

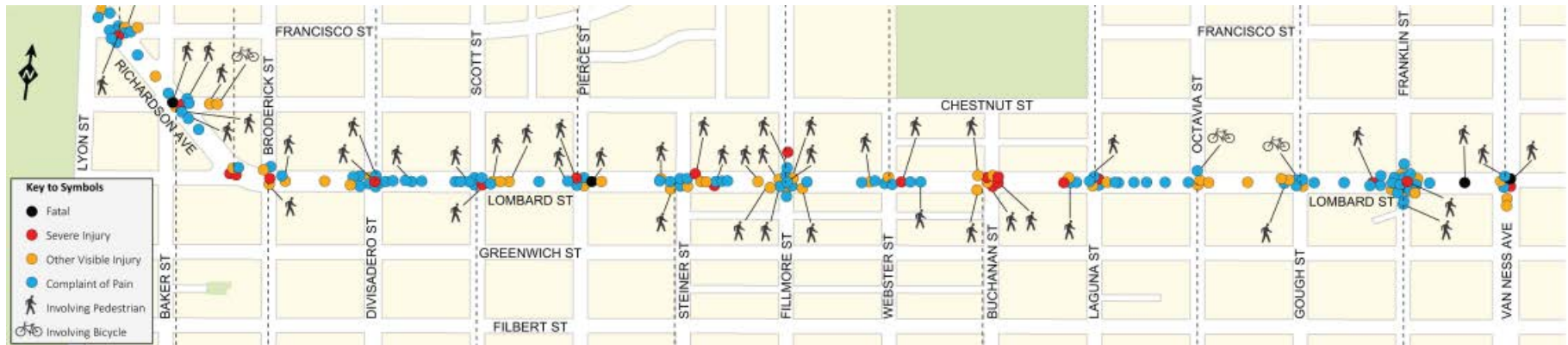


SFMTA
Municipal
Transportation
Agency

Lombard Street Safety Project SFMTA Board Meeting

March 15, 2016

Lombard Street: Safety in Action



**Lombard Street is a high-injury corridor:
157 collisions between 2008 and 2013**

**2 fatalities
18 severe collisions**

**27 pedestrian collisions per mile
(citywide rate is 4)**

**36% of Muni collisions involve boarding
operations (e.g. stopped/standing, pulling
to/from curb)**

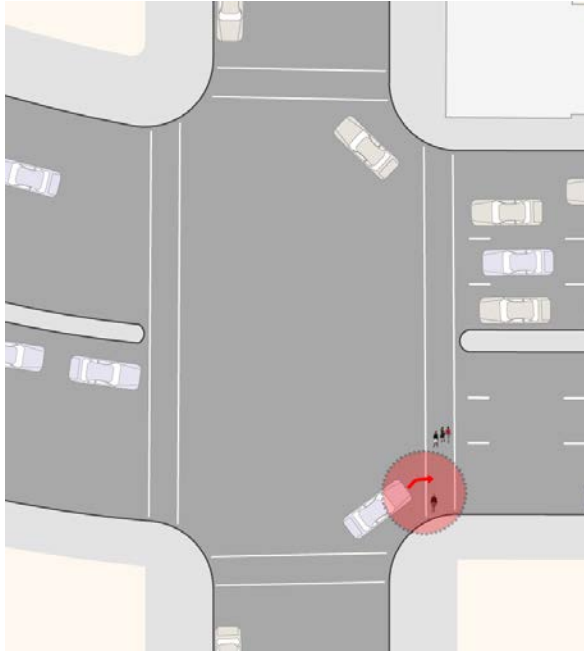
**91 vehicle collisions per
mile (citywide rate is 12)**

- 3 community meetings (July, September, November)
- 7 stakeholder meetings
- 2 public hearings
- 2 walking tours

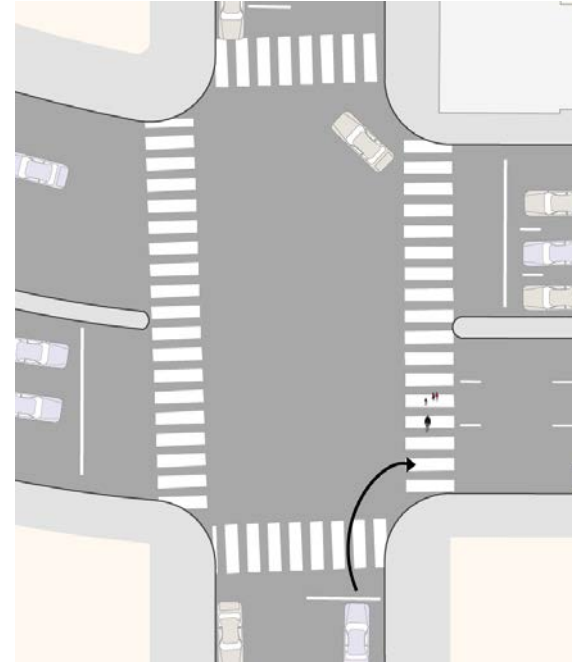


Safety Treatments: High-visibility Crosswalks and Advanced Limit Lines

Existing Conditions



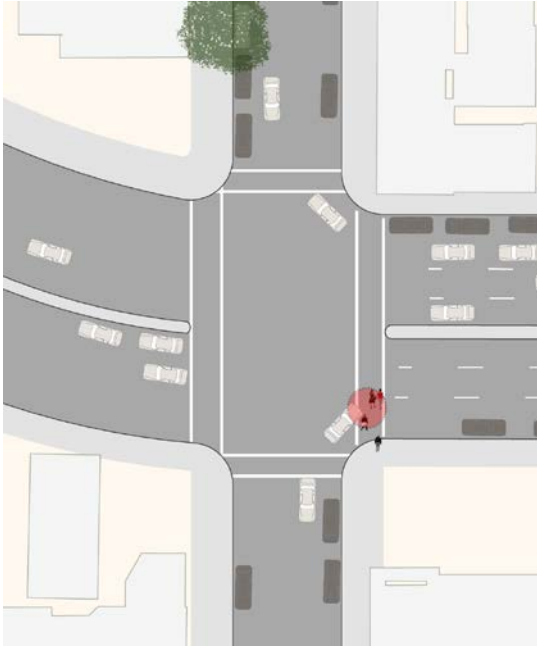
Proposed Conditions



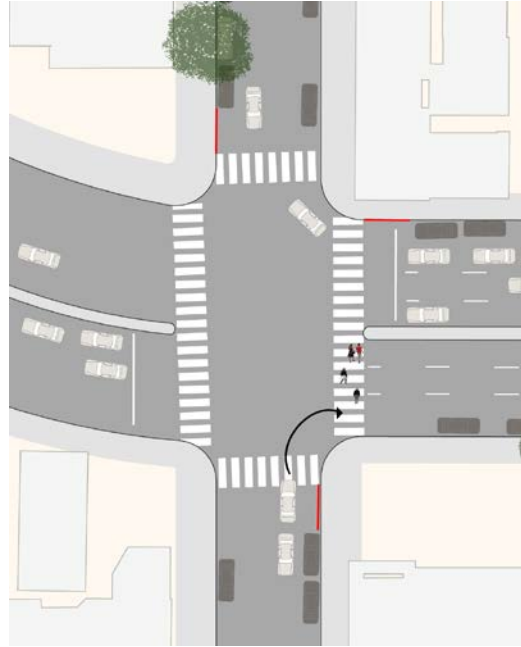
- Improves visibility
- Eliminates conflicts
- 37% crash reduction with high-visibility crosswalks
- 67% reduction of conflicts with advanced limit lines

Safety Treatments: Daylighting and Leading Pedestrian Interval

Existing Conditions



Proposed Conditions

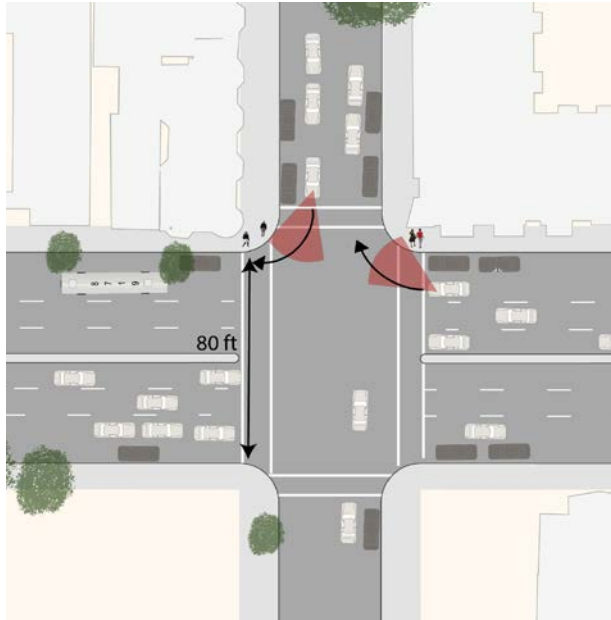


Leading pedestrian intervals (LPI, or "pedestrian head start") release people walking at a signalized intersection 3-5 seconds before any conflicting autos receive the green.

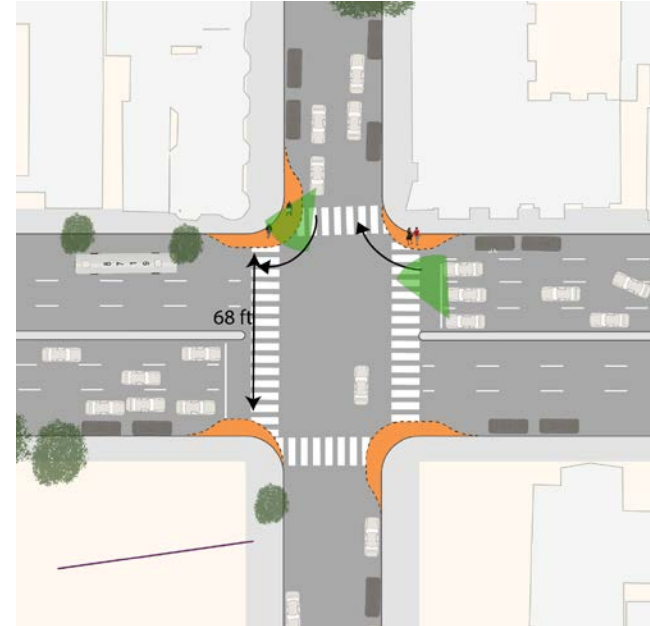
- Eliminates conflicts
- Improves visibility
- Gives people walking a head start
- 30% crash reduction with daylighting
- 33% crash reduction with LPI

Safety Treatments: Pedestrian Bulbs

Existing Conditions

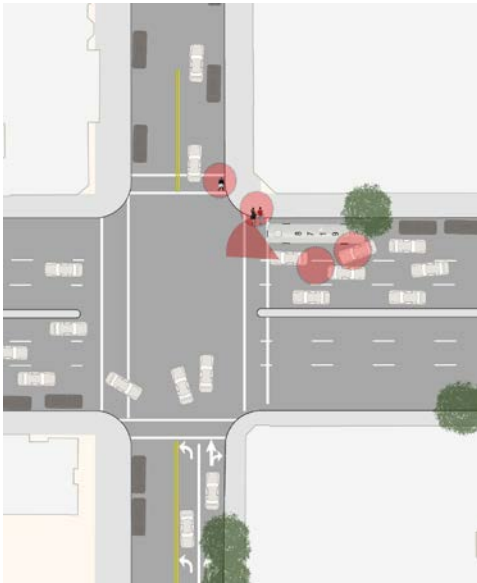


Proposed Conditions

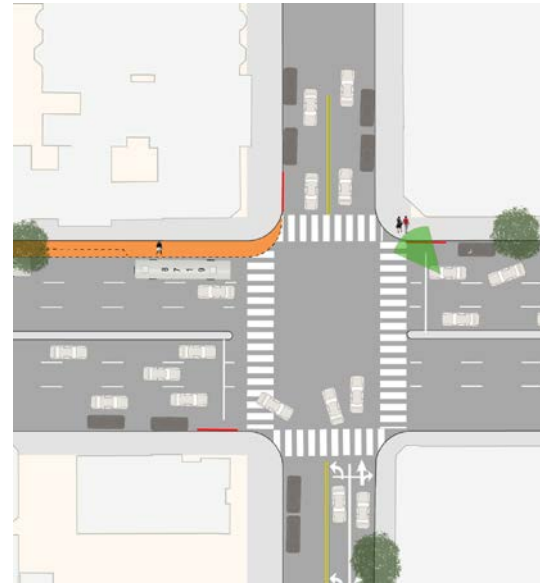


- Improves visibility
- Reduces crossing distance
- Slows turning vehicles by 14%

Existing Conditions



Proposed Conditions

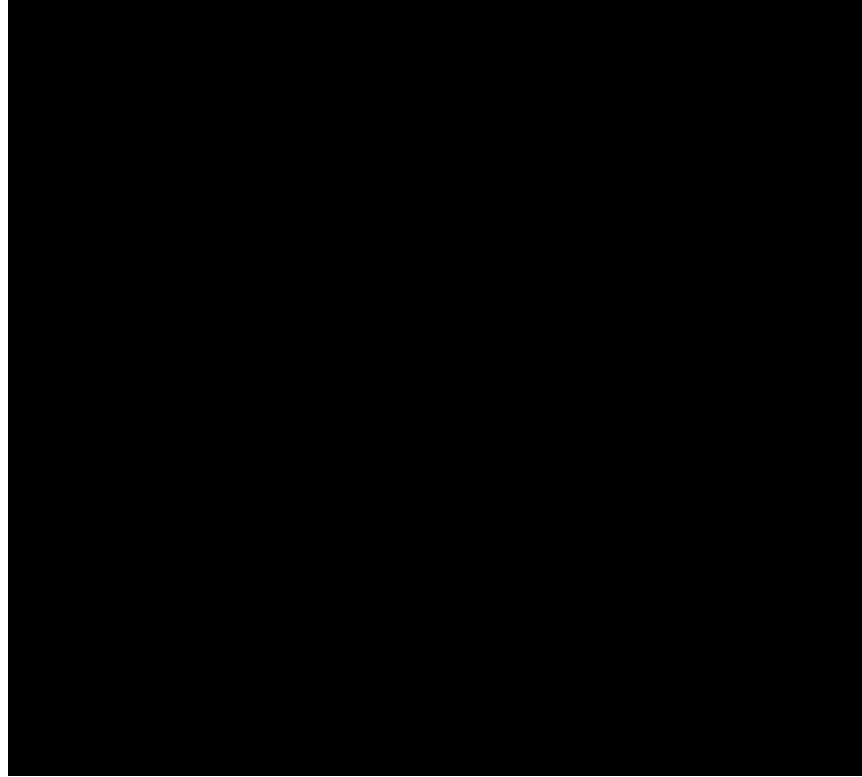


- Eliminates conflicts between drivers and buses
- Eliminates threat of right turn hook
- Improves visibility
- Reduces crossing distance
- Slows turning vehicles by 14%
- More street parking can be retained
- Improves transit reliability and efficiency (3 min travel time savings)

Transit Bulb Review

Benefits	Concerns
General: reduce collision conflicts with vehicles	General: buses block traffic lane
General: reduce sidewalk crowding	Relocate Farside: increase noise in front of residential land uses due to buses and transit customers
Relocate Farside: reduce collision conflicts with pedestrians	Relocate Farside: Customers gather in front of people's homes
Relocate Farside: Improve transit efficiency	Relocate Farside: unable to park in driveway curb cut
Relocate Farside: Allow left and right turns	Relocate Farside: driveway blocked when bus loads/unloads
Relocate Farside: reduce parking loss needed for transit	General: parking loss attributed to transit improvement (+/-)
	General: block visibility of business entrance/sign (+/-)

Intersection Proposal Summary



- Daylighting
- Leading pedestrian intervals
- Advanced limit lines
- Continental crosswalks
- Accessible pedestrian signals
- 9 pedestrian bulbs
- 3 pedestrian refuge/islands
- 9 transit bulbs

Environmental Review

Project requires review for California Environmental Quality Act (CEQA)

Lead Agency for CEQA: San Francisco Planning Department

Review project details to determine if the project, as proposed, is within the scope of the analysis completed for the Transportation Effectiveness Project Environmental Impact Report.

Determination: Proposed project is within the scope of the TEP FEIR and no new significant environmental impacts were identified

Schedule and Next Steps

Summer 2016	Summer 2016/ Spring 2017	Summer 2017- Fall 2018	Summer 2018- Winter 2018/2019
Install near-term treatments	Reviews and permitting with Caltrans and Bid & Award	City construction	Caltrans paving

Contact Information

Mari Hunter, Project Manager

mari.hunter@sfmta.com