

THIS PRINT COVERS CALENDAR ITEM NO. : 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approve traffic and parking modifications on Richardson Avenue and Lombard Street between Francisco and Franklin Streets as part of the Lombard Street Safety Project, a Vision Zero supporting project.

SUMMARY:

- The Lombard Street corridor is a high-injury corridor for both pedestrians and vehicles.
- The Transit Effectiveness Project identified transit priority capital improvements for the Lombard Street corridor.
- Caltrans is scheduled to repave Lombard Street and Richardson Avenue in summer 2018.
- The Lombard Street Safety project – which will implement recommended safety and transit improvements – is scheduled to be implemented prior to Caltrans' paving project.
- These proposed changes include constructing nine transit bulbs, nine pedestrian bulbs, three pedestrian islands, and daylighting at all intersection approaches along the project corridor.
- Additional safety treatments that will be implemented at every intersection along the corridor include: advanced limit lines, leading pedestrian intervals, continental crosswalks.
- At select locations, audible pedestrian signals will be added
- Extend the existing PM left-turn restriction Muni exemption in the eastbound direction of Lombard Street at Laguna Street to include the AM peak period.

ENCLOSURES:

1. SFMTAB Resolution
2. SFMTAB Resolution No. 14-041 <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
3. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>
4. Mitigation Monitoring and Reporting Program
<https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>
5. Project Proposals
6. Public Comments and Responses
7. Transit Bulb Criteria Matrix and Other Mitigations

APPROVALS:

DATE

DIRECTOR _____ 3/7/16

SECRETARY _____ 3/7/16

ASSIGNED SFMTAB CALENDAR DATE: March 15, 2016

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PURPOSE

Approve traffic and parking modifications on Richardson Avenue and Lombard Street between Francisco and Franklin Streets as part of the Lombard Street Safety Project, a Vision Zero supporting project.

GOAL

The Lombard Street Safety Project supports the Vision Zero Policy goals to eliminate traffic fatalities and the Transit First Policy (proposals further support pedestrian and transit use). Aligned with these citywide policies, this project supports the following SFMTA Strategic Plan Goals and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes.

DESCRIPTION

The Lombard Street corridor is a high-injury corridor for both pedestrians and vehicles; while the citywide pedestrian collision rate is four collisions per mile, the pedestrian collision rate for Lombard Street is 27 per mile and while the citywide vehicle collision rate is 12 collisions per mile, the vehicle collision rate for Lombard Street is 91 per mile. Between 2008 and 2013, there have been over 150 collisions resulting in injury, two of which were fatal and 20 severe. In support of the city's Vision Zero policy, several treatments are proposed to improve safety. Additionally, to support the city's Transit First policy, the treatments are designed to also improve transit efficiency.

Caltrans is scheduled to repave Lombard Street and Richardson Avenue in summer 2018. The Lombard Street Safety project is scheduled to be implemented prior to Caltrans' paving project.

Working with staff from the city's WalkFirst Program to identify proper treatments to pedestrian safety and staff from the transit division to identify transit improvements recommended by the Transit Effectiveness Project, the following treatments are proposed to support safety for all street users as well as improve transit performance:

- **High Visibility Crosswalks:** this treatment, also called a continental crosswalk, is being installed citywide. All intersections along the corridor will refresh the paint at existing continental crosswalks and upgrade standard crosswalks to continental. This treatment improves visibility and studies have found a 37 percent crash reduction rate.

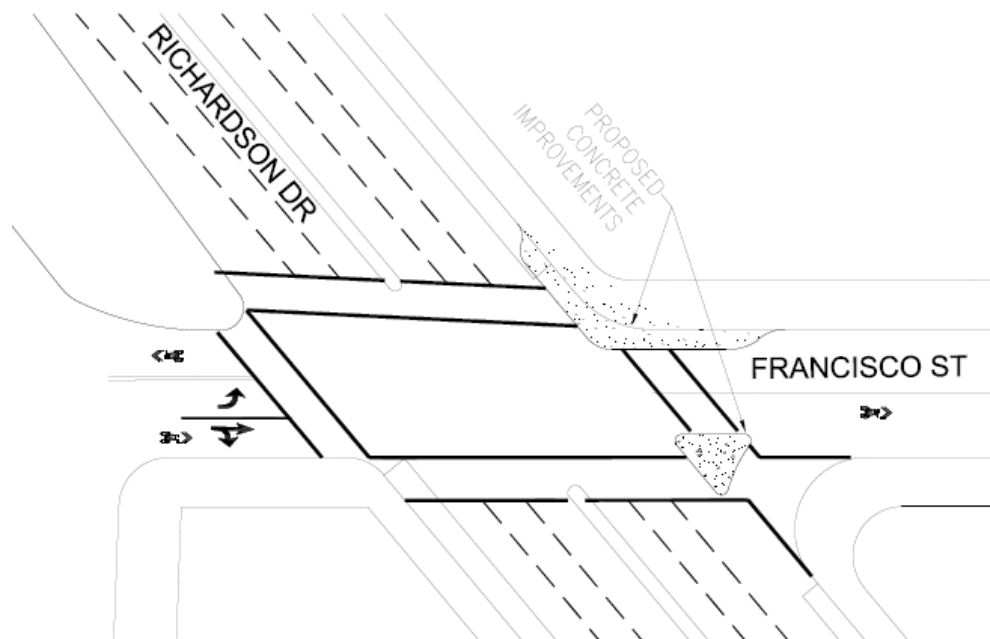
- **Advanced Limit Lines:** this treatment requires vehicles to stop approximately ten feet before the crosswalk. It is particularly useful for multilane approaches since vehicles do not encroach into the crosswalk allowing adjacent vehicles to see pedestrians which otherwise may have been blocked by another vehicle. This treatment decreases pedestrian-vehicle conflicts and increases the distance between a yielding vehicle and the crosswalk.
- **Daylighting:** this treatment establishes red zones adjacent to a crosswalk at the approaches of an intersection. All approaches to the project corridor will receive this treatment unless parking is already prohibited, for example, an existing parking restriction, curb cut, or bulbout. Daylighting improves visibility and studies have found a 30 percent crash reduction rate.
- **Leading Pedestrian Intervals:** this treatment provides pedestrians a head start of up to four seconds when crossing the intersection. All Lombard Street crossings will receive this treatment; it improves visibility and studies have found a 33 percent crash reduction rate.
- **Pedestrian Bulbouts:** this treatment is a sidewalk extension near the intersection at the crosswalk. Select locations along the project corridor have been identified to receive this treatment: six wrap-around pedestrian bulbouts and three non-wrap-around pedestrian bulbouts. Bulbouts improve visibility, reduce crossing distance and studies indicate vehicle speeds decrease by 14 percent.
- **Transit Bulbouts:** this treatment is a sidewalk extension that extends the length of the bus stop into the parking lane. Transit stops on Lombard Street are to have farside bulbouts resulting in two regular transit bulbouts and seven transit bulbouts with wraparound pedestrian bulbouts into the cross street. Transit bulbouts would be located on the farside of the intersection requiring the relocation of the nearside transit stops. In general, transit bulbs improve transit performance and reduce vehicle-transit conflicts; between 2009-2015 there were 31 collisions at transit stops on Lombard Street related to sideswipes and rear-ends. As transit bulbs are sidewalk extensions from the intersection to the end of the transit stop, they have the same benefits of pedestrian bulbouts, thereby, improving visibility, reducing the crossing distance and reducing vehicles speeds by 14 percent. Furthermore, farside stops further enhance transit performance with the citywide effort to upgrade signals with transit signal priority technology. Pedestrian experiences will be improved by relocating pedestrian push buttons to more ideal locations. Farside stops improve pedestrian safety by eliminating the threat of vehicles taking a right turn around a stopped bus. Farside stops also improve traffic congestion by eliminating vehicle delay for vehicles wanting to turn right as they currently must wait for the bus to complete un/loading transit customers and move through the intersection. Finally, farside transit stops also allow greater flexibility for additional safety treatments. For example, one that was considered but not deemed appropriate at this time is restricting left turns all day

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rather than just the existing peak-hour restriction.

- Pedestrian Islands: three islands (also known as ‘pork chop’) at acute angled corners with wider curb radii to address negative crosswalk space
 - Reduces crossing distance
 - Improves visibility
 - Slows turning vehicles

Example of proposed pedestrian island:



- Add AM peak period exemption for Muni vehicles from the existing left-turn restriction in the eastbound direction of Lombard Street at Laguna Street (Muni is already exempt from turn restriction in the PM peak period). Currently, without the AM peak period exemption, the 43 Muni line deviates onto the three side streets south of Lombard in order to reach the terminus on the north side of Lombard near Fort Mason, this increases congestion on these side streets and increases transit time.

Near term improvements, consisting of daylighting, lead pedestrian intervals, staggered continental crosswalks, and advanced limit lines, will be implemented after approval by the SFMTA Board to improve safety conditions as soon as possible rather than wait for the larger construction effort. The near term improvements could be in as early as summer 2016.

The total parking impact from all of the safety and transit improvements is the loss of 46 spaces along the corridor; the great majority of the parking will be retained.

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To implement this project, the SFMTA proposes the following specific parking and traffic changes:

- A. RESCIND – BUS ZONE-Lombard Street, south side, from Divisadero Street to 109 feet westerly
- B. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – BUS ZONE-Lombard Street, south side, from Divisadero Street to 112.5 feet easterly (6-foot wide bus bulb, removes 2 metered parking spaces); Lombard Street, north side, from Divisadero Street to 83 feet westerly (6-foot wide bus bulb)
- C. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME-Divisadero Street, east side, from Lombard Street to 23 feet southerly (removes 1 parking space); Divisadero Street, west side, from Lombard Street to 23 feet northerly (removes 1 metered parking space)
- D. ESTABLISH – GREEN METERED ZONE, 30-MINUTE LIMIT-Lombard Street, south side, from 160 feet to 182 feet east of Divisadero Street (removes 1 metered parking space)
- E. ESTABLISH – TOW AWAY NO STOPPING ANYTIME , ESTABLISH – RED ZONE -Lombard Street, south side, from Divisadero Street to 20 feet westerly; Divisadero Street, east side, from Lombard Street to 20 feet southerly
- F. ESTABLISH – GREEN METERED ZONE, 30-MINUTE LIMIT -Lombard Street, north side, from 28 feet to 49 feet east of Scott Street (establishes 1 metered parking space); Lombard Street, south side, from 57 feet to 79 feet west of Scott Street (establishes 1 metered parking space)
- G. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE, 8AM TO 6 PM, MONDAY THROUGH SATURDAY, 30- MINUTE LIMIT-Lombard Street, north side, from 49 feet to 70 feet east of Scott Street (21 foot zone, establishes 1 metered parking space)
- H. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, ESTABLISH – RED ZONE-Lombard Street, north side, from Scott Street to 28 feet easterly (removes 1 metered parking space); Lombard Street, south side, from Scott Street, to 35 feet westerly (removes 1 metered parking space); Scott Street, east side, from Lombard Street, to 21 feet southerly; Scott Street, west side, from Lombard Street, to 20 feet northerly (extends existing red zone by 17 feet, removes 1 metered parking space)
- I. RESCIND – BUS ZONE- Lombard Street, south side, from Pierce Street to 89 feet westerly; Lombard Street, north side, from Pierce Street to 110 feet easterly
- J. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – BUS ZONE-Lombard Street, south side, from Pierce Street to 83 feet easterly (6-foot wide bus bulb, removes 2 metered parking spaces); Lombard Street, north side, from Pierce Street to 83 feet westerly (6-foot wide bus bulb, removes 1 metered parking space)
- K. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME- Pierce Street, east side, from Lombard Street to 23 feet southerly (removes 1 parking space); Pierce Street, west side, from Lombard Street to 23 feet northerly (removes 1 metered parking space)
- L. RESCIND – WHITE PASSENGER LOADING ZONE, DURING BUSINESS HOURS-

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- Lombard Street, north side, from 40 feet to 60 feet west of Pierce Street
- M. RESCIND – METERED YELLOW COMMERCIAL LOADING ZONE 9 AM TO 6 PM, MONDAY THROUGH FRIDAY-Pierce Street, west side, from Lombard Street to 19 feet northerly (removes 1 metered parking space)
 - N. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE 9AM TO 6 PM, MONDAY THROUGH FRIDAY-Pierce Street, west side, from 39 feet to 59 feet north of Lombard Street (removes 1 metered parking space)
 - O. ESTABLISH – GENERAL METERED PARKING-Lombard Street, south side, from 20 feet to 118 feet west of Pierce Street (establishes 5 metered parking spaces); Lombard Street, north side, from 20 feet to 111 feet east of Pierce Street (establishes 4 metered parking spaces)
 - P. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, ESTABLISH – RED ZONE-Lombard Street, north side, from Pierce Street to 20 feet easterly; Lombard Street, south side, from Pierce Street to 20 feet westerly
 - Q. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME-Steiner Street, west side, from Lombard Street to 23 feet northerly (removes 1 metered parking space); Steiner Street, east side, from Lombard Street to 23 feet southerly; Lombard Street, south side, from Steiner Street to 23 feet westerly (removes 1 metered parking space; Lombard Street, south side, from Steiner Street to 23 feet easterly (removes 1 metered parking space); Lombard Street, north side, from Steiner Street to 23 feet easterly (removes 1 metered parking space); Lombard Street, north side, from Steiner Street to 23 feet westerly (removes 1 metered parking space)
 - R. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE, 8AM TO 6 PM, MONDAY THROUGH SATURDAY, 30- MINUTE LIMIT-Steiner Street, west side, from 48 feet to 70 feet north of Lombard Street (22 foot zone, establishes 1 metered parking space)
 - S. RESCIND – METERED WHITE PASSENGER LOADING ZONE, 11:30 AM TO 2 PM, 4 PM TO 10 PM DAILY-Lombard Street, north side, from 3 feet to 23 feet west of Steiner Street (removes 1 metered parking space)
 - T. ESTABLISH – METERED WHITE PASSENGER LOADING ZONE, 11:30 AM TO 2 PM, 4 PM TO 10 PM DAILY-Lombard Street, north side, from 43 feet to 63 feet west of Steiner Street (removes 1 metered parking space)
 - U. RESCIND – METERED YELLOW COMMERCIAL LOADING ZONE 9 AM TO 1 PM, MONDAY THROUGH FRIDAY-Lombard Street, south side, from 5 feet to 23 feet west of Steiner Street (removes 1 metered parking space)
 - V. RESCIND – METERED YELLOW COMMERCIAL LOADING ZONE 8 AM TO 6 PM, MONDAY THROUGH SATURDAY-Steiner Street, west side, from 3 feet to 23 feet north of Lombard Street (removes 1 metered parking space)
 - W. RESCIND – BUS ZONE-Lombard Street, south side, from Fillmore Street to 98 feet westerly; Lombard Street, north side, from Fillmore Street to 75 feet easterly
 - X. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – BUS ZONE-Lombard Street, south side, from Fillmore Street to 148 feet easterly (6-foot wide bus bulb, removes 3 metered parking spaces); Lombard Street, north side, from Fillmore Street to 148 feet westerly (6-foot wide bus bulb, removes 5 metered parking spaces)

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- Y. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME-Lombard Street, north side, from Fillmore Street to 23 feet easterly-Lombard Street, south side, from Fillmore Street to 23 feet westerly
- Z. RESCIND – BLUE ZONE-Lombard Street, south side, from 5 feet to 25 feet east of Fillmore Street
- AA. ESTABLISH – BLUE ZONE-Fillmore Street, west side, from 4 feet to 28 feet south of Moulton Street (removes 1 metered parking space)
- BB. ESTABLISH – GREEN METERED ZONE, 30-MINUTE LIMIT-Fillmore Street, west side, from 15 feet to 55 feet north of Lombard Street (establishes 2 metered parking spaces)
- CC. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE 9AM TO 6 PM, MONDAY THROUGH FRIDAY-Lombard Street, south side, from 148 feet to 173 feet east of Fillmore Street (establishes 1 metered parking space)
- DD. RESCIND – TOW AWAY NO STOPPING, 4 PM TO 6 PM, DAILY-Lombard Street, north side, from 75 feet to 137 feet east of Fillmore Street
- EE. RESCIND – WHITE PASSENGER LOADING ZONE, AT ALL TIMES-Lombard Street, south side, from 71 feet to 93 feet east of Fillmore Street
- FF. ESTABLISH – GENERAL METERED PARKING-Lombard Street, south side, from 23 feet to 98 feet west of Fillmore Street (establishes 4 metered parking spaces)
- GG. ESTABLISH – SIDEWALK WIDENING , ESTABLISH – BUS ZONE-Lombard Street, south side, from Laguna Street to 131 feet easterly (6-foot wide bus bulb, removes 4 parking spaces); Lombard Street, north side, from Laguna Street to 83 feet westerly (6-foot wide bus bulb, removes 2 parking spaces)
- HH. ESTABLISH – NO LEFT TURN 7AM TO 10 AM, MONDAY THROUGH FRIDAY, EXCEPT MUNI-Lombard Street, eastbound, at Laguna Street
- II. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME-Laguna Street, west side, from Lombard Street to 23 feet northerly; Laguna Street, east side, from Lombard Street to 23 feet southerly (removes 1 parking space)
- JJ. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, ESTABLISH – RED ZONE-Lombard Street, north side, from Laguna Street to 20 feet easterly (extends existing red zone by 4 feet); Lombard Street, south side, from Laguna Street to 20 feet westerly (extends existing red zone by 5 feet)
- KK. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – BUS ZONE-Lombard Street, north side, from Gough Street to 122 feet westerly (6-foot wide bus bulb, removes 4 parking spaces)
- LL. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, ESTABLISH – RED ZONE-Gough Street, east side, from Lombard Street to 20 feet southerly (removes 1 parking space)
- MM. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME-Gough Street, west side, from Lombard Street to 23 feet northerly (removes 1 parking space)
- NN. RESCIND – GREEN ZONE, 8 AM TO 5 PM MONDAY THROUGH SATURDAY-Lombard Street, south side, from Octavia Street to 20 feet westerly
- OO. ESTABLISH – GREEN ZONE, 8 AM TO 5 PM MONDAY THROUGH SATURDAY-Lombard Street, south side, from 20 feet to 40 feet west of Octavia Street
- PP. RESCIND – GREEN ZONE, 9 AM TO 6 PM MONDAY THROUGH SATURDAY-

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- Lombard Street, north side, from Buchanan Street to 20 feet easterly
- QQ. ESTABLISH – GREEN ZONE, 9 AM TO 6 PM MONDAY THROUGH SATURDAY-
Lombard Street, north side, from 20 feet to 40 feet east of Buchanan Street (removes 1 parking space)
- RR. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, ESTABLISH – RED ZONE-
Lombard Street, north side, from Franklin Street to 30 feet easterly; Franklin Street, east side, from Lombard Street to 24 feet southerly; Franklin Street, west side, from Lombard Street to 22.5 feet southerly; Lombard Street, north side, from Octavia Street to 20 feet easterly (extends existing red zone by 5 feet); Lombard Street, south side, from Octavia Street to 20 feet westerly (extends existing red zone by 12 feet, relocate green zone); Octavia Street, west side, from Lombard Street to 20 feet northerly; Lombard Street, north side, from Buchanan Street to 20 feet easterly (relocates green zone 20 feet east); Lombard Street, south side, from Buchanan Street to 31 feet westerly; Buchanan Street, east side, from Lombard Street to 16 feet southerly (extends existing red zone to 16 feet); Buchanan Street, west side, from Lombard Street to 23 feet northerly; Lombard Street, north side, from Webster Street to 20 feet easterly (extends existing red zone by 8 feet); Lombard Street, south side, from Webster Street to 32 feet westerly (extends existing red zone by 22 feet, removes meter #2003); Lombard Street, north side, from Broderick Street to 25 feet easterly; Broderick Street, east side, from Lombard Street to 20 feet southerly; Lombard Street, south side, from Richardson Avenue to 24 feet westerly; Richardson Avenue, west side, from Lombard Street to 30 feet northerly; Richardson Avenue, west side, from Chestnut Street to 30 feet northerly; Richardson Avenue, east side, from Chestnut Street to 30 feet southerly; Richardson Avenue, east side, from Chestnut Street to 25 feet northerly; Chestnut Street, north side, from Richardson to 25 feet easterly; Richardson Avenue, east side, from Baker Street to 12 feet southerly; Chestnut Street, south side, from Baker Street to 15 feet westerly; Francisco Street, north side, from Richardson Avenue, to 38 feet easterly; Richardson Avenue, east side, from Francisco Street to 18 feet northerly

PUBLIC OUTREACH

SFMTA staff met with the community on multiple occasions to gather feedback and ideas to improve the proposal including community meetings, walking tours, stakeholders meetings and public hearings. The first community meeting was July 15, 2015 for which the community was notified by mailer. In addition to the mailer, a list of stakeholders was generated including but not limited to the District Supervisor, Marina/Cow Hollow Neighborhood Association, Marina/Cow Hollow Merchants Association, WalkSF, SFBC, Transit Riders Union, and local schools. Emails were sent encouraging the meeting notice to be posted on various calendars and/or forwarded to interested parties. The meeting was also posted on SFMTA's project webpage. Staff received good feedback including identifying the most critical point of opposition, parking loss (54 spaces at the time). Staff revised the proposals where possible to minimize parking loss in order to address community concerns in advance of the second community meeting held on September 29, 2015. With respect to notification for the September meeting, it was posted on the project webpage, emails were sent and recipients were encouraged

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to post the announcement and/or forward it to interested parties. Approximately 50 people attended and while the loss of parking continued to be a point of contention, another concern that emerged was the relocation and length of bus bulbouts. Staff revised the proposals again to address comments including reducing the length of transit bulbouts which restored a few parking spaces prior to the last outreach meeting.

The last outreach meeting was held on November 17, 2015 for which notification included emails, postings on utility poles along the project corridor and a notice of the meeting on the project webpage; approximately 30 people attended. Staff prepared a presentation and Q&A session to identify the key feedback from the community and how issues were addressed either through mitigation measures or explained the tradeoffs. Loss of parking was again identified as a point of contention as well as questions about the environmental process and the maintenance requirements and liability concerns for the transit bulbs. It was explained that the environmental review process was being led by the Planning Department and Planning Department staff were reviewing the elements of the project to determine if it was within the scope of the TEP EIR.

Staff also organized two walking tours. The first was on October 13, 2015, attended by approximately 10 people and the second on October 14, 2015 attended by approximately 15 people. Community members and other interested stakeholders viewed the five intersections which demonstrated all of the safety treatments being proposed. The walking tours were announced at the September outreach meeting, emails were sent and announcements were posted on the SFMTA's project website

The first public hearing occurred on December 4, 2015. Unfortunately, with the Thanksgiving holiday, there was a miscommunication about posting so a second hearing was scheduled to ensure a public hearing was properly advertised; the second public hearing was held on December 18, 2015.

Staff conducted seven key stakeholder meetings to conduct more in-depth conversations about the proposals on September 22, 2015 with community members at City Hall, September 24, 2015 with merchants on site, November 10, 2015 with community members on site, November 12, 2015 with WalkSF at the SFMTA office, January 8 and January 29, 2016 with community members at the SFMTA office, and March 7, 2016 at City Hall with community members and Supervisor Farrell.

The project was also presented to the SFMTA's Citizen's Advisory Council in fall, 2015.

Finally, the project engineer also connected with property owners along the corridor, specifically those adjacent to proposed transit bulbs during his field work; he provided information on the proposal, upcoming community outreach meetings, and contact information.

ALTERNATIVES CONSIDERED

Four alternatives were considered. The first was to maintain existing nearside bus zones.

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This alternative is not preferable because the existing bus zones are not long enough. Additionally, maintaining the narrow bus zones will continue the threat of transit-vehicle conflict and with the nearside location, continue the threat of vehicle-pedestrian conflict when vehicles turn right around a bus boarding/alighting customers. For the latter conflict, in the event right-turning vehicles wait until the bus clears, it increases delay for all vehicles. Finally, nearside bus stops at a signalized intersection with transit signal priority do not maximize transit efficiency that can be gained with farside stops.

The second alternative considered was upgrading the length of existing nearside bus zone length. This alternative is not preferable because extending the bus zone requires more parking loss. Additionally, maintaining the narrow bus zones will continue to create transit-vehicle collisions and with the nearside location, continue to create vehicle-pedestrian collisions when vehicles turn right around a bus. Finally, nearside bus stops at a signalized intersection with transit signal priority do not maximize transit efficiency.

The third alternative considered was to construct nearside transit bulbs. While the nearside transit bulbs reduce the threat of transit-vehicle collisions and parking loss, this alternative is not preferable because the nearside location continues the threat of vehicle-pedestrian conflicts. And, in the event right-turning vehicles wait until the bus clears, it increases delay for all vehicles. Finally, nearside bus stops do not maximize transit efficiency.

The fourth alternative considered was to relocate bus zones from nearside to farside (assumes relocation will abide by bus zone length policy standards). While the farside location of the bus zone reduces the threat of vehicle-pedestrian conflicts and it maximizes transit efficiency given transit signal priority, this alternative is not preferable because extending the bus zone still requires more parking loss than a transit bulb. Additionally, maintaining the narrow bus zones, whether nearside or farside, continues to create the threat of transit-vehicle conflict.

FUNDING IMPACT

The total cost for the Lombard Street Safety Project is \$12.1M. Project funding consists of local funds through Prop K requests and Supervisor Add-backs totaling \$1.7M, Public Works Transportation & Streets Infrastructure Package (TSIP) funds totaling \$200K, SFMTA operating funds totaling \$60k, and State/Federal Active Transportation Program (ATP) funds totaling \$1.8M. Additionally, \$1.9M in Statewide Transportation Improvement Program (STIP) funds were to be allocated to this project, but it has since come to light that statewide STIP funds are overextended and unlikely to become available. In the event the City receives does not receive the STIP funds, Prop A General Obligation Bond Funds and Prop B General Fund Set-aside funds totaling \$8.3M will be used to complete the project. If STIP funds are allocated, the remaining funding deficit of \$6.4M will be met with Prop A and Prop B funds.

	With ATP and STIP	ONLY ATP	Committed funds
	(in thousands)	(in thousands)	(in thousands)
Local (Prop K and Supervisor add-backs)	\$ 1,700	\$ 1,700	\$ 1,700
Public Works TSIP	\$ 200	\$ 200	\$ 200
SFMTA operating funds	\$ 60	\$ 60	\$ 60
Active Transportation Program	\$ 1,800	\$ 1,800	\$ 1,800
Statewide Transportation Improvement Program	\$ 1,900		
PropA and PropB	\$ 6,400	\$ 8,300	\$ 6,400
Total Project Cost	\$ 12,060	\$ 12,060	\$ 10,160

ENVIRONMENTAL REVIEW

The Transportation Effectiveness Project (TEP) Final Environmental Impact Report (FEIR), Case No. 2011.0558E, was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP).

The TEP Final Environmental Impact Report (FEIR) certified by the SF Planning Commission on March 27, 2014, analyzed TTRP.28_2 at a program level. Subsequently, a project-level proposal for these improvements was developed and a supplemental transportation analysis was undertaken to ensure any environmental impacts from the project level proposal fell within the environmental impact thresholds previously analyzed in the certified FEIR. The San Francisco Planning Department Environmental Planning Division was delegated CEQA authority by Caltrans for the elements of the Lombard Street Safety Project on Caltrans right-of-way (US Highway 101). SF Planning Department Environmental Planning Division staff reviewed the proposals for TTRP.28_2 described here and documented their findings in a note to file to the TEP FEIR (TEP Checklist). The Planning Department's review determined that the proposed project is within the scope of the TEP FEIR and no new significant environmental impacts were identified, as identified in the TEP Checklist. A subset of TEP MMRP that pertains to the

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TTRP.28_2 on Richardson Avenue and Lombard Street between Francisco and Franklin Streets is on file with the Secretary of the SFMTA Board of Directors.

The City Attorney's Office has reviewed this calendar item.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

A portion of this project will be funded by the Federal Highway Administration (FHWA) and SFMTA is required to comply with the National Environmental Policy Act (NEPA) to receive federal funding. The FHWA has delegated NEPA lead agency authority for FHWA funded projects in California to Caltrans. City staff will develop all necessary documentation to comply with NEPA requirements and submit to Caltrans for their review and approval.

RECOMMENDATION

Approve traffic and parking modifications on Richardson Avenue and Lombard Street between Francisco and Franklin Streets as part of the Lombard Street Safety Project, a Vision Zero supporting project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of parking and traffic modifications on Richardson Avenue and Lombard Street between Francisco and Franklin Streets as part of the Lombard Street Safety Project, a Vision Zero supporting project, as follows:

- A. RESCIND – BUS ZONE-Lombard Street, south side, from Divisadero Street to 109 feet westerly
- B. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – BUS ZONE-Lombard Street, south side, from Divisadero Street to 112.5 feet easterly (6-foot wide bus bulb, removes 2 metered parking spaces); Lombard Street, north side, from Divisadero Street to 83 feet westerly (6-foot wide bus bulb)
- C. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME-Divisadero Street, east side, from Lombard Street to 23 feet southerly (removes 1 parking space); Divisadero Street, west side, from Lombard Street to 23 feet northerly (removes 1 metered parking space)
- D. ESTABLISH – GREEN METERED ZONE, 30-MINUTE LIMIT-Lombard Street, south side, from 160 feet to 182 feet east of Divisadero Street (removes 1 metered parking space)
- E. ESTABLISH – TOW AWAY NO STOPPING ANYTIME , ESTABLISH – RED ZONE -Lombard Street, south side, from Divisadero Street to 20 feet westerly; Divisadero Street, east side, from Lombard Street to 20 feet southerly
- F. ESTABLISH – GREEN METERED ZONE, 30-MINUTE LIMIT -Lombard Street, north side, from 28 feet to 49 feet east of Scott Street (establishes 1 metered parking space); Lombard Street, south side, from 57 feet to 79 feet west of Scott Street (establishes 1 metered parking space)
- G. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE, 8AM TO 6 PM, MONDAY THROUGH SATURDAY, 30- MINUTE LIMIT-Lombard Street, north side, from 49 feet to 70 feet east of Scott Street (21 foot zone, establishes 1 metered parking space)
- H. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, ESTABLISH – RED ZONE-Lombard Street, north side, from Scott Street to 28 feet easterly (removes 1 metered parking space); Lombard Street, south side, from Scott Street, to 35 feet westerly (removes 1 metered parking space); Scott Street, east side, from Lombard Street, to 21 feet southerly; Scott Street, west side, from Lombard Street, to 20 feet northerly (extends existing red zone by 17 feet, removes 1 metered parking space)
- I. RESCIND – BUS ZONE- Lombard Street, south side, from Pierce Street to 89 feet westerly; Lombard Street, north side, from Pierce Street to 110 feet easterly
- J. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – BUS ZONE-Lombard Street,

- south side, from Pierce Street to 83 feet easterly (6-foot wide bus bulb, removes 2 metered parking spaces); Lombard Street, north side, from Pierce Street to 83 feet westerly (6-foot wide bus bulb, removes 1 metered parking space)
- K. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME- Pierce Street, east side, from Lombard Street to 23 feet southerly (removes 1 parking space); Pierce Street, west side, from Lombard Street to 23 feet northerly (removes 1 metered parking space)
- L. RESCIND – WHITE PASSENGER LOADING ZONE, DURING BUSINESS HOURS- Lombard Street, north side, from 40 feet to 60 feet west of Pierce Street
- M. RESCIND – METERED YELLOW COMMERCIAL LOADING ZONE 9 AM TO 6 PM, MONDAY THROUGH FRIDAY- Pierce Street, west side, from Lombard Street to 19 feet northerly (removes 1 metered parking space)
- N. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE 9AM TO 6 PM, MONDAY THROUGH FRIDAY- Pierce Street, west side, from 39 feet to 59 feet north of Lombard Street (removes 1 metered parking space)
- O. ESTABLISH – GENERAL METERED PARKING- Lombard Street, south side, from 20 feet to 118 feet west of Pierce Street (establishes 5 metered parking spaces); Lombard Street, north side, from 20 feet to 111 feet east of Pierce Street (establishes 4 metered parking spaces)
- P. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, ESTABLISH – RED ZONE- Lombard Street, north side, from Pierce Street to 20 feet easterly; Lombard Street, south side, from Pierce Street to 20 feet westerly
- Q. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME- Steiner Street, west side, from Lombard Street to 23 feet northerly (removes 1 metered parking space); Steiner Street, east side, from Lombard Street to 23 feet southerly; Lombard Street, south side, from Steiner Street to 23 feet westerly (removes 1 metered parking space); Lombard Street, south side, from Steiner Street to 23 feet easterly (removes 1 metered parking space); Lombard Street, north side, from Steiner Street to 23 feet easterly (removes 1 metered parking space); Lombard Street, north side, from Steiner Street to 23 feet westerly (removes 1 metered parking space)
- R. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE, 8AM TO 6 PM, MONDAY THROUGH SATURDAY, 30- MINUTE LIMIT- Steiner Street, west side, from 48 feet to 70 feet north of Lombard Street (22 foot zone, establishes 1 metered parking space)
- S. RESCIND – METERED WHITE PASSENGER LOADING ZONE, 11:30 AM TO 2 PM, 4 PM TO 10 PM DAILY- Lombard Street, north side, from 3 feet to 23 feet west of Steiner Street (removes 1 metered parking space)
- T. ESTABLISH – METERED WHITE PASSENGER LOADING ZONE, 11:30 AM TO 2 PM, 4 PM TO 10 PM DAILY- Lombard Street, north side, from 43 feet to 63 feet west of Steiner Street (removes 1 metered parking space)
- U. RESCIND – METERED YELLOW COMMERCIAL LOADING ZONE 9 AM TO 1 PM, MONDAY THROUGH FRIDAY- Lombard Street, south side, from 5 feet to 23 feet west of Steiner Street (removes 1 metered parking space)

- V. RESCIND – METERED YELLOW COMMERCIAL LOADING ZONE 8 AM TO 6 PM, MONDAY THROUGH SATURDAY-Steiner Street, west side, from 3 feet to 23 feet north of Lombard Street (removes 1 metered parking space)
- W. RESCIND – BUS ZONE-Lombard Street, south side, from Fillmore Street to 98 feet westerly; Lombard Street, north side, from Fillmore Street to 75 feet easterly
- X. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – BUS ZONE-Lombard Street, south side, from Fillmore Street to 148 feet easterly (6-foot wide bus bulb, removes 3 metered parking spaces); Lombard Street, north side, from Fillmore Street to 148 feet westerly (6-foot wide bus bulb, removes 5 metered parking spaces)
- Y. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME-Lombard Street, north side, from Fillmore Street to 23 feet easterly-Lombard Street, south side, from Fillmore Street to 23 feet westerly
- Z. RESCIND – BLUE ZONE-Lombard Street, south side, from 5 feet to 25 feet east of Fillmore Street
- AA. ESTABLISH – BLUE ZONE-Fillmore Street, west side, from 4 feet to 28 feet south of Moulton Street (removes 1 metered parking space)
- BB. ESTABLISH – GREEN METERED ZONE, 30-MINUTE LIMIT-Fillmore Street, west side, from 15 feet to 55 feet north of Lombard Street (establishes 2 metered parking spaces)
- CC. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE 9AM TO 6 PM, MONDAY THROUGH FRIDAY-Lombard Street, south side, from 148 feet to 173 feet east of Fillmore Street (establishes 1 metered parking space)
- DD. RESCIND – TOW AWAY NO STOPPING, 4 PM TO 6 PM, DAILY-Lombard Street, north side, from 75 feet to 137 feet east of Fillmore Street
- EE. RESCIND – WHITE PASSENGER LOADING ZONE, AT ALL TIMES-Lombard Street, south side, from 71 feet to 93 feet east of Fillmore Street
- FF. ESTABLISH – GENERAL METERED PARKING-Lombard Street, south side, from 23 feet to 98 feet west of Fillmore Street (establishes 4 metered parking spaces)
- GG. ESTABLISH – SIDEWALK WIDENING , ESTABLISH – BUS ZONE-Lombard Street, south side, from Laguna Street to 131 feet easterly (6-foot wide bus bulb, removes 4 parking spaces); Lombard Street, north side, from Laguna Street to 83 feet westerly (6-foot wide bus bulb, removes 2 parking spaces)
- HH. ESTABLISH – NO LEFT TURN 7AM TO 10 AM, MONDAY THROUGH FRIDAY, EXCEPT MUNI-Lombard Street, eastbound, at Laguna Street
- II. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW-AWAY NO STOPPING ANYTIME-Laguna Street, west side, from Lombard Street to 23 feet northerly; Laguna Street, east side, from Lombard Street to 23 feet southerly (removes 1 parking space)
- JJ. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, ESTABLISH – RED ZONE-Lombard Street, north side, from Laguna Street to 20 feet easterly (extends existing red zone by 4 feet); Lombard Street, south side, from Laguna Street to 20 feet westerly (extends existing red zone by 5 feet)
- KK. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – BUS ZONE-Lombard Street, north side, from Gough Street to 122 feet westerly (6-foot wide bus bulb, removes 4

- parking spaces)
- LL. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, ESTABLISH – RED ZONE-
Gough Street, east side, from Lombard Street to 20 feet southerly (removes 1 parking
space)
- MM. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – TOW-AWAY NO
STOPPING ANYTIME-Gough Street, west side, from Lombard Street to 23 feet
northerly (removes 1 parking space)
- NN. RESCIND – GREEN ZONE, 8 AM TO 5 PM MONDAY THROUGH SATURDAY-
Lombard Street, south side, from Octavia Street to 20 feet westerly
- OO. ESTABLISH – GREEN ZONE, 8 AM TO 5 PM MONDAY THROUGH SATURDAY-
Lombard Street, south side, from 20 feet to 40 feet west of Octavia Street
- PP. RESCIND – GREEN ZONE, 9 AM TO 6 PM MONDAY THROUGH SATURDAY-
Lombard Street, north side, from Buchanan Street to 20 feet easterly
- QQ. ESTABLISH – GREEN ZONE, 9 AM TO 6 PM MONDAY THROUGH SATURDAY-
Lombard Street, north side, from 20 feet to 40 feet east of Buchanan Street (removes 1
parking space)
- RR. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, ESTABLISH – RED ZONE-
Lombard Street, north side, from Franklin Street to 30 feet easterly; Franklin Street, east
side, from Lombard Street to 24 feet southerly; Franklin Street, west side, from Lombard
Street to 22.5 feet southerly; Lombard Street, north side, from Octavia Street to 20 feet
easterly (extends existing red zone by 5 feet); Lombard Street, south side, from Octavia
Street to 20 feet westerly (extends existing red zone by 12 feet, relocate green zone);
Octavia Street, west side, from Lombard Street to 20 feet northerly; Lombard Street,
north side, from Buchanan Street to 20 feet easterly (relocates green zone 20 feet east);
Lombard Street, south side, from Buchanan Street to 31 feet westerly; Buchanan Street,
east side, from Lombard Street to 16 feet southerly (extends existing red zone to 16 feet);
Buchanan Street, west side, from Lombard Street to 23 feet northerly; Lombard Street,
north side, from Webster Street to 20 feet easterly (extends existing red zone by 8 feet);
Lombard Street, south side, from Webster Street to 32 feet westerly (extends existing red
zone by 22 feet, removes meter #2003); Lombard Street, north side, from Broderick
Street to 25 feet easterly; Broderick Street, east side, from Lombard Street to 20 feet
southerly; Lombard Street, south side, from Richardson Avenue to 24 feet westerly;
Richardson Avenue, west side, from Lombard Street to 30 feet northerly; Richardson
Avenue, west side, from Chestnut Street to 30 feet northerly; Richardson Avenue, east
side, from Chestnut Street to 30 feet southerly; Richardson Avenue, east side, from
Chestnut Street to 25 feet northerly; Chestnut Street, north side, from Richardson to 25
feet easterly; Richardson Avenue, east side, from Baker Street to 12 feet southerly;
Chestnut Street, south side, from Baker Street to 15 feet westerly; Francisco Street, north
side, from Richardson Avenue, to 38 feet easterly; Richardson Avenue, east side, from
Francisco Street to 18 feet northerly

WHEREAS, The Transportation Effectiveness Project (TEP) Final Environmental Impact Report (FEIR), Case No. 2011.0558E, was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No.

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14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP).

WHEREAS, The TEP Final Environmental Impact Report (FEIR) certified by the SF Planning Commission on March 27, 2014, analyzed TTRP.28_2 at a program level. Subsequently, a project-level proposal for these improvements was developed and a supplemental transportation analysis was undertaken to ensure any environmental impacts from the project level proposal fell within the environmental impact thresholds previously analyzed in the certified FEIR. The San Francisco Planning Department Environmental Planning Division reviewed the proposals for TTRP.28_2 described here and determined that the proposed project is within the scope of the TEP FEIR and no new significant environmental impacts were identified. A subset of TEP MMRP that pertains to the TTRP.28_2 on Richardson Avenue and Lombard Street between Francisco and Franklin Streets is on file with the Secretary of the SFMTA Board of Directors and are incorporated herein by reference; and,

WHEREAS, The SFMTA Board has reviewed the FEIR and hereby finds that since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR. The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the FEIR; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, The SFMTA Board of Directors has reviewed and considered the TEP EIR and record as a whole, and finds that the proposed approvals herein are within the scope of the TEP and incorporates the CEQA findings contained in Resolution No. 14-041, including the subset of TEP MMRP that pertains to the TTRP.28_2, and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves these traffic and parking modifications set forth in items A through RR, as set forth above, on Richardson Avenue and Lombard Street between Francisco and Franklin Streets as part of the Lombard Street Safety Project, a Vision Zero supporting project.

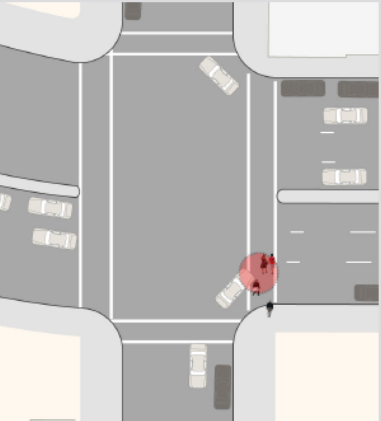
I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 15, 2016.

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Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Safety Treatments

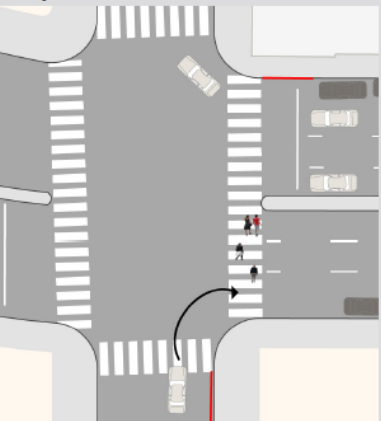
Existing Conditions



High Visibility Crosswalk and Leading Pedestrian Interval (LPI)

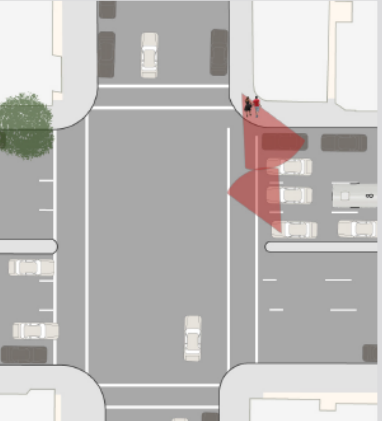
- Improves visibility
- Provides people walking across Lombard Street a head start

Proposed Conditions




- 37% crash reduction associated with high-visibility crosswalks
- 33% crash reduction associated with LPI

Existing Conditions

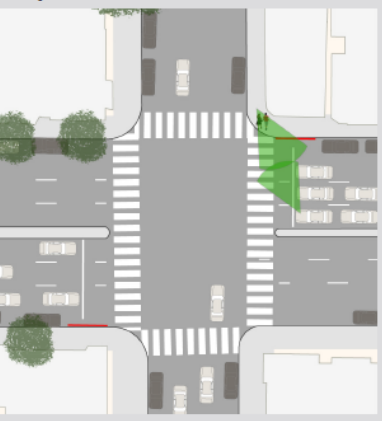


Daylighting and Advanced Limit Lines



- Improves visibility for all users
- Eliminate conflicts
- 30% crash reduction associated with daylighting


Proposed Conditions



Safety Treatments

Existing Conditions


Proposed Conditions

Curb Extension - Pedestrian Bulb 

- Improves visibility of pedestrians
- Reduces crossing distances for pedestrians
- Reduces speeds by 14%

Existing Conditions

Proposed Conditions

Curb Extension - Transit Bulb and Stop Relocation 


- Eliminates conflicts between drivers, buses and pedestrians
- Improves visibility of pedestrians
- Reduces crossing distances for pedestrians
- Reduces speeds by 14%
- More street parking can be retained
- Improves transit efficiency (3 min travel time savings)


Project Proposals: Francisco to Divisadero

-  New Transit Bulbs
-  Daylighting
-  Stop Relocation
-  New Pedestrian Bulb




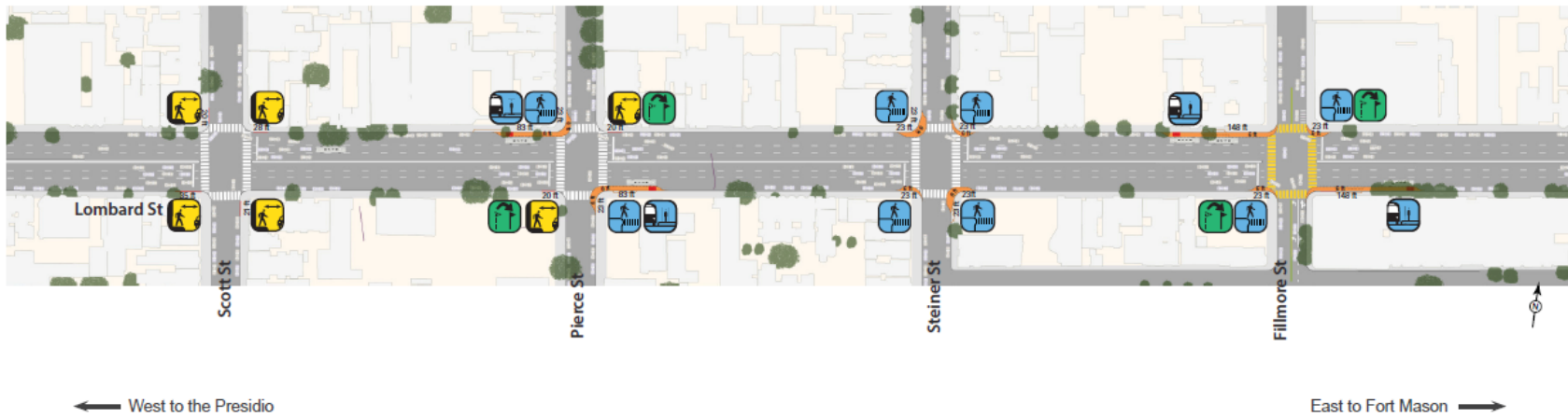
Project Proposals: Scott to Fillmore

 Stop Relocation

 Daylighting

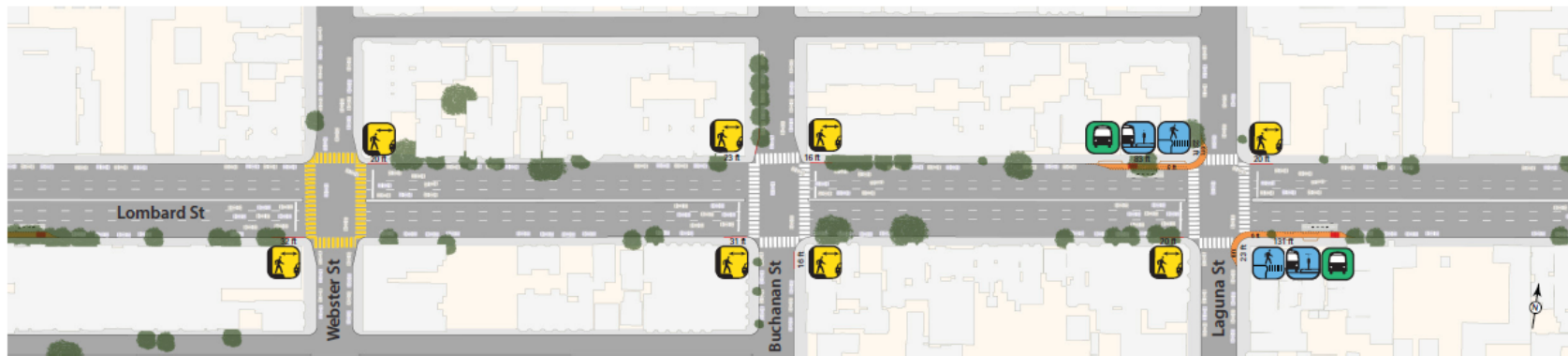
 New Transit Bulb

 New Pedestrian Bulb



Project Proposals: Webster to Laguna



-  Daylighting
-  New Pedestrian Bulbs
-  New Transit Bulb
-  New Transit Stop



← West to the Presidio

East to Fort Mason →

Project Proposals: Octavia to Franklin

-  New Transit Stop
-  Daylighting



← West to the Presidio

East to Fort Mason →

Enclosure 6: Public Comments and Responses

Lombard Comments	Response
Red Light Cameras were supposed to be installed but removed	Staff reviewed history of right light cameras for Lombard and found they were never identified for the corridor. This information was provided to the constituent. No further comment
Based on level of activity along the corridor, it should be expected that there will be some collisions normalize fatalities and business survey	Vision Zero is about eliminating traffic fatalities; we will not normalize collisions based on activity of a corridor. Information along with rates of collisions on the corridor as compared to citywide were provided
Request for bike rack and taxi stand	Bike rack request submitted. Taxi stand request cannot be accommodated at this time
Property owner at 2126-2128 Lombard St concerned about transit bulb	Bulb length is dictated by shared stop with Golden Gate, length increased to allow two buses to board/alight simultaneously. Bulb impacts and benefits identified and presented to public and Board. Board will make final decision about these tradeoffs
Property owner at 1836, 1838, 1840 and 1842 Lombard concerned about transit bulb	Bulb length was due to proposed relocation of the commuter shuttle stop. The stop is no longer being relocated to this location and therefore there is no longer a conflict for these properties.
Will there be paving patch work between now and 2018?	<i>question for Caltrans</i>
What are you doing about crossing time for pedestrians?	The pedestrian experience with respect to crossing time is being addressed in two ways: adding a leading pedestrian interval gives pedestrians a head start and adding bulbouts at key intersections reduces the crossing distance
People waiting for bus stand right at the edge of the bus stop--is that a safety concern?	The design of the bus stop considers proximity to the nearest travel lane. Per design standards, the transit bulb is offset by at least 2 feet. Additionally, the city, based on community feedback, could include a design detail to accentuate the edge e.g. brick border to transit bulb
Speed limit signs	Speed limit signs are posted along Lombard according to the MUTCD including: WB between Van Ness & Franklin, WB and EB between Octavia and Laguna, WB and EB between Divisadero and Broderick, and WB and EB at Baker
Actuated signals	Staff have reviewed all existing actuation and will remove those at Franklin and Gough. Because of the complexity of the intersections of Lombard/Richardson/Broderick, Richardson/Chestnut and Richardson/Francisco actuation will not be removed as in doing so would result in greater delay for pedestrians and vehicles.
Evaluation of safety treatments	Benefits of safety treatments have been articulated in the FAQ posted on the Lombard Street Safety Project webpage
Lombard/Lyon 4 way stop safety issues	(out of scope, may be addressed by another effort)
Traffic management plan	A traffic management and construction management plan is being prepared for the project
Hotels, motels are problematic, rezoning should be pursued with a deadline so they are not grandfathered forever	(out of scope, connected constituent to Planning Dept)
Property owner at 2112-2114 Lombard concerned about bulb impacts.	Bulb impacts and benefits identified and presented to public and Board. Board will make final decision about these tradeoffs

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Lombard Comments	Response
Community member (Patricia) asked if staff could attend her mtg Oct 8	Emailed community member indicating staff could not attend but per her request, provided all project materials
Property owner at 1818 Lombard concerned about transit bulb	Bulb length was due to proposed relocation of the commuter shuttle stop. The stop is no longer being relocated to this location and therefore there is no longer a conflict for these properties.
Will there be trash receptacles at new stops	It can be discussed further but would need to be coordinated with Public Works
How many transit customers will be waiting at these new bus stops	Transit stats including headways and ridership provided in the FAQ posted on the Lombard Street Safety Project webpage
Community member representing Palace of fine arts asked about plans for Richardson and Lyon	(out of scope, connected constituent to SFCTA)
Opposes moving IB stop to the Octavia/Laguna block, fine as is. Would negatively impact businesses and residents	Staff have reduced bulb length but recognize there are still localized issues. Bulb impacts and benefits identified and presented to public and Board. Board will make final decision about these tradeoffs
Buses dwelling at farside Gough and farside Laguna resulting in louder conditions	Staff have elevated to inspectors, buses should be stopping but not dwelling at farside Gough. And, buses should not be stopping nor dwelling at farside Laguna
Talking (ADA) pedestrian signals	APS signals will be installed along the corridor
More disabled parking	One to two blue zones are being relocated for the proposed safety treatments and done so according to policy
Shelter concerns that businesses will lose visibility	Staff locating shelters based on safe placement as well as to minimize impact to business.
Added safety benefits of farside stops	A nearside stop results in a threat of right turning vehicles around a bus of endangering pedestrians. A farside stop eliminates this threat
Perception that there will be significantly more buses on corridor, which would mean more pedestrians in danger	Transit stats including headways and ridership provided in the FAQ posted on the Lombard Street Safety Project webpage
Has Golden Gate Transit been part of this effort	Golden Gate Transit has been engaged in the process and worked with SFMTA staff to test a farside stop location
Josephine Faedi, Alegrias Food from Spain (Restaurant) – Taking away parking spaces at Lombard/Fillmore will reduce the amount of parking spaces for her patrons, especially since the public garage can become full in the evening	There will be a net loss of parking; this is a tradeoff of constructing the proposed safety treatments. The Board will consider these tradeoffs when they take a position on this project
Do not remove spaces of in front of USPS (Lombard/Fillmore)	The majority of parking in front of USPS is retained, the proposal will remove, 2 spaces near the edge of the post office building and entrance to the stair well of the parking garage
Case studies are needed to show where this treatment has worked in other cities	Information about all proposed treatments and benefits are identified in the FAQ posted on the Lombard Street Safety Project webpage
Many folks seem to understand need for increased pedestrian safety and agree that daylighting (creation of no-parking zones on the approach to a cross walk) and other striping improvements would help	
Displeasure for the loss of 50 parking spaces	There will be a net loss of parking; this is a tradeoff of constructing the proposed safety treatments. The Board will consider these tradeoffs when they take a position on this project

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Lombard Comments	Response
concerned about where the bus shelter would be located (in front of their business)	Staff locating shelters based on safe placement as well as to minimize impact to business.
support pedestrian proposals and transit improvements	
Bus and ped bulbs do not enhance safety since they bring pedestrians closer to the travel lanes	The design of the bus stop considers proximity to the nearest travel lane. Per design standards, the transit bulb is offset by at least 2 feet. Additionally, the city, based on community feedback, could include a design detail to accentuate the edge e.g. brick border to transit bulb
Businesses are losing parking and loading zones in front of their homes	Businesses were contacted to identify mitigations including relocation of loading zones. With respect to general parking, there will be a net loss of parking; this is a tradeoff of constructing the proposed safety treatments. The Board will consider these tradeoffs when they take a position on this project
bus bulb in front of a private driveway precludes the owner from parking in the parking lane in front of the driveway	Correct, if bulb extends into drive cut, resident cannot park in their driveway cut. Bulb impacts and benefits identified and presented to public and Board. Board will make final decision about these tradeoffs
160-foot long is not a bus stop but rather a transit hub	we are not proposing any 160 bus bulbs--longest is 130+18 return for total of 148
Paving the street is enough to increase safety; currently people trip while crossing the street due to the poor condition	paving will improve surface conditions but will not curb speeding and visibility issues resulting in collisions
Bulb-outs cause drivers to have to swing wider into the adjacent lane to make the turn	turning template analysis has indicated bulbs will not impact turning vehicles if traveling the appropriate speed
Reducing the crossing distance by 6 or 8 feet is not beneficial enough for the cost and parking loss	Tradeoffs including parking loss have been identified and will be considered by the Board with they take a position on this item
people commented that they felt the City had prepared these proposals without consulting them and that it had already been decided to move forward with the project	The project team has hosted three major public meetings, two walking tours, and several key stakeholder meetings in addition to one-on-one interactions to integrate feedback
At least one person said that just this one meeting was not sufficient outreach	The project team has hosted three major public meetings, two walking tours, and several key stakeholder meetings in addition to one-on-one interactions to integrate feedback. Notification of meetings included postings, calendar listings, email/list serv/announcements at other meetings
One community member has arranged a community meeting for Oct 8 at the Palace of Fine Arts and has requested agency staff and Sup. Farrell's office to attend	Emailed community member indicating staff could not attend but per her request, provided all project materials
Activating all pedestrian signals on each signal cycle; currently several signals still require ped push-button actuation	Staff have reviewed all existing actuation and will remove those at Franklin and Gough. Because of the complexity of the intersections of Lombard/Richardson/Broderick, Richardson/Chestnut and Richardson/Francisco actuation will not be removed as in doing so would result in greater delay for pedestrians and vehicles.
Adding APS (accessible pedestrian signal) at all intersections – this is a push button that communicates when to cross the street via words or audible tones	
Eliminate some of the left turns from Lombard to the side streets	left turns already banned in AM and PM peak, we may explore this in the future if original safety treatments not as effective as anticipated but there are enforcement and circulation implications forcing more traffic on adjacent roads

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Lombard Comments	Response
Install a transit only lane instead of bus bulbouts	This would effectively removal and entire travel lane resulting in significant changes for capacity and circulation and will not be pursued at this time
Daylighting is great, I don't like ped bulbs (no reason why not)	
Concern about traffic using Greenwich if traffic on Lombard is bad	The proposed treatments to not change capacity, if traffic on Lombard deteriorates that could result from population growth, land use changes, etc which could result in traffic spilling on to Greenwich.
Don't mind first 6 feet of daylighting, but not more than that	Staff are employing a standard distance defined for daylighting
Concern about the # of shuttle buses	(out of scope, provided information and program contact info in the FAQ posted on the project webpage)
Run the 30X in the reverse peak direction	(out of scope, 30X is the Chestnut project)
When do you expect the crosswalk on the north side of Richardson at Lyon Street to be completed? Pedestrian traffic safety from Presidio to Palace would be greatly improved.	(out of scope, connected constituent to SFCTA)
The Buena Vista Motor Lodge at Lombard/Gough is concerned that the new bus stop and bulb will remove their white zone. The white zone is used by their guests to check in and unload vehicles. Since right turns are prohibited at Franklin, guests would need to travel 6 blocks to return to the hotel. They are concerned they will lose business as a result. Taxis also use the white zone to pick up and drop off guests. The owner and 4 employees attended the open house.	An alternative location for the white zone was proposed just east of the current location to avoid the concern identified; the motel manager declined the alternative.
People were confused by the photos on the benefits board. The locations of the photos were not given and people thought they were renderings/proposals for Lombard.	The graphics identifying the benefits of the various treatments have been revised.
No north arrow on intersection boards	
Sandra from Original Buffalo Wings would like to reduce the size of the newspaper rack in front of their restaurant. Divisadero/Lombard, SE corner. She would also like a new City standard garbage can in place of the old concrete one.	(out of scope, newspaper racks and trash bins need to be coordinated with Public Works)
Request to remove the pedestrian push buttons at Lombard/Broderick	Staff have reviewed all existing actuation and will remove those at Franklin and Gough. Because of the complexity of the intersection of Lombard/Richardson/Broderick, actuation will not be removed as in doing so would result in greater delay for pedestrians and vehicles.
Someone asked why pedestrian bulb outs are proposed at Steiner and not at Scott. Scott has the same number of collisions as Steiner but more involved pedestrians. He asked that we include pedestrian bulbs at Scott.	Bulbouts were identified based on crash profiles. Daylighting was recommended at Scott and bulbouts were recommended for Steiner.
Terry Norton is concerned about difficulty pulling in/out of driveway and has allowed toy store and tenants to park in their drive cut to load/unload	Currently, there is a parking space adjacent to the curb cut which would block visibility backing into Lombard. The bulbout would remove that parking and effectively improve visibility. With respect to the toy store using their driveway cut to load/unload, a commercial loading space was offered but declined by owner.

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Lombard Comments	Response
bikes on sidewalk	Staff provided posters to the bike shops on Lombard to hang notifying customers to walk bicycles on the sidewalk
there is crime on Lombard, putting a bus stop in front of home or business will increase crime in front of my home	Research indicates criminal activity can be linked to land uses and density. With density, typically comes need for transit and therefore there is a perception that transit and criminal activity are linked when in fact it was a pre-existing condition. This information is part of the FAQ posted on the project webpage.
Property owner at 1781 concerned about transit bulb	Bulb length was reduced at this location but still extends to this property. Bulb impacts and benefits identified and presented to public and Board. Board will make final decision about these tradeoffs
parking loss and commuter shuttles at 2024 Lombard	There is parking loss at this location resulting from the construction of the safety treatments. There are no commuter shuttle stops at this location. If observed, contact information for the program manager was provided.

Enclosure 7: Transit Bulb Criteria Matrix and Other Mitigations

		Transit Bulb Benefits	Transit Bulb Concerns									
			Relocation: Increase in noise in front of residential land uses due to buses	Relocation: Increase in noise in front of residential land uses due to transit customers	Relocation: Customers gather in front of people's homes	Relocation: Unable to park in curb cut	Relocation: Driveway blocked when bus loads/unloads	Relocation: Removes loading zone	General: Parking loss attributed to transit improvement	General: Buses block traffic lane	General: Bus Bulb impairs sign visibility	Sign Visibility Guide: Signs at far side (signs at near side)
Gough	IB	General benefits of transit bulbs: Reduce collision conflicts with vehicles Reduce sidewalk crowding Benefits of farside transit bulbs: Reduce collision conflicts with pedestrians Reduces parking loss needed for transit Improve transit efficiency Allow left and right turns	-	-					+/-	-	-	<u>buena vista motor inn (good image laundry)</u> <i>non-issue, removing bulb from scope</i>
Gough	OB								-	-	-	<u>café golo</u>
Laguna	IB		-	-	-	-	-		+/-	-	-	<u>Block advisors, Perfection for Hair (Coldwell Banker)</u>
Laguna	OB								+/-		+/-	<u>Shell (Chevron)</u>
Fillmore	IB		-	-			-		+/-	-	+/-	<u>Chelsea Motor Inn (Kentucky Fried Chicken)</u>
Fillmore	OB		-	-	-	-	-		+/-	-	+/-	<u>A child's delight, body rok (Honda, Stock in Trade)</u>
Pierce	IB								+/-		-	<u>Verizon, Pet Hospital, Bereka Coffee (Home plate, Golden One)</u>
Pierce	OB								+/-		+/-	<u>ihop, surf motel (new commercial space with development)</u>
Divisadero	IB								+/-	-	+/-	<u>Original Buffalo Wings (Alpha Inn)</u>
Divisadero	OB								+/-		+/-	<u>Walgreens (76)</u>

-
+/-
+/-

negative tradeoff identified with community members

Parking loss: understood that compared to not changing the existing zone there is parking loss (-) but the zones are sub-standard therefore parking loss is actually minimized by installing farside bulbs rather than extending the zones to policy standards (+)

Sign visibility: relocating blocks signage for other businesses but unblocks signage at the existing stop locations