

## Meeting Notes

**Topic:** Traffic Calming on 20<sup>th</sup> Ave between Taraval and Ulloa Sts

**Date and Time:** 1/14/09, 6 pm

**Attendees:** Karen Sion-King, Jessica Diaz, Antonio Piccagli (SFMTA), Victoria and Gina, Nancy Lavaysse

Items in **red** require follow-up

Handouts

- detailed plan view, notes on planned effects

AP quickly summarized

- notable issues on block
  - extra wide roadway
    - 46' ft wide compared to standard 40' width for most streets in Sunset
  - few location for humps or islands
    - both require areas with curbs (not driveways) on both sides of street
- proposal's possible slowing benefits
  - all elements provide horizontal deflection (steering)
  - gateway island and angled parking at corner slow entry into the block
  - all elements reduce "open road" feel
  - planting can increase sense of entering a neighborhood
  - multiple islands more likely to produce even speeds through block
    - as opposed to speed humps or STOP signs
      - these measures often lead to slowing only near device
- potential parking issues
  - 1 spot lost with eastern bulbout
  - 2 spots lost with western bulbout
  - 1 spot gained with angled parking
- greening
  - bulbouts and islands may present opportunities for landscaping
    - will require local maintenance as trees become established

Resident reaction

- All present initially very eager for speed humps
- All concerned about loss of parking
  - 2 spot loss in on southern side particularly problematic
  - Potential wash (eastern bulb and angled parking) seen somewhat negatively
  - Unsure how presence of unofficial midblock "temple" will affect project and outcomes
- All interested in potential landscaping

- KS-K willing to help maintain if distances are manageable from her home
- Potentially, “temple” can help maintain
- All interested in more street trees
- Residents concerned about double parking – particularly around nursery school on west side
  - Is white zone possibility?

#### Walk-through of midblock location

- AP modeled importance of bulb-out importance to bicycle safety
- AP noticed manhole near proposed island location
- Residents clarified expected effects on parking and motorist behavior
  - Residents would rather not affect parking
    - AP explained that midblock island may be contingent upon bulbout
      - SFMTA concerns about bicycle safety on bike route
        - Residents feel that bicycle volumes are so low that this should not be a major issue
        - AP explained that with potential future striping, bike volume may increase
          - SFSU has housing in Presidio, so some cyclists may begin to use this route more if facilities put along route
- Is striping still possibility?
  - AP clarified that especially in northbound (uphill) direction, SFMTA is likely to request this striping
- Residents would like clarification of timeline

#### Meeting summary

- Small range of reactions
  - Traffic Calming Devices
    - Large majority of residents still prefer speed humps
    - Most residents would be willing to consider SFMTA proposal
      - Condition – speed humps not be taken off table if proposal does not reduce speeding
    - Some convinced that islands and landscaping will be effective in slowing motorists
  - Parking
    - Midblock locations
      - All concerned about parking loss caused by bulbouts and would prefer to leave mid-block parking the way it is
    - Angled parking proposal
      - Generally positive response
        - With some concerns about safety issues that might be created by motorists backing out of spaces