CLAYTON
TRAFFIC CALMING PROJECT
OCTOBER 2012

PREPARED BY:

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
TRAFFIC CALMING PROGRAM

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SAN FRANCISCO, CA 94103

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CHAPTER 1. EXECUTIVE SUMMARY

This document presents a summary of community input, data collection and data analysis that have been compiled for this project. Drawing from these analyses, it also presents detailed, preliminary recommendations for addressing traffic calming issues throughout the Clayton study area. It draws from meetings with the community and key local stakeholders, including:

- The local community
- Haight-Ashbury Neighborhood Council
- Municipal Transportation Agency (SFMTA)
- Department of Public Works (DPW)
- Fire Department
- Police Department

The Clayton neighborhood is a residential area located between Cole Valley and Ashbury Heights. Muni lines #33 and #6 serve the project area and the #43 and N-Judah lines are within two blocks of the area. Bicycle route #55 (north-south) and bicycle route #40 (east-west) both serve the project area. Segments of Clayton and Ashbury serve as arterial routes that carry crosstown traffic through this area where topography limits connectivity in many locations. The proposed improvements to the area should improve access and safety for pedestrians, transit users, and motorists in this neighborhood.

The neighborhood contains many streets with grades over 8 percent, which can limit visibility and promote speeding. Speed humps and speed cushions are proposed for several locations to discourage speeding mid-block. Several intersections may receive red zones to increase visibility for both vehicles and pedestrians. The combination of median islands and edge lines will physically and visually narrow the roadway on Clayton Street, making the roadway feel more constrained and less inviting for speeding drivers. Bulb-outs at the intersection of Clayton Street and Ashbury Street will shorten pedestrian crossing distances and encourage turning vehicles to slow their speeds by making the turns at a tighter angle.

RECOMMENDED LOCATIONS

Based on the existing conditions data gathered in the Clayton 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 measure. Streets with a 25 MPH speed limit and 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). Evidence of exhibition driving, including "donuts", is also taken into consideration.

TABLE 1 RECOMMENDED LOCATIONS FOR TRAFFIC CALMING

Location	Limits	Factor
Clayton Street	Ashbury St	Traffic speeds, limited visibility
Clayton Street	Ashbury St to Parnassus Ave	Traffic speeds
Clayton Street	Carl St	Traffic speeds, pedestrian visibility
Clayton Street	Frederick St to Waller St	Traffic speeds
Ashbury Street	Clayton St to Clifford Ter	Traffic Speeds, limited visibility
Ashbury Street	Downey St	Pedestrian visibility
Ashbury Street	Piedmont St to Frederick St	Traffic speeds

TABLE 2 RECOMMENDED TRAFFIC CALMING MEASURES

Location	Traffic Calming Measure	Impacts and Issues
Clayton Street between Ashbury Street and Parnassus Avenue	Speed Hump[a]	Some inconvenience to motorists
Clayton Street between Ashbury Street and Parnassus Avenue	Painted Chicane	None predicted
Clayton Street at Carl Street	Pedestrian Island	Parking loss, turning clearances
Clayton Street between Frederick Street and Waller Street	Painted Edge Lines	None predicted
Ashbury Street between Clayton Street and Clifford Terrace	Speed Cushions (2)[a,b]	Some inconvenience to motorists, Muni
Ashbury Street at Downey Street	Restripe intersection	Parking loss
Ashbury Street between Piedmont Street and Frederick Street	Speed Cushion[a,b]	Some inconvenience to motorists, Muni
Clayton Street at Ashbury Street	Bulb-outs	Turning clearances, drainage design, driveway access

a: Placement of measures such as speed humps or cushions necessitates a certain level of fronting property owner approval. Some measures require balloting of residents within the immediately affected block(s). 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 be scheduled after ballot approval.

b: At the time of the publication of this report, policies regarding the placement of speed cushions on streets with Muni bus and trolley coach lines are being discussed. Cushions may be installed one at a time on a pilot basis to gauge their effectiveness. If the SFMTA does not recommend speed cushions as a traffic calming measure when funding becomes available for these improvements, the Agency will consider alternate improvements in the area with the assistance of community stakeholders.

CHAPTER 2. BACKGROUND AND COMMUNITY INPUT

SFMTA planning staff worked from summer of 2011 to spring of 2012 to develop a comprehensive traffic calming plan for the Clayton project area. 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
- Created a Community Working Group with residents from different streets in the project area. Two Community Working Group meetings were held to discuss and prioritize locations and traffic calming treatments for the project
- Organized two neighborhood-wide community workshops

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
Reduce vehicle speeds to levels appropriate for narrow residential streets	Reduce the 85th percentile speeds to below 30 MPH (below 29 MPH for streets <40' wide)	24 hour speed and volume count
Improve pedestrian safety	Shorten crossing distance and increase size of pedestrian islands	Neighborhood perceptions
Improve visibility at intersections	Increase sight distances at intersections	Sight distance measurements

TABLE 4 APPROACH TO NEIGHBORHOOD CONSENSUS

Task	Goal	Results
Data collection	Collect initial round of data	Data shows speeds high enough to warrant traffic calming
Community Meeting #1 (June 8, 2011)	Introduce traffic calming concepts; Solicit comments identifying issues	Comments identified specific problem areas
Data collection	Collect additional speed/volume data, field check locations	Determined where measures such as speed humps and cushions, median islands, bulb-outs, red zones, etc. are physically possible
Community Working Group Meeting #1 (August 23, 2011)	Present primary data; Identify priorities	Consensus achieved on priorities
Community Working Group Meeting #2 (November 17, 2011)	Present and receive feedback on draft traffic calming plan	Prioritized elements of draft traffic calming plan and gauged community acceptance of specific elements
Work with Community through Email and Telephone Conversations	Continue receiving input and feedback on problem locations and draft traffic calming plan elements	Continued receiving input and feedback
Community Meeting #2 (January 25, 2012)	Present traffic calming plan	Much of design was well received by community. Additional requests can be handled in a location-specific project independent of this area-wide proposal.

CHAPTER 3. RECOMMENDED IMPLEMENTATION PLAN AND PHASING

Two key issues determine the best phasing strategy for implementing traffic calming in the Clayton Area:

- 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 may not be universal support or consensus among residents for any traffic calming project, low-cost temporary installations may be preferable over the short term to test certain ideas. For example, installing temporary choker islands can be done with glue down bollards and paint first, before the installation of more expensive and permanent concrete islands.

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

PHASE 1A (EARLY IMPLEMENTATION FUNDING)

Phase 1a improvements will use funding already secured from Prop K grant for the Fiscal Year 2011/2012 Traffic Calming Implementation:

- **Clayton Street Painted Chicane. (Projected Completed with DPW Paving Project)** Stripe a painted chicane on Clayton Street between Ashbury and Parnassus Streets.
- **Clayton Street Edge Lines.** Stripe edge lines on Clayton Street between Frederick and Waller Streets.
- **Clayton Street Pedestrian Island.** Install a pedestrian island at the intersection of Clayton and Carl Streets.
- **Ashbury and Downey Streets Intersection Restripe.** Restripe faded portions at intersection of Ashbury and Downey Streets, add visibility red zones and continental crosswalks.

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:

- **Clayton Street Speed Hump.** Install a speed hump on Clayton Street between Ashbury and Parnassus Streets.
- **Ashbury Street Speed Cushions.** Install speed cushions along Ashbury Street between Clayton Street and Clifford Terrace as well as between Piedmont and Frederick Streets.

PHASE 2

- **Clayton and Ashbury Street Intersection Bulb-outs.** Install bulb-outs at the Clayton and Ashbury Street intersection.

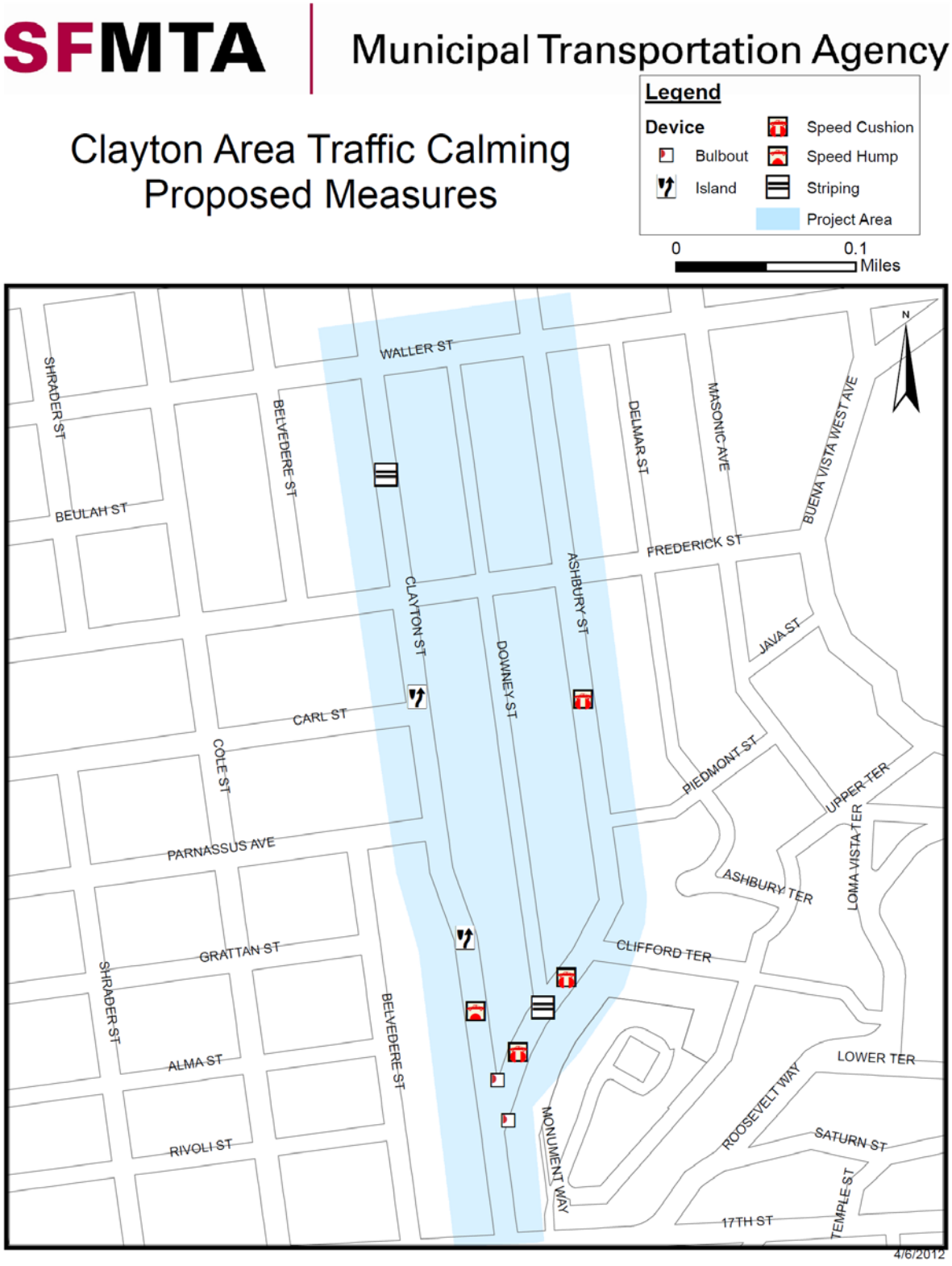

SFMTA
Municipal Transportation Agency
Clayton Area Traffic Calming
Proposed Measures
Legend
Device
Bulbout
Island
Speed Cushion
Speed Hump
Striping
Project Area
0
0.1
Miles
N
WALLER ST
SHRADER ST
BELVEDERE ST
DELMAR ST
MASONIC AVE
BUENA VISTA WEST AVE
BEULAH ST
FREDERICK ST
CLAYTON ST
ASHBURY ST
DOWNEY ST
JAVA ST
CARL ST
COLE ST
PIEDMONT ST
UPPER TER
PARNASSUS AVE
ASHBURY TER
LOMA VISTA TER
GRATTAN ST
CLIFFORD TER
SHRADER ST
BELVEDERE ST
ALMA ST
LOWER TER
ROOSEVELT WAY
SATURN ST
RIVOLI ST
MONUMENT WAY
TEMPLE ST
17TH ST
4/6/2012

TABLE 5 FUNDING PLAN*

Phase	Measure	Construction			Cost		
		FY 12/13	FY 13/14	FY 14/15	Prop K	Non-Prop K	Total
1a	Clayton Street painted chicane				-	-	-
1a	Clayton Street edge lines				$15,000	-	$15,000
1a	Clayton and Carl Street median island				$24,000	-	$24,000
1a	Ashbury and Downey Street restriping				$15,000	-	$15,000
1a	Phase 1a Subtotal				$54,000	-	$54,000
1	Clayton Street speed hump				$10,400	-	$10,400
1	Ashbury Street speed cushions (3)				$31,200	-	$31,200
1	Phase 1 Subtotal				$41,600	-	$41,600
2	Clayton and Ashbury bulb-outs				$150,000	-	$150,000
2	Phase 2 Subtotal				$150,000	-	$150,000
Total					$245,600	-	$245,600

*This funding plan represents a general estimate of typical costs of traffic calming measures at the time of publication of this report. Costs of specific measures may change once a detailed engineering design is made.

CHAPTER 4. RECOMMENDED 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 Grant Programs (SR2S, Federal and State)

There are two parallel Safe Routes to School (**SR2S**) grant programs (Federal and State) intended to improve conditions for children to safely walk and bicycle to school. Physical improvements must be located within a two-mile radius of a school. Federal funds are restricted to kindergarten through eighth grade schools, while State funds may also be spent to improve conditions around high schools. 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. All else being equal, applications are stronger for areas that have a documented collision history. In the past, the SFMTA has been successful in securing both State and Federal SR2S grants for a number of elementary and middle schools in the City including Fairmount, Flynn, Mann, Peabody, Marshall, Gordon Lau, San Francisco Community, Monroe , Buena Vista, and Claremont Schools. Historically grant amounts have been on the order of $200,000 to $500,000, but the current funding limit is $1,000,000 for construction projects.

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 SFMTA has secured TFCA funds for numerous 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.

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.

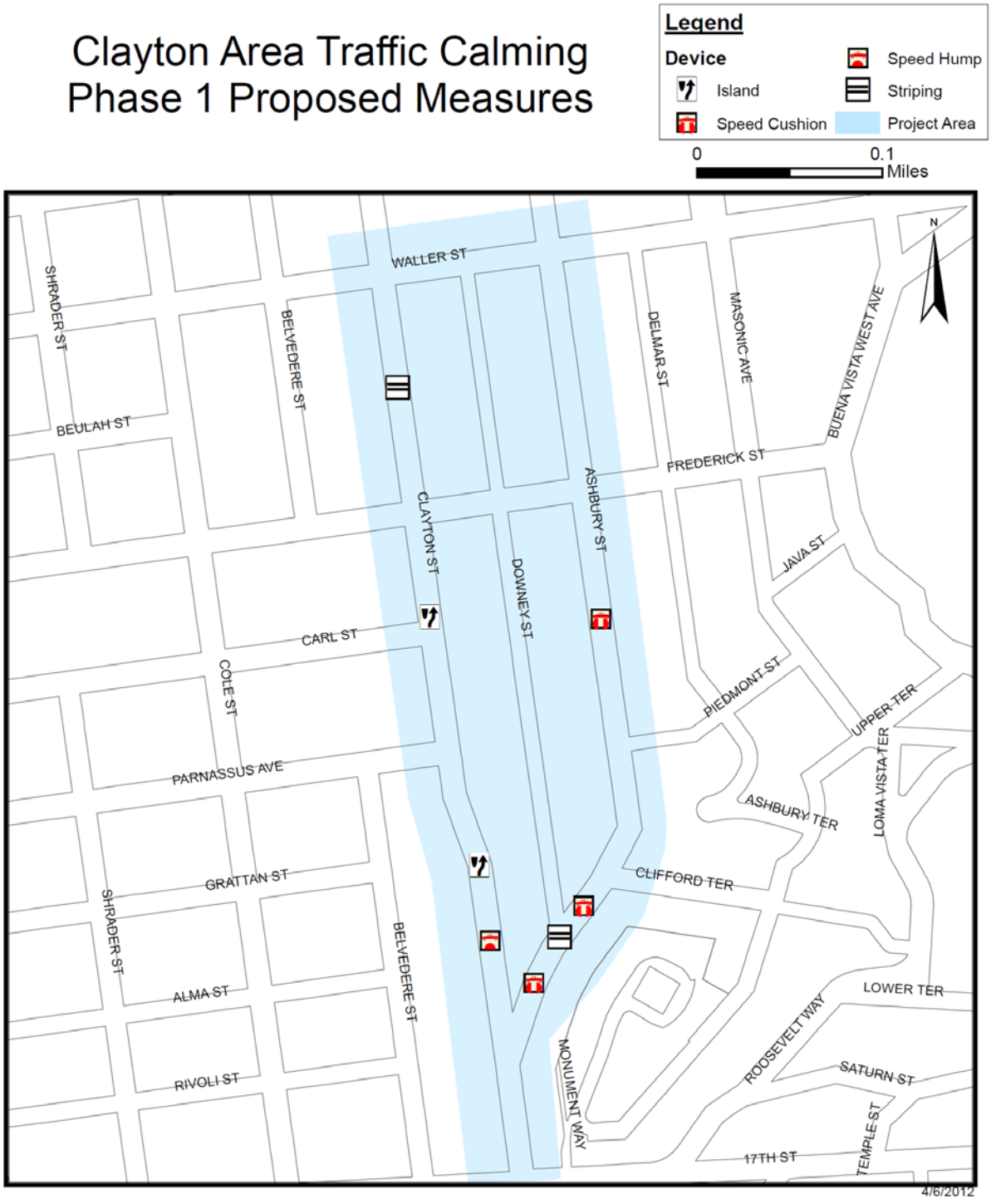
Other Potential Funding Sources

- Coordination with DPW Paving Projects

APPENDIX A. TRAFFIC CALMING PLAN BY PHASE

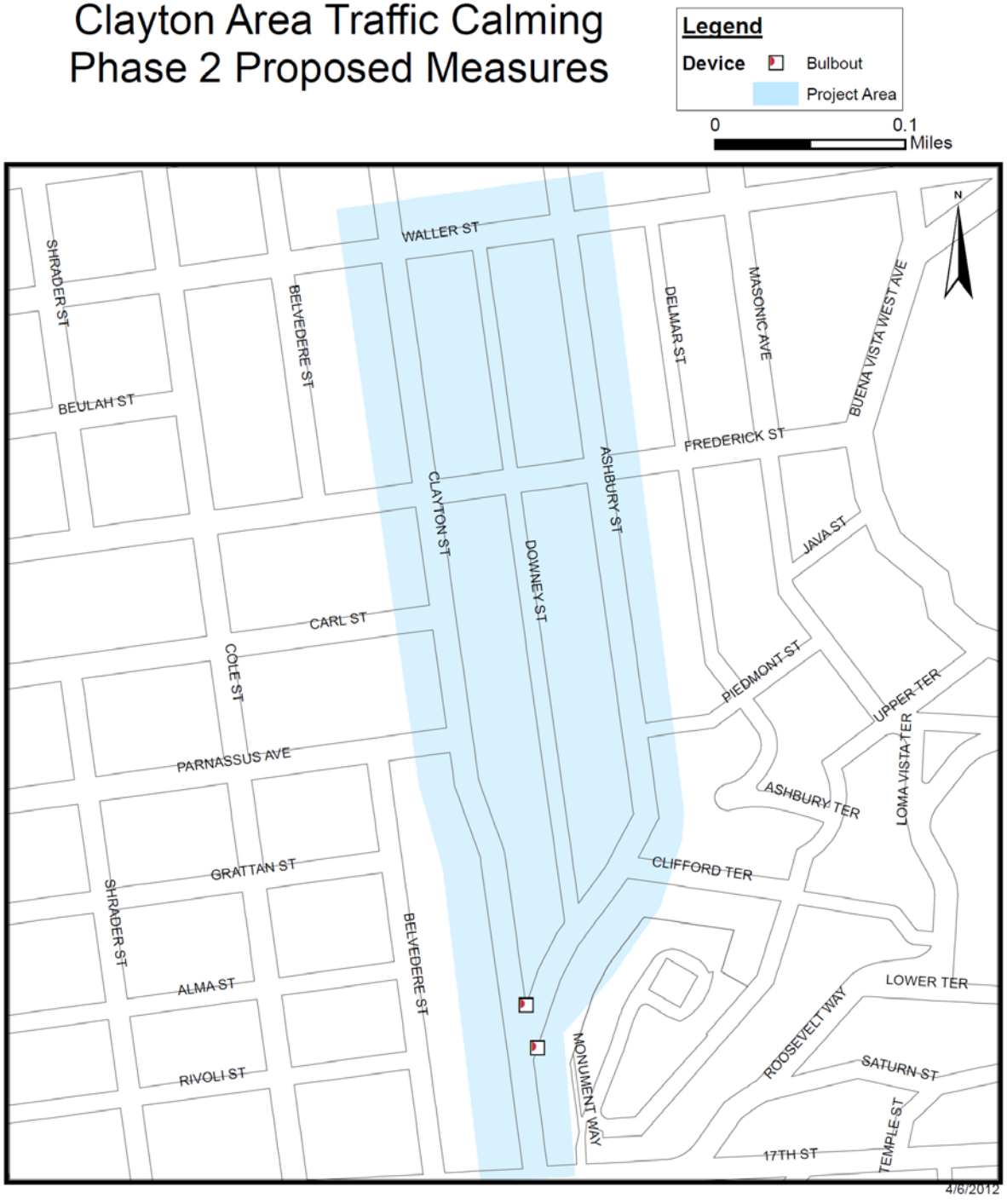
SFMTA | Municipal Transportation Agency

Clayton Area Traffic Calming Phase 1 Proposed Measures



SFMTA | Municipal Transportation Agency

Clayton Area Traffic Calming Phase 2 Proposed Measures



APPENDIX B. TRAFFIC SPEED AND VOLUME DATA

Survey of Volumes (vehicles)									
Street	From	To	NB or EB			SB or WB			2-WAY
			Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	
Clayton	Carl	Frederick	3509	314	263	3101	177	350	6610
Clayton	Frederick	Waller	2042	183	150	1857	110	234	3899
Ashbury	Piedmont	Frederick	3208	401	233	1532	86	149	4740
Ashbury	Frederick	Waller	1860	223	140	1195	67	147	3055
Downey	Ashbury	Frederick	-	-	-	393	33	43	-
Clayton	17th	Ashbury	6080	613	434	-	-	-	-
Clayton	Ashbury	Parnassus	3953	391	289	3296	263	436	7249
Ashbury	Downey	Clifford Ter	3539	481	257	1808	135	198	5347
Frederick	Clayton	Ashbury	2259	171	221	2145	249	171	4404
Waller	Clayton	Downey	1496	231	131	2514	144	289	4010

Survey of Speeds (mph)								
Street	From	To	NB or EB			SB or WB		
			Avg MPH	50% MPH	**85% MPH**	Avg MPH	50% MPH	**85% MPH**
Clayton	Carl	Frederick	24	24.2	28.9	24	24.4	28.4
Clayton	Frederick	Waller	24	24.6	29.8	24	24.8	29.5
Ashbury	Piedmont	Frederick	24	26.6	30.5	24	24.2	29.1
Ashbury	Frederick	Waller	24	25.5	30.4	24	24	29.2
Downey	Ashbury	Frederick	-	-	-	18	16.9	24.2
Clayton	17th	Ashbury	23	23.8	28.6	-	-	-
Clayton	Ashbury	Parnassus	27	26.6	31.4	25	25.2	29.5
Ashbury	Downey	Clifford Ter	23	25.9	29.8	23	23.6	28.4
Frederick	Clayton	Ashbury	18	19.1	23.7	21	21.5	26
Waller	Clayton	Downey	22	21.8	27.3	22	22.1	26.9

Clayton Traffic Calming Manual Turning Movement Counts

Street Clayton St. & Carl St.
Date 10/13/2011
Observer M. Riebe
Weather Clear
Time 4:45pm - 5:45pm

Time	EB			WB			NB			SB		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
5:00	11		11				14	79			59	4
5:15	7		14				11	60			87	5
5:30	16		28				14	86			102	5
5:45	12		20				5	71			87	7
TOTAL	46		73				44	296			335	21

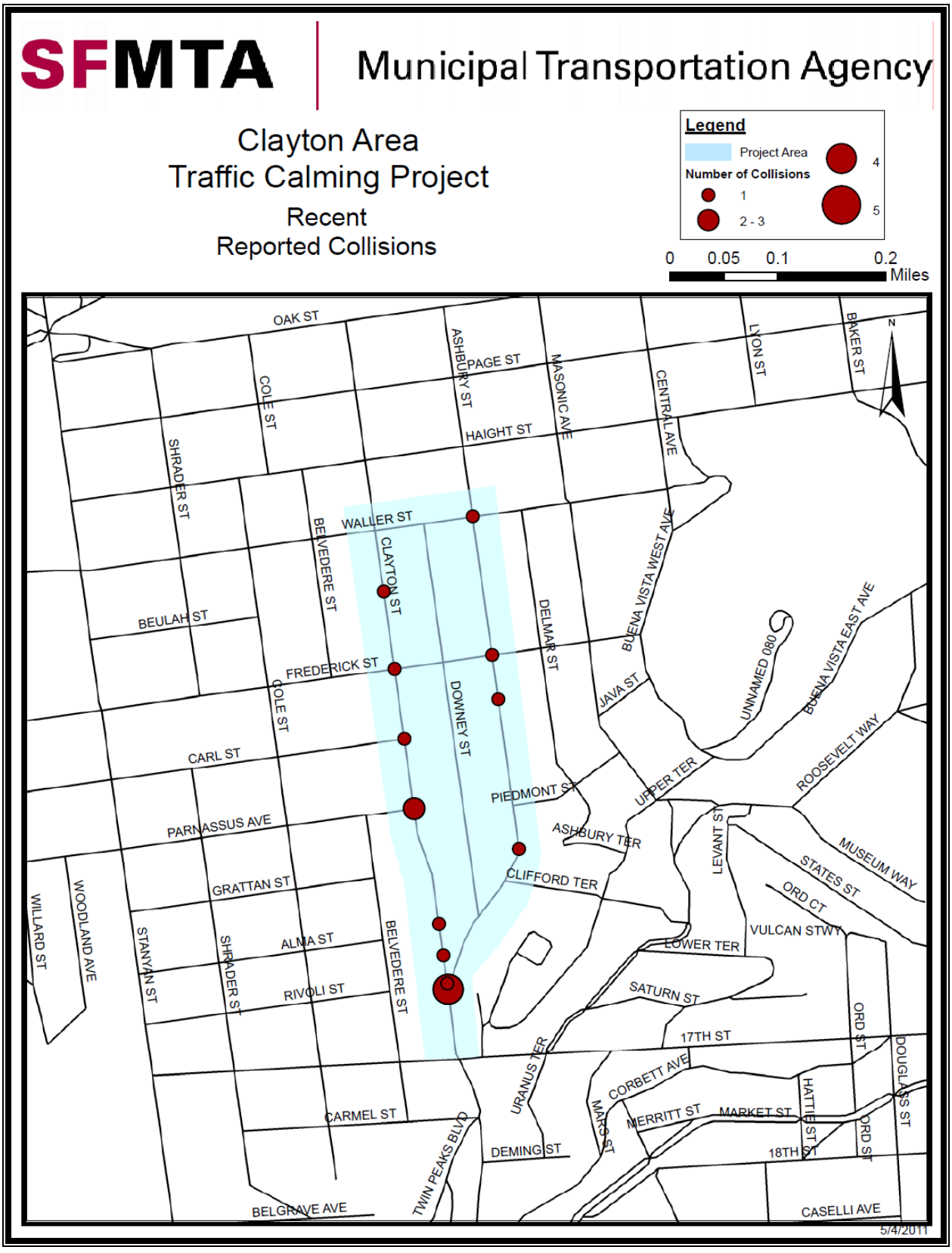
Directional Traffic				
S. of Intersection	N. of Intersection		W. of Intersection	
NB Clayton	NB Clayton	SB Clayton	EB Carl	WB Carl
340	342	356	119	65

Street Clayton St. & Ashbury St.
Date 10/12/2011
Observer M. Riebe
Weather Clear
Time 4:30pm - 5:30pm

Time	EB			WB			NB			SB		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:45				47		7		77	65	2	91	
5:00				34		5		61	43	1	65	
5:15				58		1		75	53	2	118	
5:30				53		7		70	49	1	104	
TOTAL				192		20		283	210	6	378	

Directional Traffic				
S. of Intersection	N. of Intersection			
NB Clayton	SB Clayton	NB Ashbury	SB Clayton	SB Ashbury
493	570	303	216	384	212

APPENDIX C. TRAFFIC COLLISION DATA



APPENDIX D. TRAFFIC CALMING TOOLBOX MEASURES

Speed Hump

Speed Hump

Speed Cushion

What it is: Speed humps are asphalt mounds constructed on residential streets. They can be placed individually or in a series depending on the length of the street. Speed humps are usually spaced at least 150 feet from an intersection and apart from each other. 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:

- Effectively reduces vehicle speeds
- Does not require parking removal
- Can reduce vehicular volumes
- Easily tested on temporary basis

Disadvantages:

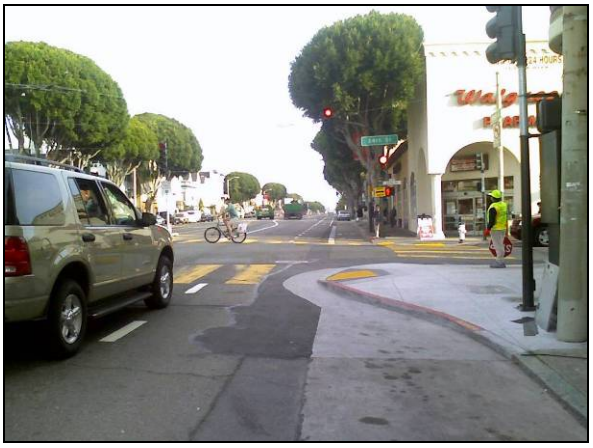
- Slows emergency vehicles
- May increases noise near speed humps
- May divert traffic to parallel streets
- May not be esthetically pleasing

Special Considerations:

- Vehicle speeds between humps have been shown to decrease by up to 25%
- Volumes may decrease if parallel route, without measures, is available
- Possible increase in traffic noise from braking an accelerating
- Highest noise may increase from buses and trucks
- Speed humps may reduce emergency vehicle response times
- Speed humps require advance warning signs and object marker at hump
- Difficult to construct precisely, unless prefabricated

Cost: $6000-$7000 each

Sidewalk Bulb-out



Sidewalk Bulb-out

Landscaped 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-$150,000 each

Median Islands

Pedestrian Refuge Island


Chicane


Traffic Circle


Traffic Choker

What it is: Median islands are raised islands in the center of street 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 create a barrier to prohibit left-turns into or from a side street. Median islands come in different shapes and forms, each of which has its own name. They 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. As a last resort, they can be used to prohibit left-turning movements.

Advantages:

- Effectively reduces vehicle speeds
- Can reduce pedestrian crossing
- Opportunity for landscaping

- Low impact on emergency vehicles (chicane)
- Can reduce collision potential (choker)
- Can increase sight distance (choker)
- Better side street access than others (circle)

Disadvantages:

- May require parking removal
- May impede 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:

- Median islands, when used to block side street access, my divert traffic
- In this condition, they 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.
- Bicyclists would rather avoid lane narrowing
- Driveway access needs to be considered
- Speeds generally reduced when street cross-section reduce 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 moderate, chicanes better than chokers.
- Parking may be significantly reduced with chokers and chicanes
- 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
- Buses can maneuver around traffic circles at slow speeds
- All medians require more signs and pavement markings (especially circles)
- Traffic circles are less effective at T-intersections and offset intersections

Costs:

- Chicane: $25,000-$60,000 each
- Choker: $10,000 - $45,000 each
- Median/diverter: $10,000-$75,000 (depending on size)
- Traffic circle: $25,000-$100,000 each

APPENDIX E. TRAFFIC CALMING PROJECT 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 a public hearing for the installation of certain traffic calming measures.
- ✓ MTA arranges for construction of approved measures
- ✓ 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

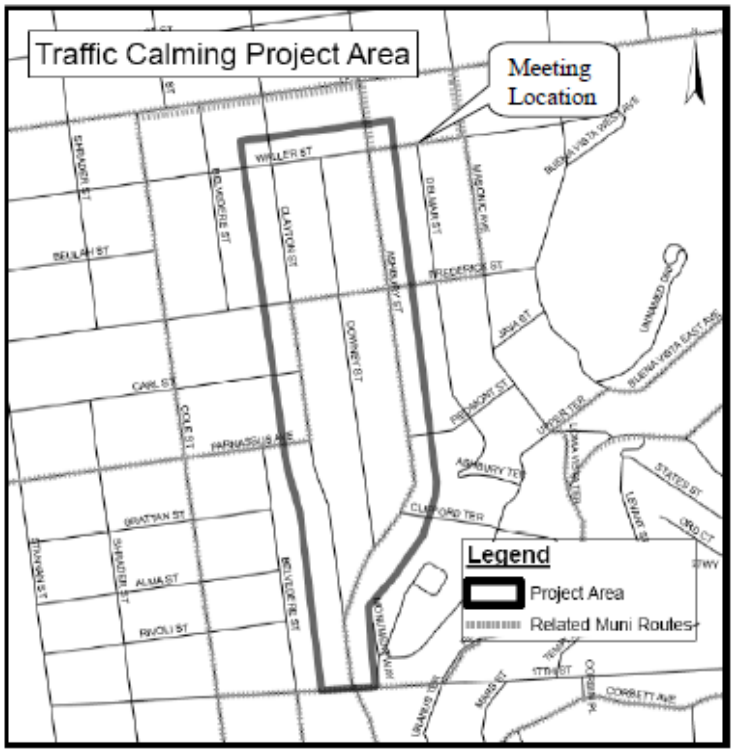
- ✓ MTA submits request to fund construction of Phase 2 (next phases)
- ✓ Same steps as Construction Stage, Phase 1

APPENDIX F. MEETING NOTICES/POSTCARDS

SFMTA | Municipal Transportation Agency

Traffic Calming Community Meeting
to Kick-off Safety Project

The San Francisco Municipal Transportation Agency (SFMTA) wants to make your streets safer and more livable, and we need your help to make it happen. Please come to our first neighborhood "traffic calming" meeting on **Wednesday June 8, from 7 - 8:30 pm at All Saints' Episcopal Church, 1350 Waller St.** This meeting is a chance to work with the SFMTA to identify and help solve the traffic problems in your neighborhood.



Contact Us!

If you have any questions or concerns regarding the upcoming Traffic Calming Project in this area, call 701-2467 or email us at: Michael.Riebe@sfmta.com. You can also visit our website at www.sfmta.com/calming for more information.

Si Usted quiere información sobre el Proyecto de Calmar Tráfico, favor llamar a Antonio Piccagli a 701-4481

如有任何關於交通靜化的問題,請電: Celine Leung : 701-4558

WHAT IS TRAFFIC CALMING?

"Traffic calming" improves neighborhood livability by reducing the negative impacts of traffic on neighborhoods through the reduction of speeding, reckless driving, and excessive traffic levels. Traffic calming is not just about adding speed humps or closing off local streets. It comes in the form of physical changes to the street and traffic enforcement programs. Each of these methods reinforces everyone's right to use their neighborhood streets safely and comfortably. Traffic calming attempts to make cars and trucks more compatible with bicycles, pedestrians and other vehicles, so that streets are nicer places to live, *without restricting access*.

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THE NEED FOR TRAFFIC CALMING

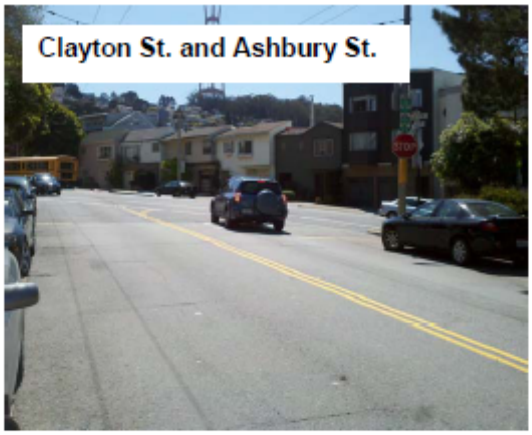
This Traffic Calming Project was initiated by area residents. This program seeks to reduce negative impacts of motor vehicle traffic while improving safety and access for pedestrians and bicyclists. In the individual neighborhoods, the Program develops traffic calming projects for local streets from resident and stakeholder input and traffic surveys.

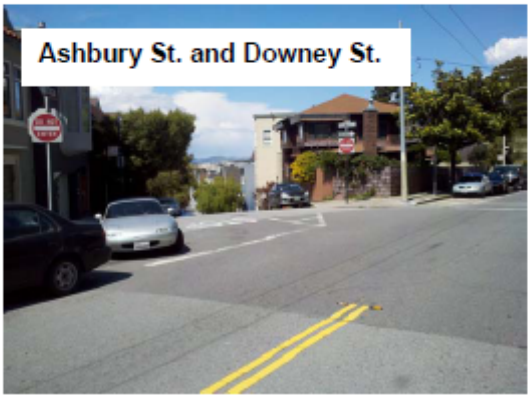
The SFMTA maintains an archive of all written complaints and observations received from the neighborhood. The most frequently expressed issues in the area are:

- Speeding
- Cut-through traffic
- Crosswalk issues

How does traffic calming balance the needs of the residents and all users?

- **ENGINEERING** - *Engineering principles are used to develop traffic calming strategies that address community-identified traffic issues.*
- **ENFORCEMENT** - *Targeted police enforcement supports the plan developed by residents and SFMTA.*
- **EDUCATION** - *Residents receive the information and tools necessary to become active participants in addressing their neighborhood traffic concerns.*





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SAVE THE DATE & LET US HEAR YOUR IDEAS!

Help us help your neighborhood by coming to a meeting on **Wednesday June 8, from 7 - 8:30 pm at All Saints' Episcopal Church, 1350 Waller St.**

HOW THE PROJECT WILL WORK

The Traffic Calming Project is a local streets project and will not address some arterial streets in the area. For example, Haight Street and 17th Street are not part of this project. The project will study and plan for Clayton, Downey, and Ashbury Streets between 17th Street and Waller Street.

Working with residents of your neighborhood, we will draft a traffic calming plan for the area. Commonly used tools include sidewalk extensions, landscaped median islands, chicanes, chokers and speed humps. The planning process will involve transportation planning staff and local residents and stakeholders. The planning process should be completed in six to nine months. Throughout the process, you will be receiving updates from the SFMTA on the project and have opportunities to stay involved.

Be sure to contact us if you would like to receive newsletters or project updates. The newsletter is free, but we do need to hear from you to keep you informed.

SFMTA WEBSITE

The SFMTA traffic calming web page at www.sfmta.com/calming will give you up-to-date news on this project and other traffic calming efforts in San Francisco.

This project was made possible in part by the San Francisco County Transportation Authority through a grant of Proposition K Local Transportation Sales Tax funds.

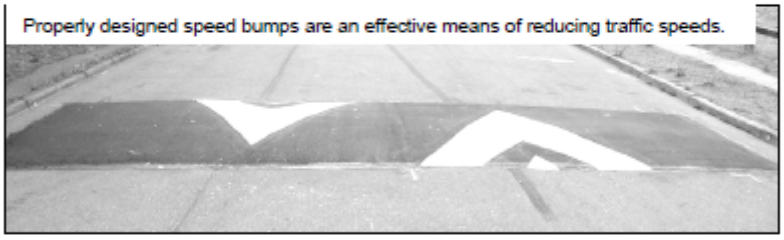
THE TRAFFIC CALMING TOOLS FOR THIS AREA MAY INCLUDE ANY OF THE FOLLOWING:

- *Speed humps*
- *Striping alteration*
- *Sidewalk extensions*
- *Landscaped medians and islands*

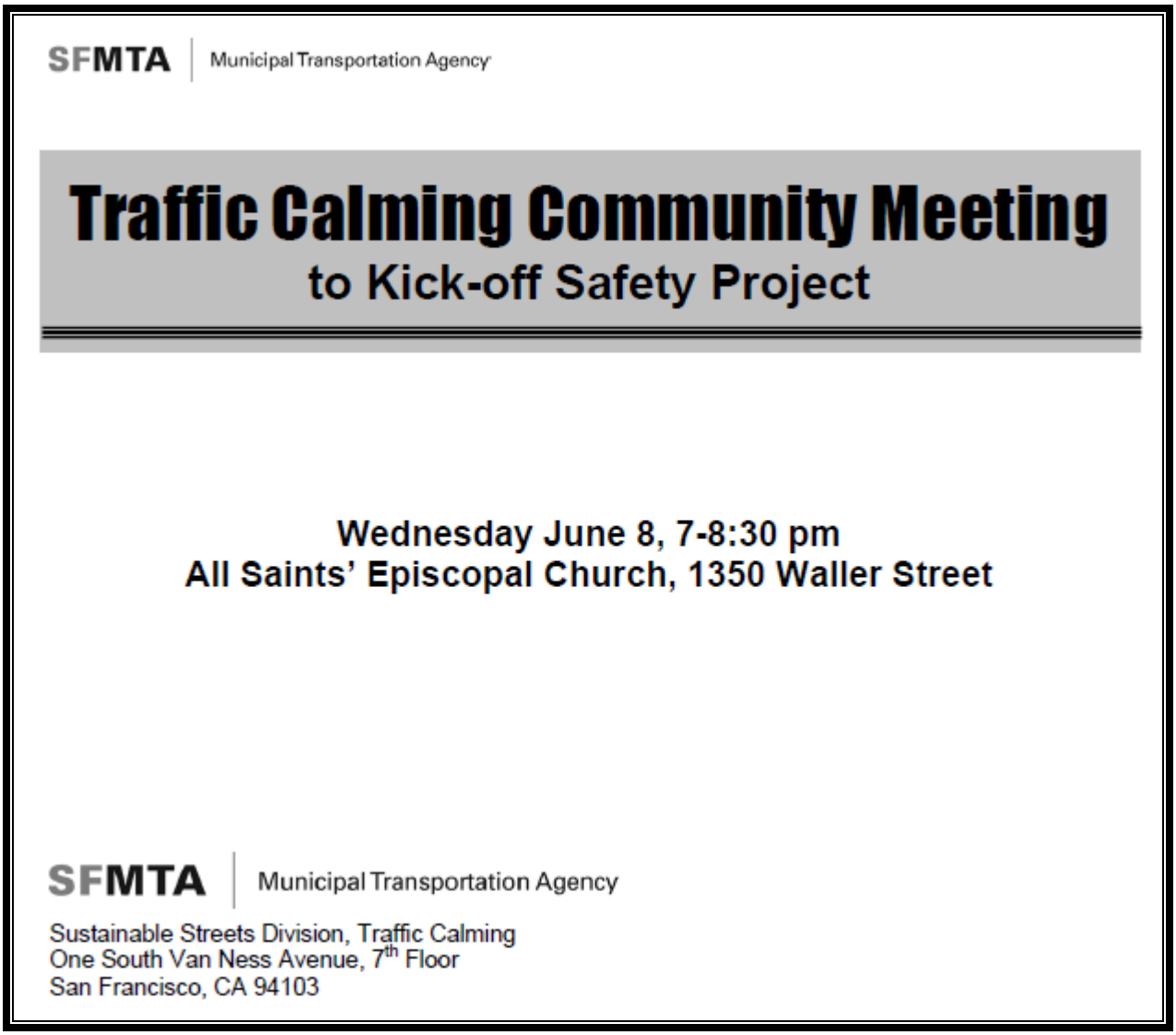
Local conditions make some measures more appropriate than others. For example, speed humps are proven to reduce speeding on local streets, but medians and pedestrian islands may not be feasible on neighborhood streets that are already quite narrow. For details and examples of the traffic calming measures listed above, go to our website: *www.sfmta.com/calming.*

Chokers encourage slower speeds and provide space for landscaping.

Properly designed speed bumps are an effective means of reducing traffic speeds.



Extending the sidewalk at the corner improves visibility for pedestrians.


SFMTA | Municipal Transportation Agency
Traffic Calming Community Meeting
to Kick-off Safety Project
Wednesday June 8, 7-8:30 pm
All Saints' Episcopal Church, 1350 Waller Street
SFMTA | Municipal Transportation Agency
Sustainable Streets Division, Traffic Calming
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

CLAYTON AREA
TRAFFIC CALMING PROJECT
COMMUNITY MEETING #2

SF MUNICIPAL TRANSPORTATION AGENCY
LIVABLE STREETS PROGRAM

WEDNESDAY, JANUARY 25, 2012
6:30PM – 8:00PM
ALL SAINTS EPISCOPAL CHURCH
1350 WALLER STREET

Come learn about the proposed improvements

Join Us!

Please join your neighbors and the San Francisco Municipal Transportation Agency staff to discuss potential installations in your neighborhood. Proposed changes include:

- Speed Cushions
- Chicanes
- Pedestrian Islands
- Red Zones for Visibility

Learn more about this plan by visiting www.sfmta.com/calming and clicking on Current Projects.

SFMTA Department of Traffic Engineering
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

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For more information concerning meeting access and accommodations, or if you wish to comment on the plan but are unable to attend our meetings, please contact us at (415) 701-2467 or e-mail us at Michael.Riebe@sfmta.com