

# LOMBARD STREET SAFETY PROJECT



# 37%

This proposal includes a number of streetscape treatments that can reduce crashes and crash severity by up to 37%.

For the high-injury corridor along Lombard Street, this means drastic improvements for citizens' health and safety.

## IMPROVEMENTS FOR A BETTER LOMBARD STREET

Lombard street is one of San Francisco's **high injury corridors**, with more than 6 times the city average in injuries per mile.

**27** pedestrian collision injuries per mile, compared to 4 citywide.

**91** vehicle collision injuries per mile, compared to 12 citywide.

This project proposes various utility upgrades, safety treatments and repaving, which will bring down injury numbers and ensure the safety of residents and visitors, while also making Lombard Street a more efficient thoroughway and a more pleasant place to be.

**34%** of trips taken by those in the Lombard Street neighborhood are on transit.

**Traffic** flow will be optimized by street design.

Given its use patterns and current street layout, there is **great opportunity** to transform Lombard Street from a perilous roadway to a safe and multimodal destination for pedestrians, drivers and transit users alike.

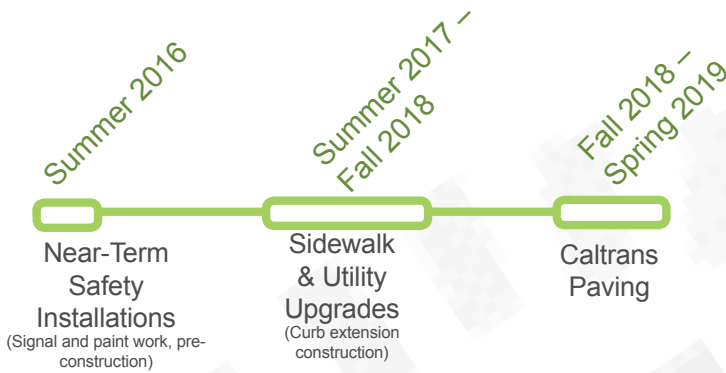
Vision Zero SF is the **City's road safety policy that will build safety and livability into our streets, protecting the one million people who move about the City every day.**

### THIS PROJECT SUPPORTS VISION ZERO SF BY:

- Redesigning Lombard Street to promote safety for all users.



## PROPOSED TIMELINE



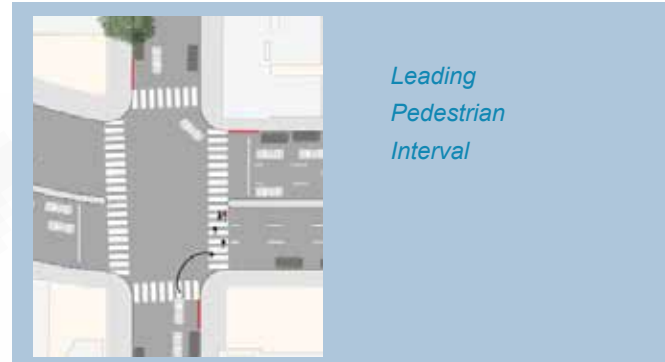
## BENEFITS

- + **Safety** Measures improve safety for residents and visitors walking, driving, or taking transit along or across Lombard Street, by reducing number and severity of collisions.
- + **Efficiency & reliability** Optimized stop locations and intersection design facilitate traffic and pedestrian flow, and make transit more reliable.
- + **Minimized cost** Coordination between SFMTA, Public Works, SFPUC and Caltrans minimizes cost and duration of construction.
- + **Better transportation options** safer and more reliable conditions for walking, driving, transit and biking allow people to choose from all modes to best accommodate their trip. Further, the project recommends that the commuter shuttle program relocate the shuttle stop to enhance service for shuttle riders while minimizing impacts experienced by other road users.
- + **Parking** Forty-six parking spaces will be repurposed for improvements along the 1.2 mile stretch of Lombard St. & Richardson Ave. Commercial or passenger loading zones have been relocated as directed to ensure business can be conducted as usual. In addition, paid parking can help create more parking availability for businesses by encouraging drivers to move along after they have completed their visit to the area. SFMTA's Parking group will receive and consider any requests to add paid parking at curbs along or near the project area.

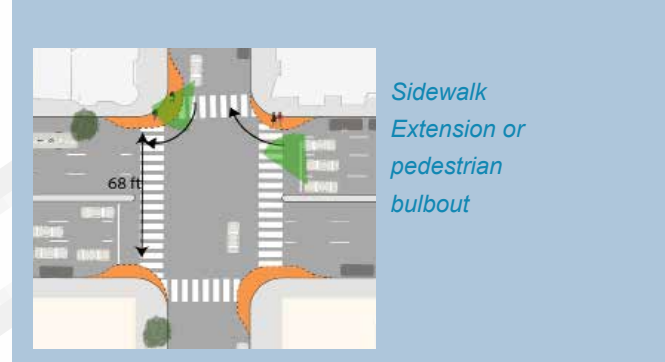
**3min** transit time savings along Lombard Street through proposed measures.

**14%** slower speed, making collisions less severe.

## EXAMPLES OF TREATMENTS



*Signal treatment which provides people walking across Lombard Street a head start*



*Improves visibility, slows vehicles and shortens crossings for pedestrians.*



*Improves visibility for all street users*

For more info, see [www.sfmta.com/projects-planning/projects/lombard-street-safety-project](http://www.sfmta.com/projects-planning/projects/lombard-street-safety-project)