

**LAUREL HEIGHTS/JORDAN PARK
TRAFFIC CALMING PROJECT
DECEMBER 2012**



PREPARED BY:

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
TRAFFIC CALMING PROGRAM

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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 Laurel Heights/Jordan Park study area. It draws from meetings with the community and key local stakeholders, including:

- The local community
- The Laurel Heights Improvements Association
- Municipal Transportation Agency (SFMTA)
- Department of Public Works (DPW)
- Fire Department
- Police Department

The project area encompasses parts of two neighborhoods, Laurel Heights and Jordan Park. The area is bounded by Geary Blvd to the south, Arguello Blvd to the west, California St to the north, and Masonic Ave to the east. A portion of the southwestern corner of the Jordan Park neighborhood, including the streets of Palm Ave, Commonwealth Ave, Jordan Ave, and Parker Ave, between Euclid Ave and Geary Blvd, are not part of this areawide project. These streets received traffic calming as part of a separate, earlier project.

The project area is entirely residential, and does not include the arterial streets bounding the project area. While there are no arterial streets intersecting the project area, both Euclid and Parker avenues function as collector streets and have relatively high traffic volumes. There are no Muni routes or bicycle routes through the project area. The western half of the project area is relatively flat, with the streets on the eastern half having grades of up to ten percent.

The neighborhood has many wide streets and long blocks, and is bounded by signalized arterials, all of which can contribute to speeding. Speed humps and traffic islands are proposed for several locations to discourage speeding. Bicycle lanes and other striping treatments are proposed for Euclid Ave in order to visually narrow the roadway to encourage speed limit compliance. Traffic circles are proposed for two locations along Euclid, which will discourage prohibited heavy vehicles from using neighborhood streets, as well as adding aesthetic improvements to the neighborhood.

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RECOMMENDED LOCATIONS

Based on the existing conditions data gathered in the Laurel Heights/Jordan Park 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.

TABLE 1: RECOMMENDED LOCATIONS FOR TRAFFIC CALMING

Location	Limits	Factor
Palm Ave	Euclid to California	Speeding
Jordan Ave	Euclid to California	Speeding
Commonwealth Ave	California St	Speeding/Intersection with arterial
Commonwealth Ave	Euclid to California	Speeding
Parker Ave	California St	Speeding/Intersection with arterial
Parker Ave	Euclid to California	Speeding
Euclid Ave	Parker Ave	Restrict prohibited trucks
Spruce St	Geary to Euclid	Speeding
Euclid Ave	Spruce St	Pedestrian crossing distance
Euclid Ave	Heather Ave	Pedestrian crossing distance
Euclid Ave	Iris Ave	Pedestrian crossing distance
Euclid Ave	Iris to Manzanita	Speeding
Spruce St	Laurel Village lot	Pedestrian visibility
Laurel St	Laurel Village lot	Pedestrian visibility
Mayfair Dr	Iris to Manzanita	Speeding, pedestrian visibility
Euclid Ave	Collins St	Restrict prohibited trucks, speeding
Collins St	Geary to Euclid	Speeding
Euclid Ave	Laurel St	Pedestrian crossing distance
Laurel St	Euclid to Mayfair	Speeding
Euclid Ave	Arguello to Masonic	Speeding

TABLE 2: RECOMMENDED TRAFFIC CALMING MEASURES

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Location	Traffic Calming Measure	Impacts and Issues
Palm Ave, Euclid to California	Speed humps	Some inconvenience to motorists
Jordan Ave, Euclid to California	Speed humps	Some inconvenience to motorists
Commonwealth Ave & California St	Pedestrian island	Turning clearance
Commonwealth Ave, Euclid to California	Speed humps	Some inconvenience to motorists
Parker Ave & California St	Pedestrian island	Turning clearance
Parker Ave, Euclid to California	Speed humps	Some inconvenience to motorists
Euclid Ave & Parker Ave	Traffic circle	Turning clearance
Spruce St, Geary to Euclid	Speed humps	Some inconvenience to motorists
Euclid Ave & Spruce St	Pedestrian islands	None
Euclid Ave & Heather Ave	Pedestrian islands	None
Euclid Ave & Iris Ave	Pedestrian island	None
Euclid Ave, Iris to Manzanita	Speed hump	Some inconvenience to motorists
Spruce St & Laurel Village lot	High visibility crosswalk	None
Laurel St & Laurel Village lot	High visibility crosswalk	None
Mayfair Dr, Iris to Manzanita	Painted pedestrian islands	None
Euclid Ave & Collins St	Traffic circle	Turning clearance
Collins St, Geary to Euclid	Speed hump	Some inconvenience to motorists
Euclid Ave & Laurel St	Pedestrian islands	None
Laurel St, Euclid to Mayfair	Speed hump	Some inconvenience to motorists
Euclid Ave, Arguello to Masonic	Bicycle lanes, restriping	None

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.

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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.

CHAPTER 2: BACKGROUND AND COMMUNITY INPUT

SFMTA planning staff worked from fall of 2011 to fall of 2012 to develop a comprehensive traffic calming plan for the Laurel Heights/Jordan Park 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. Three 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 Measure	Measurement Tools
Reduce vehicle speeds to levels appropriate for residential streets	Reduce the 85th percentile speed to below 30 MPH	24 hour speed and volume counts
Improve pedestrian safety	Shorten crossing distances	Neighborhood perception
Reduce prohibited truck traffic	Make truck prohibited streets self-enforcing through geometric design	24 hour vehicle classification counts

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TABLE 4: APPROACH TO NEIGHBORHOOD CONSENSUS

Task	Goal	Result
Data collection	Collect initial round of data	Data shows speeds high enough to warrant traffic calming
Community Meeting #1 (9/23/2011)	Introduce traffic calming concepts; solicit comments identifying issues	Comments identified specific problem areas
Data collection	Collect additional speed/volume/vehicle classification 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 (10/18/2011)	Present primary data; identify priorities	Consensus achieved on priorities
Community Working Group Meeting #2 (2/7/2012)	Present and receive feedback on draft traffic calming plan	Prioritized elements of draft traffic calming plan and gauged community acceptance of specific elements
Attend standing neighborhood association meeting	Present and receive feedback on draft traffic calming plan	Prioritized elements of draft traffic calming plan and gauged community acceptance of specific elements
Community Working Group Meeting #3 (8/15/2012)	Finalize proposals and prioritization of traffic calming plan	Final set of proposals and priorities for presentation to entire neighborhood
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 (10/3/2012)	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 Laurel Heights/Jordan Park 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:

- **Mayfair Dr Painted Pedestrian Islands.** Painted islands and high visibility crosswalks will be installed on Mayfair Dr at the intersections of Iris and Manzanita avenues.
- **Laurel Village Parking Lot High Visibility Crosswalks.** High visibility crosswalks will be installed at the two parking lot driveways of Laurel Village.
- **Collins St Edgelines.** Edgelines will be striped on the northern section of the block of Collins St, between Euclid Ave and Geary Blvd.

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:

- **Speed humps**
 - Palm Ave, Euclid Ave to California St
 - Jordan Ave, , Euclid Ave to California St
 - Commonwealth Ave, Euclid Ave to California St
 - Parker Ave, Euclid Ave to California St
 - Spruce St, Geary Blvd to Euclid Ave
 - Collins St, Geary Blvd to Euclid Ave

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- Laurel St, Euclid Ave to Mayfair Dr
- **Pedestrian islands**
 - Euclid Ave at Iris Ave
- **Euclid Ave restriping**
 - Euclid Ave, from Arguello Blvd to Masonic Ave, will be restriped with bicycle lanes in each direction and narrower travel lanes. This will not remove any parking or change the lane configuration at any signalized intersections.

PHASE 2

- **Speed hump**
 - Euclid Ave, between Iris and Manzanita avenues
 - Mayfair Dr, between Iris and Manzanita avenues
- **Pedestrian islands**
 - Commonwealth Ave at California St
 - Parker Ave at California St
 - Euclid Ave at Spruce St
 - Euclid Ave at Laurel St

PHASE 3

- **Traffic circles**
 - Euclid and Parker avenues
 - Euclid Ave and Collins St
- **Pedestrian Islands**
 - Euclid Ave at Heather Ave

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TABLE 5: FUNDING PLAN*

Phase	Measure	Construction					Cost		
		FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Prop K	Non-Prop K	Total
1A	Collins St Edgline Striping	X					\$5,000		\$5,000
1A	Laurel Village Conti X-Walk Upgrades	X					\$2,500		\$2,500
1A	Mayfair Painted Ped Islands	X					\$2,500		\$2,500
	Phase 1A Subtotal						\$10,000		\$10,000
1	Laurel St Speed Hump		X				\$7,100		\$7,100
1	Collins St Speed Hump		X				\$7,100		\$7,100
1	Euclid @ Iris Ped Island		X				\$24,000		\$24,000
1	Euclid Bike Lanes/Restriping		X				\$130,000		\$130,000
1	Palm Ave Speed Humps			X			\$11,000		\$11,000
1	Jordan Ave Speed Humps			X			\$11,000		\$11,000
1	Commonwealth Ave Speed Humps			X			\$11,000		\$11,000
1	Parker Ave Speed Humps			X			\$11,000		\$11,000
1	Spruce St Speed Humps			X			\$11,000		\$11,000
	Phase 1 Subtotal						\$223,200		\$223,200
2	Commonwealth @ California Ped Island			X			\$24,000		\$24,000
2	Parker @ California Ped Island			X			\$24,000		\$24,000
2	Euclid @ Spruce Ped Islands				X		\$24,000		\$24,000
2	Euclid @ Laurel Ped Islands				X		\$24,000		\$24,000
2	Euclid Speed Hump				X		\$7,100		\$7,100
2	Mayfair Speed Hump				X		\$7,100		\$7,100
	Phase 2 Subtotal						\$110,200		\$110,200
3	Euclid @ Heather Ped Islands					X	\$24,000		\$24,000
3	Euclid @ Parker Traffic Circle					X	\$35,000		\$35,000
3	Euclid @ Collins Traffic Circle					X	\$35,000		\$35,000
	Phase 3 Subtotal						\$94,000		\$94,000
	Total								\$437,400

*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

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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

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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

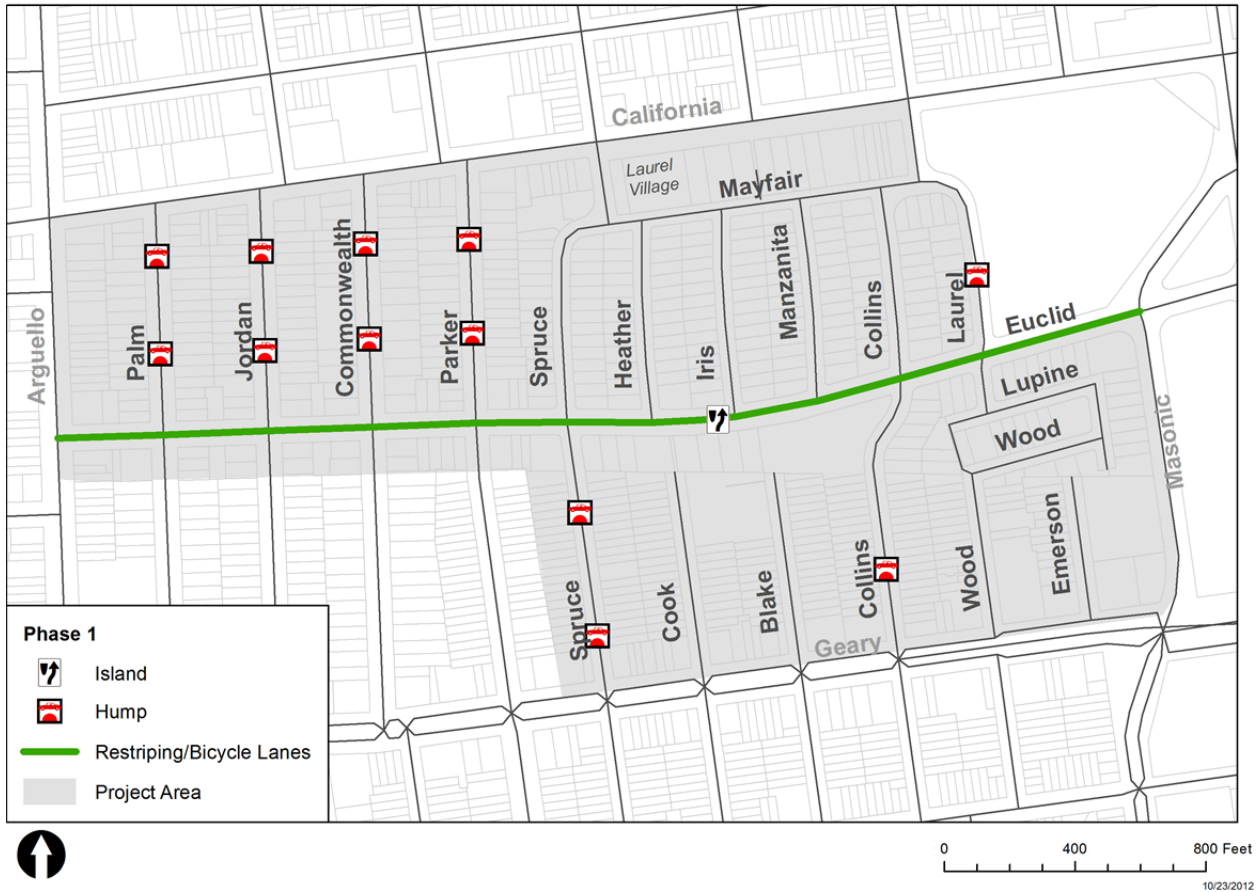
APPENDIX A: TRAFFIC CALMING PLAN BY PHASE

PROPOSED IMPROVEMENTS PHASE 1A

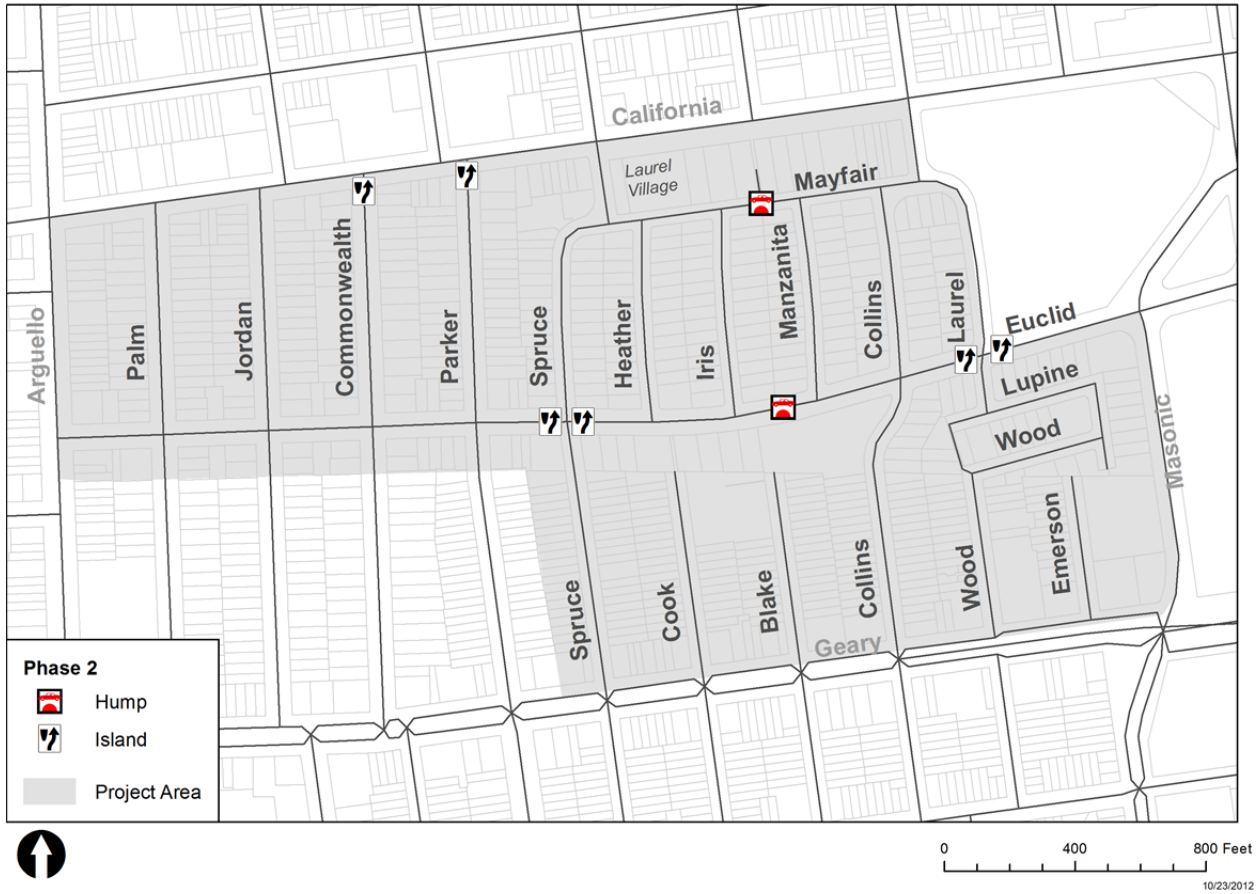


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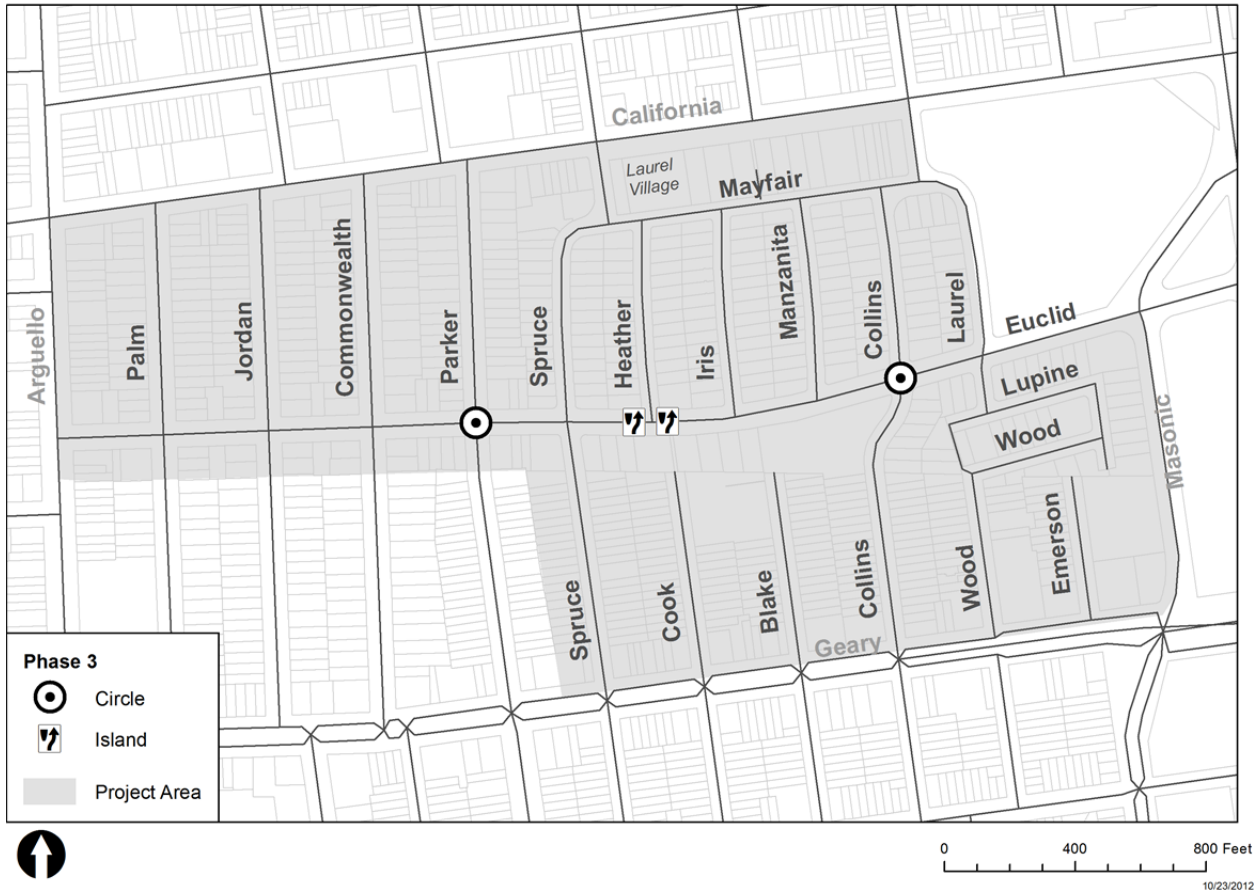
PROPOSED IMPROVEMENTS PHASE 1



PROPOSED IMPROVEMENTS PHASE 2



PROPOSED IMPROVEMENTS PHASE 3



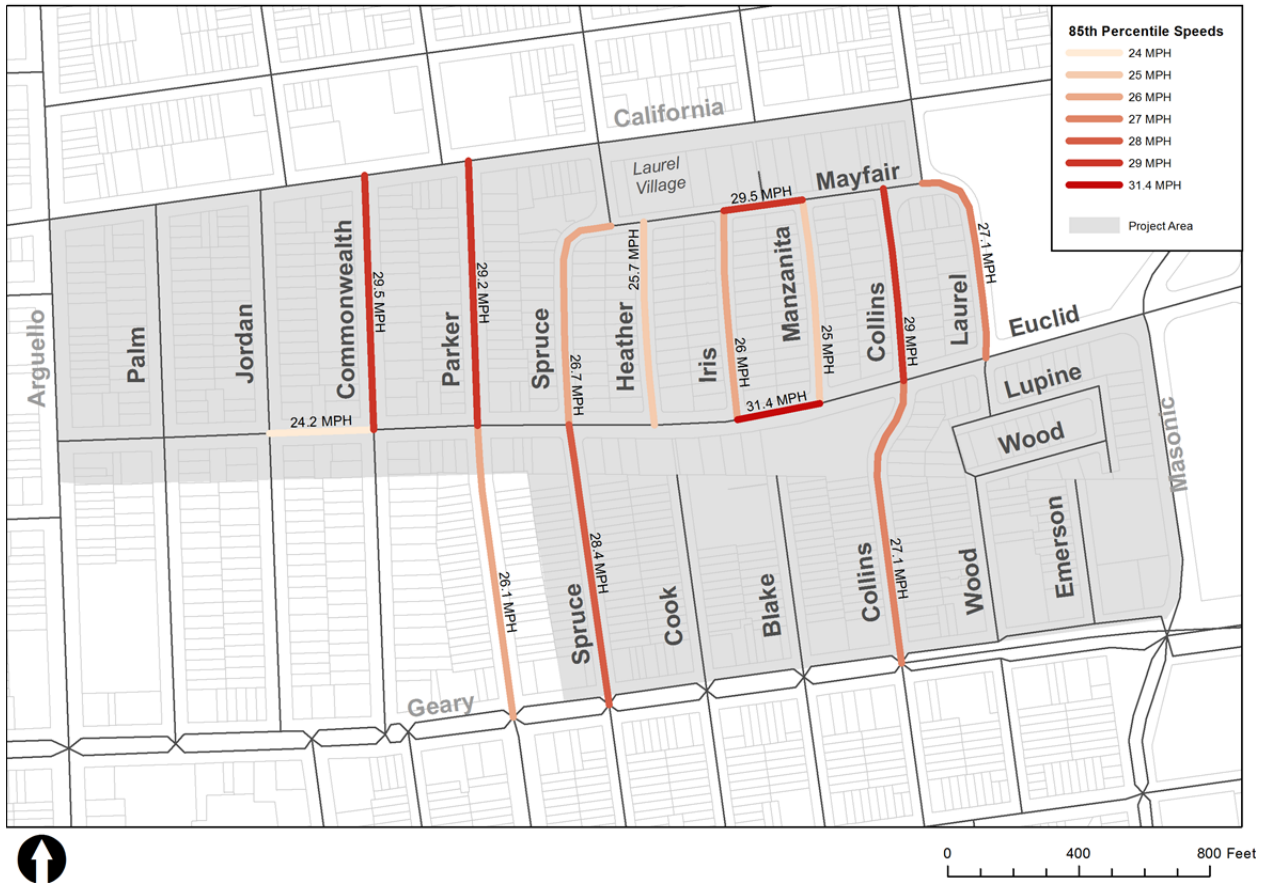
APPENDIX B: COLLECTED TRAFFIC DATA

AVERAGE DAILY TRAFFIC MAP



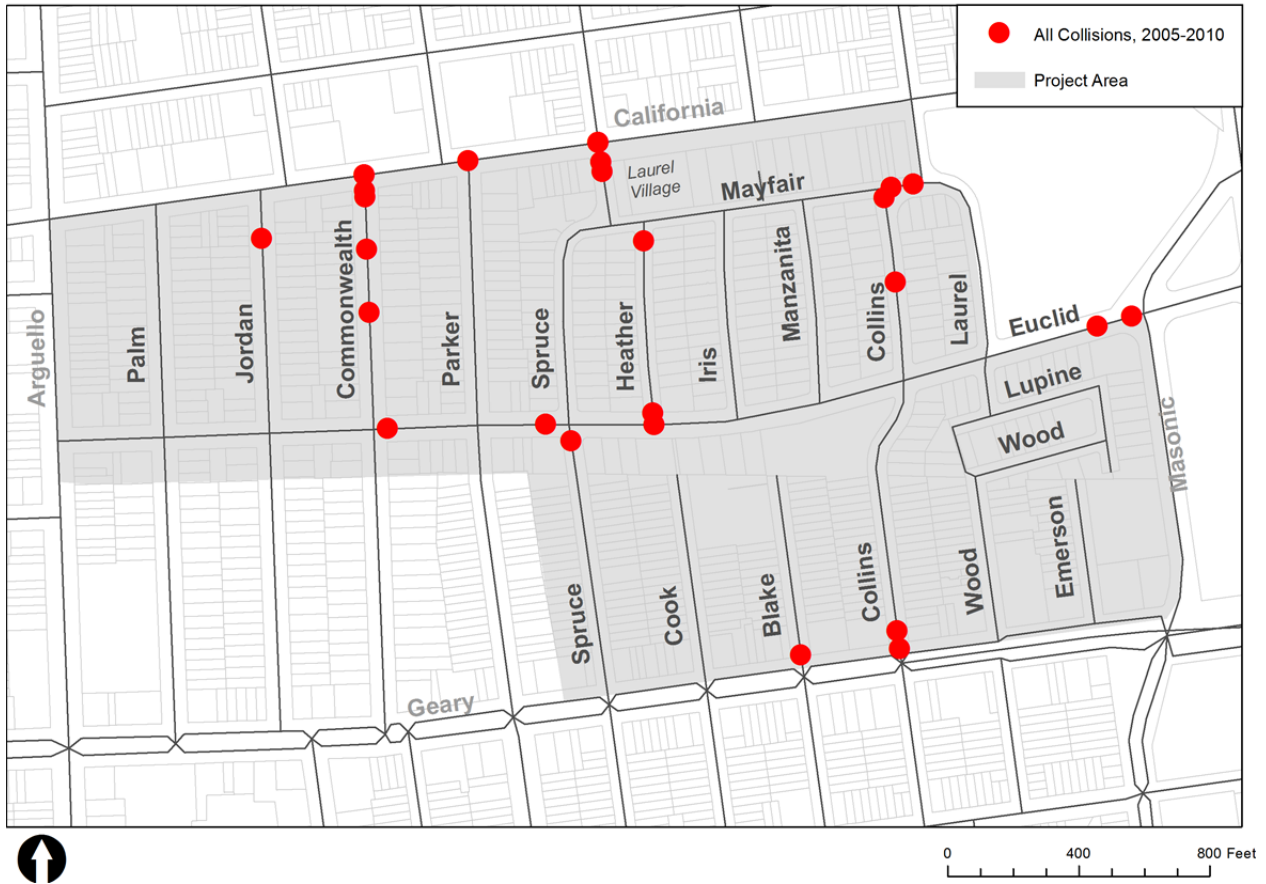
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85TH PERCENTILE SPEED MAP



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ALL REPORTED COLLISIONS, 2005 – 2010 MAP

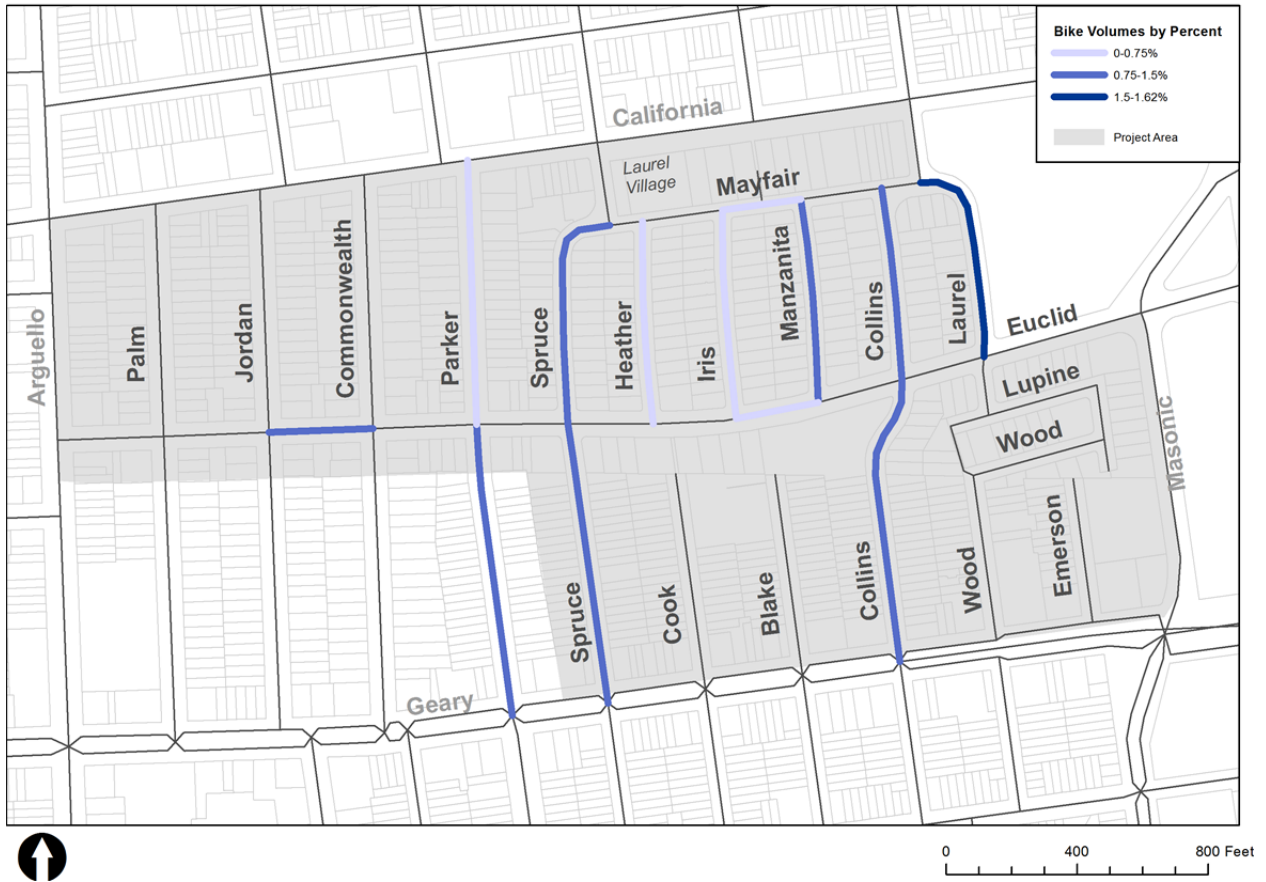


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STREET GRADE MAP

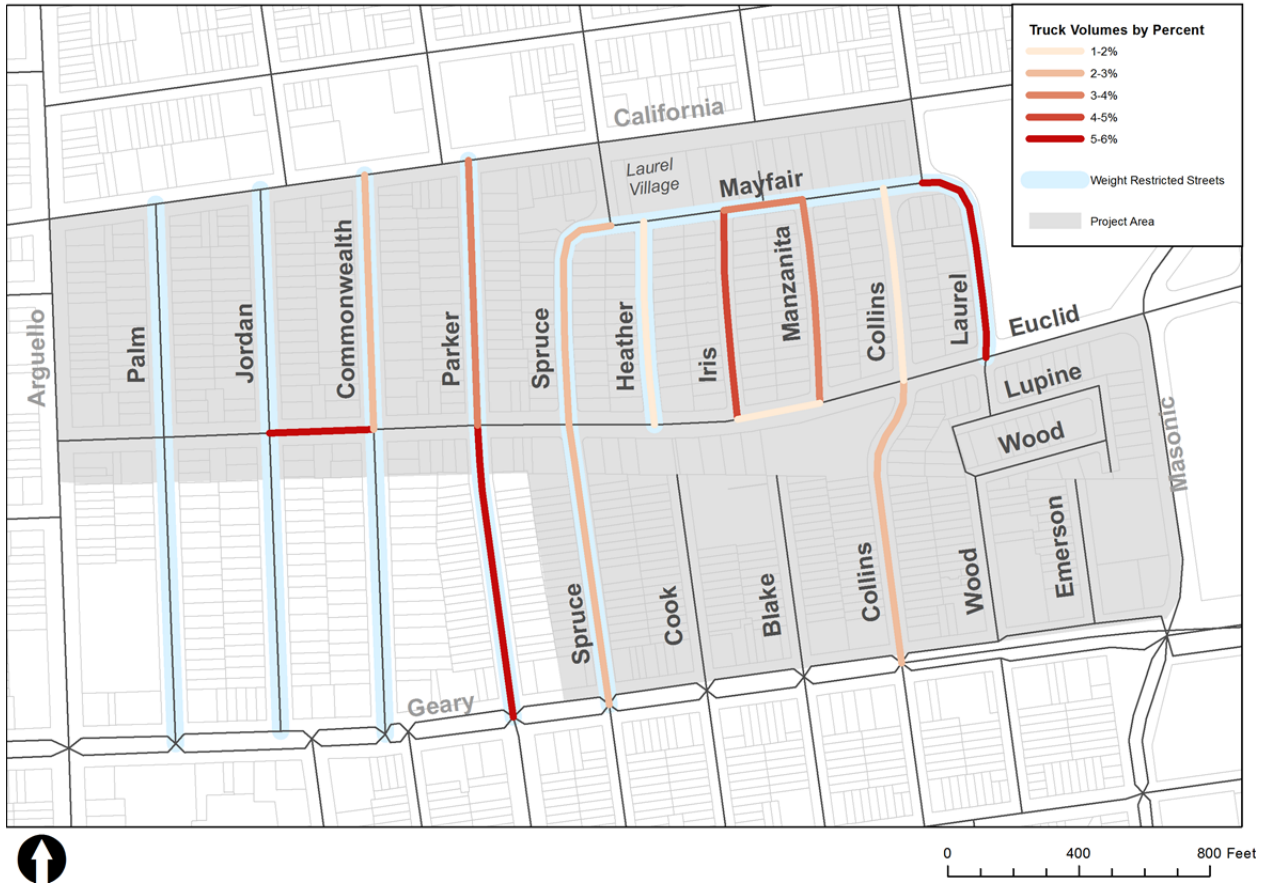


BICYCLE VOLUME MAP

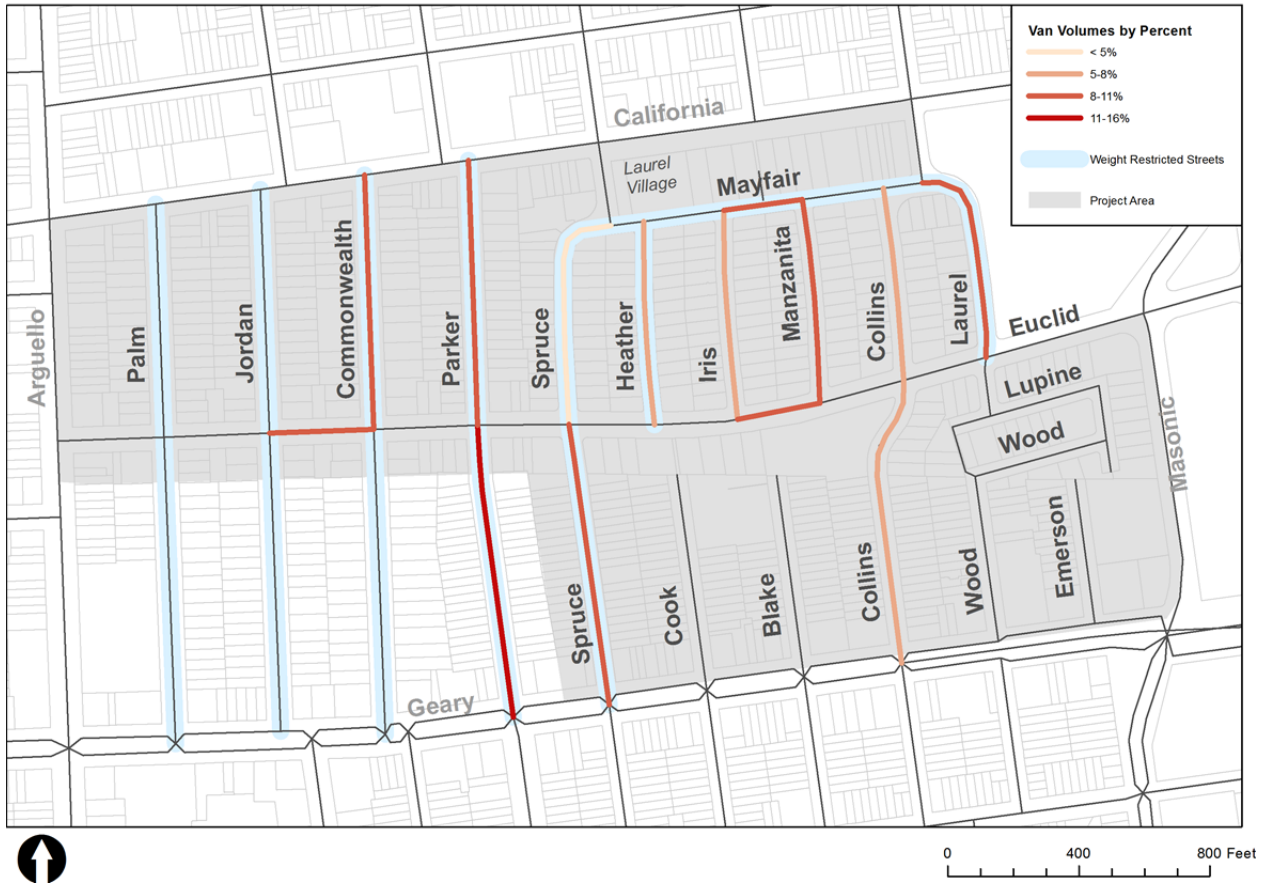


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TRUCK VOLUME MAP



VAN VOLUME MAP



APPENDIX C: 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 increase 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

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- Possible increase in traffic noise from braking and 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:

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- 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.

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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, may 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

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- 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 D: 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)

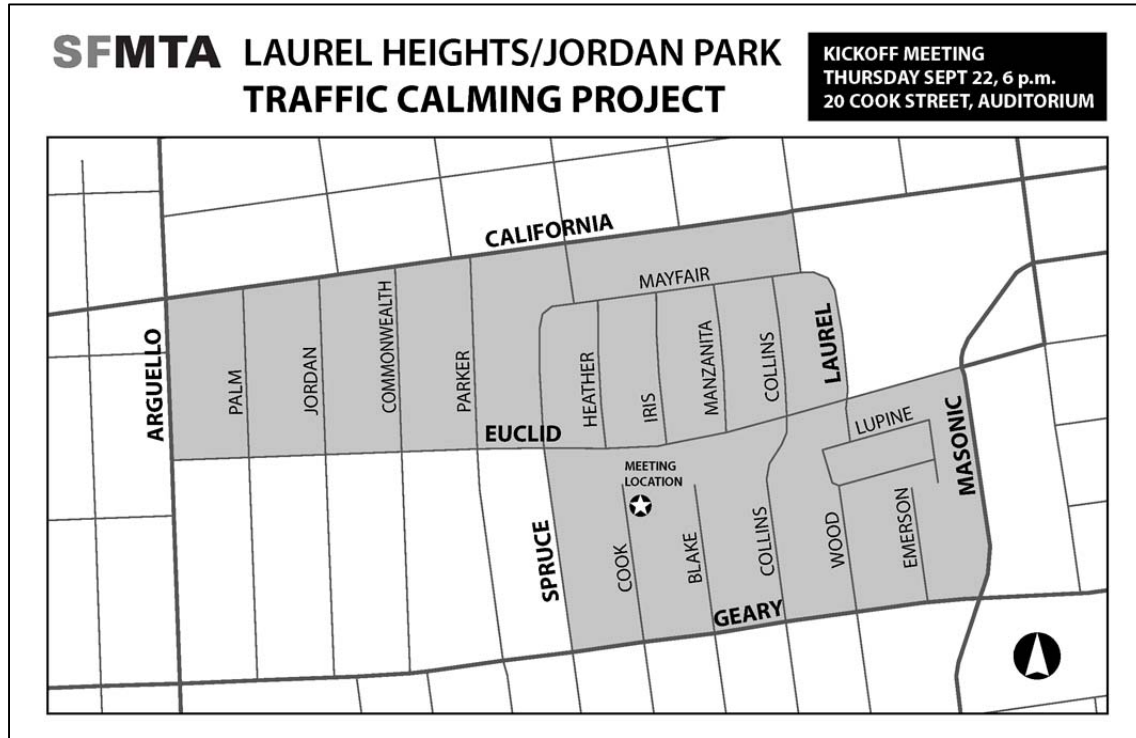
- MTA submits request to fund construction of Phase 1 elements from the approved plan
- MTA ballots households and holds a public hearing for the installation of certain traffic calming measures.
- MTA arranges for construction of approved measures
- MTA and the community monitor conditions for at least 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 E: MEETING NOTICES/POSTCARDS

PROJECT KICKOFF MEETING FLYER FRONT:

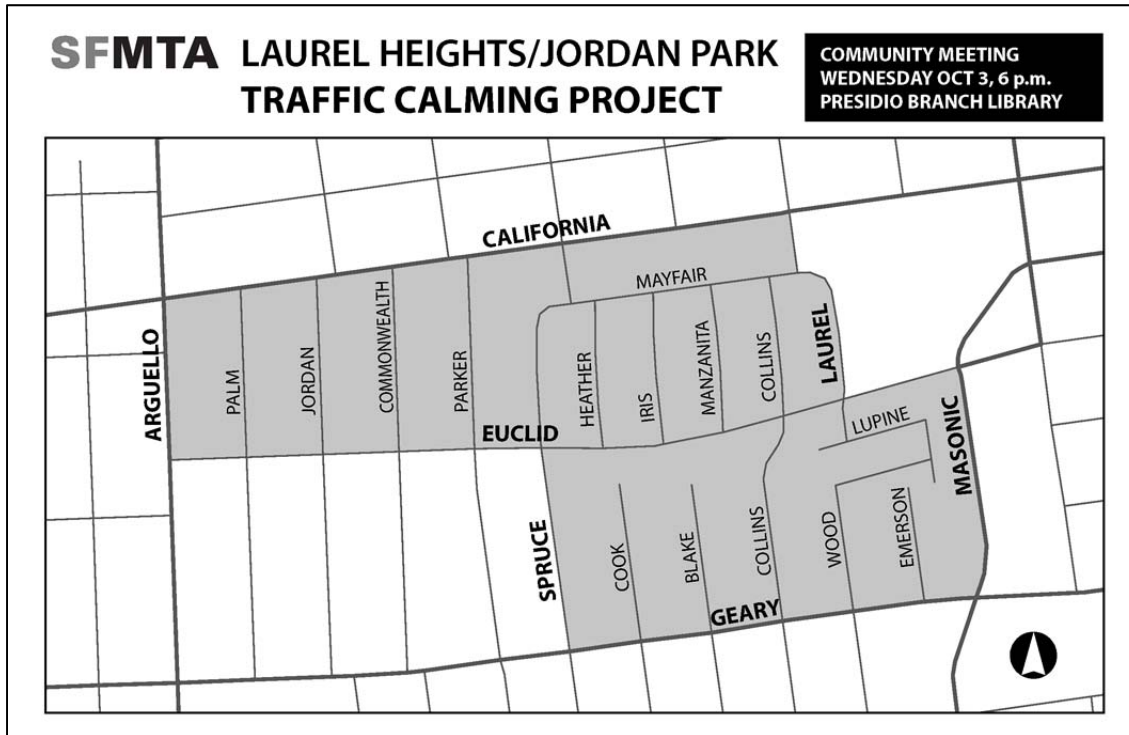


PROJECT KICKOFF MEETING FLYER BACK:


<p>COME LET US KNOW!</p> <p>Please join us for a traffic calming kickoff meeting to discuss your ideas and express your concerns regarding traffic safety issues in your neighborhood.</p> <p>KICKOFF MEETING THURSDAY SEPTEMBER 22, 6 p.m. 20 COOK STREET, IN THE AUDITORIUM</p> <p>For more information concerning meeting access and accommodations, or if you wish to comment on the project but are unable to attend our meetings, please contact us at 415.701.4732 or e-mail us at Livable.Streets@sfmta.com</p> <p>Si Usted quiere información sobre el Programa para Moderar el Tráfico (Traffic Calming Program) en español, llame a Sam Fielding 415.701.4482</p>	<p>SFMTA Municipal Transportation Agency Sustainable Streets Division 1 South Van Ness Avenue, 7th Floor San Francisco, CA 94103</p> <p>This project is made possible by the San Francisco County Transportation Authority, through a grant of Proposition K Local Transportation Sales Tax Funds.</p> 
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Laurel Heights/Jordan Park Traffic Calming Project
 Final Report

PROJECT WRAP-UP MEETING FLYER FRONT:



PROJECT WRAP-UP MEETING FLYER BACK:

<p>Please join us to discuss traffic calming proposals developed through the community working group for your neighborhood.</p>	<p>SFMTA Municipal Transportation Agency Sustainable Streets Division 1 South Van Ness Avenue, 7th Floor San Francisco, CA 94103</p>
<p>TRAFFIC CALMING MEETING WEDNESDAY OCTOBER 3, 6 p.m. PRESIDIO BRANCH PUBLIC LIBRARY 3150 SACRAMENTO STREET COMMUNITY ROOM (LOWER LEVEL)</p>	
<p>For more information concerning meeting access and accommodations, or if you wish to comment on the project but are unable to attend our meetings, please contact us at 415.701.4732 or e-mail us at Livable.Streets@sfmta.com</p>	
<p>Si Usted quiere información sobre el Programa para Moderar el Trafico (Traffic Calming Program) en español, llame a Antonio Piccagli 415.701.4481</p>	
<p> The meeting location is accessible to persons using wheelchairs and others with disabilities.</p>	<p>This project is made possible by the San Francisco County Transportation Authority, through a grant of Proposition K Local Transportation Sales Tax Funds.</p>
	