

Welcome!

Thank you for participating in today's Central Richmond Traffic Safety Project Town Hall!

Meeting Agenda

Check-In & Focused Discussions - 1 hour

- » Arrive, sign-in & choose a table
- » Review & discuss proposals with tablemates
- » List top 3 changes your table recommends for proposals
- » List top 3 traffic safety "wishes" of your table

Question & Answer - 30 minutes

- » Supervisor Fewer or SFMTA staff to respond changes to proposals
- » Each table given 7 minutes for dialogue on proposals

Open Discussion - 30 minutes

- » Discuss neighborhood traffic safety issues with Supervisor Fewer
- » Each community member given 3 minutes to speak
- » Overall time may be used to prioritize "wish list"



Clement Street at 15th Avenue

GOALS FOR TODAY'S WORKSHOP

- » Receive public input on proposed improvements
- » Utilize your input to finalize the proposal
- » Understand any desired future improvements for the neighborhood

PROJECT PURPOSE AND PROPOSALS

Project Goals

The Central Richmond Traffic Safety Project proposes a neighborhood friendly project to improve safety conditions for people walking, biking, or being dropped off at schools in the Central Richmond neighborhood. Designs proposed by the SFMTA are relatively quick to implement and focus on streets with a history of high injury collisions, and where children and seniors are present.

Timeline

- » **Spring 2018 to Spring 2019** - Key Stakeholder Outreach
- » **Early 2019** - January Town Hall Meeting; Closing outreach event
- » **Spring 2019** - Approvals/Legislation
- » **Fall 2019 to Early 2020** - Construction

Proposed Improvements

- » Leading Pedestrian Intervals (LPIs) at signalized intersections
- » Advanced limit lines and yield teeth
- » High visibility continental crosswalks
- » Daylighting for increased visibility between pedestrians and cars
- » Pedestrian Refuge Islands at California Street and 19th Avenue
- » Speed humps at schools, parks, senior centers and locations with a history of collisions

VISION ZERO - Central Richmond Collision History

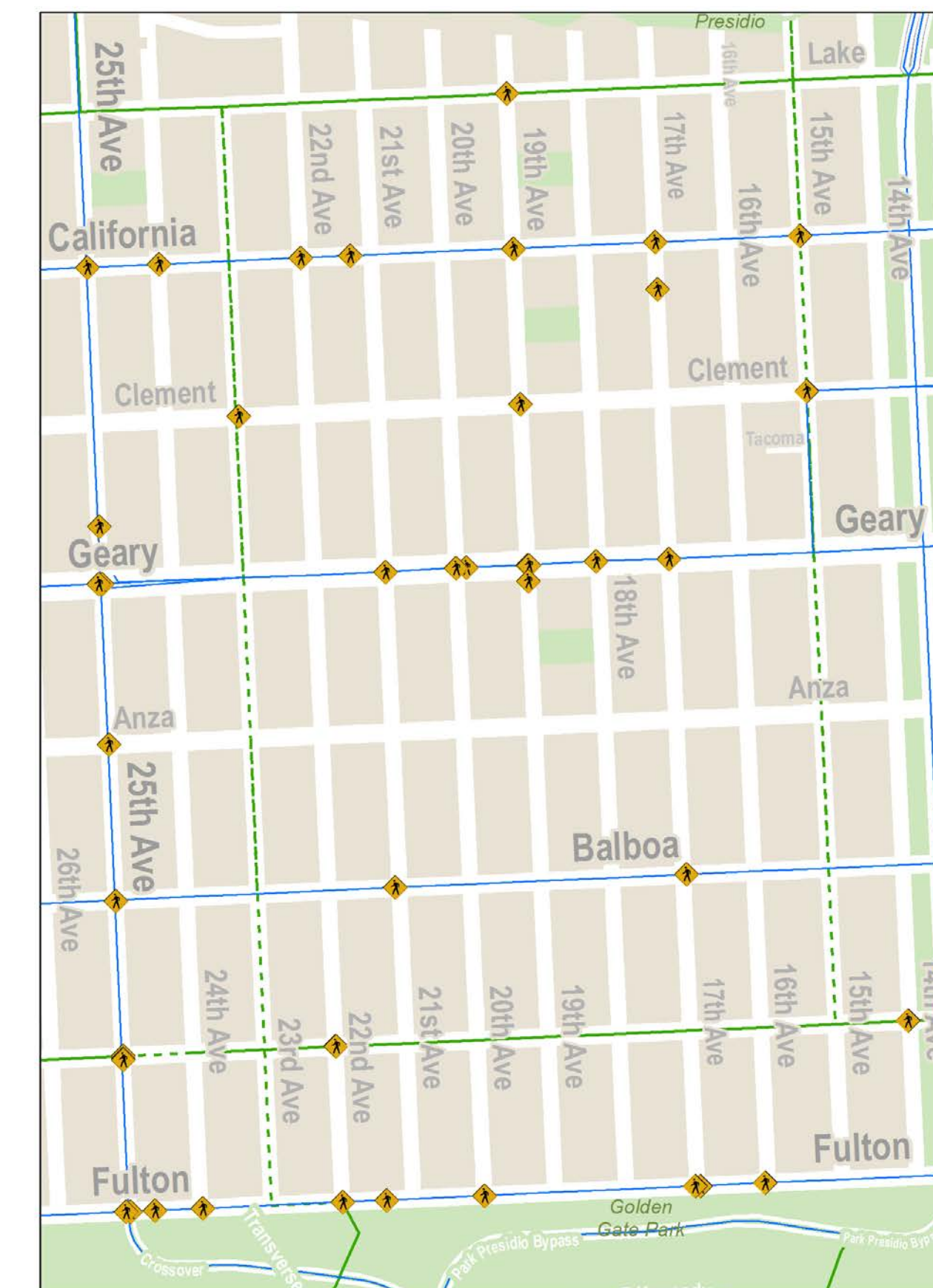
Every year, 30 people are killed and 200 more are seriously injured in San Francisco traffic collisions. Vision Zero is our City's commitment to end all traffic deaths and serious injuries.

Geary Boulevard and a portion of Clement Street are part of San Francisco's High Injury Network, or the 13 percent of the city streets that account for 75 percent of the city's traffic collisions.

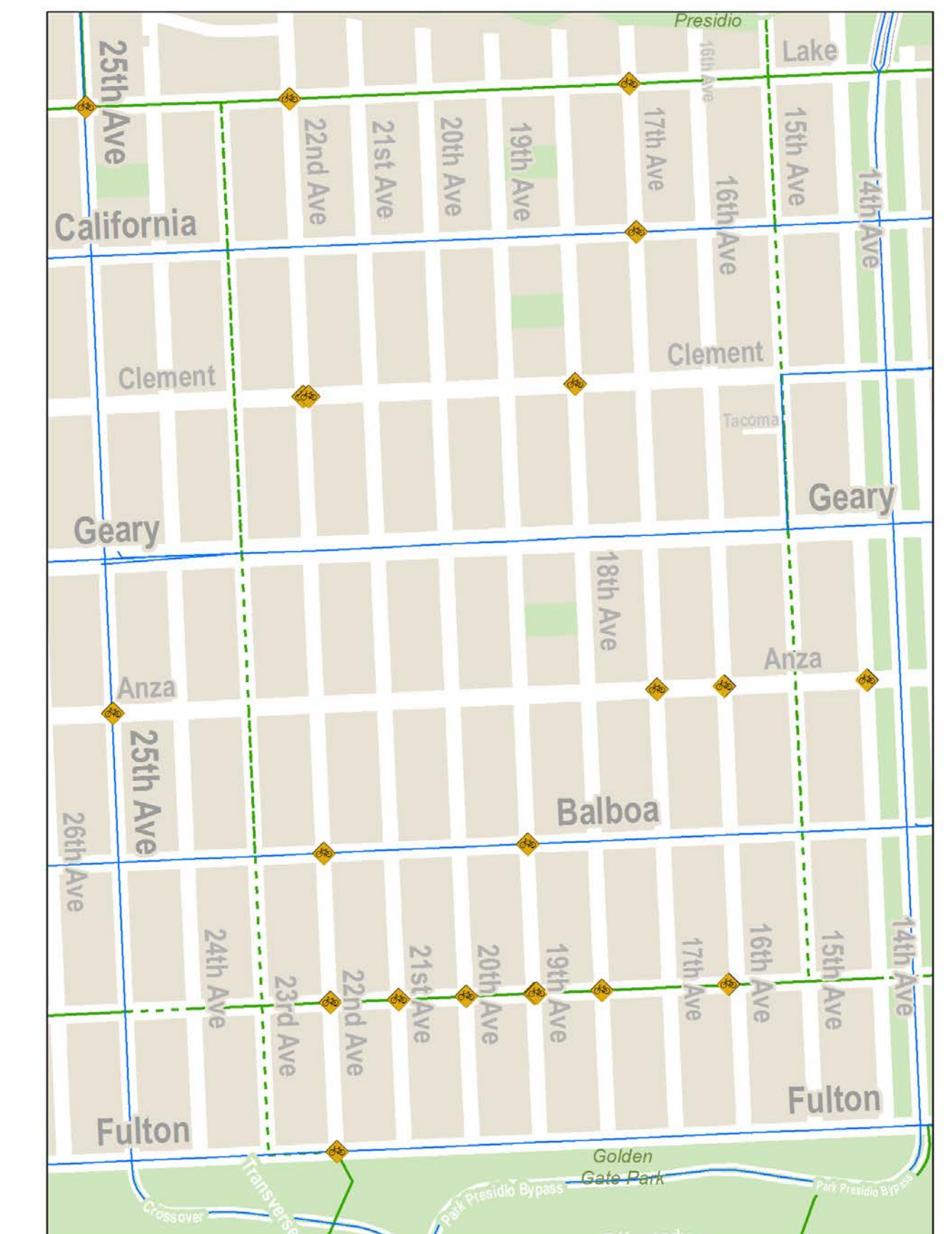
Between January 2011 and June 2016, there were 233 total injury collisions including **49 total pedestrian collisions** and **21 total bicycle collisions** reported in the Central Richmond. Most collisions took place at major intersections.

Bicycle and Pedestrian collision "hot spots" or areas with a history of collisions include the following:

- 19th & California: 4 collisions (pedestrian)
- 25th & Cabrillo: 3 collisions (pedestrian)
- Geary between 17th & 21st: 10 collisions (majority pedestrian)
- Cabrillo between 8th & 22nd: 8 collisions ((majority bicyclists)
- California between 17th & 22nd: 8 collisions (majority pedestrian)



Pedestrian Injury Collisions



Bicycle Injury Collisions

PROPOSED TRAFFIC SAFETY IMPROVEMENTS

CROSSWALK IMPROVEMENTS



- High visibility continental crosswalks increase visibility for people crossing the street
- More visible to approaching vehicles and have been shown to improve driver yielding behavior

SPEED HUMPS



- Encourage slow and calm traffic
- Typically slow traffic to 17 to 18 miles per hour

PEDESTRIAN HEAD STARTS



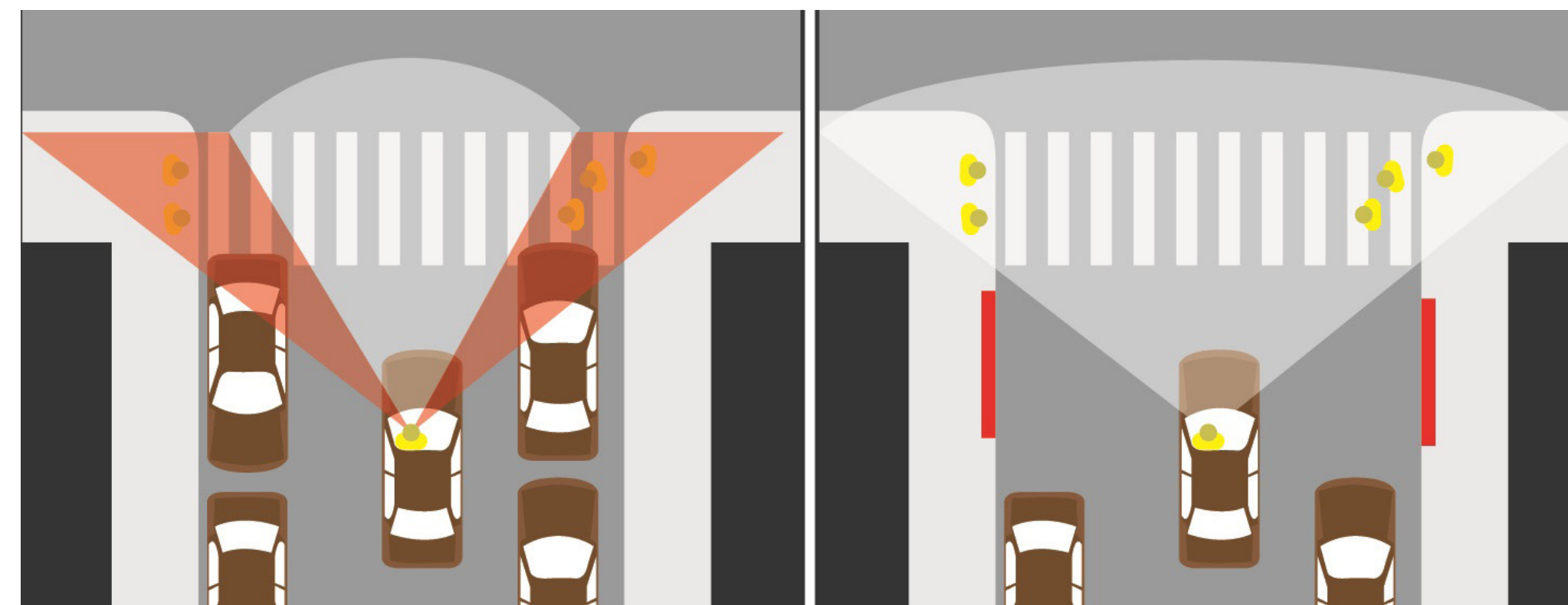
- Provide 3 seconds of lead time for pedestrian crossing
- Pedestrian head starts help enhance the visibility of pedestrians in the intersection

PEDESTRIAN MEDIAN ISLANDS



- Shorten crossing distances for pedestrians
- Help to slow vehicle turning speeds
- May include landscaping to help create a more pleasant walking environment

DAYLIGHTING



- Improves sightlines for pedestrians, bicyclists and vehicles by installing red curbs at approaches to pedestrian crossings
- Increased security and visibility for people walking and driving
- Some parking loss may occur

INTERSECTION MARKINGS



- Advance stop bars and yield teeth are a tools for improving pedestrian safety on streets with multiple threat scenarios
- Encourages vehicles to stop in advance of crosswalks