

17th Street Working Group Meeting (12/08/08) Notes

Location: 4400 17th St (at Temple St)

Time: 7:00 pm

Attendees: Ralph Frischmann, Randy Hill, Greg Siebert, Ted Teipel, Maggie Cahill, Mike Saba, Gary Weiss, Antonio Piccagli

Handouts: Ranking Sheet, Illustrations and Notes

Responses to questions raised in meeting posted **in red**

Introduction

Weighting of Priorities

- Group consensus (not unanimous) – lowest priority was aesthetics – weighted 1
- Speed reduction and pedestrian safety and were unanimously weighted highest – weighted 5
- Parking availability created the least agreement – slightly fewer than half of the attendees ranked parking availability as important as speed reduction and safety, while others felt it was of minor importance – weighted 3
- Additional criterion – bicycle safety – added – assign weight of 1

Discussion of designs

- Summary included in handout and explained in detail
- Some interest in revisiting possible locations for speed radar sign
 - Alternative location suggested – near Mars St
 - Would this increase the “residual effect”? That is, would drivers slow for a longer period?
 - **AP consulted with other engineers – feeling is no**
 - **Other consideration – are cars even going fast enough (a few miles an hour over 25 mph) at that point? – if not, they would feel no need to slow down**
 - **Will check speeds near Mars St**
- Reasons for pros and cons discussed
 - Parking gain at Temple St would be legal gain, not real gain
 - Vehicles already park in red zone at night, defeating its purpose, which is to increase pedestrian visibility at the crossing
 - Bulb-out
 - design requires more curb length than truly necessary due to DPW street cleaning concerns
 - would improve pedestrian visibility
 - allow opportunity for greenery
 - Islands probably will need to be mountable
 - keep SFFD required lateral clearances
 - 17th St is a SFFD emergency route
 - allow access to driveways

- would still require fronting property owner approval
- practically eliminates the possibility of greenery
- Other island issues
 - Is 2” mountable island enough of a discouragement to drivers?
 - Double yellow line will lead drivers away from the island
 - While not excessively problematic, 2” should be noticeable
 - AP believes so
 - during day, red “brick” treatment reserves the island as pedestrian space
 - at night, multiple reflectors emphasize its existence
- STOP signs discouraged
 - delay to SFFD
 - drivers unlikely to stop
 - increasing risk to pedestrians
 - increases traffic on Temple St, as drivers feel they can more easily get onto 17th St
 - this location does not meet Federal Highway Administration warrants for STOP sign installation
- Flashing yellow or flashing crosswalk
 - expensive
 - unreliable
 - increase pedestrians’ sense of safety without necessarily improving safety

Voting

- Attendees ranked designs on each of the criteria
 - 5 returned rankings
 - 1 will return by end of calendar year
- Rankings will be compiled in the near future to prioritize measures

Future Action

- AP will send out notes from meeting within one week (Done)
- AP will compile votes and determine neighborhood location preference (Near future)
- AP will begin contacting fronting residents to get approval and apply for funding (Medium-term)