

# PROJECT OVERVIEW

Note: Some near-term proposals have changed based on feedback and through detailed design; see "Proposed Near-Term Improvements Map" under 'Related Reports & Documents' on the project webpage for up-to-date proposals

## Project Goal and Description

The goal of the Lower Great Highway Pedestrian Improvements Project is to increase pedestrian safety and comfort along Lower Great Highway by evaluating and implementing near- and medium-term pedestrian improvements and traffic calming measures. Based on your feedback today, we will refine our near-term proposals and develop proposals for medium-term improvements, the latter of which will be presented at a second Open House this summer.

## Lower Great Highway Facts

- 1.97 mile, 15-block residential corridor from Lincoln Way to Sloat Boulevard
- Between 2011 and 2016, there were 21 collisions and injuries on Lower Great Highway, including 4 pedestrian injuries.
- On average, the Upper Great Highway is temporarily closed for at least several hours on 1/3 of the days out of the year, diverting traffic to Lower Great Highway and other neighborhood streets. The additional traffic generated by these closures has highlighted the need for pedestrian improvements on Lower Great Highway.



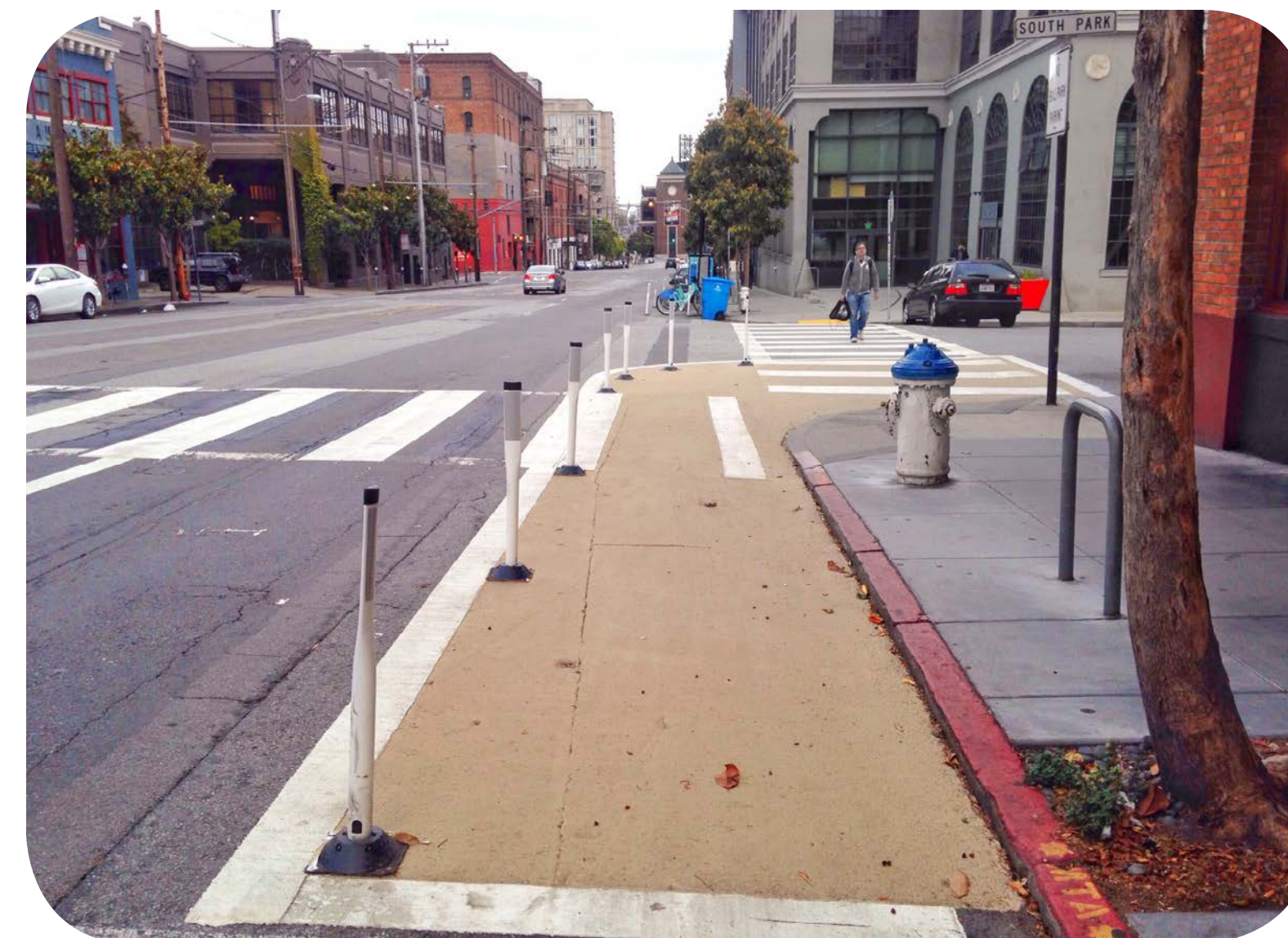
# NEAR-TERM PROPOSED IMPROVEMENTS

Near-term improvements are those that can be implemented quickly, and generally involve paint, flexible posts, and signage. The goal of these measures is to make crossing and walking along Lower Great Highway a safer, more comfortable experience for pedestrians, and encourage calmer vehicle traffic. Below is the 'toolbox' of near-term improvements that the SFMTA is considering to achieve that goal.



## RED VISIBILITY ZONES (DAYLIGHTING)

Daylighting improves visibility between drivers and pedestrians at intersections. Drivers have a clearer view of the sidewalk, and pedestrians can see approaching vehicles without stepping into the street.



## PAINTED SAFETY ZONES (PSZ)

PSZs are painted curb-side spaces between the sidewalk and moving vehicles. PSZs encourage motorists to make turns more slowly and further from the curb, fully yield to pedestrians, and discourage parking in pedestrian visibility areas.



## MARKED CROSSWALK AT ULLOA

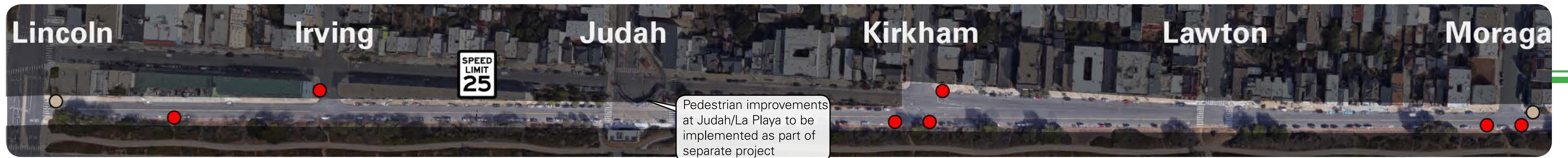
Marking new crosswalks requires ADA-compliant curb ramps. The intersection of LGH & Ulloa has compliant ramps, which presents the opportunity for a new marked crosswalk. Further evaluation will be performed to confirm that this location meets the SFMTA's marked crosswalk standards.



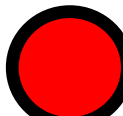



## SPEED LIMIT SIGNAGE

Additional 25 mph speed limit signage will be added to ensure consistent sign placement throughout the corridor.

# NEAR-TERM PROPOSED IMPROVEMENTS MAP



## Legend

-  Red Visibility Zones (31 locations)
-  Painted Safety Zones (9 locations)
-  Infill Speed Limit Signage (2 locations)
-  Potential Marked Crosswalk (Ulloa, pending review)

## Parking Impacts

Daylighting and painted safety zones improve pedestrian safety and comfort when crossing the street, however they do impact parking supply. In total, the proposed near-term measures would reduce the number of parking spaces over the entire 2 mile, 15-block corridor by about 40 spaces. This represents 5% of the total on-street parking supply along LGH.

If implemented during the medium-term phase, angled parking could result in a net gain of up to 20 parking spaces, which would reduce overall parking loss to 2.5% of the total parking supply along the corridor.

***What do you think about these near-term proposals?***

***Email your feedback to [nick.smith@sfmta.com](mailto:nick.smith@sfmta.com)***

# POTENTIAL MEDIUM-TERM IMPROVEMENTS

Medium-term improvements are those measures that require a greater level of design and public outreach, and are meant to further calm traffic and reinforce the residential nature of Lower Great Highway. Below are the 'toolbox' of medium-term treatments that are being considered as part of the Lower Great Highway Pedestrian Safety Project.



## ANGLED PARKING

Angled parking narrows the roadway, calming traffic while providing additional parking spaces.

The blocks from Kirkham to Lawton and Taraval to Ulloa are candidates for angled parking.



## SPEED HUMPS

Strategically placed speed humps could reinforce that LGH is a residential street. Speed hump installation would be subject to collection of speed data on LGH.



## MEDIAN ISLANDS:

Concrete median islands provide protection for pedestrians while calming traffic, and can act a 'gateway' treatment to residential streets.

# NEARBY PROJECTS

**Great Highway Permanent Restoration Project (South of Sloat) and South Ocean Beach Trail Project:** This project will be converting the existing Great Highway northbound lanes between Skyline and Sloat Boulevards into a single northbound and a single southbound travel lane. The existing southbound lanes will be converted into a new parking lot and multi-use trail. Completion of the first phase of this project is expected in 2019.

**Sloat Skyline Intersection Alternatives Analysis:** This project will evaluate alternatives for reconfiguring the intersection of Sloat and Skyline to improve safety, accessibility, and comfort for all road users. Draft alternatives are expected to be ready for consideration this summer, with intersection construction slated for completion in 2022.

**Lincoln Way & 45th Avenue (Boat Playground) Pedestrian Improvements:** The SFMTA recently completed short-term pedestrian improvements at Lincoln Way & 45th Ave, including high-visibility crosswalks, painted safety zones (PSZs), and an extended painted median. SFMTA staff are exploring long-term improvements, including a sidewalk extension and a new crosswalk.

**La Playa/LGH/Judah Intersection Improvements:** This project will implement pedestrian improvements at the intersection of La Playa, LGH, and Judah. Painted safety zones on all four corners of LGH at Judah and a right-turn restriction from southbound La Playa would be installed in coordination with the near-term phase of the Lower Great Highway Pedestrian Improvement Project. A raised crosswalk across the north-leg crosswalk of La Playa would be coordinated with the medium-term phase, pending internal review and interagency approvals.



# TIMELINE

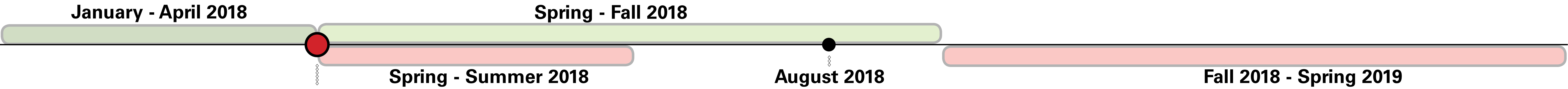
**Develop Proposed Near-Term Improvements**

SFMTA staff has developed proposals for near-term measures that are being presented at this Open House

**Develop Potential Medium-Term Improvements**

Based on your feedback from this Open House, SFMTA staff will develop proposals for medium-term improvements. After Open House #2, staff will begin detailed design work.

*Sign up for project updates at [sfmta.com/lowergreathighway](http://sfmta.com/lowergreathighway)*



January - April 2018

Spring - Fall 2018

April 19, 2018

Spring - Summer 2018

August 2018

Fall 2018 - Spring 2019

**Open House #1**

This is a listening session to document community concerns, propose near-term improvements, and collect feedback on potential medium-term measures

**Implement Near-Term Improvements**

SFMTA staff will take near-term proposals through the legislative process, with additional opportunities for public input. Pending approval, SFMTA crews will implement near-term measures

**Open House #2**

The purpose of Open House #2 is to present medium-term proposals to the public and collect feedback

**Implement Medium-Term Improvements**

SFMTA staff will take medium-term proposals through the legislative process, with additional opportunities for public input. Pending approval, SFMTA and DPW crews will implement medium-term measures