California Department of Transportation, District 4

Sloat Boulevard Project

Skyline Blvd. to 19th Ave.

Community Update

January 13, 2016
Welcome and introductions

- Project overview, history and goals
- Concept plan for additional safety improvements
- Questions and answers
Project Team

California Department of Transportation, District 4: Project Sponsor
  Joon Kang, Project Manager

MUNICIPAL TRANSPORTATION AGENCY
  Tony Henderson, Transportation Engineer

SAN FRANCISCO PUBLIC WORKS
  John Thomas, Division Manager
  Marci Camacho, Project Management Assistant
  Grace Moore, Public Affairs Officer
Sloat Boulevard
Approximately 1.2 miles
Schedule

Current – May 30, 2016
June – October 2016
January-February, 2016
Spring-Summer, 2016
November 20, 2016
January – March 2017
Start April 2017

Planning and design phase
SFMTA Public Hearing
SFMTA Board of Directors
Funding approval
Advertise
Award
Construction
This project proposes to enhance pedestrian safety at existing marked crosswalks across uncontrolled intersections in San Francisco on Sloat Blvd. between 36th Avenue and 21st Avenue.

This project will install 5 HAWK systems at following locations:
- 21st Avenue
- 26th Avenue
- El Mirasol Place
- Everglade Drive
- 36th Avenue

San Francisco Public Works HAWK projects:
- Forest View (installed)
- 23rd Avenue (under construction)

Curb ramps and pedestrian walkways will be compliant with Americans with Disabilities Act (ADA) standards.

The safety improvement project is to be combined with the Pavement Improvement project.

Meeting Goal: to get community feedback on new bulbs and bus stop relocations
Repaving
Curb Ramps
Crossing Improvements
Bus Stop Relocations

Key Elements
Reduced crossing distance

Improved visibility

Slow turning vehicles
Bus Bulb Overview

- Allows buses to align with sidewalk for faster boarding
- Reduced delay for buses merging into traffic
- More space for transit shelters and other amenities
As part of the intersection improvements, bus zones need to be relocated in certain locations:

- Enhance pedestrian visibility and safety
- Avoid blocking the view of the crosswalk
- Stop outside of the bicycle lane
- Stop outside of an intersection
- Optimize to minimize delay
Corner Red Zones

Red Zones are placed at certain corners where needed:

- Improve turning movements, especially for emergency response vehicles
- Enhance visibility of pedestrians in crosswalks (daylighting)
Hybrid Pedestrian Beacon

- Previously approved and will be constructed along with this project
- Provides a controlled pedestrian crossing
- No impact to traffic when no pedestrians are present
Hybrid Pedestrian Beacon

**What Drivers See**

Dark

**What Pedestrians See**

ACTION REQUIRED
Proceed if no Pedestrians in Crosswalk
Sloat Blvd and 21st Ave

Bus bulb at westbound bus stop shortens crossing distance across Sloat and reduces bus delays

Moving eastbound bus zone provides space for pedestrian bulb to shorten crossing distance across Sloat
Sloat Blvd and 26th Ave

Moving bus zones provides space for pedestrian bulbs to shorten crossing distance across Sloat Blvd.
Moving eastbound bus zone provides space for pedestrian bulb to shorten crossing distance across Sloat Blvd.

Wrap-around pedestrian bulb shortens crossing distance across both Sloat and El Mirasol.

Possible traffic signal would provide flexibility for Muni Line 57 routing.
• New HAWK Beacon (Caltrans project)
• Pedestrian improvements currently under construction by San Francisco Public Works
Bulbs on Sloat infeasible due to utility conflicts. Bus bulb shortens crossing distance of 36th and reduces bus delays.
Next steps:

- Questionnaires must be returned by January 31, 2016
- Check website for:
  - Questionnaire results
  - Finalized concept design

For project updates, visit:

Sloat Boulevard Improvement Project (Phase 2)
Title VI of the Civil Rights Act of 1964 states:

• Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

• San Francisco Public Works wants to ensure that residents and communities impacted by this project have been included in the decision making process.

• Participation in the Title VI questionnaire assists SFPW in assuring that we have an effective and representative community outreach program.
Questions?

Please fill out the questionnaire!!!!

Thank you for participating tonight!