

Gavin Newsom | Mayor  
Tom Nolan | Chairman  
Rev. Dr. James McCray Jr. | Vice-Chairman  
Cameron Beach | Director  
Shirley Breyer Black | Director  
Malcolm Heinicke | Director  
Jerry Lee | Director  
Bruce Oka | Director  
Nathaniel P. Ford Sr. | Executive Director/CEO

**Sunnyside Traffic Calming Project**  
**Community Meeting #2**  
**May 6, 2009**  
**7-8:30 pm**  
**Meeting Minutes**

Attendees: 44 community members + SFMTA Staff (Dan Provence & Laura Stonehill)

The meeting began with Dan Provence's presentation describing the efforts leading up to this point, the traffic calming proposals, and next steps for this project. The process began with an initial community meeting on February 10, 2009, followed by two smaller Community Working Group Meetings. The traffic calming proposals (see map) include red zones for visibility, speed humps, traffic circles, expanded median islands, and edge lines. The Sunnyside Traffic Calming Plan will be completed by the funding deadline of June 30, 2009.

In presenting the traffic calming proposals, Dan stressed that this meeting comes at the end of a community-driven design process and that new proposals will likely not be included in this project due to time considerations, but that the door is not closed as new suggestions can be addressed in site specific projects independent from this area-wide effort.

One resident asked whether Joost Avenue was represented in the Community Working Group and noted her concern about speeding on Joost. Four out of the dozen CWG members live on Joost Ave.

Clarifying the data collection methods, speed and volume data are collected using tubes laid across the street for 24 hours in the middle of the week. Some residents requested that more data be collected and Dan noted that we are waiting on counts for three more locations (Mangels between Edna and Foerster, Mangels between Congo and Detroit, and Joost between Foerster and Edna). One resident commented on observed speeding on Genessee and Foerster, however our data didn't show speeding on these streets.

One resident proposed additional STOP signs, and Dan responded that STOP signs are used to clarify right-of-way and are not good traffic calming devices as people tend to ignore them where there is no question as to who has the right-of-way. Additionally, STOP signs at the ends of blocks can encourage speeding midblock. The problem of people rolling through STOP signs can be addressed by greater enforcement. In general, the red zones we are proposing will improve visibility at intersections.

A resident noted that the Community Working Group minutes mentioned the idea of 90 degree parking on Joost between Lippard and Brompton. The CWG had doubted this block would be in favor of 90 degree parking, but one resident of this block disagreed.

The issue of truck traffic was brought up by a couple residents who have had cars damaged by a truck that had mistakenly turned onto neighborhood streets at Baden and Monterey. A resident

proposed limiting truck traffic, but Dan noted that it is difficult to plan for the one truck which makes a wrong turn and gets lost in a neighborhood with streets that are obviously too narrow.

Regarding the sharp turn at Congo between Stillings and Martha, we have proposed striping a 70' red zone, eliminating 4 parking spaces. Some of the community members were supportive of this proposal while others favored making the street one-way.

One resident noted that the proposed speed hump and circle on Hearst are very close to each other. The speed hump will address speeding on Hearst while the circle will address traffic on Congo as well as cars on Hearst that might not have stopped for the STOP sign at this intersection.

A resident commented on the heavy volume of vehicles on Monterey Boulevard and its pedestrian crossings. Monterey Boulevard itself is not a part of this study as it is a major arterial.

A resident asked for clarification about the location of the speed hump on Mangels between Foerster and Genessee. The hump would have to be on the flat portion at the western end because the rest of the street has too great a slope. Rumble strips are not an option because they don't slow drivers and do create noise.

Before any speed hump or traffic circle is installed, we need to ballot the residents of the affected block (or 1 block radius for a traffic circle). 50% plus 1 of respondents are needed to approve the installation, with one vote per address. A ballot will be mailed to each address.

A resident noted that the Sunnyside Conservatory will generate traffic and lacks a white zone or ADA parking. The Color Curb program handles white zone requests (Dan can put you in contact with them, or they can be found at <http://www.sfmta.com/cms/pcurb/13450.html>).

One resident asked everyone to remember that people who live outside of the neighborhood (especially up Mt. Davidson), don't have many options when it comes to which streets they travel down. Dan reiterated that one of our goals is to not limit circulation.

A Community Working Group member complemented the planning process and the hard work put into these proposals by both the CWG and SFMTA staff. Not every problem can easily be fixed, but with processes like this, we can move forward with improvements.

A resident asked if any research has shown that speed humps cause accidents, and the answer was no.

Another resident was intrigued by the idea of psychologically narrowing streets with edgelines. So far we only have before and after information on one location, but at that location, edgelines have proved to be somewhat effective at lowering speeds.

One resident was concerned about traffic diversions and the eventual proliferation of red zones. Dan responded that our data has not shown diversion issues attributable to speed humps, and that the red zones we are proposing do not remove any parking and are primarily in areas with poor visibility due to hills. We don't just implement projects and walk away; monitoring is part of the process.

A resident brought up the example of limiting access on Congo like has been done on Tiffany in the Mission. Dan noted that Tiffany was a different situation and the same treatment would not be appropriate in this context.

A CWG member correctly noted that the map didn't reflect some comments from the last CWG meeting (a red zone at Acadia/Monterey and the relative low importance of red zones at Monterey/Edna and Joost/Baden). The maps have since been corrected.