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Buena Vista/ Roosevelt/ 17th Street Traffic Calming Project

Meeting #2

April 14, 2009

7-8:30 pm

Meeting Minutes

Attendees: 34 community members, Antonio Piccagli, Laura Stonehill

The meeting began with Antonio Piccagli presenting the history of the project, including applications for traffic calming, public meetings and data collection. Antonio then presented the SFMTA's draft recommendations, including median islands, bulb-outs, a chicane, back-in angled parking, edge lines, and a speed radar sign.

Antonio clarified that proposed median islands will be designed as pedestrian refuges only in locations where we want to encourage pedestrian crossing. The island at Buena Vista West and Fredrick will be a pedestrian island. The island at Buena Vista and Roosevelt is not being designed as a pedestrian island because of poor visibility. The islands could be as wide as six feet.

The proposed bulb-out at Upper Terrace and Buena Vista Avenue is a high priority. We will consider installing the additional bulb-outs on Roosevelt after we evaluate the effectiveness of chicane. A resident asked why we'd install an island instead of bulb-outs. Antonio explained that bulb-outs slow down right turns, but don't have an effect on people going straight through an intersection. Also, bulb-outs can be very expensive if there are catch basins (drains). The islands we are proposing would be large enough to have plantings.

The proposed chicane on the 200 block of Roosevelt would be created by putting perpendicular parking on alternating sides of the street. Ballot support of the block's residents would be required. With a chicane, the lanes would be 10 and 11 feet wide on this block, down from the current 16 foot lanes.

Back-in angled parking is proposed on the north side of Museum Way east of Levant. Back-in angled parking has been used around the world and has proven to increase visibility and result in fewer collisions. By converting parallel parking to back-in angled parking, the parking supply on this block will be increased.

Edge lines are proposed on Roosevelt between Clifford and 17th as well as Buena Vista Ave West between Frederick and Upper Terrace. A resident asked for clarification about the use of centerlines and edgelines together. Antonio responded that if the SFMTA were to put edgelines on Buena Vista East, we'd remove the centerline on this stretch of road because having both centerlines and edgelines can create a shotgun effect (encourage speeding).

A speed radar sign is proposed on 17th Street in the downhill direction. Its installation will take slightly longer than first expected as the street power there is provided by PG&E, not the city.

One resident asked about the proposed conversion of the 37 bus to a van. Antonio responded that conversion to a van would not happen any time soon, so the proposals presented here all assume continued bus service.

A community member asked that Antonio address the limited visibility when turning along the wall at Roosevelt Way and Lower Terrace. Another resident proposed the installation of a sign saying there is an intersection at Lower Terrace and Roosevelt Way. One person noted that cars often do not stop for pedestrians at this intersection.

One resident asked if sidewalks could be widened on Roosevelt Way to be ADA compliant. Antonio responded that sidewalk widening would not be part of a traffic calming plan, and that Roosevelt Way has a slope greater than 8%.

One resident noted that STOP signs have been installed in the neighborhood over the years, and asked if more STOP signs could be installed in the future. Antonio responded that it is important to put STOP signs in only where they are warranted (where it is unclear who has the right of way) otherwise they will not be obeyed.

The next step is for the SFMTA to get approval from residents for the specific devices. No parking changes would be made before balloting the affected block, and no devices such as islands would be built before getting the permission of fronting property owners and residents. Notification will be by email/mail and/or in person. Then the SFMTA will apply for funding and complete the design. Public hearings and/or additional City agency approval will be followed by construction. Implementation will happen over time, and if we find that our devices aren't effective we will revisit the issue. Based on the initial timeline posted at the first community meeting, we are ahead of schedule! Hopefully the plan will be approved by the SFMTA board by the end of June. If any residents have further comments on the plan, they should send them to Antonio in the next week.