

Crestmoor Streetscape Improvements – Question and Answer

- 1) Why has the City proposed to install bulb-outs and roundabouts, described as traffic calming, in the neighborhood?

The residents of the neighborhood brought concerns related to speeding and cut-through traffic to the City's attention. The City investigated a variety of traffic calming measures for Glenview Drive at the early stages of preliminary design for the rebuilding of Crestmoor, based on resident and Police Department input. At that time, entryway monuments and additional traffic calming/beautification throughout the neighborhood was suggested. The current design is preliminary but represents a comprehensive proposal for possible streetscape improvements throughout Crestmoor neighborhood.

- 2) Who is paying for the design of this project? Who is the designer?

BKF Engineers, MIG Architecture and Planning, and City representatives are collaborating on the design aspects of the civil improvement drawings for the rebuilding process. The PG&E \$50 million trust dedicated to direct rebuilding costs is funding the design and construction of all aspects of this project.

- 3) Will the roundabouts on Glenview Drive cause accidents or prevent emergency vehicles from driving into the neighborhood?

During the design of the road and streetscape improvements, BKF Engineers conducted turning radius testing using templates to ensure that emergency vehicles (the most critical being fire trucks) can safely navigate throughout the neighborhood. Based on this turning radius analysis, a fire truck can safely drive in the neighborhood. The preliminary designs are consistent with Fire Department requirements.

It is important to note that the temporary painted bulb-outs and roundabouts are not perfectly to scale – they are intended to help residents visualize the design. Any final construction will be done to specifications that ensure safety of all moving vehicles, including emergency responders.

- 4) Will the proposed design remove on-street parking? Is it possible to scale back the bulb-out design?

The current design for the bulb-outs illustrates the maximum size of possible curb extensions while safely maintaining the necessary travel lane width for a two-lane street (24'-0"). With that said, it is true that in several locations, the proposed bulb-outs encroach into the curb parking spaces in front of homes. The City has asked BKF engineers to reduce the size of the bulb-outs and use temporary paint in a different color to show how reduced bulb-out dimensions will limit the loss of on-street parking.

- 5) Who will maintain the landscaping proposed for the bulb-outs and roundabouts?

The City will be responsible for maintaining the landscaping in the proposed bulb-outs and roundabouts. The City has also considered setting up a maintenance account with

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appropriate funding for the long-term maintenance of the neighborhood, with the understanding that the new street improvements and public park will require long-term care.

6) What alternatives are possible if the community does not want the bulb-outs installed?

- a. The City can eliminate the proposed bulb-outs throughout the neighborhood and focus on traffic calming improvements on Glenview Drive, where speeding has become an identified safety concern.
- b. The City can explore the possibility of using pavement markings at each neighborhood intersection that help identify pedestrian crossings. Typically, this type of improvement is flush with the existing round and does not create a physical speed bump – instead, it is a visual cue for drivers to slow down and look for crossing pedestrians.

7) Will paved intersections (different color or material) slow down traffic?

In most cases, uniquely paved intersections will have a traffic calming effect on drivers, who will be reminded to look for crossing pedestrians. Over time, however, resident drivers may become accustomed to the paved intersections and fail to slow down.

Uniquely paved or designed intersections do have another benefit – they help break up the otherwise continuous asphalt appearance of the road and provide some general beautification.

8) Can the streetscape improvements be built only on Glenview Drive and not the rest of the neighborhood? Could interested blocks have bulb-outs while other blocks choose not to have them built?

The City is committed to addressing the traffic concerns on Glenview Drive and will continue to work with residents to establish appropriate traffic calming measures.

The City will consider eliminating bulb-outs in the remaining neighborhood, however, if a majority of residents prefer that option. It is unlikely that a piece-meal approach will be taken since the neighborhood should have relative conformity.

9) Will widened sidewalks still be required if the bulb-outs and roundabouts are not constructed?

The widening of the sidewalks throughout the neighborhood is necessary to meet the Americans with Disabilities Act (ADA), which requires a flat path of travel around any obstacles (utility poles, driveway curb cut, etc). On wider streets in the neighborhood, sidewalks will be increased towards the street by 1'-0". For narrower streets, the

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sidewalk curb height will be reduced to resolve ADA slope requirements around driveway curb cuts.

The widening of sidewalks should not make a noticeable difference for driving or parking.

10) What about adding a camera monitoring system to address speeding concerns?

Unfortunately, this enforcement technique, once popular with many cities, has not proven to be successful. High maintenance costs, faulty equipment, and legal problems have led the City to determine that camera monitoring is not an appropriate traffic calming strategy.

11) Can the City add police officers and speed bumps, not roundabouts to deal with speeding concerns?

Since Glenview Drive was repaired and reopened, there has been an elevated Police presence in the neighborhood to deter speeding. In the long-term, however, the City is interested in adding permanent traffic calming measures to the neighborhood to reduce cut-through traffic or local speeding. Emergency responders do not generally prefer speed bumps due to the damage they can cause and speed bumps also create vibration/noise that can be disruptive to adjacent homes.

12) Can you provide a mock up of a roundabout and bulb-out for the neighborhood to test-drive?

The City is working with BKF Engineers to design a potential mock-up roundabout for the neighborhood to test-drive. Additionally, the City will provide a list of existing bulb-outs and roundabouts in nearby cities that can be visited.

13) Is it possible to install a four-way stop sign or signalized stop at San Bruno Avenue and Glenview Drive?

Under certain conditions, stop signs are installed to delineate right-of-way and improve safety at an intersection. Stop signs are not installed to deter vehicle speeding. The City uses a series of criteria (warrants) to determine if all-way stops need to be installed at an intersection. All-way stop signs can be warranted if both major and minor street traffic exceeds a certain vehicular threshold in addition to having one of the following: 1) if an intersection has a history of correctable traffic collisions, or 2) if the intersection has a significant number of automobile-pedestrian conflicts.

City staff is researching previous discussions about this intersection and will follow up.

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14)What can be done to improve the road paving in the interim before final improvements?

There will be interim paving improvements made to the worst sections of asphalt surrounding the disaster area in May 2013. This will be the first construction item as part of the Phase III road, sewer, water and storm drain improvements throughout the neighborhood. The City thanks the residents for their patience with existing conditions, which have only been exacerbated by residential construction traffic.

15)Has the City conducted a bulb-out/traffic reduction study and can this be shared with the community?

BKF Engineers has provided a list of benefits and drawbacks to using bulb-outs and roundabouts to the City. This list is available at www.RebuildCrestmoor.org. There have not been any formal traffic studies conducted in the Crestmoor neighborhood because traffic counts are quite light.

16)Is it possible to improve the entryways off of Sneath Lane into the neighborhood?

Yes, the City, BKF Engineers, and MIG Architecture and Planning have explored entryway monuments at Glenview Drive/San Bruno Avenue, Claremont Drive/Sneath Lane (both upper and lower Claremont) and Earl Avenue/Sneath Lane.

Examples are available at: http://www.rebuildcrestmoor.org/app_pages/view/11

17)Will there be lighting improvements as part of the construction work?

Yes, new street lighting will be installed throughout the neighborhood and in underlit locations. The City will begin a pilot program for street lighting improvements on Earl Avenue shortly. This will include both pedestrian scale lighting and typical road lighting using LED technology. The City will analyze the lighting to determine if LED fixtures will be appropriate for the neighborhood.

18)What is status of the vacant lots?

The City Council has authorized staff to establish an agreement with PG&E that would provide for the City to manage the RFP solicitation and the disposition and development of the vacant lots owned by both the City and PG&E.