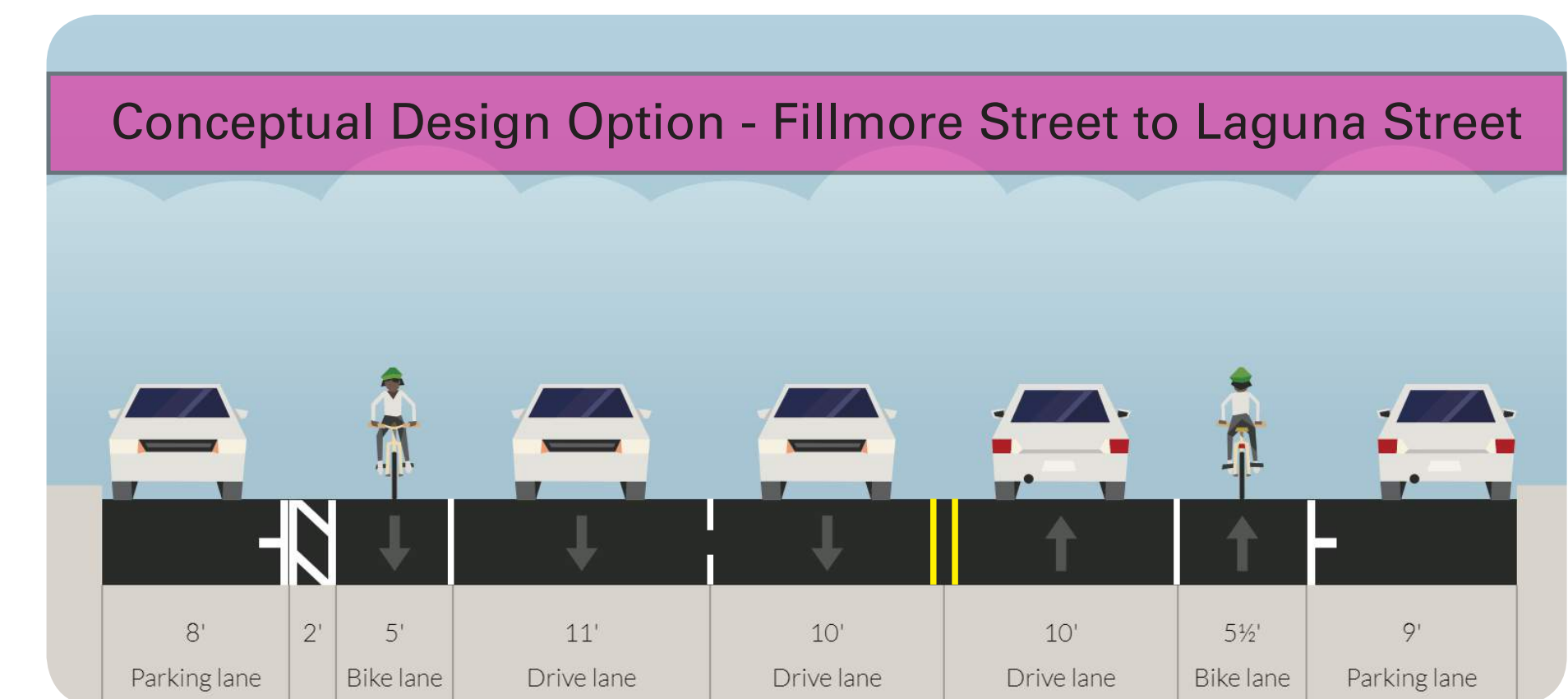
- A Improved pedestrian safety and comfort** when crossing at intersections. Thumbnail islands, where traffic volumes allow and supported by the community, can further reduce pedestrian exposure.
- B Bike lanes create a dedicated space for bicyclists** using Broadway and provide connectivity to the bicycle network
- C Reduced speeding**
- D Improved visibility and fewer conflicts** with on-coming traffic for vehicles entering or crossing the roadway
- E Fewer rear-end and left-turn crashes** as a result of the two-way left turn lane, which facilitates left turns into driveways without blocking through traffic
- F Increased queuing space** for turning vehicles at intersections by providing left- and/or right-turn only lanes where turn volumes are higher

CONCEPTUAL CROSS SECTIONS

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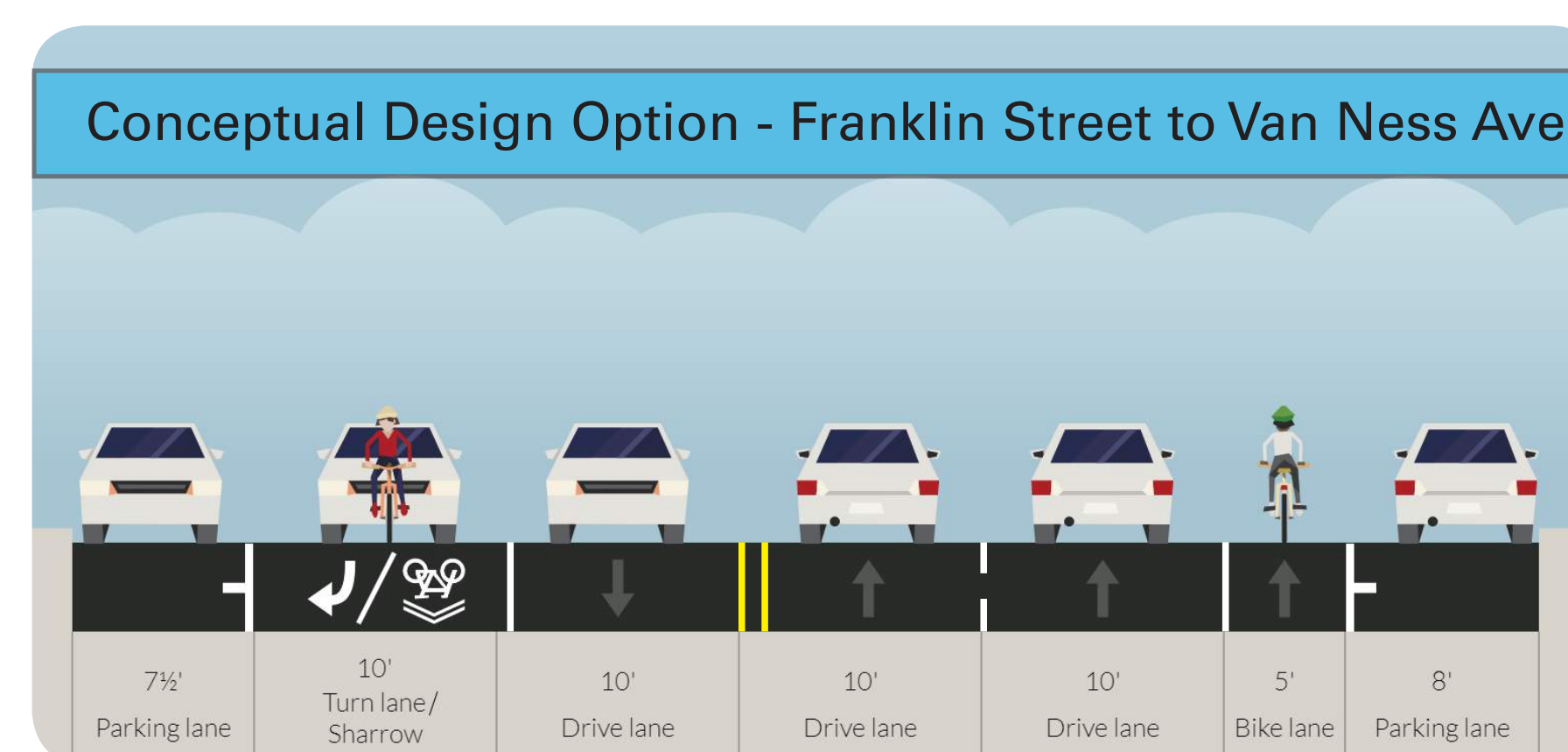
*No lane reduction proposed on this segment



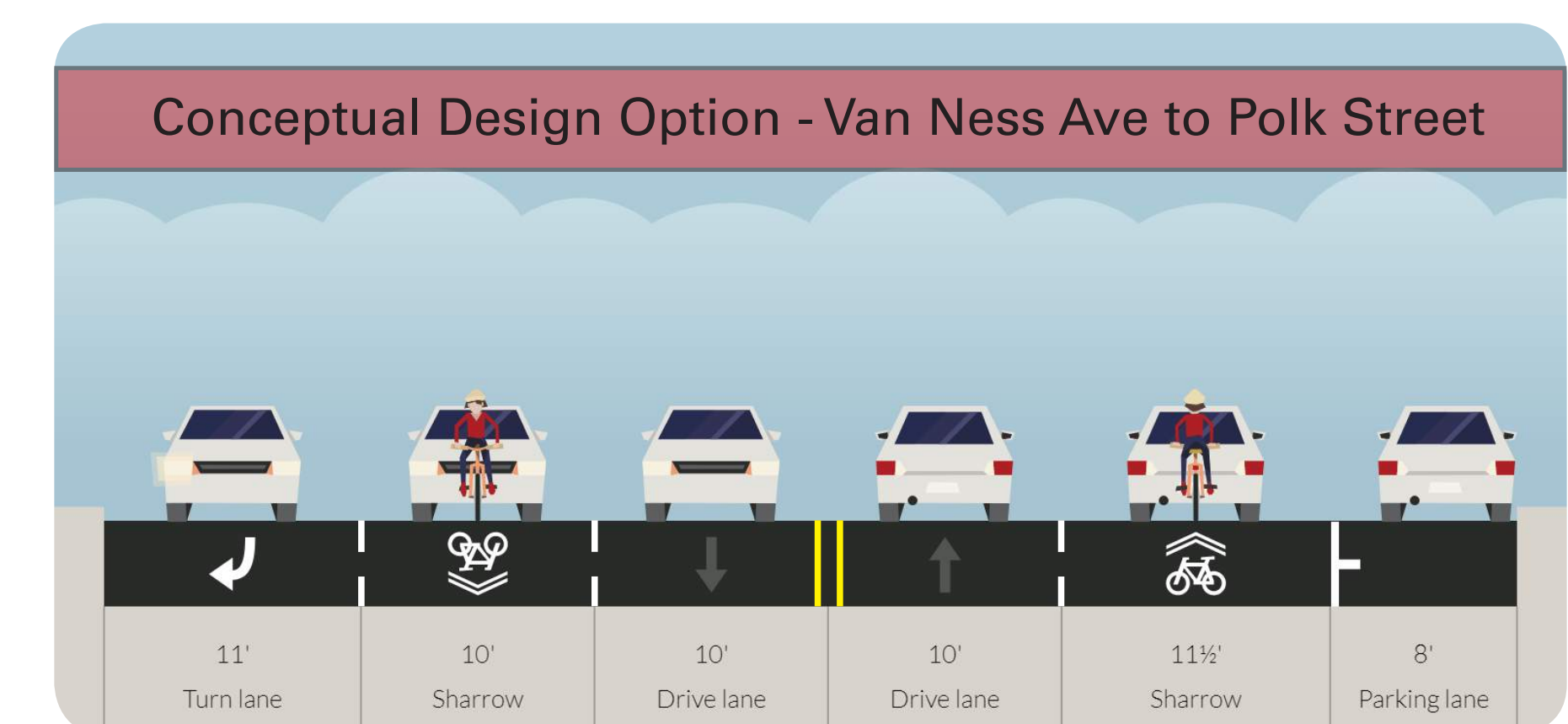
Broadway Street from Steiner to Laguna streets



Broadway Street from Laguna to Polk streets



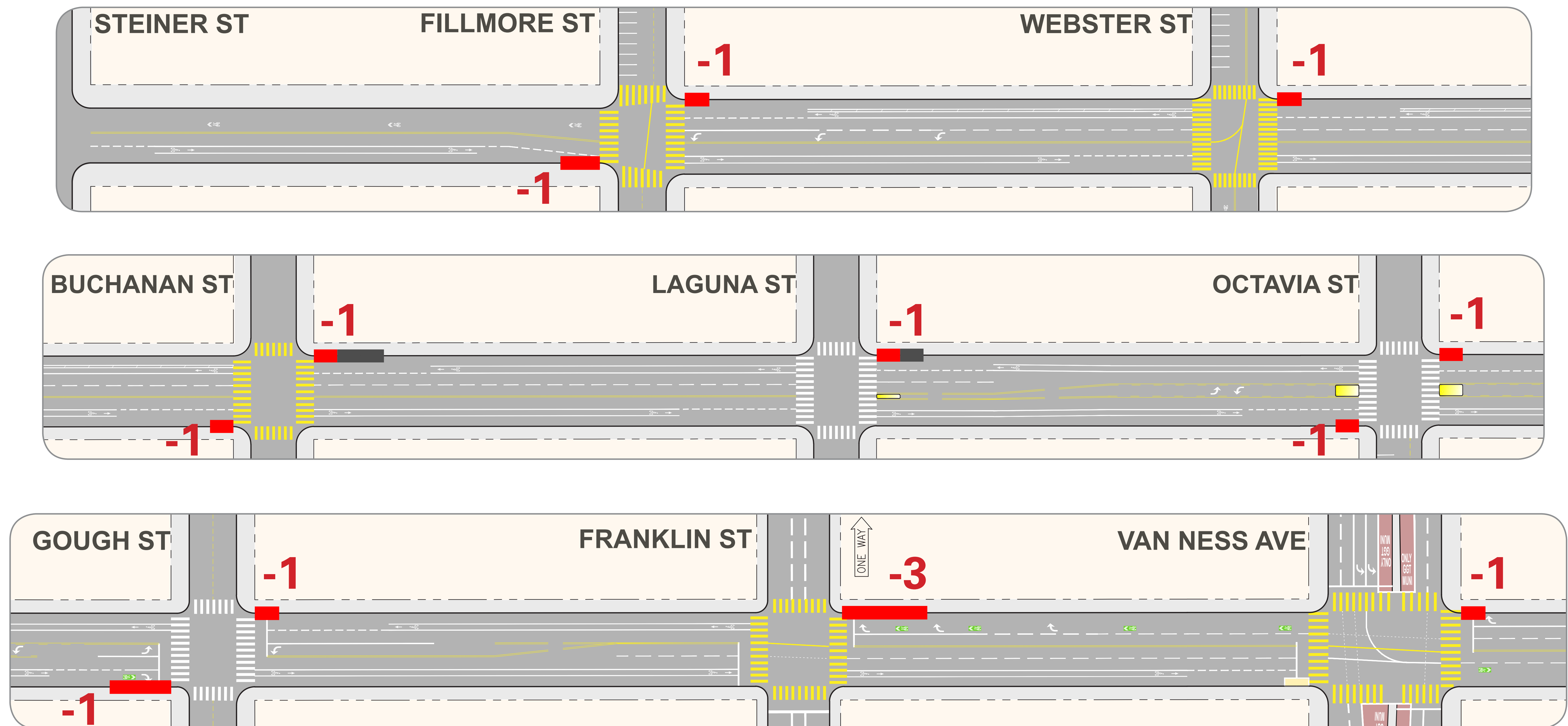
*No lane reduction proposed on this segment





*No lane reduction proposed on this segment

PARKING AND CURB CHANGES

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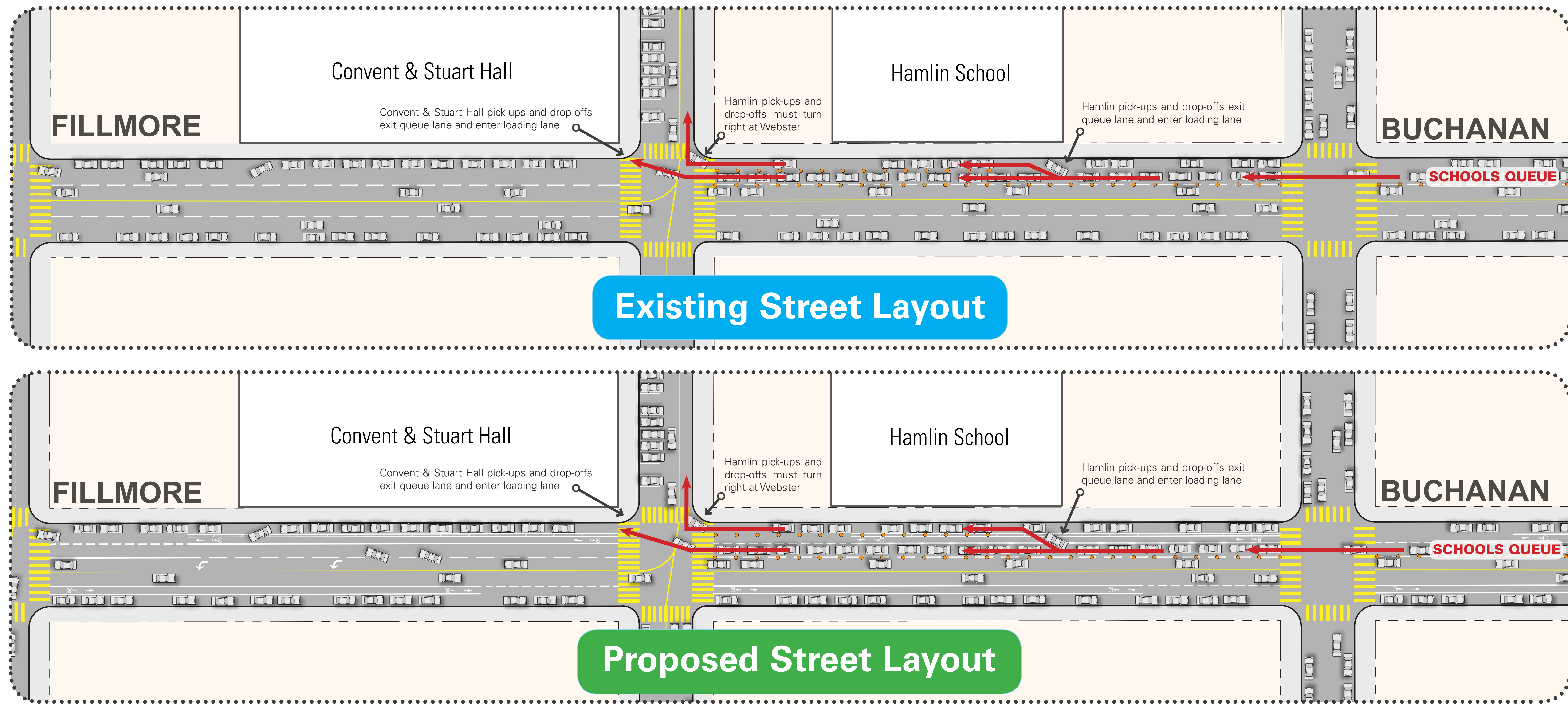


-  Parking loss from red visibility zone or right turn pocket
-  Shifted or shortened white passenger loading zone to accommodate red visibility zone

Parking reduction has been minimized wherever possible, however some reduction is necessary to accommodate pedestrian visibility zones at intersections. These zones are one of the most basic safety improvements in our toolbox. In all the project proposes removing **14** parking spaces through the corridor, or about 1.5 spaces per block.

SCHOOL LOADING

Between Fillmore and Laguna streets (Hamlin School; Convent & Stuart Hall), and between Franklin Street and Van Ness (St. Brigid School), the conceptual design ensures that existing loading operations can be maintained and accommodate future increases in pickup and drop-off activities. The below diagram details the existing loading operations between Fillmore and Laguna streets, and shows how the exact same operation would be maintained under the proposed design.



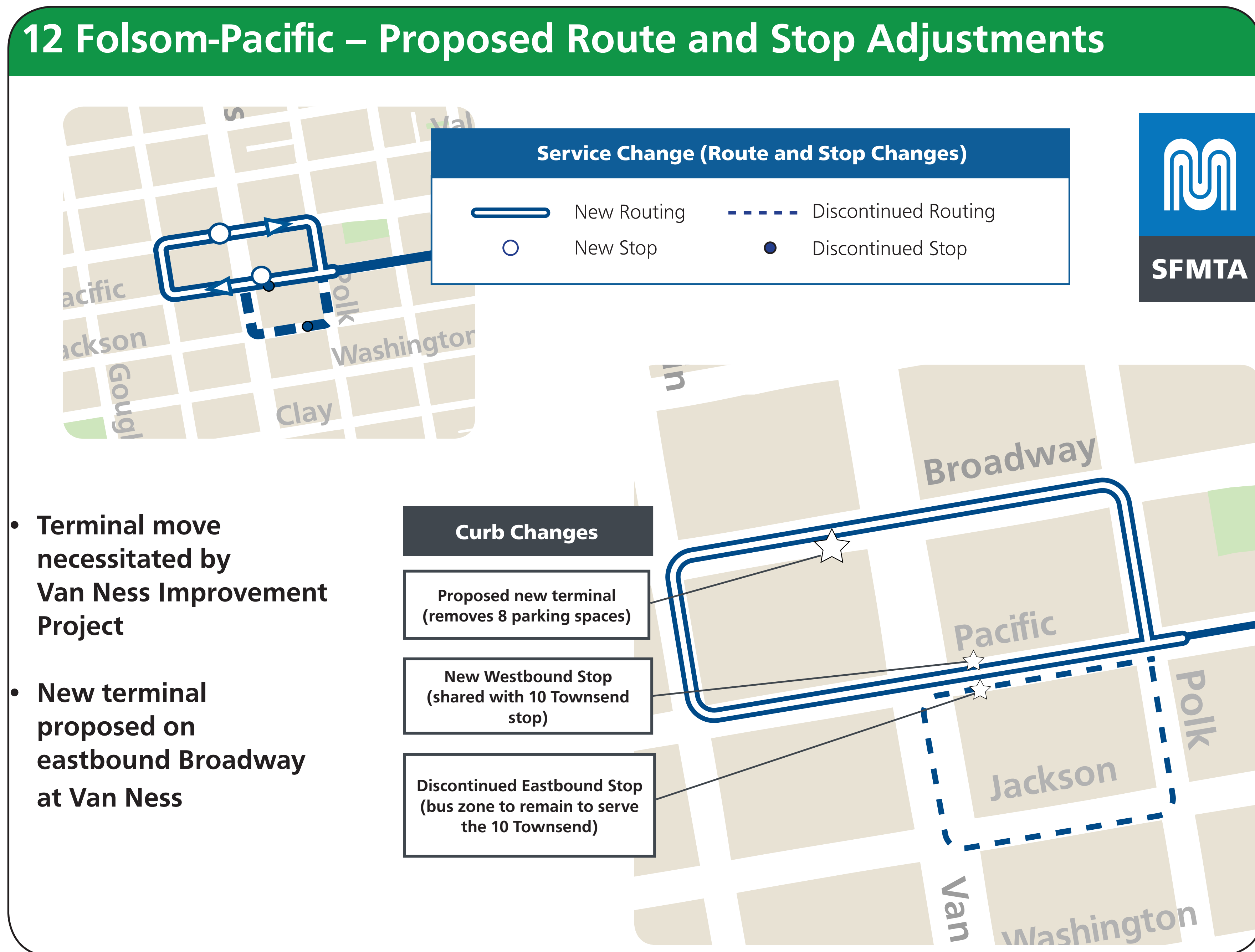
NEARBY PROJECTS

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Van Ness Improvement Project

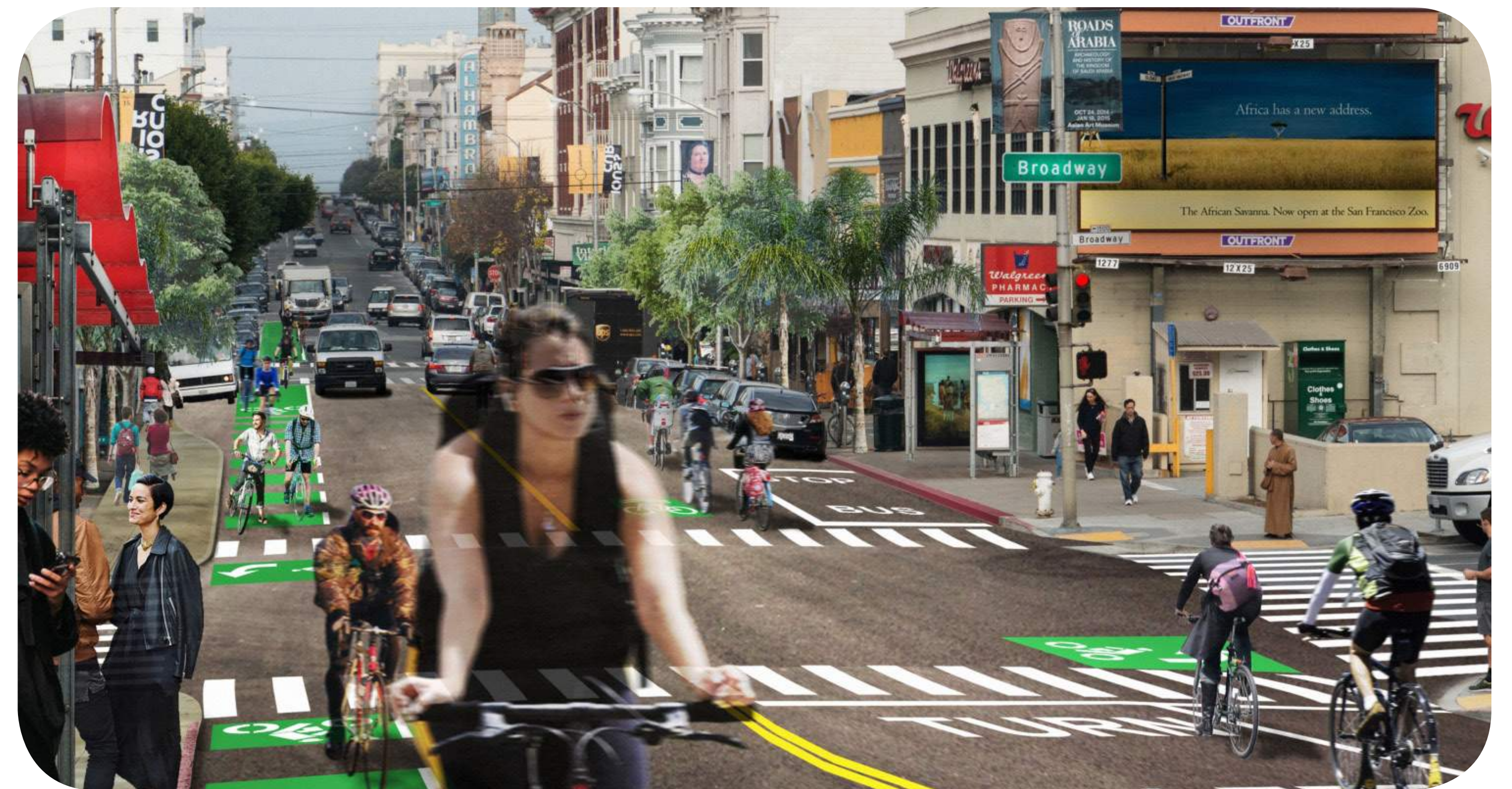
The Van Ness Improvement Project is bringing San Francisco its first Bus Rapid Transit system, a much-needed and globally-proven solution to improve transit service and address traffic congestion on Van Ness Avenue, a major north-south arterial. To avoid future construction impacts, the project also includes extensive utility maintenance, civic improvements and transportation upgrades. sfmta.com/vannness

12 Folsom-Pacific – Proposed Route and Stop Adjustments



Polk Streetscape Project

The Polk Streetscape Project aims to increase safety for people walking and biking on Polk Street, as well as improve the efficiency of transit on the corridor. The project is currently under construction, with expected completion in late 2018. sfmta.com/polk

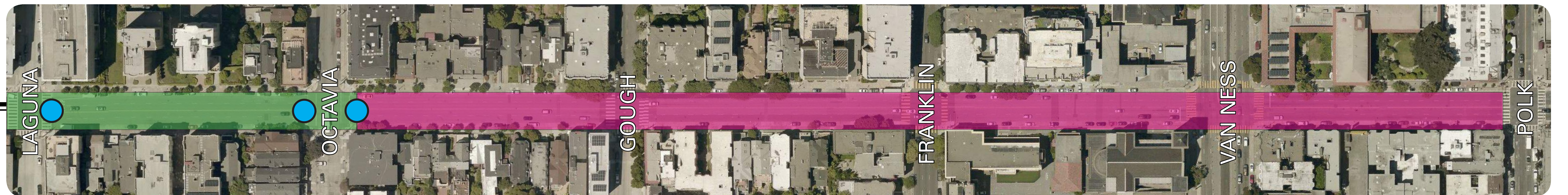
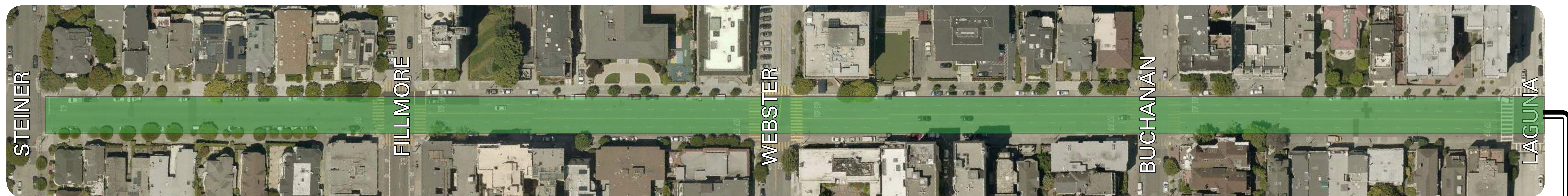


PROPOSED ROADWAY RESTRIPING PHASING

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■ Phase 1 - Summer 2018

Restriping of the roadway is proposed to begin on the western segment of the project, between Steiner Street and Octavia Street. Implementing this segment in the summer would minimize disruptions to the schools between Fillmore and Buchanan Streets. This section is not included in the scheduled SFPW paving work. Work would involve removing the existing roadway striping and laying down the new striping.



■ Phase 2 - Early 2019

The eastern segment of the project is proposed to be implemented in early 2019, as SFPW wraps up roadway repaving. This would allow the new proposed striping to be laid down immediately after the roadway is freshly repaved.

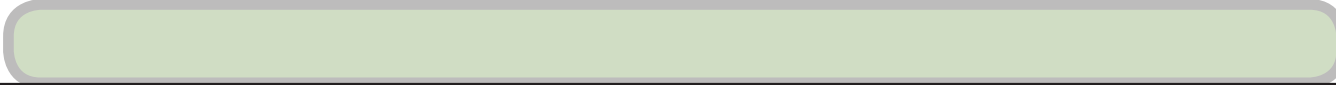
● Phase 3 - Mid-2019

A potential third phase could convert the proposed painted roadway median islands to concrete, to provide additional comfort and protection to pedestrians crossing the road. Alternatively, based on feedback, the islands at Octavia could instead be left turn lanes.

Data Collection and Conceptual Design Work

SFMTA staff collected data, including turning vehicle volumes, speed surveys, and existing conditions, and began initial conceptual design work.

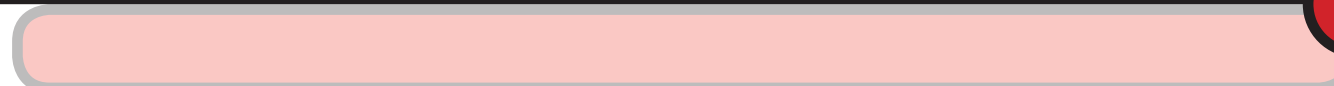
Summer - Winter 2017



Project Outreach and Conceptual Design Refinement

Staff began project outreach, including meeting with all four schools along the corridor, to ensure any conceptual design worked for existing operations. The conceptual design was refined based on the feedback received.

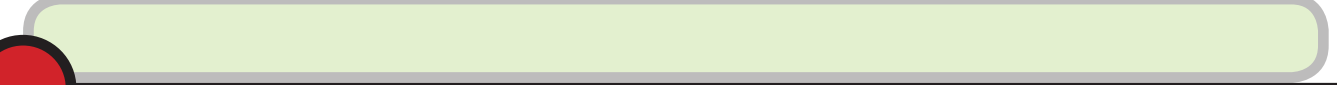
Winter 2017 - Spring 2018



Legislation and Detailed Design

The project elements would be presented to the public at a Public Hearing and ultimately go before the SFMTA Board for consideration, which provide additional opportunities for community input. At the same time, SFMTA staff would begin detailed design work.

Spring - Summer 2018



Open House (Today)

The feedback received today will be used to gauge the community's response to the project, further refine the design, and determine next steps.

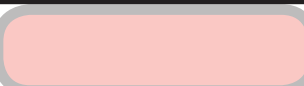
Today



Phase 1 Implementation (Steiner to Octavia)

Assuming the project is approved by the SFMTA Board, the project segment between Steiner and Octavia Streets would be implemented in August, before the start of the school year.

July/August 2018



Phase 2 Implementation (Octavia Street to Polk Street)

In coordination with a Department of Public Works sewer upgrade and paving project, the east segment of the project would be implemented as the street is repaved.

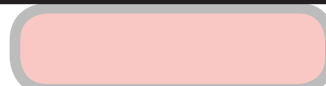
Early 2019



Phase 3 (Median Island Construction)

If the idea of median islands at Octavia and Fillmore is supported by the community (rather than dedicated left turn lanes), the initial painted islands would be converted to raised concrete islands, with the potential for landscaping.

Mid-2019



Interested in project updates?
Use the sign-in sheet, or visit sfmta.com/broadway