PROJECT OVERVIEW

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.
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.

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

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.

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.

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.

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 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.

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)

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.

**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.

**Bike lanes create a dedicated space for bicyclists** using Broadway and provide connectivity to the bicycle network.

**Reduced speeding**

**Improved visibility and fewer conflicts** with on-coming traffic for vehicles entering or crossing the roadway.

**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.

**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

Conceptual Design Option - Steiner Street to Fillmore Street

Conceptual Design Option - Fillmore Street to Laguna Street

Conceptual Design Option - Laguna Street to Polk Street

Conceptual Design Option - Polk Street to Van Ness Ave

Conceptual Design Option - Van Ness Ave to Fillmore Street

*No lane reduction proposed on this segment
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.

Existing Street Layout

Proposed Street Layout
NEARBY PROJECTS

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

Service Change (Route and Stop Changes)

- New Routing
- Discontinued Routing
- New Stop
- Discontinued Stop

Curb Changes

- Proposed new terminal (removes 8 parking spaces)
- New Westbound Stop (shared with 10 Townsend stop)
- Discontinued Eastbound Stop (bus zone to remain to serve the 10 Townsend)

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

May 10, 2018
PROPOSED ROADWAY RESTRIPPING PHASING

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.
TIMELINE

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.

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.

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.

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.

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.

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