

# Broadway Safety Improvement Project

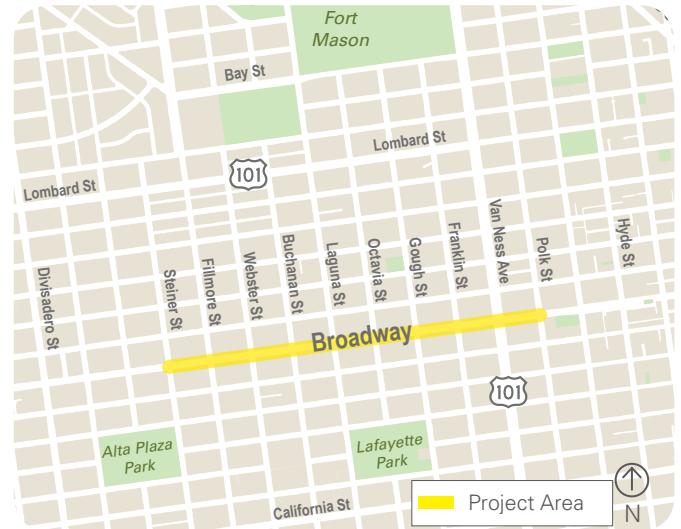
## from Polk Street to Steiner Street

[sfmta.com/broadway](http://sfmta.com/broadway)

## PROJECT OVERVIEW

Broadway is an east-west street that extends from the Presidio to the Embarcadero. Within the project area (nine blocks between Polk and Steiner streets), the character of Broadway changes from a major commercial arterial to a local residential street.

The Broadway Safety Improvement Project aims to improve safety for all users along the corridor through traffic lane reductions, intersection safety improvements, new left- and right-turn only lanes, and bike lanes.



## WHY BROADWAY?

- Between 2011 and 2016, there were **25** people injured and 20 collisions on Broadway west of Van Ness Ave (where the bulk of safety improvements are proposed). This includes injuries to 19 motorists, 5 pedestrians and 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.
- Broadway maintains largely the same configuration through the corridor, even as traffic volumes drop by more than 70% from Polk Street to Fillmore Street during peak hours.
- Despite being part of the San Francisco Bike Network, Broadway has no existing marked bicycle facilities west of Polk Street
- Within the project area, there are four schools with a combined enrollment of more than 1,520 students

## TIMELINE

- Data collection and Conceptual Design: *Summer – Winter 2017*
- Outreach and Detailed Design: *Winter – Spring 2018*
- Public Hearing and SFMTA Board Meeting (final approvals): *Summer 2018*
- Construction: *Summer 2018 (Phase 1) / Early 2019 (Phase 2)*

## PROJECT COORDINATION

The project will coordinate with San Francisco Public Works' plans to repave Broadway between Octavia and Polk streets, currently scheduled to finish in early 2019.

To sign up for email updates about the project, please visit: [sfmta.com/broadway](http://sfmta.com/broadway)

For questions about the project, please contact the Project Manager, Nick Smith at [nick.smith@sfmta.com](mailto:nick.smith@sfmta.com)



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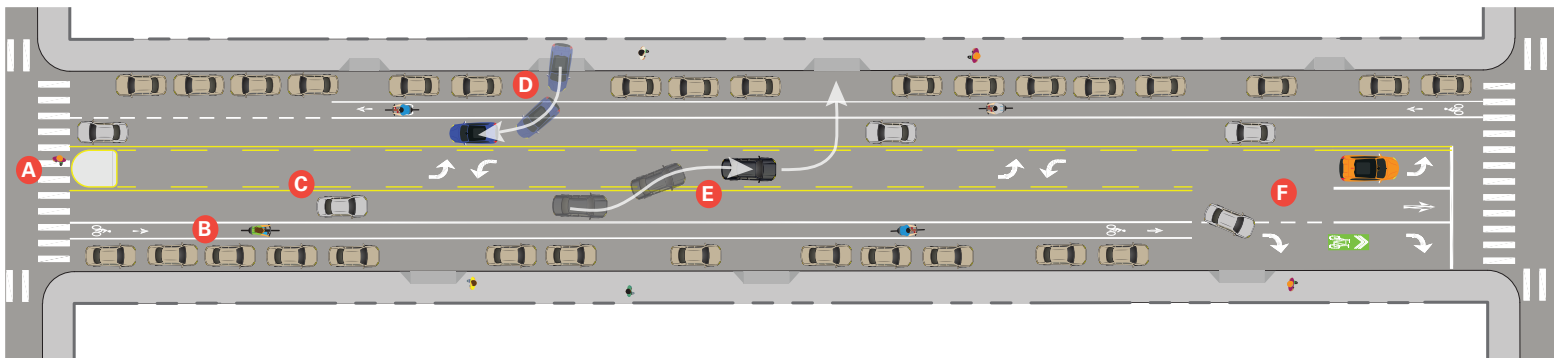
## SAFETY IMPROVEMENTS

The Broadway Safety Improvement Project would improve safety for all who travel along corridor. Safety improvements include:

- **Traffic lane reductions:** Traffic volumes on Broadway drop by more than 70% in the AM and PM peak hours from Polk Street to Fillmore Street. The project would reconfigure the street to align street design with Broadway's residential nature west of Gough Street.
- **Intersection safety improvements:** Where feasible, elements including daylighting, advanced limit lines, pedestrian median islands (with the potential for landscaping), high-visibility crosswalks, and leading pedestrian intervals at signals would improve pedestrian safety and comfort at intersections in the project area.
- **Bicycle lanes:** Broadway is part of the San Francisco Bikeway Network, but currently has no bike facilities west of Polk Street. Bike lanes would be added on most blocks to increase Broadway's attractiveness as a bike route, and facilitate connections to the network at Steiner Street, Webster Street, and Polk Street.
- **Center two-way left turn lane:** On blocks where traffic volumes and operations allow, a center two-way left turn lane would allow vehicles to make left turns into driveways and side streets without blocking the travel lane.
- **School loading:** The project will coordinate with the four schools in the corridor to ensure that any proposed changes are compatible with existing school loading operations

## WHY CONVERT BROADWAY FROM FOUR LANES TO THREE?

Reconfiguring a street from four lanes to three is proven to reduce vehicle collisions by 19 to 47 percent (*FHWA, 2014*) while improving safety for those who walk and bike. The diagram below illustrates some of the benefits of four to three lane conversions.



Note: this diagram is for illustrative purposes only; proposed design will vary by block based on traffic operations, volumes, and community feedback

- A 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.
- B Bike lanes create a dedicated space for bicyclists** using Broadway and provide connectivity to the bicycle network
- C Reduced speeding**
- D Improved visibility and fewer conflicts** with on-coming traffic for vehicles entering or crossing the roadway
- E 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
- F Increased queuing space** for turning vehicles at intersections by providing left- and/or right-turn only lanes where traffic volumes are higher