SFMTA
Municipal Transportation Agency

Dewey Area Traffic Calming Project

10 | 08 | 2013

SAN FRANCISCO, CALIFORNIA

Tonight's Agenda

Introductions

Project Recap —10 min

- Traffic Calming
- Project Background

Project Update —45 min

- Discuss Traffic Calming Proposals

Next Steps—5 min

Questions and Answers

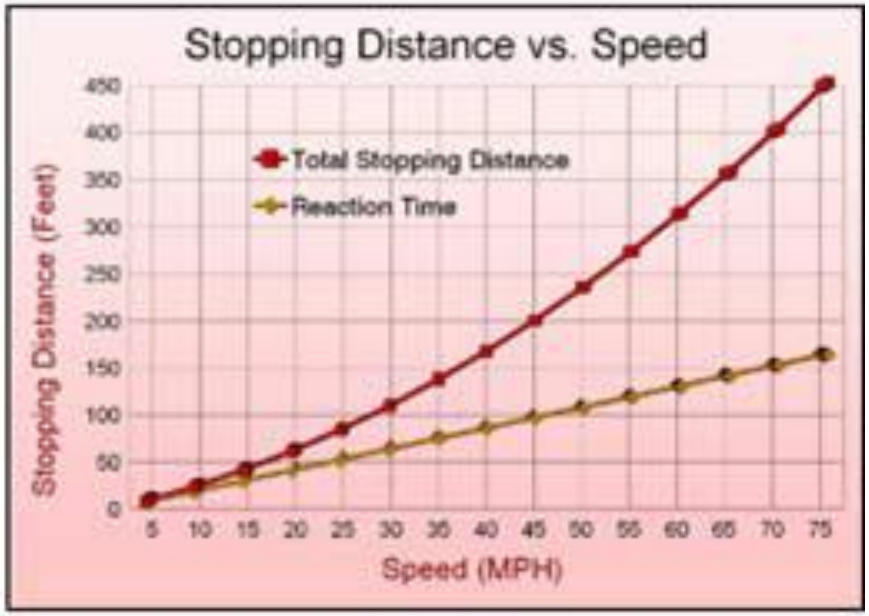
Traffic Calming

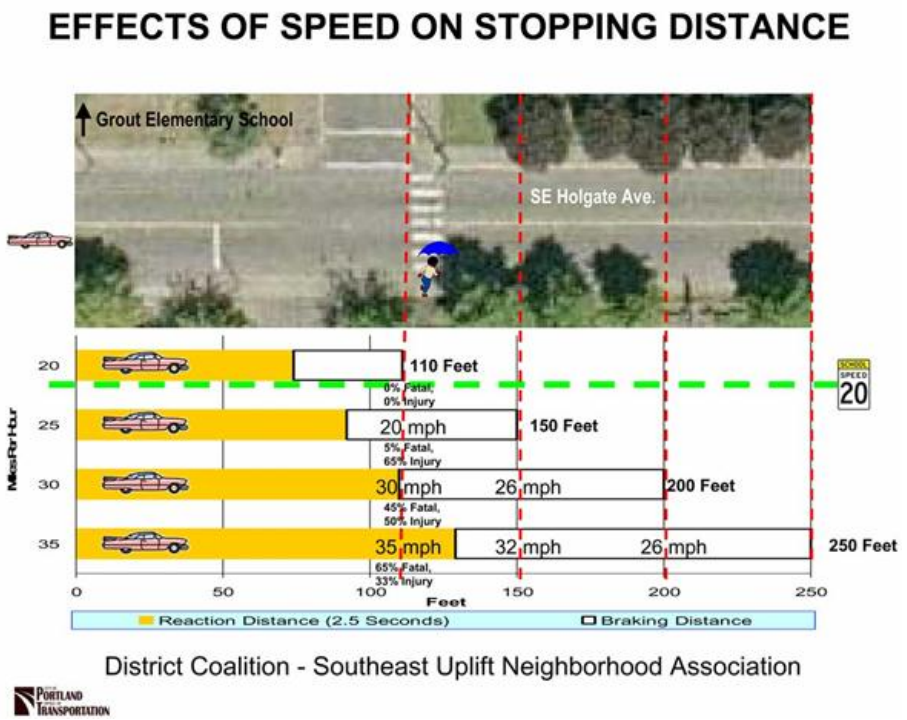
Combination of self-enforcing physical measures to improve safety on the streets

Objectives:

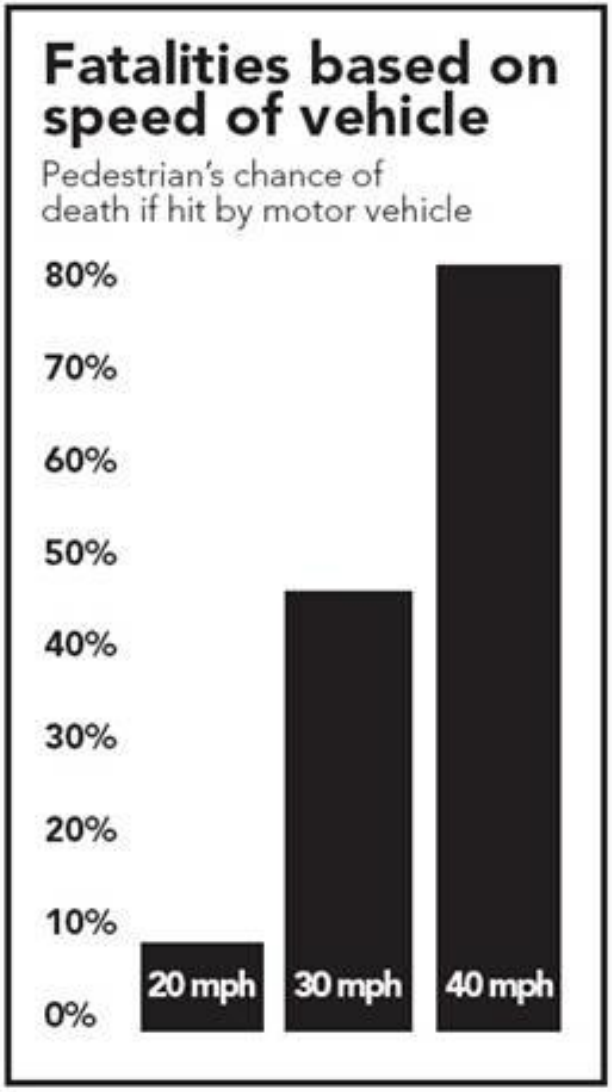
- Reduce speeding and cut though
- Improve pedestrian/bike safety and access
- Increase driver awareness
- Prevent shifting the problem
- Enhance aesthetics
- Maintain access

Higher Speeds = Difficulty Stopping





Higher Speeds =
Severe Injuries or Death



Danish Road Safety Council's campaign "Lower Your Top Speed" [What is your pain tolerance?]

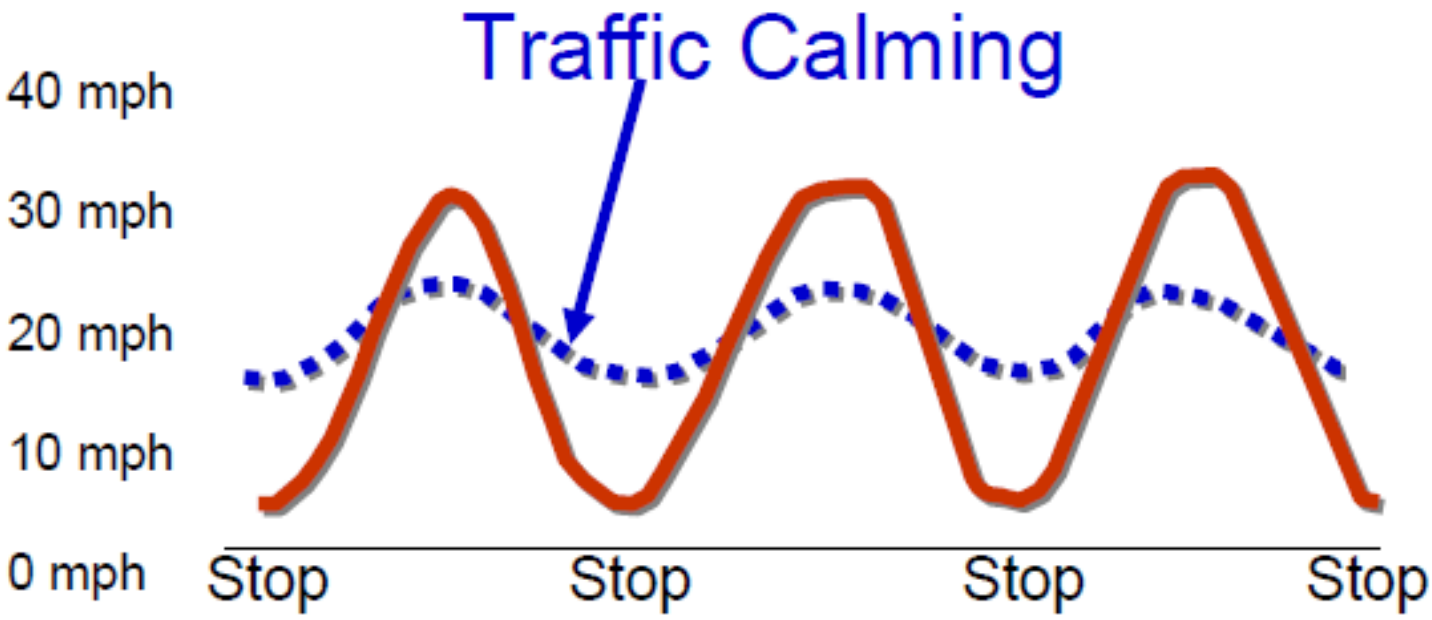
Improve Aesthetics/Driver Awareness

Without Traffic Calming (Richmond District)

Improve Aesthetics/Driver Awareness

With Traffic Calming (Duboce Triangle)

STOP Signs vs. Traffic Calming



STOP signs are not a traffic calming device

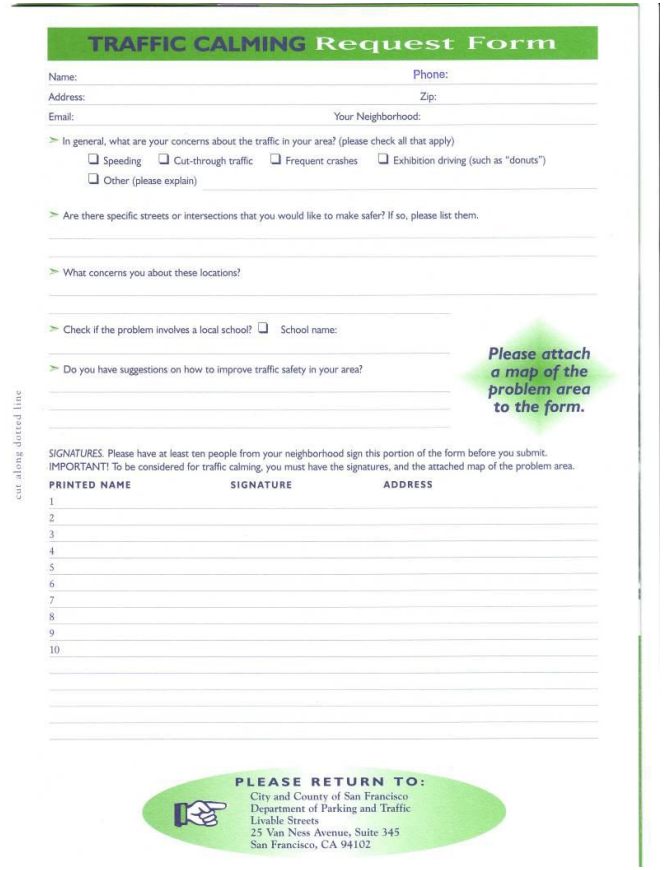
Citywide proliferation of STOPs = high level of STOP sign running

Drivers try to make up for lost time in the middle of the block

MTA evaluates STOP requests based on safety and Right of Way issues

Application Process

- Application submitted by residents
- Analysis to determine acceptance or rejection
- Accepted projects ranked
- Highest ranking projects selected



TRAFFIC CALMING Request Form

Name: Phone:

Address: Zip:

Email: Your Neighborhood:

In general, what are your concerns about the traffic in your area? (please check all that apply)

❑ Speeding ❑ Cut-through traffic ❑ Frequent crashes ❑ Exhibition driving (such as "donuts")

❑ Other (please explain)

Are there specific streets or intersections that you would like to make safer? If so, please list them.

What concerns you about these locations?

Check if the problem involves a local school? ❑ School name:

Do you have suggestions on how to improve traffic safety in your area?

Please attach a map of the problem area to the form.

cut along dotted line

SIGNATURES. Please have at least ten people from your neighborhood sign this portion of the form before you submit.
IMPORTANT! To be considered for traffic calming, you must have the signatures, and the attached map of the problem area.

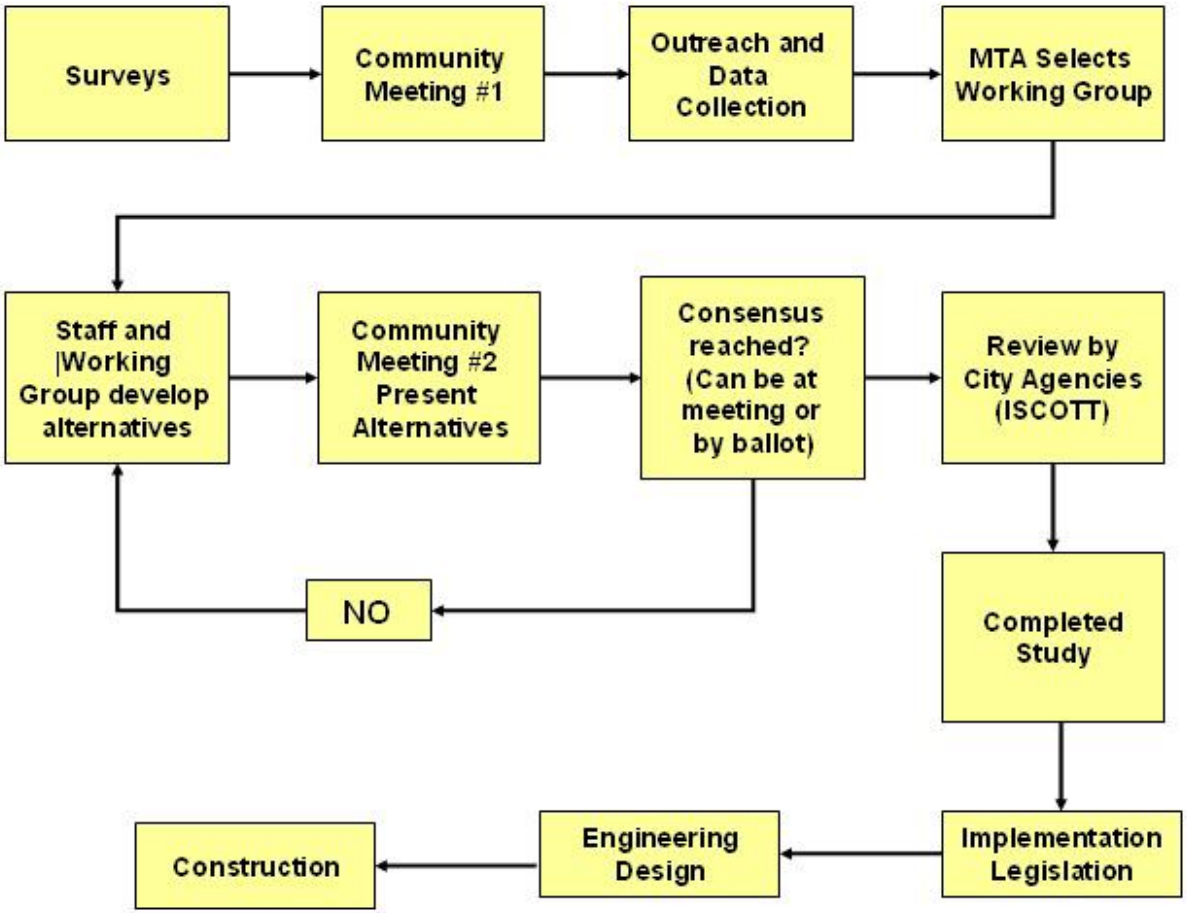
	PRINTED NAME	SIGNATURE	ADDRESS
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

PLEASE RETURN TO:
City and County of San Francisco
Department of Parking and Traffic
Livable Streets
25 Van Ness Avenue, Suite 345
San Francisco, CA 94102

Project Development Process

- **Project Kick-Off –**invited Residents, Neighborhood Groups, Supervisors, and SFPD
- **Identify Problem Areas/Concerns**
- **Draft Designs**
- **Follow-Up Meetings** –discuss various options and associated trade-offs
- **Finalize Plan** (we are here)
- **Legislation/Balloting**
- **Determination of Funding** (may precede legislation/balloting)
- **Implementation/Construction**

Traffic Calming Request and Project Planning Process



Dewey Traffic Calming Project Area

Dewey Project History

- Kick-off meetings -Summer 2011
- Resident Surveys - Summer 2011 & Spring 2013
- Project Update letter to residents- Spring 2013
- Community Work Group convenes - Summer 2013
- Draft proposals developed - Summer 2013
- Dewey Area Proposal unveiled - Fall 2013

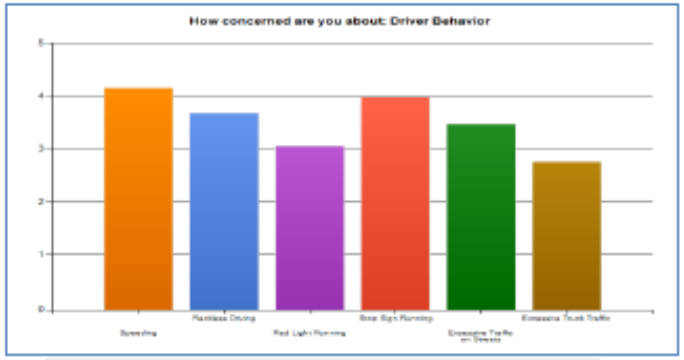
Resident Survey Summary

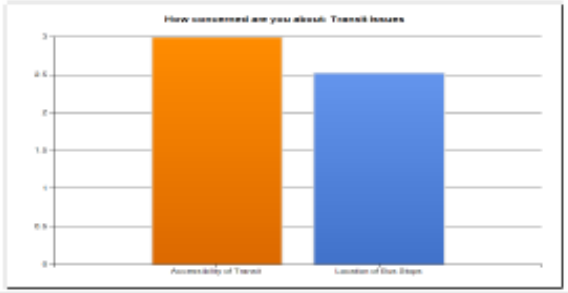
Dewey Boulevard TC Planning - Community Survey Results Summary

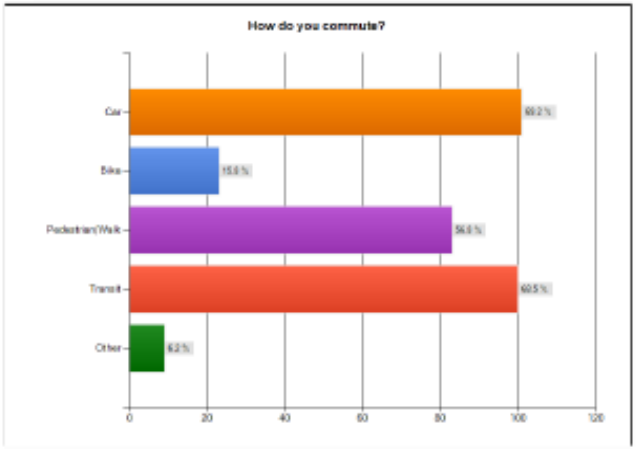
Total Surveys completed

	Conflict	Severity	1(least)	2	3	4	5(most)
Driving Behavior Concern							
	Speeding	Serious	6%	8%	10%	19%	58%
	Reckless Driving	Moderate - Serious	10%	9%	22%	22%	37%
	Red Light Running	Minor - Moderate	23%	16%	23%	12%	27%
	Stop Sign Running	Serious	8%	9%	13%	18%	53%
	Excessive Traffic on Streets	Moderate - Serious	13%	13%	20%	21%	33%
	Excessive Truck Traffic	Minor - Moderate	22%	23%	23%	20%	12%
Safety Concern							
	Pedestrain safety	Serious	4%	5%	10%	14%	67%
	Child Safety	Serious	5%	6%	10%	11%	69%
	Bicycling Safety	Moderate	14%	14%	23%	23%	27%
	Motorcycle/Moped	Minor	24%	24%	26%	12%	14%
	Pet Safety	Minor	28%	17%	21%	15%	19%
	School Safety	Serious	9%	10%	17%	19%	45%
	Crashes (auto-ped)	Serious	7%	6%	14%	15%	57%
	Crashes (auto-auto)	Moderate	10%	14%	27%	25%	25%
Transit Issues Concern							
	Accessibility of Transit	No Problem	24%	14%	22%	17%	23%
	Location of Bus Stops	No Problem	33%	15%	31%	11%	11%
Street Conditions Concern							
	Road Quality (i.e. Potholes)	Serious	8%	11%	15%	24%	42%
	Sidewalks/Ped Area Quality	Serious	11%	11%	18%	32%	28%
	Emergency Access	Moderate	17%	19%	25%	26%	13%
	Bicycle Access	Minor	28%	18%	32%	13%	9%
	Lighting on the Roads	Moderate	15%	16%	24%	27%	18%
	Cleaning of Roads/Sidewalks	Minor	20%	18%	27%	21%	14%

How do you Commute?	
Car	69%
Bike	16%
Pedestrian/Walk	57%
Transit	69%
Other	6%



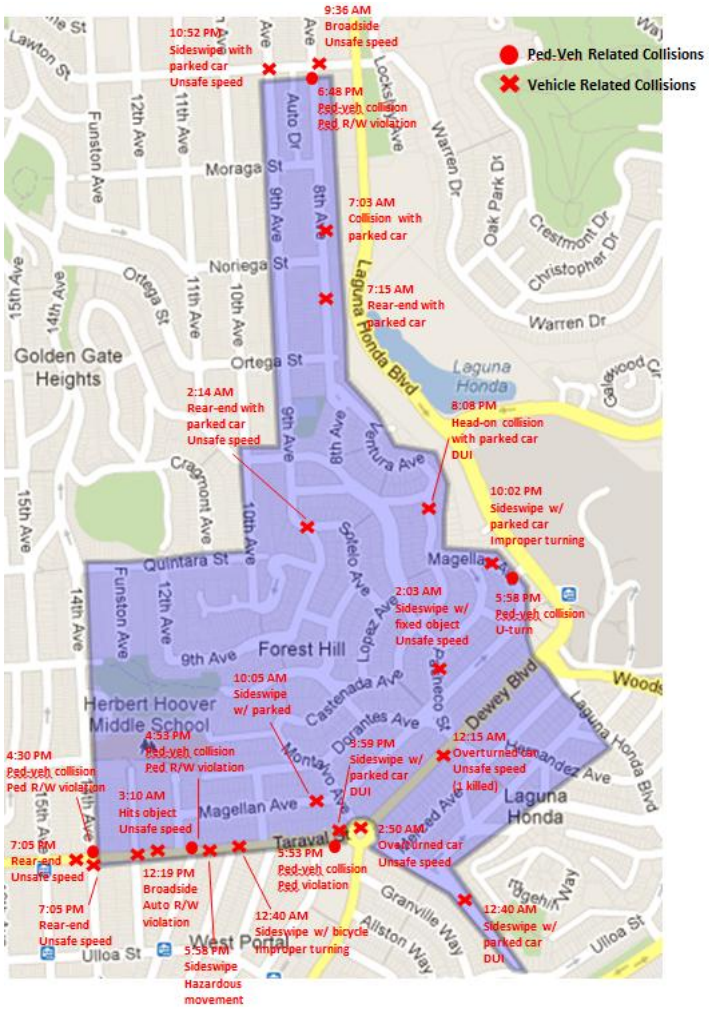




Considerations

- Pedestrian generators
- STOP sign patterns
- Collision history
- Visibility
- Street grades
- Transit Performance
- Nearby projects
- Truck Traffic
- Cut Through Traffic

Dewey Area Reported Injury Collisions



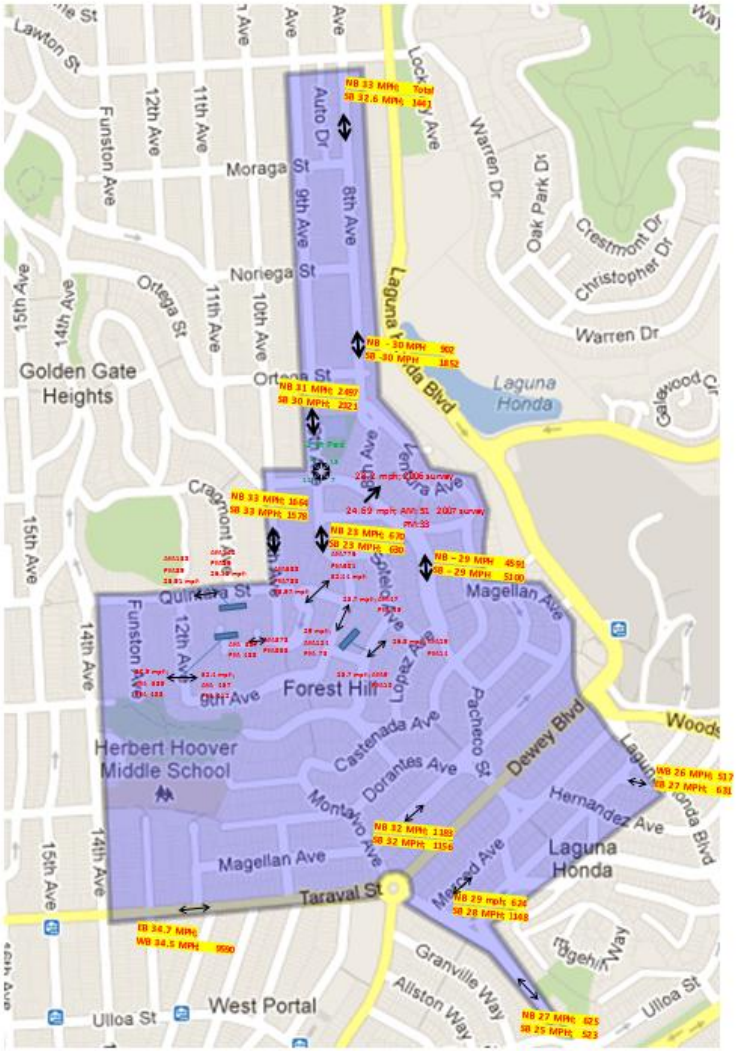
Collisions by Time, Type and Cause

Time of Occurrence	# of Occurrence
Morning	3
Afternoon	3
Evening	10
Night	3
Late Night	5
Total	**24**

Type of Collisions	
Collision with Parked Car or Fixed Object	11
Vehicle-Vehicle Collision	5
Pedestrian-Vehicle Collision	5
Vehicle-Cyclist Collision	1
Single Vehicle Accident	2
Total	**24**

Cause of Collisions	
Unsafe Speed	9
Ped R/W Violation	3
DUI	3
Auto R/W Violation	1
Unknown	2
Other (Improper turning, hazardous movement, U-turn, etc.)	6
Total	**24**

Dewey Area Speed Data



Nearby Traffic Calming Projects

West Portal School Safe Routes to School Project

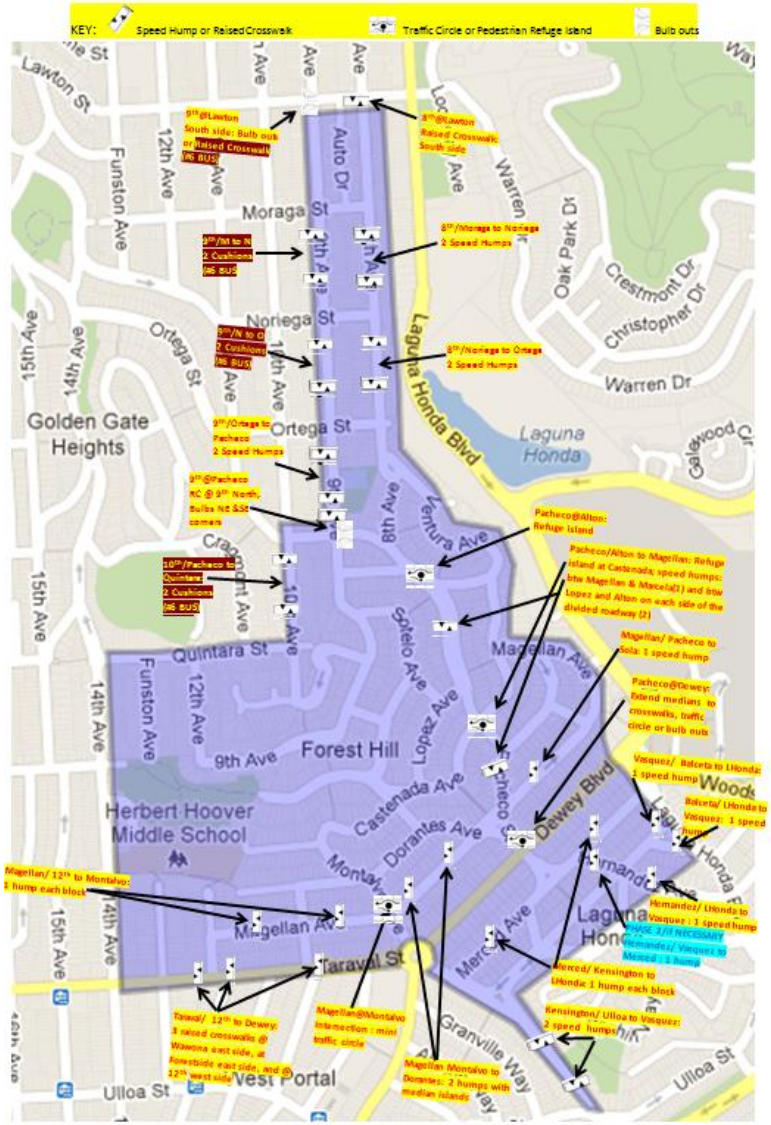
- **Dewey Circle Improvements**
  - widen raised circle
  - Construct splitter islands to slow exit speeds
- **Granville bulb-outs**
- **Claremont Speed Cushion (was islands/Chicane)**
  - Between Allston and Granville

Currently in Design

Construction coming soon

West Portal SR2S project

Dewey Area Traffic Calming Proposals



Proposed Areawide Measures

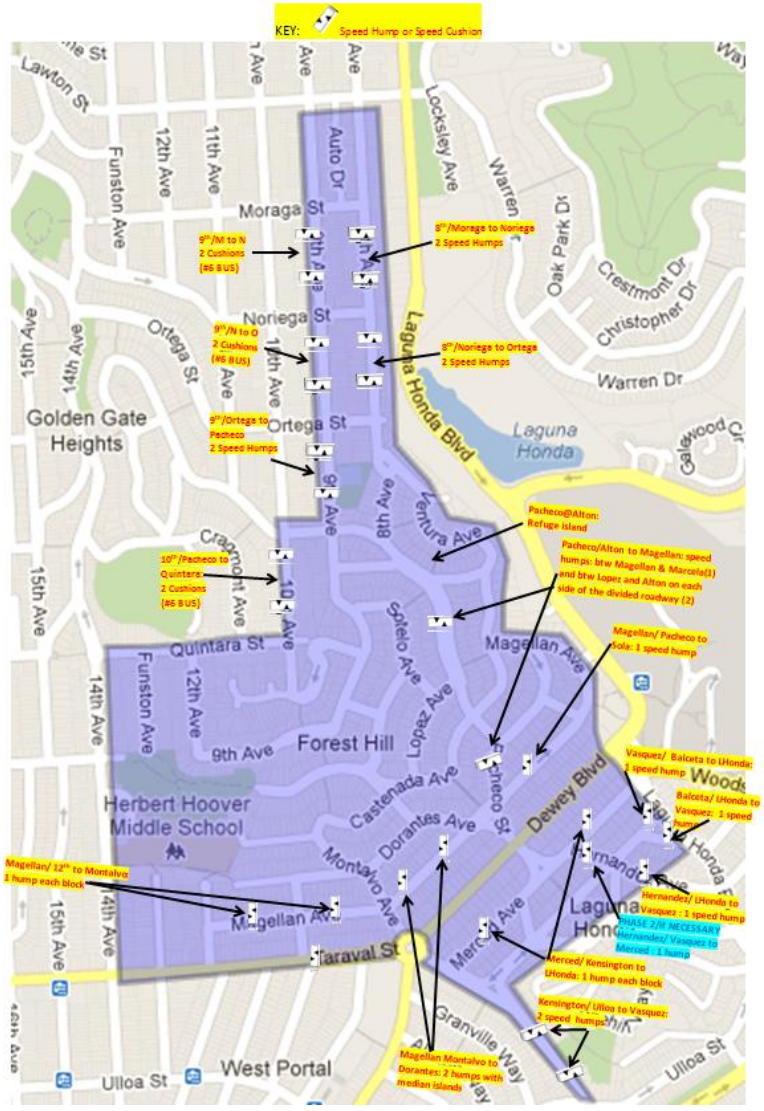
Methods Planned to Discourage Speeding and Cut-Through Traffic and Improve Safety

- Speed Humps and Speed Cushions
- Sidewalk Bulb Outs
- Pedestrian/Median Islands
- Traffic Circles
- Raised Crosswalks

Speed Humps and Cushions

- Most effective in slowing vehicle speeds
- Relatively inexpensive
- Cannot be used on hills above 10% grade
- Neutral aesthetics
- May be added as needed

Proposed Speed Humps and Cushions



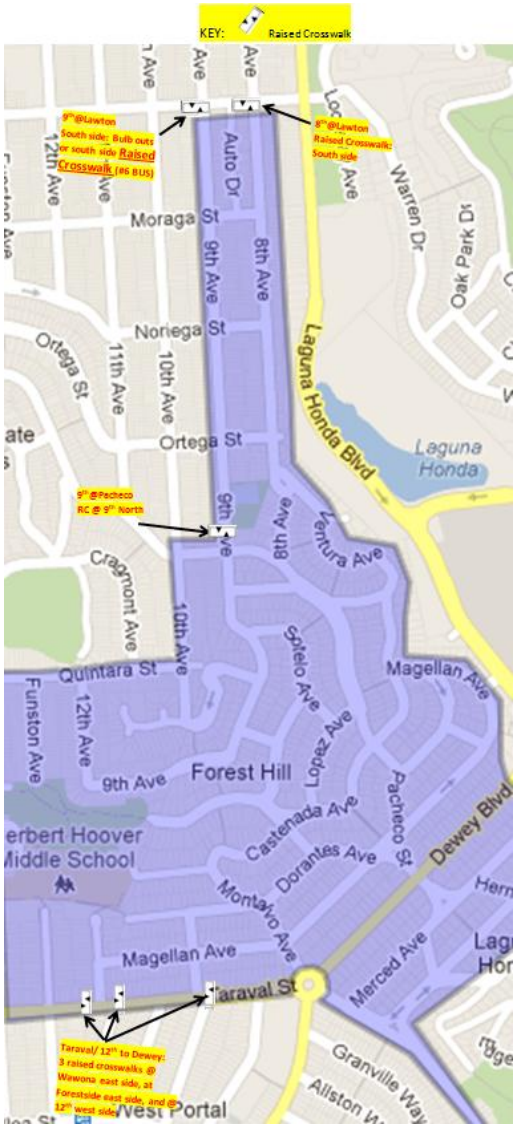
Early Implementation Speed Humps

- **Six speed humps will be built with existing funding**
- **Residents must still approve each hump by vote**
- **Estimated construction: Spring 2014**

Raised Crosswalks

- Create safer pedestrian crossings
- Slow traffic/increase right of way compliance
- No parking loss
- Can create a “Gateway” to neighborhood

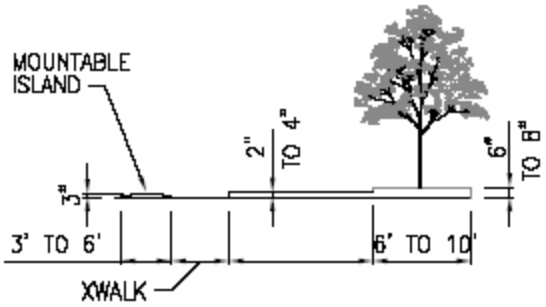
Proposed Raised Crosswalks



Pedestrian Refuge Median Islands

- Reduce “wide-open” feel
- Landscaping opportunity
- Maintenance required
- Simplifies pedestrian crossings
- Tightens roadway and slows turns
- Often requires parking removal, but not here
- Can create a “gateway” to the neighborhood

CROSS SECTION



» SIDE VIEW

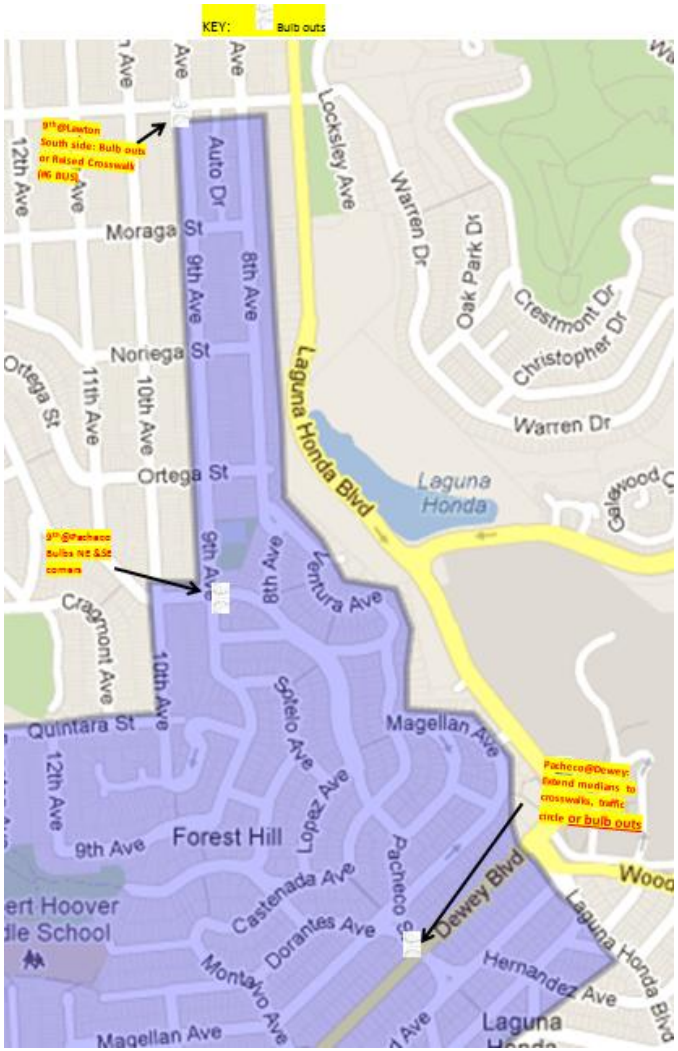
Pedestrian Island Locations

Examples of Pedestrian Islands

Sidewalk Bulb-outs

- Shorten curb to curb crossing distance
- Increase pedestrian visibility
- Tighten and slow vehicle turns
- Useful at Muni stops
- Parking removal usually needed
- Can form a “Gateway” to the neighborhood

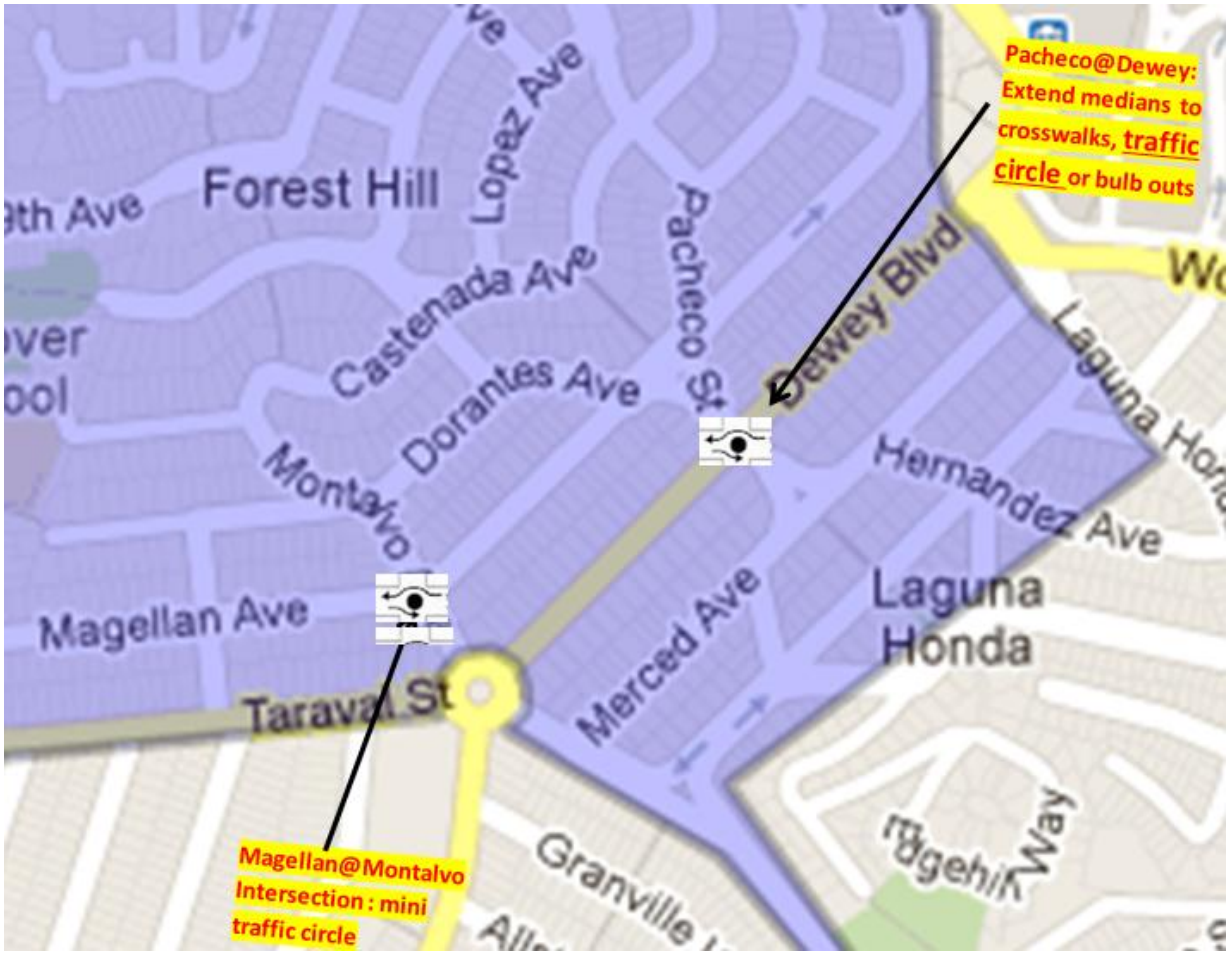
Proposed Bulb-out Locations



Traffic Circles

- Reduce vehicle conflict points/Improve intersection safety
- All traffic goes counter-clockwise around the circle
- Large vehicles may turn left in front of circle when clear
- STOP signs to remain
- Landscaping opportunity
- Requires maintenance

Proposed Traffic Circles



Traffic Circle: Dewey at Pacheco

Next Steps

- **Finalize Plan –**This winter
- **Obtain Major Funding –**starting early 2014
- **Build Early Implementation Speed Humps** – Spring 2014
- **Address Operational Requests** (15 MPH signs, truck restrictions, crosswalks, “daylighting”, striping, etc.) **–** Winter/Spring 2013-14
- **Construct Remaining Phase 1 Traffic Calming Measures –**Beginning planned for Spring 2015
- **Collect “After” Speeds –**6 months after Implementation and/or repaving
- **Construct Phase 2 measures**, decide if needed from post-project speed/volume data

Contact us

- **Project Manager:**
  - Nick Carr, 701-4468
  - Nick.Carr@sfmta.com
- **Program E-mail:** Livable.Streets@sfmta.com
- **Dewey Project on Traffic Calming Website: https://www.sfmta.com/projects-planning/projects/dewey-area-traffic-calming-project**