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Sunnyside Traffic Calming Project
CWG Meeting #2
April 16, 2009
7-8:30 pm
Meeting Minutes

Attendees: 6 community members (Rita Evans, Jon Winston, Mark Cesare, Rick Lopez, Nicole Nantista, Gerard Creedon), Dan Provence, & Laura Stonehill

The meeting began with attendees reviewing the draft traffic calming proposals prepared by Dan and Laura. These proposals addressed the goals we discussed at the last CWG meeting: reducing speeds, improving pedestrian safety and improving visibility at intersections.

Speeding

To reduce speeds, the SFMTA proposes a speed hump on Flood between Edna and Detroit. The CWG was in favor of this proposal.

The SFMTA also proposes a traffic circle at Hearst/Baden and a speed hump on Hearst between Congo and Baden. A community member asked about how the circle would be made visible, and Dan responded that it would have signs instructing drivers how to make turns around it. The CWG was in favor of both the speed hump and circle.

On lower Joost, the SFMTA is proposing expanding the median island at Joost/Monterey, building a median island at Joost/Lippard, instituting 90 degree parking on Joost between Lippard and Brompton, and installing a traffic circle at Joost/Acadia. One CWG member suggested extending the island at Joost/Monterey westward to slow down cars driving south on Brompton and turning onto Monterey. He also suggested the installation of a red zone on the west side of Monterey just north of Joost to increase pedestrian visibility. The CWG doubted that this block of Joost would be in favor of 90 degree parking (a petition from this block would be required before parking could be changed), and suggested that edge lines be painted instead to visually narrow the road. The median island at Lippard would require a public hearing. Regarding the proposed traffic circle at Joost/Acadia, one member suggested that a red zone be painted on the south side of Joost, east of Acadia, if visibility around the circle becomes an issue. Overall, the CWG was in favor of the proposals for lower Joost.

The SFMTA proposes a speed hump on Mangels between Genessee and Foerster, on the flat portion (western end). A CWG member felt this would likely address speeding issues on the sloped part (the 14% slope precludes putting a speed hump there).

Pedestrian Safety

To improve pedestrian safety and the pedestrian environment, the SFMTA proposes blocking off the unofficial driveway at Monterey and Foerster (Kwik & Convenient). The CWG suggested that the official driveway on Foerster be relocated southerly to the center of the parking lot to improve visibility for exiting cars. The CWG suggested that cars do not use the

official driveway because of the poor visibility. A CWG member also noted that the sidewalk on Foerster in front of the parking lot is in poor condition, and suggested that the store would likely accept a relocation of their curb cut in exchange for not having to pay for sidewalk repairs. If the existing driveway on Foerster is not moved, a CWG member suggested that a red zone be painted north of the driveway to improve visibility for exiting cars.

At Monterey/Circular, the SFMTA proposes expanding the northern median island to the north and south, installing a new pole on the eastern end of the island with a yield sign, and adding yield teeth to the crosswalk. The CWG was in favor of these proposals and also noted that pedestrian visibility at this crossing is impaired by a truck that is consistently parked on the northern side of Circular, directly east of this crossing. Dan will check that the recently legislated red zone does in fact address this problem.

Visibility

To improve visibility at intersections, the SFMTA proposes a tall vehicle restriction at Acadia and Monterey and a number of red zones throughout the area. The CWG noted that instead of proposing a tall vehicle restriction on the west side of Acadia at Monterey, we should propose one on the east and west sides of Acadia south of Joost. Additionally, a red zone should be added on the north side of Monterey east of Acadia. The CWG was in favor of the proposed red zones but noted that the proposals at Baden/Joost and Monterey/Edna were low priority or not needed. At Mangels/Foerster, the CWG noted a fence at the southeast corner that will likely limit visibility even after red zones are painted.

Other Topics

On the one-way portion of Edna south of Monterey, the SFMTA proposes adding a “No Right Turn” sign and centering the STOP pavement marking. The CWG noted that the street was made one-way over 20 years ago in response to a request from St. Finn Barr. The CWG did not want to look into making this street two-ways.

The SFMTA proposes painting a 70’ red zone on the outside of the sharp curve at Congo Street and centering the double yellow line. This would preserve Congo’s two-way status. The CWG did not object to this proposal but noted that parking in the area will need to be addressed. Dan suggested that 4hr spaces could be converted to all day spaces with residential parking permits.

The CWG did not want to look into converting Joost between Baden and Ridgewood into a one-way street since that might lead to higher speeds.

One CWG member noted that we have developed good engineering solutions to many of the traffic issues, but that we should also consider education of drivers. The information about pedestrians surviving collisions at lower speeds is especially effective.

A CWG member suggested prohibiting U-turns at Monterey and Foerster, noting that cars making U-turns are dangerous for pedestrians crossing Monterey. The new layout of the

Safeway after construction may reduce the number of people making this U-turn. Safeway is presenting its revised plans to the Sunnyside Neighborhood Association in May.

Next Steps

Dan and Laura will set up a meeting for the entire community, in early May.