**Introduction**

Lead and Coal Aves (L/C) have been the source of many concerns in the Nob Hill (NH) and University Heights (UH) neighborhoods, including increased traffic collisions and health impacts.The current [one-way] configuration encourages vehicles to speed and use the residential roads as inner-city highways. As it stands, the current narrow street configuration (in the NH and UH neighborhoods specifically) offers little buffer between the outside of the lanes and the houses or businesses that sit adjacent. Additionally, sight line issues and other conditions along the corridor have increased the frequency of automobile and cyclist collisions. These collisions often involve private and public property, including many occasions during which vehicles were ejected from the road ways and onto sidewalks and landscaping, and through walls and buildings.

University Heights (UHA) and Nob Hill Neighborhood Associations (NHNA) started to work on L/C safety issues a year ago with Councilor Davis, resulting in a comprehensive study of traffic and crash data. Additionally, Councilor Davis has obtained new technology speed trailers which are about ready for use on L/C. And in response to 9 months of community advocacy the Mayor has created a multi-department, community-driven Task Force to address our safety and health concerns.

**How can District 6 support our cause?**

Please help our effort by writing Mayor Keller, Councilor Davis, and Patrick Montoya (DMD) in support of our neighborhoods’ concerns and endorsing the Mayor's community-driven L/C Task Force process.

**How this initiative could be beneficial to neighborhoods outside of the Lead-Coal corridor**

• Collaborative, community driven street design: A model for how future street design and planning will be informed by neighborhood considerations and respect for the safety and health of communities they impact.

• Environmental impacts of traffic: DMD now acknowledges that other impacts (noise pollution and air quality) exist besides traffic congestion or collisions. Our process may lead to a template for how to address these issues in other neighborhoods with busy streets.

• Our efforts may serve as a model for community governance by giving NA’s a template for how to work with the City to resolve their specific issues.

• Technology in service of community: piloting new data capture systems (CCTV, IoT) and speed enforcement technology which could later be applied in other settings.

• Crash data management: Developing a crash data capture system that is both accurate and current to better inform community decision making. Model for other community efforts for traffic safety improvement.