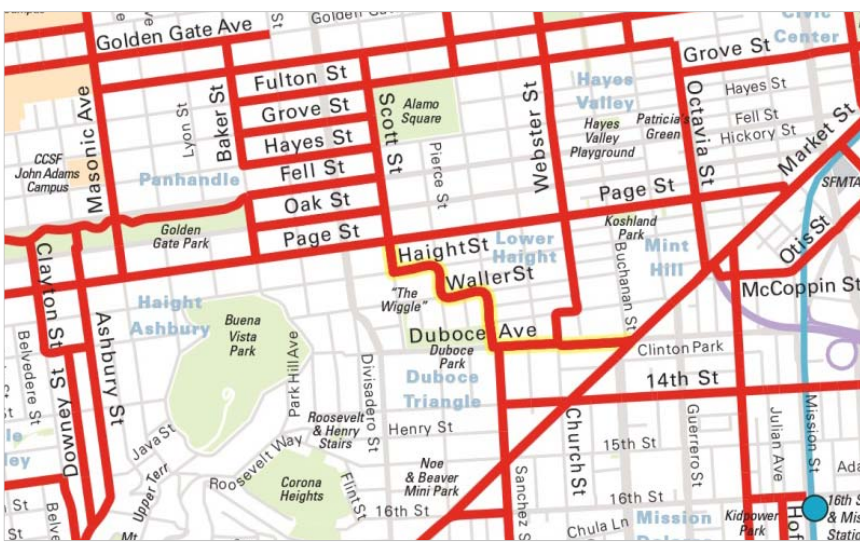


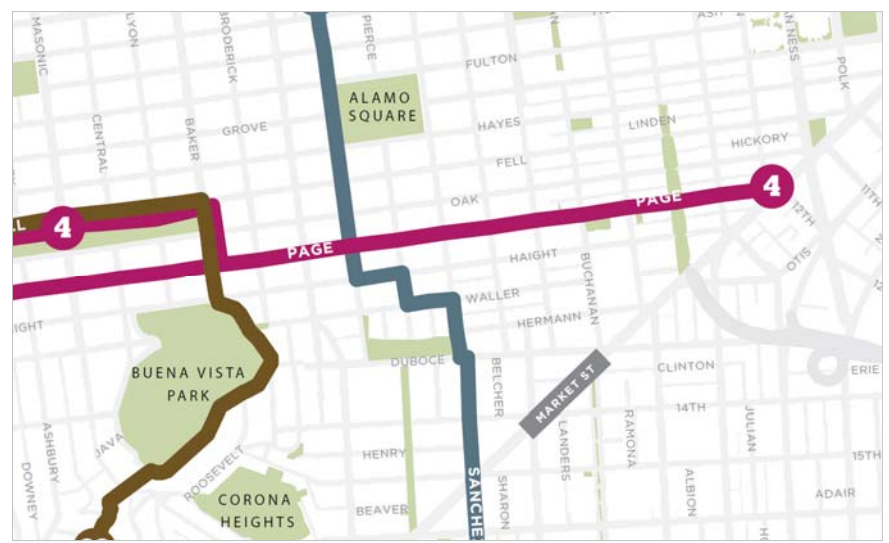
The Wiggle Route in Context

In a city of hills, the “Wiggle” is an important route because it winds its way along the flattest streets from Market to the Panhandle, bringing residents to local parks and linking bicyclists between downtown and the City’s western neighborhoods.

San Francisco Bicycle Network

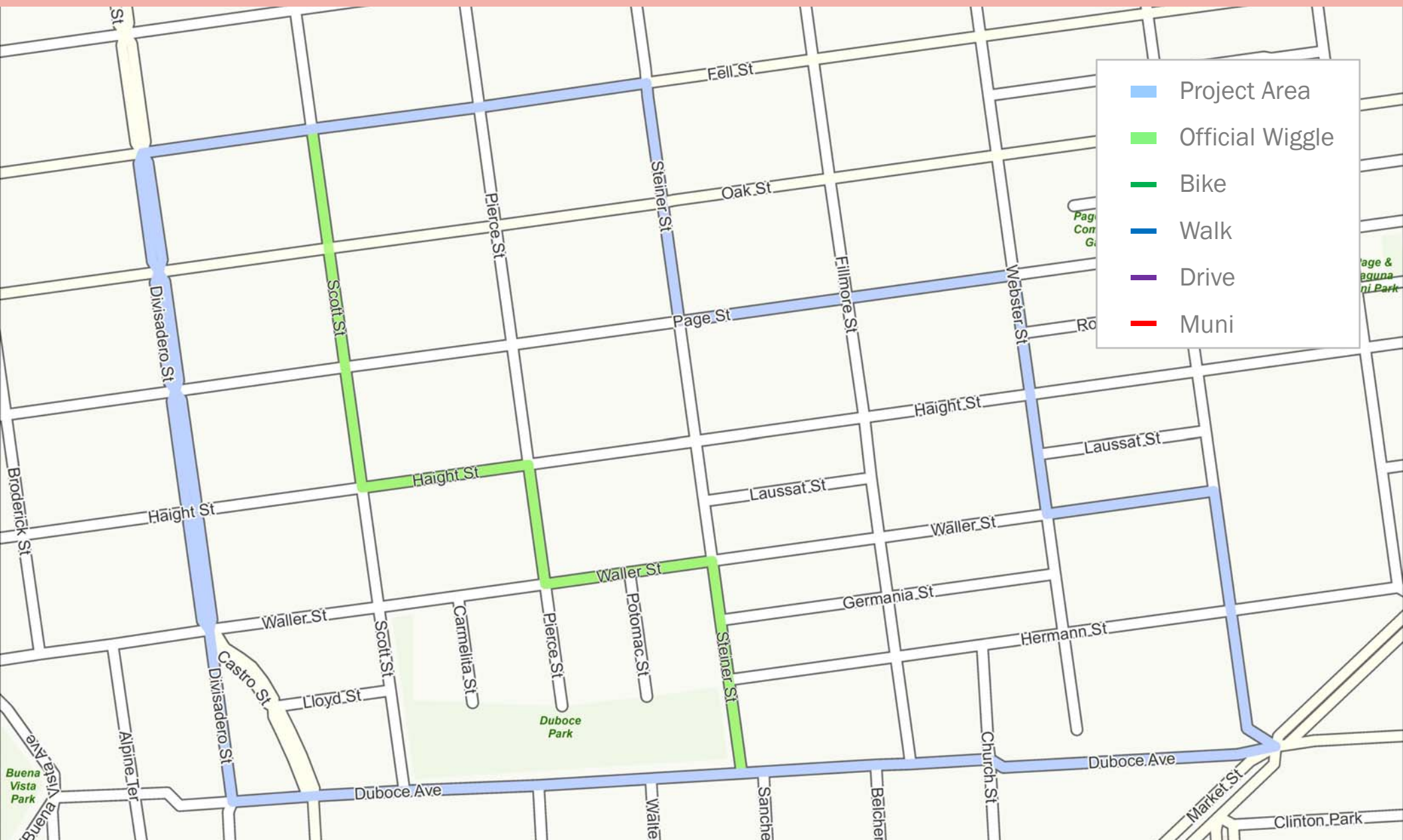


Proposed Green Connections Network



How Do You Wiggle?

Do you use this route or do you have a different favorite way through the area? Draw a line on your preferred route below!



Streets for People

The SFMTA's goal for the Wiggle Neighborhood Green Corridor is to create a route that is comfortable and safe for all who walk, bike, and live along the Wiggle.

Whether taking your dog to the park, biking with your children, or chatting with a neighbor outside your home, there are a few key roadway characteristics that the SFMTA can address to preserve the residential nature of the Wiggle streets:

- Ensure that pedestrians feel safe crossing the street
- Minimize congestion from motor vehicles
- Encourage slow, safe speeds from all roadway users

Traffic Calming Toolbox

The SFMTA's traffic calming toolbox uses a variety of physical treatments which signal to roadway users that they should go slowly and expect pedestrians and bicyclists of all abilities. Read on to learn how these features can address specific issues in this neighborhood!



Portland



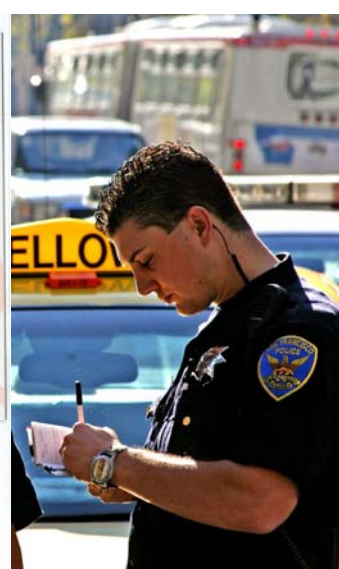
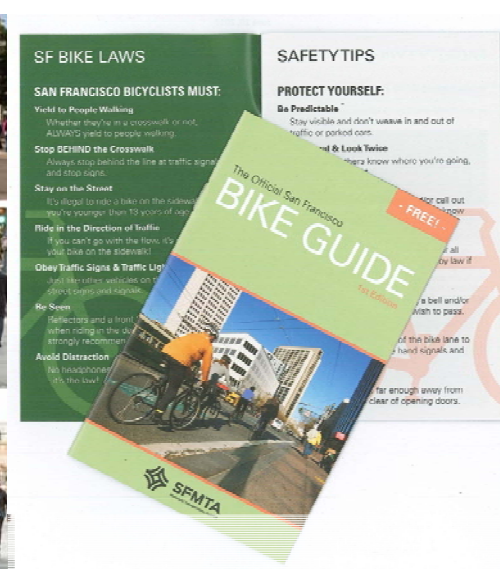
17th and Sloatwell, San Francisco



Hayes Valley, San Francisco

Education and Enforcement

Through this project, the SFMTA will be able to make physical changes to the roadway. However, there are other ways to improve behavior that are not part of the built environment, such as police enforcement of those who don't stop, education of why yielding is important, etc. Feel free to let us know about your thoughts and ideas that pertain to education and enforcement as well.



What We've Heard from You

The SFMTA has heard from neighbors, businesses, stakeholder groups and commuters who have ideas for ways to improve the Wiggle corridor. As you review the next few boards, consider:

- Are there other issues we should be aware of?
- Do you like or dislike any of the potential traffic calming tools?
- Should we continue to explore these design concepts?

Hot Spots

Here are some of the hot spots we've been hearing a lot about -- use the large map or your questionnaire to let us know where else we should focus our efforts.



Stopping for Pedestrians

Throughout the neighborhood and especially along the Wiggle route, pedestrians want to feel confident that drivers and bicyclists will yield to them when crossing the street – especially with children and puppies in tow! Physical measures that enhance visibility at crosswalks and reduce speeds approaching intersections help ensure that roadway users will see pedestrians entering intersections with plenty of time to stop.



Bulb-Outs (aka Curb Extensions)

Bulb-outs extend the sidewalk into the parking lane to narrow the roadway, increasing pedestrian visibility, shortening crossing distances, and slowing turns. Simply restricting parking at intersections also improves visibility.



Raised Crosswalks

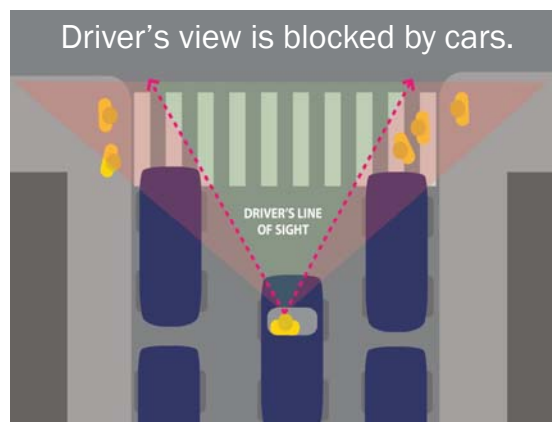
Raised crosswalks bring the level of the roadway to that of the sidewalk, forcing roadway users to slow before passing over the crosswalk, and providing a level pedestrian path of travel from curb to curb.

Improved Visibility Coming this Summer!

“Red Visibility Curbs” or “Daylighting” keeps parked cars away from crosswalks, making it easier for roadway users to see pedestrians ready to cross the street. Some daylighting is already planned for key intersections along the Wiggle Route in the near future; keep an eye out for posted notices announcing the public hearing this summer.

Continental Crosswalks

In 2012, the SFMTA added high visibility “Continental” or “Ladder” crosswalks at all intersections along the Wiggle.



Cut-through Traffic

Motorists who drive through the neighborhood – rather than to a local destination – can cause congestion on residential streets, detracting from the neighborhood feel. Furthermore, on a street that is otherwise nice to bike on, vehicle volumes and speeds make a big difference in how comfortable the street is for biking.



Partial Diverter

Diverter reduce traffic volumes by limiting through-traffic on neighborhood streets. Pedestrian and bicycle access is maintained.

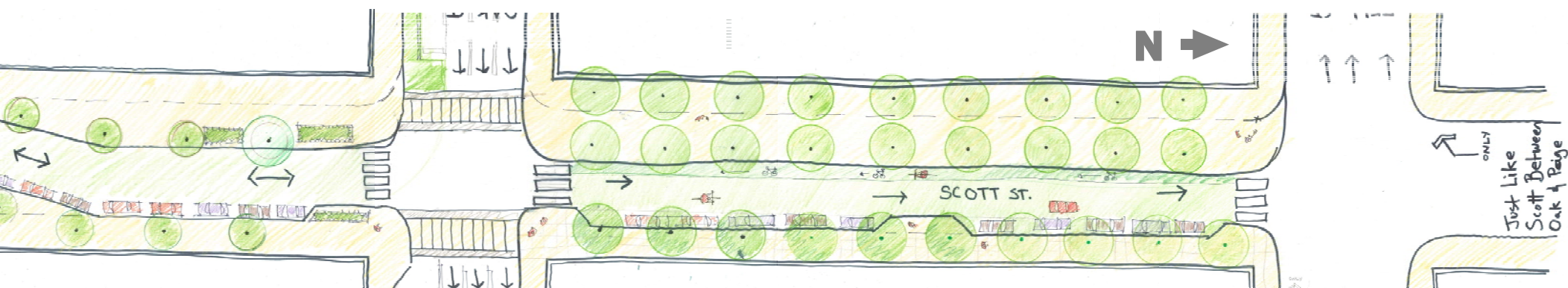


Chicane

A chicane uses mid-block curb extensions or islands to require roadway users to follow a curving path, discouraging speeding.

Addressing Scott Street Congestion

The issue of cut-through traffic on Scott Street has been raised many times – in comments related to the Fell and Oak Improvement Project, through traffic calming applications, and by the Alamo Square Neighborhood Association. The ThinkBike presentation has more details on ideas for improving Scott Street.



Do you agree? Let us know what you think about proposals to divert traffic off of Scott Street.



Navigating Intersections

The “Wiggle” gets its name from the frequent turns bicyclists must make to follow the flattest route through the neighborhood. Intersections that also have high levels of motor vehicles and pedestrians can be stressful to navigate due to the lack of predictability.



Traffic Circle

A traffic circle is a raised island located in the center of an intersection which can help drivers and bicyclists negotiate an intersection.



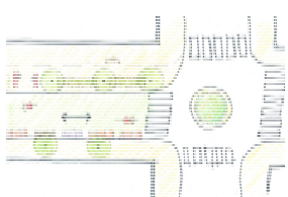
Forced Turns

In addition to reducing cut-through traffic, diverters can force or restrict turns, reducing the number of directions to watch out for.

Traffic Circles Then & Now

In 2003, the SFMTA experimented with removing stop signs and installing traffic circles at several locations along Page Street. Many residents complained that the circles were unsightly and deprioritized pedestrians, and they were removed. However, in recent years the SFMTA has installed traffic circles with success and community support, using improved outreach, design, and signage.

Are there places in the Wiggle where you'd like to see traffic circles today?



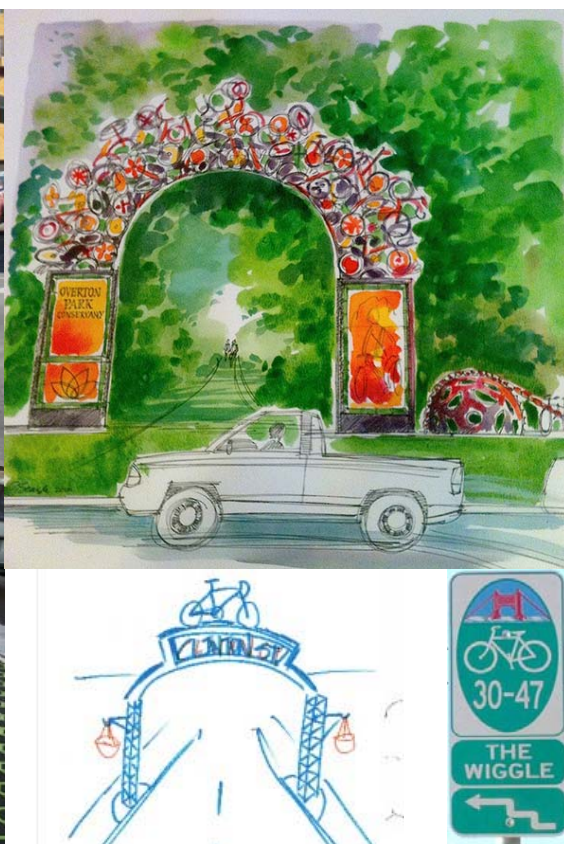
Route Identity and Wayfinding

The SFMTA added green-backed sharrows to the Wiggle in 2012 to help new cyclists navigate this confusing route. What other features would you like to see that create a unique character, educate visitors about the neighborhood, and help people find their way?

In-Pavement Features



Gateways



Signs and Information



Walk Stops

Walk Stops is a community-led effort to create distinctive yet unified streetscapes that encourage walking and connect communities. Read more in the Walk Stops presentation.

Should identity and education be a priority for the neighborhood?

