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 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
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

1. Surveys
2. Community Meeting #1
3. Outreach and Data Collection
4. MTA Selects Working Group
5. Staff and Working Group develop alternatives
6. Community Meeting #2 Present Alternatives
7. Consensus reached? (Can be at meeting or by ballot)
8. Review by City Agencies (ISCOTT)
9. Completed Study
10. Construction
11. Engineering Design
12. Implementation Legislation
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**

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

**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

<table>
<thead>
<tr>
<th>Time of Occurrence</th>
<th># of Occurrence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morning</td>
<td>3</td>
</tr>
<tr>
<td>Afternoon</td>
<td>3</td>
</tr>
<tr>
<td>Evening</td>
<td>10</td>
</tr>
<tr>
<td>Night</td>
<td>3</td>
</tr>
<tr>
<td>Late Night</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>24</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type of Collisions</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision with Parked Car or Fixed Object</td>
<td>11</td>
</tr>
<tr>
<td>Vehicle-Vehicle Collision</td>
<td>5</td>
</tr>
<tr>
<td>Pedestrian-Vehicle Collision</td>
<td>5</td>
</tr>
<tr>
<td>Vehicle-Cyclist Collision</td>
<td>1</td>
</tr>
<tr>
<td>Single Vehicle Accident</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>24</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cause of Collisions</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Unsafe Speed</td>
<td>9</td>
</tr>
<tr>
<td>Ped R/W Violation</td>
<td>3</td>
</tr>
<tr>
<td>DUI</td>
<td>3</td>
</tr>
<tr>
<td>Auto R/W Violation</td>
<td>1</td>
</tr>
<tr>
<td>Unknown</td>
<td>2</td>
</tr>
<tr>
<td>Other (Improper turning, hazardous movement, U-turn, etc.)</td>
<td>6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>24</strong></td>
</tr>
</tbody>
</table>
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
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 counterclockwise 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@sfmpta.com](mailto:Nick.Carr@sfmpta.com)

• **Program E-mail:** Livable.Streets@sfmpta.com

• **Dewey Project on Traffic Calming Website:**