5th Avenue / Kirkham Intersection Enhancements and Traffic Calming

Community Meeting

Campus Planning
August 29, 2012
Inner Sunset Traffic Calming Project (SFMTA)

Completed Projects:
- 7th Avenue Re-striping (Lane Reduction + Bicycle Lanes) (*not shown on map)
- Countdown Signals at 9th/Irving, 9th/Judah, 7th/Irving
- Speed Humps on 6th Avenue
- Pedestrian Islands at 8th/Judah, 8th/Kirkham, 8th/Lawton, 5th/Judah, Warren/Locksley
- 7th Avenue Pedestrian Island
- Irving Street Bulbouts (4th, 5th, 7th, 8th, 9th Avenue)
- 4th and 5th Avenue Edge Lines
- Lincoln Median Extensions at 4th, 8th, 9th, 10th and 12th Avenues
- Kirkham Bike Lanes/Islands (Separate Project)

Image Source: SFMTA
5th/Kirkham Neighbor Concerns

- Pedestrian Safety at Intersection
- Lack of observance of posed STOP signs (particularly eastbound left turns and southbound right turns)
- Travel Speeds
- Cut-through traffic due to 7th Avenue Project
- Vehicle Sizes
  - __________
  - __________

Image Source: Google Earth
Resident Plan A

- Corner curb extension ("bulbout") on NW corner
- Planted island just before west crosswalk on Kirkham
- Paint all four crosswalks with stripes for added visibility and paint STOP and SLOW messages
- Post signage indicating stop and slow required (also consider “child zone” type signage accompanied by increased fines for non-adherence to speed/stop)
Resident Plan B

- Install planted island just before north crosswalk on 5th Avenue
- Install planted island just before west crosswalk on Kirkham Street
- Paint all four crosswalks with stripes for added visibility and paint STOP and SLOW messages on pavement approaching the intersection
- Post signage indicating Stop and Slow required (also consider “child zone” type signage accompanied by increased fines for non-adherence to speed/stop).
Refined Resident Plan A

Curb extension and median address vehicle turning speeds through intersection

Curb extension on southern corners improve pedestrian visibility and reduce crossing distance
Resident Elements Considered but Excluded from Refined Plan

- South approach median island and northwest curb extension into Kirkham
  - Removed to accommodate emergency vehicle access
- SLOW signage approaching intersection
  - Not typically used at intersections; more appropriate as a mid-block treatment
- Yellow Crosswalks
  - Used near K-12 schools
- Increased fines
  - Although UCSF has a police force that can issue moving vehicle citations, the University does not have the authority to increase the maximum fines for infractions of the California Motor Vehicle Code
## Refined Design Effectiveness

<table>
<thead>
<tr>
<th>Measure</th>
<th>Est. Speed Reduction</th>
<th>Est. Volume Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Extension</td>
<td>-4%</td>
<td>5-10%</td>
</tr>
<tr>
<td>Median</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


### Existing PM Peak Hour Volume

<table>
<thead>
<tr>
<th>Measure</th>
<th>Existing PM Peak Hour Volume</th>
<th>Estimated Traffic Calming Reductions</th>
<th>Potential Percent Reduction*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Intersection Volume</td>
<td>~470 vehicles</td>
<td>-20 vehicles</td>
<td>- 4%</td>
</tr>
<tr>
<td>Estimated Daily Volume</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5th Avenue</td>
<td>~3,000 vehicles</td>
<td>-150 vehicles</td>
<td>- 5%</td>
</tr>
<tr>
<td>Kirkham Street</td>
<td>~3,900 vehicles</td>
<td>-150 vehicles</td>
<td>- 4%</td>
</tr>
</tbody>
</table>

* Traffic volumes often fluctuate up to 10% day-to-day
PM Peak Hour Volume / LOS Comparison

# = Total Volume Entering Intersection during PM Peak Hour (LOS)

1,720 (C) 1,140 (C) 1,080 (E) 1,040 (B)

7th Avenue
5th Avenue
Kirkham
Parnassus
Median Island
Bulbout
Edgeline Stripes
Speed Hump
Lincoln Median Extension
7th Avenue