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Sunnyside Traffic Calming Project

CWG Meeting #1

March 12, 2009

7-8:30 pm

Meeting Minutes

Attendees: 9 community members, Dan Provence, & Laura Stonehill

The meeting began with attendees reviewing public comments, the data relating to those comments, and proposed solutions. We then reviewed the speed and volume data that has been collected thus far. DP explained that while the SFMTA guideline is to consider 85th percentile speeds that are more than 5 mph over the speed limit, we would be flexible and take into account the narrowness of many streets. For example, residential streets typically have a 25 mph speed limit, so 30 mph would be considered speeding, but on a narrow street, we would be willing to consider 28 mph an excessive speed. Looking at the speed and volume data that has already been collected, we noted that Flood between Edna and Detroit, Hearst between Congo and Baden, and Joost between Lippard and Baden are streets where speeding occurs. Additionally, it was noted that Judson carries a large volume of traffic, and could be the focus of a separate traffic calming study, as it is just outside of this project area.

The group decided on the following goals for the traffic calming plan:

- a. Reducing speeds
- b. Improving pedestrian safety and the pedestrian environment
- c. Improving visibility at intersections

The next step is for the SFMTA to follow through with all comments and requests and develop traffic calming proposals for the area. The CWG will meet again in early April to discuss the proposals. There will be another meeting open to the entire community in May, and the project will be wrapped up in June.

The planning process will result in proposals throughout the neighborhood. The implementation timeline will depend on our budget and available grants. Simple proposals such as short red zones can be implemented relatively cheaply and without a public hearing. Traffic calming devices such as speed humps would require balloting of the affected blocks.

Specific Comments

Driveways at Kwik & Convenient- Everyone agreed that cars should not be exiting the parking lot outside of the two official curbs. Potential solutions include building up the curb which is currently low, planting trees, and moving mail boxes and newspaper boxes to the stretch of “unofficial driveway”.

Lane Width on Monterey- One resident asked how lanes on Monterey could be narrowed. This could be done by painting a line next to the median.

Flashing Crosswalks- The request for flashing in-pavement lights activated by a pedestrian pushbutton at the intersection of Monterey and Detroit (step street) was repeated. The Pedestrian Program is currently evaluating these devices.

Speed Humps on Hills- The request for a speed hump on Mangels ON the hill between Detroit and Congo was repeated. The Traffic Calming Program has standards and guidelines regarding installing speed humps on slopes. SFMTA will check if this site is a candidate for a speed hump.

Congo- DP informed community members that the one-way proposal for Congo Street was put on hold. The SFMTA is exploring red zones as an alternative.

Melrose & Congo- One resident proposed a 3-way stop at the T intersection of Congo and Melrose. DP clarified that STOP signs are not used to reduce speeding but to assign right-of-way where it is unclear.

Mangels & Congo- The GIS map shows a 4 way STOP, but a resident correctly noted that Congo Street does not have STOP signs at this intersection

Hearst & Congo- One resident requested a 4-way STOP at this intersection because of the steep hill.

School Circulation- A resident clarified that the issue on Foerster between Judson and Monterey is the traffic congestion and pedestrian safety around the two elementary schools. The PTA of the Sunnyside School would like one-way streets around the school to ease pick-up and drop-off of students, as well as a white zone on Flood between Foerster and Edna. DP provided information regarding the school circulation plan.

Lower Joost (between Lippard and Baden)- Joost is a wide, sloped street, and residents feel it is unsafe because of speeding and poor visibility. The speeding claim is backed by speed data which shows the 85th percentile speed to be near or above 30 mph.

Acadia- Visibility at many intersections is poor due to the narrow streets and hills. Red zones at corners would improve visibility. In addition to the sites already listed on the Comments & Actions table, residents cited the NW corner of Acadia and Monterey. School buses often park on Acadia, so DP suggested that a Tall Vehicle restriction on this corner could improve visibility.

Traffic Volumes- Increased traffic volumes on both residential streets and arterials is a concern in the neighborhood. One resident requested we focus on reducing volumes on Monterey, while another noted that reduced volume on Monterey would mean trips shifting to side streets.

One-Way Streets- One resident proposed that residential streets be converted to alternating one-way streets to discourage cut-through travel. DP noted that making a street one-way often

removes obstacles to drivers and results in higher speeds. Some cars currently drive the wrong way down the one-way portions of Genessee and Joost.

Monterey & Circular- Residents agreed that pedestrian safety crossing Monterey at Circular needs to be improved. The center median is too narrow to provide a safe refuge, and the islands at the north and south sides of the intersection are also small. Residents say that vehicles don't yield for pedestrians. Potential solutions include expanding islands and painting red zones.

Mangels & Foerster- A resident cited low visibility due to a parked vehicles and a hedge.

Teresita & Foerster- DP informed the group that the SFMTA just put in a crosswalk at this location.

Conservatory on Monterey- A resident wondered whether a white zone and/or ADA parking space may be needed.