

Buena Vista/Roosevelt Kick-off Meeting (12/10/08) notes

Location: Randall Museum (199 Museum Way)

Time: 7:00 pm

Attendees: 50-60

Handouts: Survey

Comments from after meeting posted **in red**

Introduction

BVNA presentation

- Richard Magary presented a few Buena Vista Neighborhood Association issues
 - death of long-time neighbor
 - tour buses and watching for illegal disembarking
 - potential residential community benefits district

SFMTA presentation

- Antonio Piccagli presented a PowerPoint presentation (available online)
 - Area included in project
 - Buena Vista Avenues East and West and Roosevelt Way only
 - For nearby locations, please consult the SFMTA website (info at bottom of notes)
 - Definition of traffic calming
 - Toolbox
 - Vertical Deflection
 - Horizontal Deflection
 - Constriction
 - Restriping
 - Speed-Radar signs
 - Questions from audience
 - Comments, questions, and responses below
 - Discussion of project timeline, working groups
 - Ideally, working groups will meet from January through March
 - Ideally, first draft of the traffic calming plan will be ready in June 2009
 - Break into smaller groups
 - Buena Vista Ave concerns handled by Dan Provence (SFMTA planner)
 - Roosevelt Way concerns handled by Antonio Piccagli (SFMTA project manager)

Meeting follow-up

Notes to be sent to attendees that provided their e-mail addresses

Volunteers for community working group to be decided and contacted

Questions and responses from meeting

- Sidewalk widening
 - Is very expensive and is handled by the SFDPW
- Stop signs
 - do not slow traffic mid-block
 - compared to traffic calming, can increase speeds mid-block as drivers attempt to make back “lost” time
 - not self-enforcing
 - often results in complaints and calls for police enforcement
 - practically not removable
 - before considering traffic signs, attempt to implement traffic calming
 - For other reasons, please consult me (Antonio Piccagli)
- Traffic signals
 - very expensive (\$300,000+) to install
 - long backlog in SFMTA signal shop
 - generally installed after STOP signs
- Signs
 - Pedestrian warning sign
 - Definitely a possibility
 - Traffic Calming group can work with Pedestrian group in SFMTA to evaluate
 - Warning – they often increase pedestrians’ sense of safety without really changing driver behavior
 - The FHWA does not endorse the use of “Cars existing driveways” and similar signs
 - Speed-radar signs
 - Speed-radar signs only advise drivers of their speed
 - Tickets cannot be issued due to California law
 - Installation depends on availability of power source, approval or fronting residents, funding (c. \$8000)
- Pedestrian amenities
 - Flashing crosswalks, flashing yellow lights
 - Both are expensive
 - Flashing crosswalks are unreliable
 - Improved crosswalks
 - “Piano-key” (school crosswalks), Duratherm (like 24th and Castro)
 - Both are more expensive than traditional crosswalks
 - There is no evidence of increased safety
 - Especially as they become too commonplace
 - Duratherm is in testing stages and has not been shown to be durable in long-term
 - Warning – they often increase pedestrians’ sense of safety without really changing driver behavior

- Parking
 - Parking loss
 - Islands on these streets are unlikely to result in parking loss
 - both streets are wider than most
 - Bulb-outs could result in lost parking
 - Perpendicular parking
 - Pros: increases available parking, narrows roadway
 - Cons: increases available parking, more challenging for drivers to get in and out, can reduce visibility from driveways
- Police enforcement
 - Park Station does send motorcycle officers occasionally
 - limit resources means sporadic enforcement
 - Sporadic enforcement has little lasting effect on violations
- Speed hump problems
 - Speed humps create some noise
 - suspension and breaking
 - ADA advocates discourage many speed humps
 - pain for some disabled drivers
- Landscaping
 - The SFMTA can design landscaping for traffic calming measures like islands (when safe) and bulbouts
 - No money for maintenance
 - Neighborhood must fund or volunteer on their own
 - Generally, near crossing low landscaping (less than 2 ft tall) must be mandated to ensure pedestrian visibility
 - Some existing signs and lighting may be blocked by foliage
 - The SFMTA can encourage the SFDPW to trim around signs, but does not have its own crews
- Data
 - The SFMTA has some limited data on speeds and volumes in the Buena Vista neighborhood
 - Working groups will help determine where to get data and will help prioritize measures based on that data
- Geography
 - The geography of the region creates some challenging conditions for drivers and pedestrians
 - Many curves and poor visibility
 - Some stretches of Buena Vista Ave and Roosevelt Way are fairly steep
 - Some drivers pass stop bars or enter crosswalks when reaching crests
 - Drivers want better visibility of cross streets
 - But they do not always check for pedestrians
 - The SFMTA takes these and other factors into consideration when evaluating areas for traffic calming

- While the SFMTA seeks to increase safety on all streets, not all poor driver behavior can be eliminated
- Lighting
 - When installing traffic calming measures, the SFMTA should check that new configuration supports old lighting
 - According to residents, this was not the case at Buena Vista Ave East and Duboce
 - The SFMTA will work with the SFDPW to eliminate this type of error in the future