

THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving a conceptual traffic calming project for the Dewey Boulevard Area.

SUMMARY:

- The goal of traffic calming is to minimize the negative impacts of motor vehicle travel and create balance among all modes of travel by working with the public to meet the needs of all road users.
- After an extensive community process, including three community meetings, newsletters, phone and email hotlines and three local resident working group sessions, staff developed a conceptual traffic calming project for the Dewey Boulevard Area neighborhood.
- Proposed measures within the project area are drawn from the toolbox of measures from the City-adopted Traffic Calming Guidelines, including speed humps, speed cushions, sidewalk bulb-outs, traffic islands and traffic circles.
- The Transportation Advisory Staff Committee (TASC), which has representatives from the SFMTA, Police and Fire Departments, has reviewed this conceptual project.
- Funding to design and implement the project is in the SFMTA FY 2009-2013 5-Year Capital Improvement Program and funds will be allocated once the traffic calming measures are adopted.
- Final implementation of some measures will require further public hearings, Transportation Advisory Staff Committee approval, and SFMTA Board approval.
- The Planning Department has issued a Certificate of Exemption from environmental review

ENCLOSURES:

1. SFMTAB Resolution
2. Dewey Boulevard Project Area Map

APPROVALS:

DATE

DIRECTOR _____ 11/20/13

SECRETARY _____ 11/20/13

ASSIGNED SFMTAB CALENDAR DATE: December 3, 2013

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PURPOSE

Requesting that the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors approve the conceptual traffic calming project for the Dewey Boulevard Area.

GOAL

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.3: Increase use of all non-private auto modes.

DESCRIPTION

The approval of Proposition K reauthorized the existing half-cent sales tax for transportation. Proposition K sets aside up to \$68 million over the next 30 years for traffic calming projects. The San Francisco County Transportation Authority (SFCTA) is charged with administering the funds through a Sales Tax Expenditure Plan. In 2009, SFMTA staff developed a 5-year plan jointly with the SFCTA and the public to decide how the allocation of these sales tax funds will be prioritized.

The primary factors used in prioritizing the Dewey Boulevard Area neighborhood for traffic calming included traffic speeds, volumes, collision history, proximity to pedestrian generators and evidence of exhibition driving. Neighborhoods prioritized through evaluation of traffic data were then selected for geographic equity throughout the City, and included in the Proposition K 5-Year Plan for traffic calming.

The goal of traffic calming is to minimize the negative impacts of motor-vehicle travel, and create balance among all modes of travel by working with the public to meet the needs of street users. A primary objective of each traffic calming project is to reduce speeds, where found to be excessive, to be more consistent with the current speed limits on these residential streets.

Traffic calming measures within each project area draw from the toolbox of measures from the City-adopted Traffic Calming Guidelines, including speed humps, raised crosswalks, sidewalk bulb-outs, traffic islands and traffic circles (see Enclosure A).

To this end, staff developed a conceptual traffic calming project for the Dewey Boulevard Area neighborhood. Some traffic calming measures will require further public hearings, local resident approval by ballot for speed humps, and approval by the Transportation Advisory Staff Committee and the SFMTA Board of Directors. Approval of this conceptual project will familiarize the Board with the project as a whole. Then, when staff brings the specific items for later approval, the Board will be already cognizant of the plan and can review and approve the items in that context.

PUBLIC OUTREACH

For the project, staff convened three community meetings to seek input from residents, neighbors and other stakeholders. The community in the project area was surveyed twice to determine locations of concern. To better facilitate community input and to make the project area more manageable, staff convened a smaller community working group (CWG) to serve as liaison between the community at large and staff working on each project. The CWG consisted of 10 community members who invested their time over three meetings working with staff to develop and refine proposed traffic calming measures.

A final community meeting was held at West Portal School on October 8, 2013. This meeting was attended by over 75 residents and stakeholders from the area. A postcard inviting people to the meeting was mailed to all addresses in the project area. Public feedback was generally very positive, with a limited number of individuals opposed to any changes to the streets. Specific comments from the meeting have been tabulated and incorporated into the project design and trial as appropriate. Throughout the process, staff has been working with Supervisor Yee and members of his office. The Dewey Boulevard Area project proposal was generally supported by local residents at the meeting. Those who opposed the project objected to speed humps, specifically on 8th and 9th Avenues, and to traffic calming in general. For speed humps, staff will ballot residents on the particular block to determine whether the measure should be installed on that block. Upon majority approval by resident ballot, the speed humps will be scheduled for a public hearing, if a public hearing has not already been held, before proceeding with construction.

In addition, staff collected traffic volume and speed data based on input from the community and CWGs to determine which streets warranted traffic calming measures. Not all streets had problems severe enough to warrant traffic calming measures. Staff also worked with the community to come up with measures that did not plainly divert traffic from one street to the other. Staff worked on the technical side with various City departments, including Fire, Police, and Public Works, as well as other SFMTA staff, to make sure congestion and Muni impacts were taken into consideration. Another factor considered was minimizing any impact to members of the disabled community who have expressed concerns with speed humps, in particular.

The Traffic Calming Project contains two phases of construction. Phase 1 contains the primary measures posed to reduce speeds and discourage cut-through traffic. The lone measure in Phase 2 will be built only if the speed reduction goals are not met after implementation of Phase 1 measures. This ensures that traffic calming measures are implemented incrementally and allows SFMTA staff and the community time to evaluate the changes before implementing additional measures.

Traffic Calming Measures Proposed For This Project:

Speed Hump - asphalt mounds constructed on residential streets. Speed humps are typically 12 feet long and 3.5 inches high. Their vertical deflection encourages motorists to reduce speed.

Speed Cushion – a Speed Hump with slots to minimize vertical deflection impacts on bus routes.

Raised Crosswalk – raised crosswalks are a vertical deflection device with slopes similar to speed humps, but with a flat topped surface to accommodate a full crosswalk raised to sidewalk level.

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Median Island - 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.

Bulbs – Sidewalk bulbs physically changes the roadway by moving the curb farther towards the middle of the street. They 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.

Traffic Circles - raised islands in the center of an intersection that can be used to better channelize traffic through the intersection and discourage demonstration driving and speeding. Circles also provide an opportunity to add landscaping.

ALTERNATIVES CONSIDERED

Alternatives have been considered to the measures proposed. The measures selected were deemed to be the most appropriate to address community concerns of speeding and cut-through traffic on local streets.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Project Implementation

If approved, the traffic calming measures proposed for this project will be implemented in three phases: Early Implementation: six speed humps; Phase 1 measures; and a single Phase 2 measure as described in Enclosure 2.

If approved, all speed humps proposed will be submitted to a resident vote for final approval before construction. A public hearing has already been held regarding six speed humps and will be built as soon as possible pending approval by the Board. For the remaining speed humps, the following steps will be taken: approval by SFMTA staff, approval by the Transportation Advisory Safety Committee, a public hearing, and a vote of the residents on the impacted block.

The raised crosswalks, median islands and traffic circles proposed in the project will also go through a similar process that includes approval by SFMTA staff, approval by the Transportation Advisory Safety Committee, and a public hearing. Proposed sidewalk bulb-outs will need approval by SFMTA staff, approval by the Transportation Advisory Safety Committee, a public hearing, and SFMTA Board of Directors approval.

Environmental Review

The Planning Department has reviewed the conceptual project and issued a Certificate of Exemption from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301(c) (Class 1 categorical exemption).

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A copy of the environmental review determination is on file with the Secretary to the SFMTA Board of Directors. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

The City Attorney's Office has reviewed this calendar item.

FUNDING IMPACT

Funding for the Planning phase of the Dewey Traffic Calming Project was provided by a Prop K grant from Expenditure Plan 38. Phase I and Phase II detailed design and construction phases are programmed to be fully funded in the SFMTA FY 2009-2013 Capital Improvement Program (CIP).

RECOMMENDATION

Staff recommends that the San Francisco Municipal Transportation Agency Board of Directors approve the conceptual traffic calming project for the Dewey Boulevard Area.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The passage of Proposition K in 2003 reauthorized the half-cent sales tax and dedicated funding for traffic calming projects for the City by setting aside up to \$68 million over the next thirty years; and,

WHEREAS, The San Francisco County Transportation Agency (SFCTA) is charged with administering the funds through a Sales Tax Expenditure Plan; and,

WHEREAS, In 2009, San Francisco Municipal Transportation Agency (SFMTA) staff developed a 5-year plan jointly with the SFCTA and the public to decide how the allocation of these sales tax funds will be prioritized; and,

WHEREAS, the Dewey Boulevard Area neighborhood was prioritized for traffic calming based on factors such as traffic speeds, volumes, collision history, proximity to pedestrian generators, evidence of exhibition driving, and geographic equity and included in the Proposition K's Five Year Plan for traffic calming; and,

WHEREAS, SFMTA staff held several neighborhood meetings and workshops in the Dewey Boulevard Area neighborhood to solicit community input towards the development of the conceptual traffic calming project; and,

WHEREAS, The Transportation Advisory Staff Committee (TASC) has reviewed this Project; and,

WHEREAS, Phase I and Phase II detailed design and construction phases are programmed to be fully funded in the SFMTA FY 2009-2013 Capital Improvement Program (CIP); and,

WHEREAS, Several traffic calming measures will require further public hearings, approval by TASC, and approval by the SFMTA Board of Directors before they can be implemented; and,

WHEREAS, The Planning Department has reviewed the conceptual project and issued a Certificate of Exemption from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301(c) (Class 1 categorical exemption); and,

WHEREAS, A copy of this environmental review determination is on file with the Secretary to the SFMTA Board of Directors, and this approval is the Approval Action as defined by San Francisco Administrative Code Chapter 31; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the conceptual traffic calming project for the Dewey Boulevard Area.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 3, 2013.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Dewey Boulevard Area Traffic Calming Project Proposal Map and Descriptions of Proposed Traffic Calming Measures.



Dewey Boulevard Area Traffic Calming Project

The Dewey Boulevard Area Traffic Calming Project proposes the following traffic calming measures at the locations listed below.

PHASE 1 TRAFFIC CALMING MEASURES:

9th Avenue at Lawton Street: a raised crosswalk is proposed on the south side of Lawton crossing 9th Avenue. An alternative option is sidewalk corner bulb-outs on the southeast and southwest corners of 9th Avenue and Lawton Street.

8th Avenue, between Moraga and Noriega Streets: two speed humps are proposed for this block.

9th Avenue, between Moraga and Noriega Streets: two speed cushions are proposed for this block.

8th Avenue, between Noriega and Ortega Streets: two speed humps are proposed for this block.

9th Avenue, between Noriega and Ortega Streets: two speed cushions are proposed for this block.

9th Avenue, between Ortega and Pacheco Streets: two speed humps are proposed for this block.

9th Avenue at Pacheco Street: a raised crosswalk is proposed across 9th on the north side of Pacheco Street and sidewalk corner bulb-outs are proposed for the southeast and northeast corners of the intersection.

10th Avenue, between Pacheco and Quintara Streets: two speed cushions are proposed for this block.

Pacheco Street at Alton Avenue: a pedestrian refuge median island is proposed on Pacheco Street on the northwest side of the Alton Avenue intersection.

Pacheco Street, between Alton Avenue and Lopez Avenue: a speed hump is proposed on this block on either side of the median.

Pacheco Street at Castenada Avenue: a pedestrian refuge median island is proposed on Pacheco Street on the west side of the Castenada Avenue intersection.

Pacheco Street between Marcela Avenue and Magellan Avenue: a speed hump is proposed for this block.

Magellan Avenue, from Sola Avenue to 12th Avenue: one speed hump is proposed per block, except between Monttalvo and Dorantes, where two speed humps are proposed.

Magellan Avenue at Montalvo Avenue: A traffic circle is proposed at this intersection.

Dewey Boulevard at Pacheco, Dorantes, Garcia and Hernandez: a traffic circle is proposed at this intersection. Bulb-outs at all four corners are the alternative option at this location.

Taraval Street, between 12th Avenue and Wawona Street: raised crosswalks are proposed at existing marked crosswalks across Taraval Street at the west side of the 12th Avenue intersection, the east side of the intersection with Forestside Avenue and at the east side of the Wawona Avenue intersection.

Merced Avenue, Between Kensington Way and Laguna Honda Boulevard: one speed hump is proposed on each block.

Vasquez Avenue, between Laguna Honda Boulevard and Hernandez Avenue: one speed hump is proposed on this block.

Balceta Avenue, between Laguna Honda Boulevard and Vasquez Avenue: one speed hump is

proposed on this block.

Hernandez Avenue, between Laguna Honda Boulevard and Vasquez Avenue: one speed hump is proposed on this block.

Kensington Way, between Ulloa Street and Vasquez Avenue: two speed humps are proposed on this block.

PHASE 2 TRAFFIC CALMING MEASURES:

Hernandez Avenue Between Vasquez Avenue and Merced Avenue: an additional speed hump is proposed here if speeds are not reduced sufficiently by Phase 1 implementation.