

Agenda

Inner Sunset Traffic Calming Project

MTA Planning Division's Prop K Traffic Calming Program Area Wide Track

**Agenda for Tuesday, May 9, 2006
6:00 PM**

- I. Introduction & Welcome (5 Minutes)
- II. Background (20 Minutes)
 - a. Questions and Comments
- III. Draft Traffic Calming Plan (30 Minutes)
 - a. Questions and Comments
- IV. 7th Avenue Options (45 Minutes)
 - a. Left Turn Pockets
 - b. Bike Lanes
 - c. Questions and Comments
- V. Next Steps (15 Minutes)

Project Contact Information

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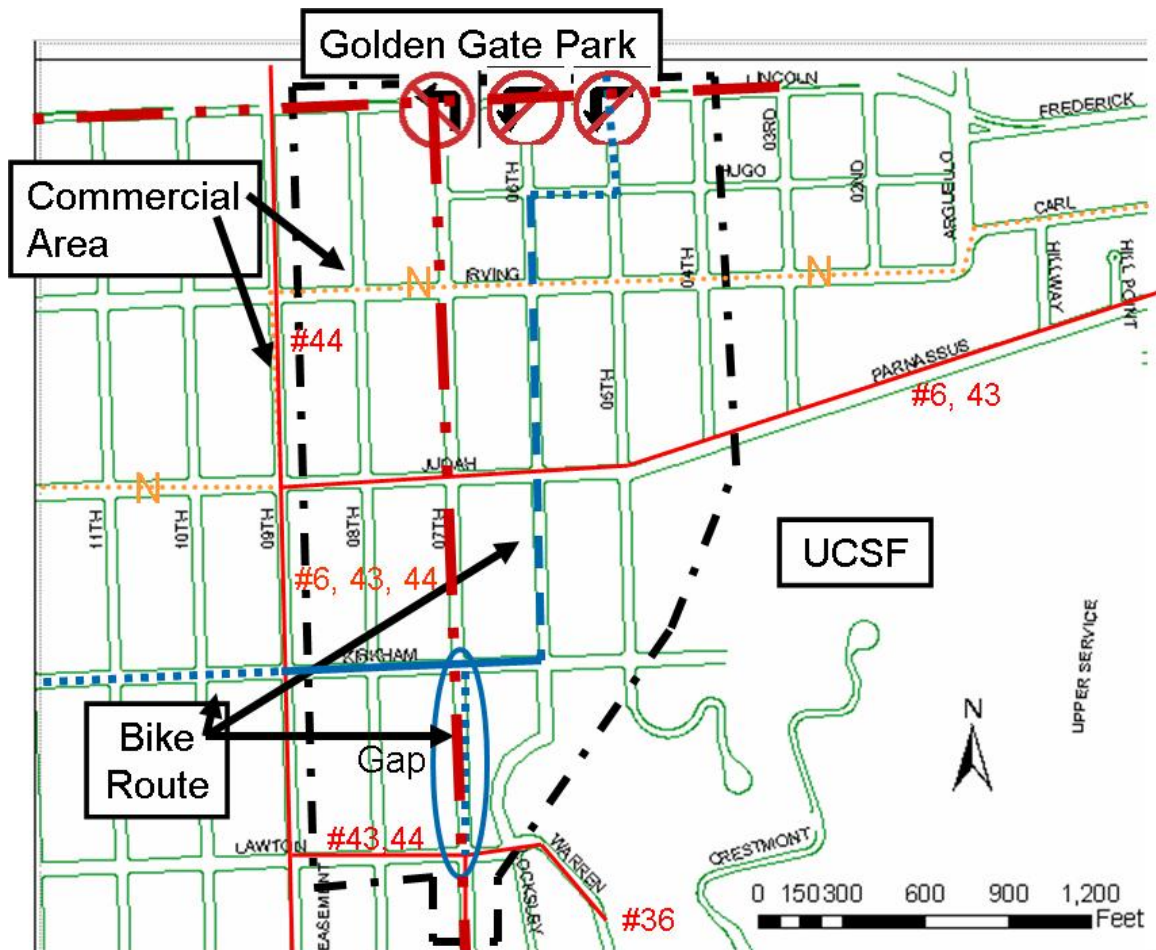
Phone: (415) 701-4448

Email:

Website: www.livablestreets.org

This project is made possible by the San Francisco County Transportation Authority through a grant of Proposition K Local Transportation Sales Tax Fund.

Current Conditions

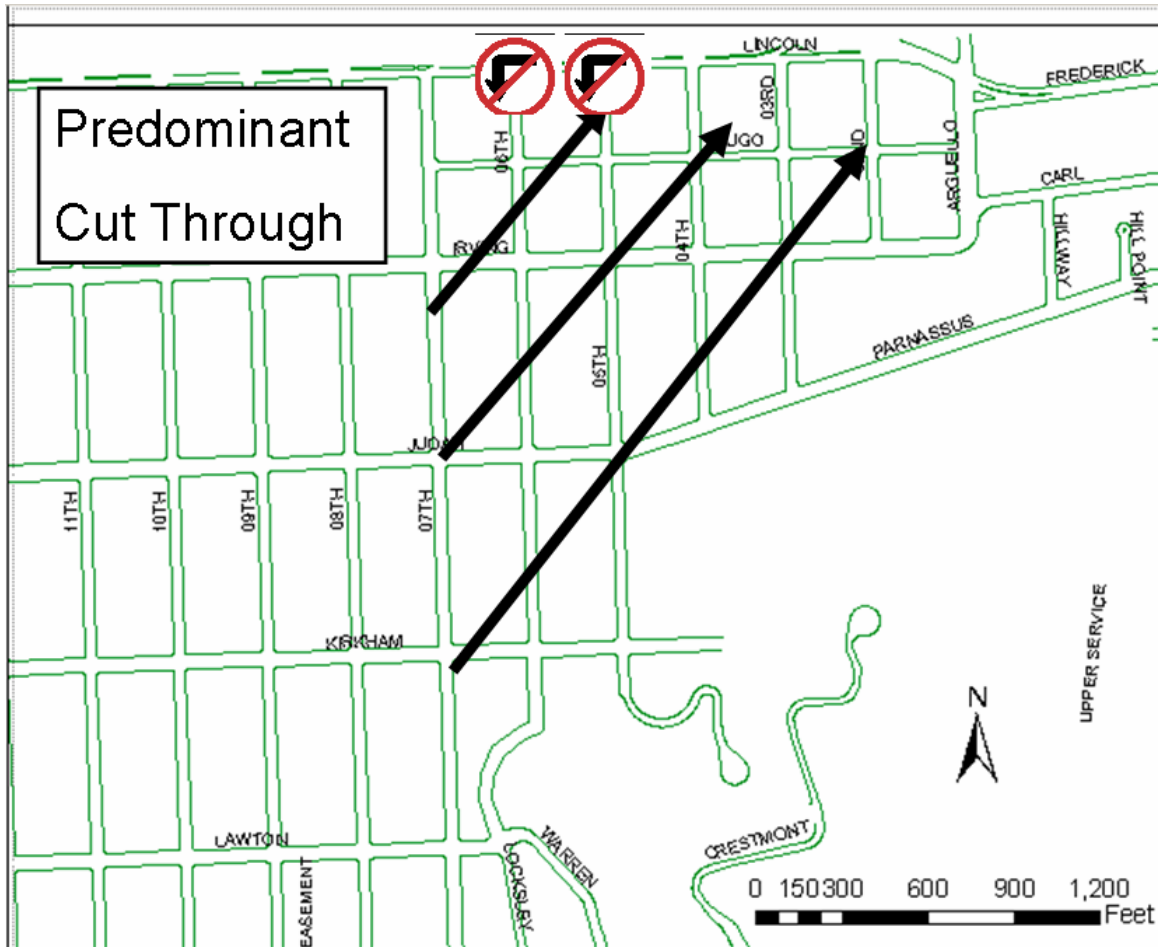


- · — · — · — · — · — Project Boundaries
- — — — — Arterials
- Muni Bus Lines
- N Judah
- Bike Lanes – Both Directions
- - - - - Bike Lane – One Direction
- Bike Route – No Bike Lanes

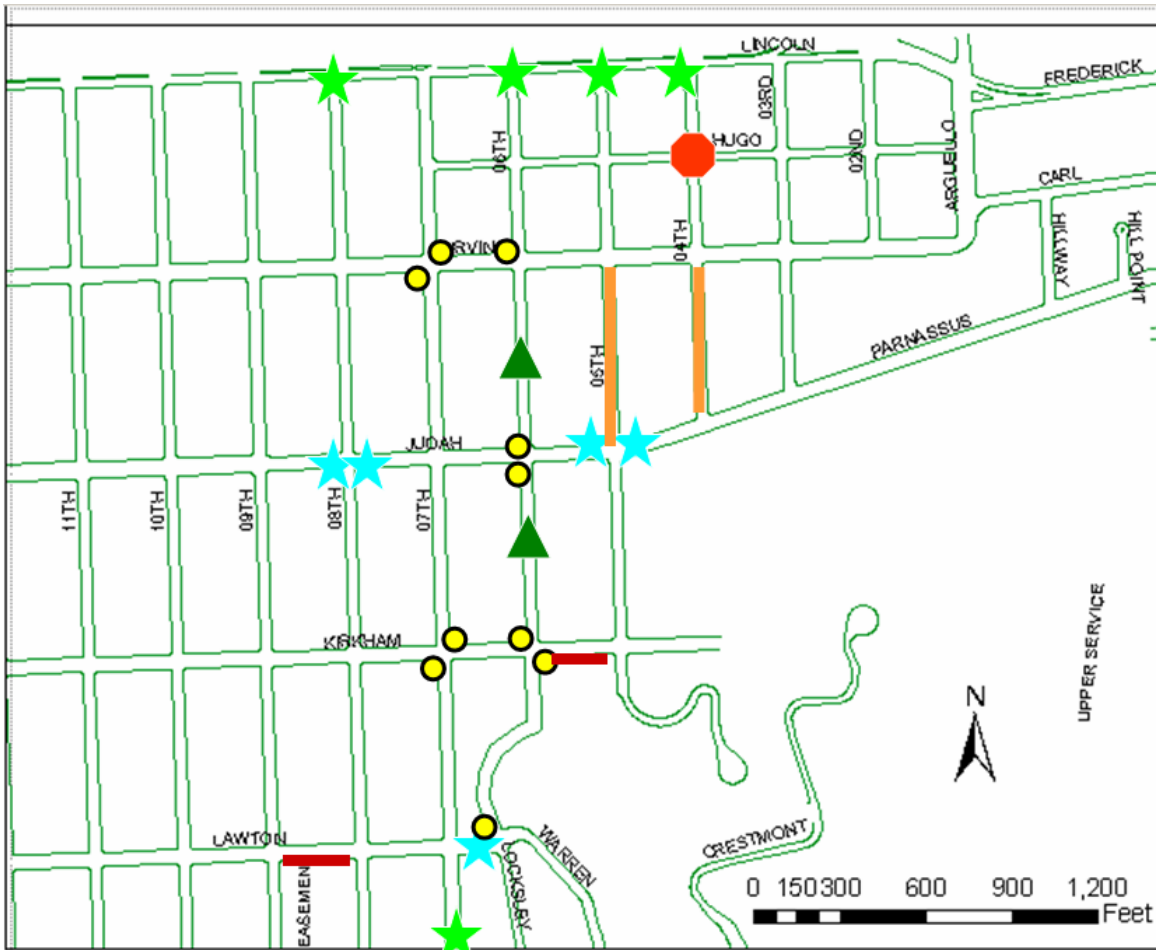
Data

- 5th Avenue (south of Judah)
 - Vehicles per day: about 3000
 - 85th Percentile speeds: 28-29 MPH
- 6th Avenue (south of Judah)
 - Vehicles per day: about 6,500
 - 85th Percentile speeds: 30-31 MPH
- 7th Avenue (south of Judah)
 - Vehicles per day: about 16,500
 - 85th Percentile speeds: 32 MPH

Traffic Patterns



Draft Traffic Calming Plan



-  4 Way STOP
-  Gateway Treatment
-  Pedestrian Islands
-  Curb Bulb-outs
-  Chicanes
-  Angled Parking
-  Speed Hump or other Device
(To be determined)

Gateway Treatment

- Force driver's attention on street environment
- Narrows street at entrance
- Tighten turns



Pedestrian Islands

- Cross one direction at a time
- Tightens roadway and turns
- Add to aesthetics



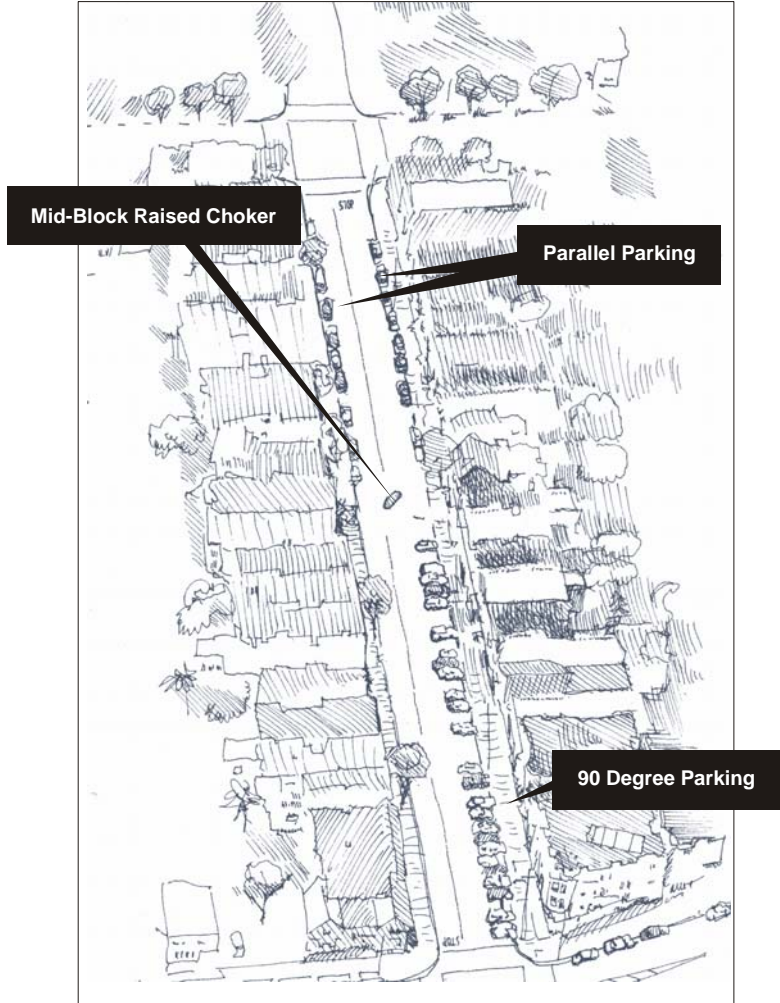
Curb Bulb-outs

- Tighten turns
- Increase visibility
- Shorten curb to curb distance
- Some parking is removed



Chicanes

- 90° parking on one side for half the block
- Parallel parking on both sides for half a block
- Mid-block linear shift
- Narrow street at entrance
- Add to aesthetics
- Parking remains at current frontages

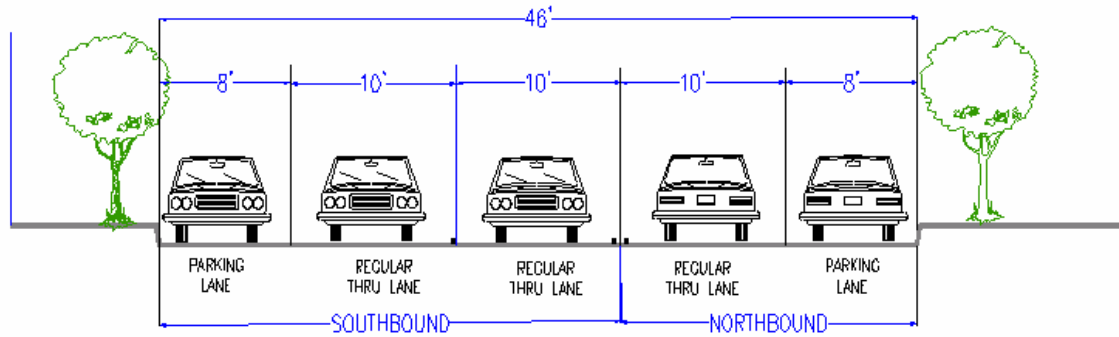


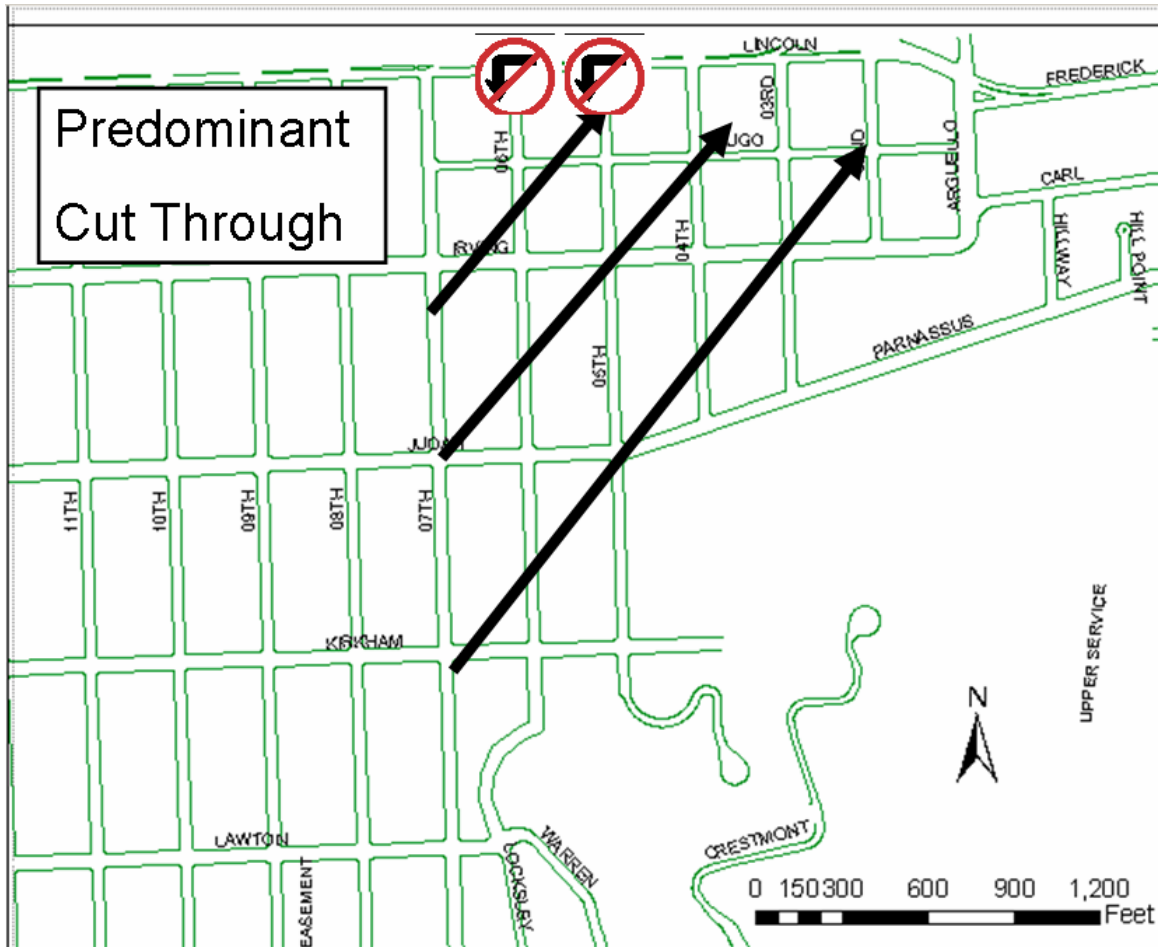
Speed Humps



7th Avenue Options

Existing Cross Section



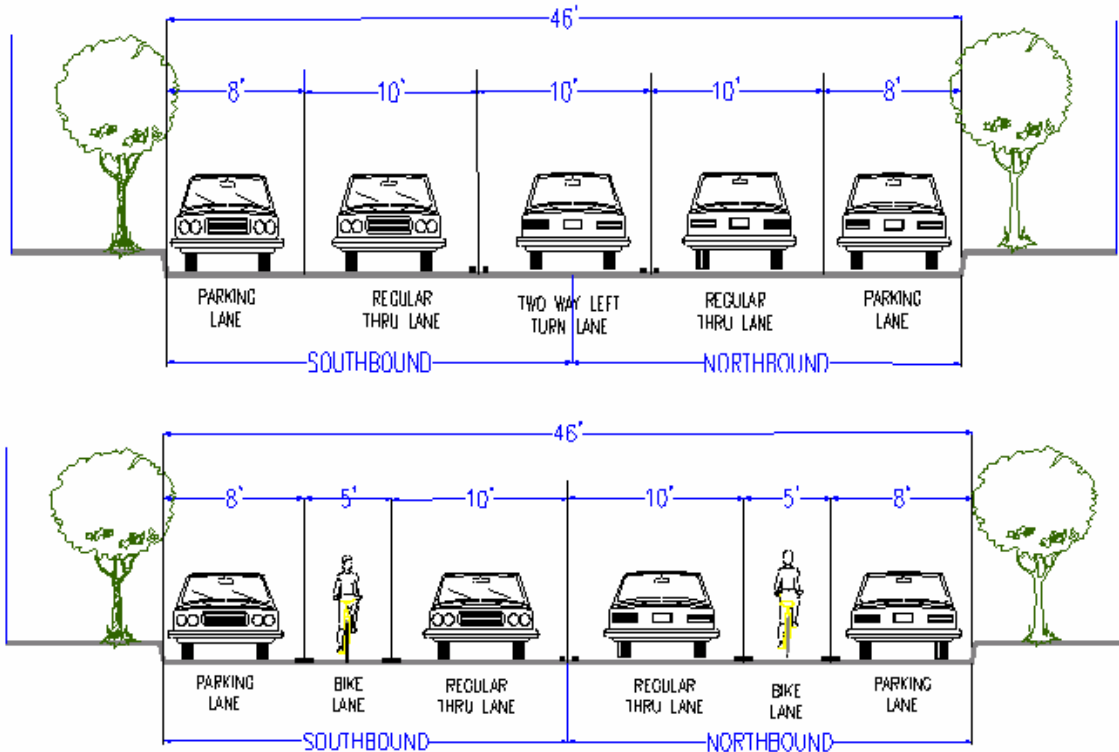


General Theory

- Northbound traffic can back up behind vehicles turning left from 7th Avenue
- Southbound is not as big of a cut through issue because of the left turn prohibitions on Lincoln Way
- Using one of the southbound lanes to improve the flow of the northbound traffic will reduce the traffic cutting through the neighborhood east of 7th Avenue
- Signal changes can make up for the lost capacity on southbound 7th Avenue

2 Options

- Left Turn Pockets
- Bike Lanes



Comparison

A traffic simulation program was used to compare these options. Analysis found:

- The extra width of the bike lanes (dropped at intersections) allowed sufficient room for northbound vehicles to get around vehicles turning left
- The bike lanes and left turn pockets operate almost identically
- When signal changes are taken into account and 100 vehicles are added to the current northbound volumes, the travel time from Lawton to Lincoln is reduced by roughly 30 seconds with either option
- There is documented speeding in the southbound direction. Southbound travel times and speeds are reduced.

General Public Comments

- The parking lot on the 1300 block of 7th Ave. needs improvements for vehicles exiting
 - Explore “Right Turn Only” restriction
 - Drivers don’t watch for pedestrians – improve this
- Bike lanes on 7th give community transportation options
- Issues with pedestrian safety around bikes

- Bicyclist education is part of the Bike Plan that is in the approval process
- The 7th / Warren / Lawton Street signal can be confusing
- Retiming of 7th Avenue should avoid increases in speeding
- It is difficult to pull out of garages on 7th Avenue – bike lanes are preferred to give a buffer
- Look at the flashing red at the 7th / Warren / Lawton Street signal
- Explore “No Right Turn on Red” from Lawton to 7th Avenue
- 7th Avenue – try roundabouts
- Others don’t like roundabouts
- Speed radar sign for 7th Avenue?
- Add more speed limit signs on 7th Avenue (especially in southbound direction)
- Vehicles don’t yield to pedestrians at 7th and Moraga crosswalk
- Lincoln at 5th Ave. can back up in the morning
- Add trees to Lincoln Way median
- Explore Red Light Camera possibilities for westbound Lincoln at 5th
- Add count down signals at 6th and Irving and throughout the area
- U-Turns in the commercial area create confusion
- Visibility issues at 5th and Irving
- More UCSF involvement is needed
- Enforce restrictions on UCSF vans
- Be sure not to hinder emergency access around the hospital
- Keep Saturday Golden Gate Park closure in mind
- Chicanes would prevent some people from nosing up to the sidewalk and blocking their own driveway
- They would allow more people to block their own driveways when parked parallel
- 8th Avenue – be sure to monitor
- 8th and Irving is an intersection of major concern for pedestrians

Next Steps

- Improve outreach to community
- Meet with the Community Working Group two more times to refine plan and discuss phasing
- Meet with the larger community in early summer to present final plan
- Public Hearings
- Voting on some of the traffic calming measures