



BAYVIEW TRAFFIC CALMING PROJECT DECEMBER 2006

PREPARED BY:

MUNICIPAL TRANSPORTATION AGENCY
PLANNING DIVISION
TRAFFIC CALMING PROGRAM

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CHAPTER 1. EXECUTIVE SUMMARY

This document presents a summary of extensive community input, data collection and data analysis that have been compiled over the last year and a half. Drawing from these conclusions, it also presents detailed, preliminary recommendations for addressing traffic calming issues throughout the Bayview study area. It draws from numerous meetings with the community and key local stakeholders, including:

- Muni
- Department of Public Works
- Fire Department
- Police Department
- Mayor's Office of Community Development
- Mayor's Office of Neighborhood Services
- South East Facility Commission
- BVHP Project Area Committee Land Use Committee
- DPH Bayview Pedestrian Safety Grant
- Acorn
- The local district supervisor's office

The Bayview District Traffic Calming Project began after neighborhood representatives contacted the MTA requesting measures to address traffic and pedestrian safety, speeding, reckless driving and cut-through traffic. Initial analysis confirmed the community's concerns, finding high traffic volumes, numerous trucks, speeding cars, and reckless driving. The resulting project is in the area roughly bounded by Jamestown Avenue, Third Street and Evans Avenue.

Bayview Hunters Point is dominated by two main land uses: residential and industrial. This project will define the boundaries between these land uses by adding gateway treatments that will discourage truck traffic on neighborhood streets. Many of the Bayview's streets are much wider than other residential streets in the City, so median islands will help to narrow the streets and discourage truck traffic as well as exhibition driving.

Traffic calming measures like speed humps and median islands are intended to slow traffic in the neighborhood. Pedestrian enhancements like curb bulb-outs and pedestrian islands will encourage people to use alternative forms of transportation by increasing safety and comfort levels for people accessing transit. New street trees and other streetscape enhancements will add to the overall pedestrian experience and improve the link to the commercial corridor and transit on 3rd Street. The addition of bicycle lanes will add to the bicycle network and encourage more cycling.

RECOMMENDED LOCATIONS

Based on the existing conditions data gathered in the Bayview study area, the following are recommended locations for traffic calming measures, along with the factors influencing the selection of each location. In order for a street to qualify for a traffic calming recommendation, there must be a quantifiable traffic problem such as speeding, high traffic volumes, cut-through traffic, reported collisions, or a major pedestrian generator where access needs improvement. The locations that met these criteria correspond with the streets identified through neighborhood input as having the most critical traffic problems.

SPEEDING

The prima facie speed limit in residential or business districts is 25 MPH, whether it is posted or not. The 85th percentile speed statistic, which is the widely used standard for setting speed limits, is used as a guide in determining whether a street is a candidate for a speeding-related traffic calming measure. The 85th percentile speed is the maximum speed of the vast majority (85 percent) of drivers; or put another way, it is the speed at which 15 percent of vehicles exceed. Streets with an 85th percentile speed higher than 32 MPH are good candidates for a traffic calming device. Streets with an 85th percentile speed between 30 and 32 MPH merit consideration, whereas speeds below 30 MPH do not warrant installation of a measure. For example, a residential street with an 85th percentile speed of 33 MPH, where 15 percent are driving over 33 MPH, would be recommended whereas another street with an 85th percentile speed of 27 MPH will likely not be recommended for a measure. The latter street, though technically over the speed limit, is typical of the level of compliance one can expect on a residential street and is unlikely to be affected significantly by any traffic calming measure. The width of the roadway and other street conditions are also considered in determining the extent of speeding. Cut-through problems can usually be identified by reviewing the daily traffic volumes on a street in relation to the grid and observing motorists' use of the streets during field visit(s). Another factor that is considered is any evidence of exhibition driving, including "donuts".

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TABLE 1 RECOMMENDED LOCATIONS FOR TRAFFIC CALMING

Location	Limits	Factor
Hudson Avenue	3 rd Street to Ingalls Street	High Speeds, Pedestrian ROW,
Oakdale Avenue	Mendell Street to Keith Street and Ingalls Street to Griffith Street	High Speeds, Exhibition Driving
McKinnon Avenue	Mendell Street to Lane Street	High speeds
Newcomb Avenue	Mendell Street to Keith Street	High speeds
Palou Avenue	Mendell Street to Griffith Street	High speeds, Improved bicycle safety
Quesada Street, Revere Street and Shafter Street	3 rd Street to Hawes Street	High Speeds, Exhibition Driving, Truck Traffic
Thomas Avenue	3 rd Street to Ingalls Avenue	High Speeds, Exhibition Driving, Truck Traffic
Underwood Avenue	3 rd Street to Jennings	High Speeds, Exhibition Driving, Truck Traffic
Fitzgerald Avenue	Ingalls Street to Hawes Street.	High Speeds, Exhibition Driving,
Gilman Avenue	3 rd Street to Giants Drive	High Speeds, Pedestrian ROW
<p>Bayview Playground, Lee Rec Center, Youngblood Colman Playground, Hilltop Park, Adam Rogers Park, Gilman Playground, Hunters Point Recreation Center. Brete Harte Elementary, George Washington Carver Elementary, Gloria Davis Middle School, Kipp Bayview Academy and Malcolm X Elementary</p> <p>Hawes Street at Quesada, Revere and Shafter Streets, Thomas and Ingalls Streets; and Underwood and Jennings Streets.</p>	<p>Various locations</p> <p>Various locations</p> <p>Intersections</p>	<p>Pedestrian Safety</p> <p>Pedestrian Safety, Auto and School Bus Pick up and Drop off.</p> <p>Gateway treatments such as bulbouts and landscaped median islands</p>

TABLE 2 RECOMMENDED TRAFFIC CALMING MEASURES

Location	Traffic Calming Measure	Impacts and Issues
Hudson Avenue	Chicanes, Bulbouts, Stop Sign, Speed Hump	Bulbouts and Chicane may cause some parking loss
Oakdale, McKinnon, Palou, Quesada, Revere, Shafter, Thomas, Underwood and Fitzgerald Avenues	Speed Humps	Speed Cushion on Hudson, Palou, Revere, Van Dyke and Fitzgerald due to Muni Routes 23, 54 and 29
Hawes Street at Quesada, Revere and Shafter streets, Thomas and Ingalls Streets; and Underwood and Jennings Streets.	Gateway Treatments, Bulbouts, Landscaped Medians and Street Trees	Bulbouts may cause parking loss
Bayview Playground, Lee Rec Center, Youngblood Colman Playground, Hilltop Park, Adam Rogers Park, Gilman Playground, Hunters Point Rec Center.	Bulbouts, Crosswalks, Street Trees	Bulbouts may cause parking loss
Brete Harte Elementary, George Washington Carver Elementary, Gloria Davis Middle School, Kipp Bayview Academy and Malcolm X Elementary	Bulbouts, Crosswalks, School Signage, Street Trees	Bulbouts may cause parking loss
Kiska at Dormitory	Bulbouts, Crosswalks, Street Trees	Bulbouts may cause parking loss

*Placement of measures such as speed humps and chicanes need fronting property owner approval. Each measure will then have to be approved by balloting residents within the immediately affected block. At least 20 percent of the ballots must be returned, and a majority of the ballots returned must show support for the measure. A public hearing will then be scheduled shortly after ballot approval.

CHAPTER 2. BACKGROUND AND COMMUNITY INPUT

MTA planning staff worked from fall of 2005 to winter of 2006 to develop a comprehensive traffic calming plan for the Bayview neighborhood. During the course of this study, the team completed the following tasks:

- Collected detailed traffic speed and volume data throughout the study area and compared it with historic data
- Worked closely with a Community Working Group comprised of local residents
- Organized three neighborhood-wide community workshops
- Published two newsletters for the entire study area
- Developed a project website

GOALS AND OBJECTIVES

As a result of all this data analysis and community input, the team was able to obtain consensus on a set of objectives and performance measures.

TABLE 3 PROJECT OBJECTIVES AND PERFORMANCE MEASURES

Objective	Performance Measurement	Measurement Tools
First Tier Objectives		
Calm the neighborhood streets	Reduce the 85th percentile speeds to below 29 MPH	24 hour speed and volume count
Reduce speeds on targeted streets	Overall traffic on project area streets is lower than before study	Before and after hose counts
Improve safety for all users of the neighborhood streets	Increase the comfort levels of pedestrians and cyclists	Neighborhood perception study
Reduce the level of heavy truck traffic in residential areas	Overall number of truck volume dropped on restricted streets	Surveys and Citation Rates
Second Tier Objectives		
Improve access for bikes, pedestrians, the disabled and transit users	Increase connections for cyclists and reduce barriers at crossing locations	Neighborhood perception study
Accommodate Muni and emergency vehicles	Minimize vertical displacement devices Ensure other devices accommodate vehicle size and turning requirements	Agreement by Muni and emergency services
Enhance the streetscape	Use trees and other urban design features in traffic calming devices	Neighborhood perception study

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TABLE 4 APPROACH TO NEIGHBORHOOD CONSENSUS

Task	Goal	Results
Neighborhood Survey and Newsletter #1	Introduce project, collect survey data, invite to Community Meeting #1	Strong guidance on key streets to be addressed and key problems to be solved
Data collection	Collect initial round of data	Data corresponds with community survey
Community Kick Off Meeting #1 September 27 th , 2005	Present primary data introduce traffic calming concepts	Low Turnout
Community Kick Off Meeting #2 December 1 st , 2005	Present primary data, introduce traffic calming concepts	Low Turnout
Southeast Community Facility Commission Meeting Project Presentation February 9 th , 2006	Present project update Solicit recommendations	SCFC supportive of Project Raised concerns over exhibition driving
BVHP Project Area Committee Land Use Committee Project Presentation May 22 nd , 2006	Present project update Solicit recommendations Request partnership in TLC Gateways Enhancement Grant Application	PAC's support for the Bayview Gateway Enhancements Project included in application
Newsletter #2	Present plan to community and invite them to community meeting	Sent to residents
Area wide final Community meeting October 12 th , 2006	Present final recommendations Prioritize implementation	Residents confirm plan recommendations and suggest minor refinements

CHAPTER 3. RECOMMENDED IMPLEMENTATION AND PHASING

There are three key issues that determine the best phasing strategy for implementing traffic calming in the Inner Sunset:

- Recognizing that there is limited funding available, the most cost effective solutions should be implemented first, along with solutions for the most serious traffic safety problems.
- Recognizing that there is rarely universal support or understanding among residents for any traffic calming project, low-cost temporary installations may be preferable over the short term to test certain ideas.
- Finally, it is very important that traffic calming efforts on one street do not simply push the problem to another street.

To achieve these key points, the following phasing strategy is recommended:

PHASE 1

Phase 1 improvements seek to address the worst speeding and pedestrian safety problems in the neighborhood in the most affordable manner. Projects include:

- **Speed humps and planted median islands on:**
 - **McKinnon Avenue between Lane and Mendell Streets**
 - **Oakdale Avenue between Ingalls and Griffith Streets.**
 - **Oakdale, Palou, Quesada, Revere, Shafter, Thomas, Underwood, and Van Dyke Avenues between Lane and Keith Streets**
 - **Hudson Avenue between Newhall and Mendell Streets, and between Newhall and Mendell Avenues**

Install a mid-block speed hump with a planted median along the centerline of the street. The speed hump is intended to slow traffic and the median island will break up the unobstructed views on these streets, which make it conducive for higher speeds and erratic driving.

PHASE 2

- **Speed humps and planted median islands on:**
 - **Quesada, Revere, Shafter, Thomas, Underwood and Van Dyke Avenues between Keith and Jennings Streets**
 - **Fitzgerald Avenue between Ingalls and Hawes Streets**
 - **Palou Avenue between Keith and Griffith Streets**
 - **Hudson Avenue west of Keith Street.**

Install a mid-block speed hump with a planted median along the centerline of the street. The speed hump is intended to slow traffic and the median island will

break up the unobstructed views on these streets that make it conducive for higher speeds and erratic driving.

PHASE 3

- **Bulb-outs at Kirkwood Avenue and Dormitory Road.** Bulb-outs decrease pedestrian crossing distances and slow vehicle turns.

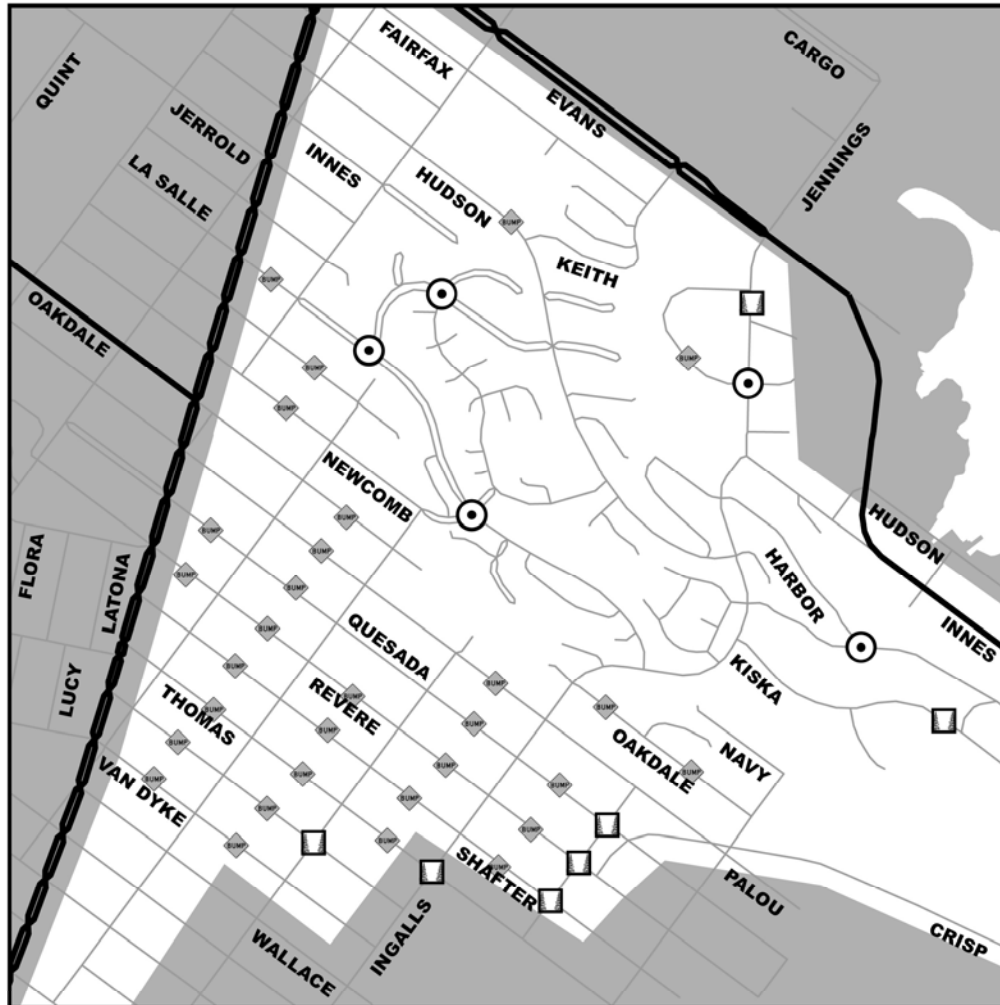
PHASE 4

- **Gateway treatments on Quesada, Revere and Shafter Avenues between Ingalls and Hawes.** Gateways will help to distinguish between the residential and industrial boundaries in the neighborhood and discourage truck traffic.

ELEMENTS TO BE IMPLEMENTED AS FUNDING BECOMES AVAILABLE

- **Gateway bulb-out treatments on Quesada at Hawes, Shafter at Revere, Thomas at Ingalls and Underwood at Jennings.** Gateways will help to distinguish between the residential and industrial uses in the neighborhood and discourage truck traffic.
- **Bike Lanes on Palou Avenue**

+ Palou Avenue Bike Lanes are subject to additional environmental review and will not be pursued until the proper clearances are secured. We should note that no parking or traffic lanes would be removed to implement these bike lanes.



Bayview North Traffic Calming Plan

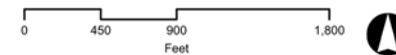


Legend

Traffic Calming Devices

Device Type

- Bicycle Enhancements
- Bulbs
- Chicanes
- Choker Island
- Circle
- Crosswalk Enhancements
- Gateway Bulbs
- Median Island
- Neck Downs
- Speed Cushion
- Speed Hump



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Bayview South Traffic Calming Plan



Legend

Traffic Calming Devices

Device Type

- Bicycle Enhancements
- Bulbs
- Chicanes
- Choker Island
- Circle
- Crosswalk Enhancements
- Gateway Bulbs
- Median Island
- Neck Downs
- Speed Cushion
- Speed Hump



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FUNDING PLAN
Traffic Calming Program

Table 5

			FY 05-06	FY 06-07	FY 07-08	FY 08-09	Cost	Prop K	Non Prop K
Project	Phase	Measure	Const	Const	Const	Const			
	1	Evaluate STOP sign controls in area							
	1	McKinnon Speed Hump (Lane to Mendell)					\$ 6,400	\$ 6,400	\$ -
	1	Palou, Quesada, Revere, Shafter, Thomas, Underwood, Van Dyke (bet Lane and Keith)					\$ 89,600	\$ 89,600	\$ -
	1	Hudson (bet Newhall and Mendell)					\$ 12,800	\$ 12,800	\$ -
	1	Oakdale (bet Lane and Keith and bet Ingalls and Griffith)					\$ 2,000	\$ 2,000	\$ -
	1	Hudson (bet Ingalls and Cashmere)					\$ 87,000	\$ 87,000	\$ -
	1	Phase 1 Subtotal (speed humps)					\$ 197,800	\$ 197,800	\$ -
	2	Quesada, Revere, Shafter, Thomas, Underwood, Van Dyke (bet Keith and Jennings)					\$ 102,400	\$ 102,400	
	1	Fitzgerald (bet Ingalls and Hawes)					\$ 12,800	\$ 12,800	\$ -
	1	Palou Ave Speed Cushions (bet Keith and Griffith)					\$ 6,400	\$ -	\$ 6,400
	2	Hudson (West of Keith)					\$ 135,000	\$ -	\$ 135,000
	2	Phase 2 Subtotal (speed humps, islands)					\$ 256,600	\$ 115,200	\$ 141,400
		Kirkwood at Dormitory					\$ 270,000	\$ -	\$ 270,000
	3	Phase 3 Subtotal (bulb-outs)					\$ 270,000	\$ -	\$ 270,000
	4	Quesada, Revere and Shafter (bet Ingalls and Hawes)					\$ 38,400		\$ 38,400
	4	Phase 4 Subtotal (gateway treatments)					\$ 38,400	\$ -	\$ 38,400
	FF	Gateway Treatments (Hawes/ Quesada, Revere/ Shafter, Ingalls/ Thomas, Jennings/ Underwood)					\$ 1,215,000	\$ 27,000	\$1,188,000
	FF	Gateway Treatments (Quesada bet 3rd and Lane)					\$ 270,000	\$ -	\$ 270,000
	FF	Palou Avenue restriping							
	FF	Future Funding Phase (Funding not yet secured)					\$ 1,485,000	\$ 27,000	\$1,458,000
Total							\$ 2,247,800	\$ 340,000	\$1,907,800

RECOMMENDED FUNDING PLAN

AVAILABLE FUNDING SOURCES

Sales Tax Funds (Proposition K)

Up to \$70 M over the next 30 years is allocated for traffic calming projects, under the Proposition K Expenditure Plan. This equates to roughly \$1.5 - \$2M per year for planning, outreach, design and construction of traffic calming projects for the entire City. **Prop K** funds were used to develop this Plan.

Safe Routes to School Grants (SR2S)

The Safe Routes to School (**SR2S**) Grant is a federal funding program intended to improve conditions for children in kindergarten through eighth grade, to safely walk and bicycle to school. Physical improvements must be located within a two-mile radius of a school. Applications that have the best chance of being selected for funding are those that are developed with community participation and incorporate key elements referred to as the five E's –education, encouragement, engineering, enforcement and evaluation. In the past, the MTA has been successful in securing SR2S grants for a number of elementary schools in the City including Fairmount, Flynn, Mann, Peabody, Marshall and Monroe Schools. Grants are on the order of \$200,000 to \$500,000.

Safe Routes to Transit Grants (SR2T)

The \$22.5 million Safe Routes to Transit (**SR2T**) Program received Bay Area voter approval in March 2004 through Regional Measure 2, the \$1 bridge toll increase for transit. Of the SR2T funds, \$20 million will be allocated on a competitive grant basis. To be eligible, projects must have a "bridge nexus," that is, reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods. SR2T funds can be used for:

- Secure bicycle storage at transit stations/stops/pods
- Safety enhancements for ped/bike station access to transit stations/stops/pods
- Removal of ped/bike barriers near transit stations
- System-wide transit enhancements to accommodate bicyclists or pedestrians

Transportation Fund for Clean Air (TFCA) Grants

The Bay Area Air Quality Management District (BAAQMD) administers TFCA funds. Funds are generated from a \$4 surcharge on the vehicle registration fee. TFCA funds are distributed to public agencies to implement projects to reduce air pollution from motor vehicles in accordance with the requirements of State law and BAAQMD's *Bay Area 2000 Clean Air Plan (CA)* and the *2001 Ozone Attainment Plan*.

Eligible projects include:

- Arterial Management: Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
- Bicycle Projects: Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
- Smart Growth/Traffic Calming: The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions.

Projects are usually expected to be completed in 2 years. The minimum grant for a single project is on the order of \$10,000 and the maximum grant is \$1.5 million for public agencies. Each application will be screened for meeting the Air District's policies and the cost-effectiveness threshold. Only projects with a cost-effectiveness ratio of less than \$90,000 per ton of reduced emissions will be considered for funding. The MTA has secured TFCA funds for bicycle lane striping projects in the past.

Regional Bicycle and Pedestrian Program (RBPP) Grants Transportation for Livable Communities (TLC) Grants

MTC's **RBPP** funds transportation infrastructure improvements to pedestrian and bicycle facilities. The key objective of this program is to encourage convenient and safe pedestrian and bicycle trips to shift trips to non-motorized modes to improve air quality. Typical RBPP capital projects include new or improved pedestrian facilities at schools, transit stations, or regional activity centers; bicycle facilities will serve schools, transit stations or be included in the Regional Bicycle network.

Project activities eligible for **TLC Capital** funding include bicycle and pedestrian paths and bridges; on-street bike lanes; pedestrian plazas; pedestrian street crossings; streetscaping such as median landscaping, street trees, lighting, furniture; traffic calming design features such as pedestrian bulb-outs or transit bulbs; transit stop amenities; way-finding signage; and gateway features. While these discrete activities are eligible for funding, the TLC capital program is intended to fund projects that are well-designed, uses a variety of different design features, results in numerous community benefits, and is part of a community's broader revitalization and development efforts.

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The most recent funding cycle had a maximum grant award of \$3 M and a minimum of \$500,000 for TLC grants, and a total of \$2.748M for RBPP. RBPP awards will require 11.47% of the total project cost while TLC funds do not require local match.

Other Funding Sources

- Coordination with DPW Paving Projects
- Private Development Transportation Impact Fees
- Assessment Districts (Mello Roos)

APPENDIX A

Traffic Calming Plan By Phase

APPENDIX B

Detail Drawings

APPENDIX C

Traffic Speed and Volume Data

APPENDIX D

Traffic Collision Data

APPENDIX E

Traffic Calming Toolbox Measures

Speed Hump



What it is: Speed humps are asphalt mounds constructed on residential streets. They can be placed by itself or in a series depending on the length of the street. Speed humps are usually spaced at least 150 feet from an intersection and at least 300 feet apart. Speed humps are typically 12 feet long and 3.5 inches high. Their vertical deflection encourages motorists to reduce speed.

When they are used: The primary benefit of speed humps is speed control.

Advantages:

- Has been known to reduce vehicle speeds.
- Does not require parking removal.
- Can reduce vehicular volumes

Disadvantages:

- Slows emergency vehicles
- May increase noise near speed humps
- May divert traffic to parallel streets
- May impact people with disabilities
- May not be aesthetically pleasing

Special Considerations:

- Not used on arterials, multilane streets or streets with speed limits over 25 MPH
- Not used on grades greater than 8% or around curves
- Possible increase in traffic noise from braking and accelerating
- Design is modified if on a bus route to allow buses through without vertical deflection
- Highest noise may increase from buses and trucks

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- Speed humps may reduce emergency vehicle response times
- Speed humps require advance warning signs and object marker at hump
- Fronting property owner may object to placement. A speed hump will not be installed if more than one fronting property owner objects.

Cost: \$5,000-\$6,000 each

Sidewalk Bulb-out



What it is: Sidewalk bulb-outs narrow the street by extending the curbs toward the center of the roadway or by building detached raised islands to allow for drainage.

When they are used: Sidewalk bulb-outs are used to narrow the roadway and to create shorter pedestrian crossings. They also improve sight distance and influence driver behavior by changing the appearance of the street.

Advantages:

- Better pedestrian visibility
- Shorter pedestrian crossing
- Can decrease vehicle speeds
- Opportunity for landscaping

Disadvantages:

- Can require removal of parking
- Can create drainage issues
- Difficult for trucks to turn right

Special Considerations:

- Curb extensions can be installed at intersections
- Curb extensions should not extend into bicycle lanes, where present
- Curb extensions at transit stops enhance service
- No noise or emergency service impacts
- May require landscape maintenance to preserve sight distances

Cost: \$50,000-\$100,000 each.

Median Islands



Traffic Circle



Medians



Chicane



Choker

What it is: Median islands are raised islands in the center of streets that can be used to narrow lanes for speed control and/or be used for pedestrian refuges in the middle of the crosswalk. As a last resort, they can be used as diverters to create a barrier to prohibit turns into or from a side street. Median islands come in different shapes and forms, and include medians, chokers, chicanes, circles and diverters.

When they are used: Median islands are used on wide streets to lower travel speeds and/or used to provide a mid-point refuge area for crossing pedestrians.

Advantages:

- Can reduce vehicle speeds
- Can reduce pedestrian crossing
- Opportunity for landscaping
- Low impact on emergency vehicles
- Can reduce collision potential
- Can increase sight distance

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- Better side street access than others

Disadvantages:

- May require parking removal
- May affect certain movements such as driveway access, trucks and emergency vehicles
- May require additional right-of-way (chicane)
- Increased maintenance (chicane)
- May create drainage issues (chicane, choker)
- May be a hazard for bicyclists (choker)
- May divert traffic volumes (diverters)

Special Considerations:

- May impact emergency response times
- All forms of median islands may visually enhance the street through landscaping
- Any lane width reduction should result in at least 10 foot lanes.
- Lane narrowing design should accommodate bicyclist needs.
- Driveway access needs to be considered
- Speeds generally reduced when street cross-section is reduced significantly
- Emergency response agencies prefer medians and chokers over other median types
- Where right-of-way is limited, chicanes are not recommended
- When both approach volumes are moderate, chicanes better than chokers.
- Chicanes and chokers may increase conflicts with bicycles
- Chicanes and circles have the least noise impact
- Chicanes and circles can be installed in a series, alone or in combination with each other
- All medians require more signs and pavement markings (especially circles)
- Diverter islands shall be used only as a last resort, because of the spill-over potential
- Traffic circles are less effective at T-intersections and offset intersections

Costs:

- Chicane: \$20,000-\$40,000 each
- Choker: \$10,000 each
- Median/diverter: \$10,000-\$75,000 (depending on size)
- Traffic circle: \$25,000-\$35,000 each

APPENDIX F

Traffic Calming Plan Timeline and Process

Traffic Calming Request

- ✓ Resident submits a traffic calming application
- ✓ MTA evaluates whether traffic calming can address the problem(s)
- ✓ MTA accepts application as a project and informs applicant how the project ranks relative to other projects.
- ✓ Depending on how the project places in the ranking system, MTA submits request to fund planning stage of project
- ✓ MTA receives planning funds and starts the project

Planning Stage of Project (6 – 12 months for an area wide project)

- ✓ Initial Community Meeting
- ✓ Mail out survey of problems
- ✓ Community working group selected
- ✓ MTA staff works with working group to develop alternatives and phasing
- ✓ Community Meeting to present draft plan
- ✓ Refine draft plan
- ✓ Approve plan at a community meeting, or if not, more community meetings, consensus building
- ✓ Public Hearing
- ✓ Approve plan through Legislative Process – ISCOTT, MTAB, Environmental Review

Start Construction Stage, Phase 1 of Project (6 – 12 months)

- ✓ MTA submits request to fund construction of Phase 1 elements from the approved plan
- ✓ MTA ballots households and holds public hearings for the installation of each individual traffic calming device.
- ✓ MTA arranges for construction of approved devices
- ✓ MTA and the community monitor conditions for at least 3 months
- ✓ Mail out survey and feedback to determine implementation of Phase II elements

Start Subsequent Stages of Construction Phases

- ✓ MTA submits request to fund construction of Phase II (next phases)
- ✓ Same steps as Construction Stage, Phase 1

APPENDIX G

Meeting Notices/Postcards

APPENDIX F

Survey Results