

## Meeting Minutes

### Community Working Group Meeting #2 North of Geary Area (16<sup>th</sup> to 24<sup>th</sup> Aves, Geary to Lake) September 19, 2007

**Attendees:** Steven Miller, Ari Kanter, O'Neil Dennis, William Sheppard, Mike Sallaberry (MTA), Dan Provence (MTA)

**Absent:** Maggie Visser

#### Review of Traffic Calming Devices

- Detailed description of traffic calming devices with pictures was sent to the working group members in advance of the meeting for review (see webpage)
- Comment: "We need to add more trees in the neighborhood. Things look bare."

#### Review of Speed Data Collected

- Speeding defined: 15% or more of drivers going more than 5 MPH over the speed limit
- Data passed out to working group members (see webpage)
- Speeds near the school show borderline speeding, but could get treatment because of school
- Some traffic turning off of Geary is fast, especially at 22<sup>nd</sup> Ave
  - Visibility at bus stop helps this happen
- Highest speeds recorded on Lake between 16<sup>th</sup> and 17<sup>th</sup>
- Speeding also found on California St.

#### Application of Traffic Calming Devices

- Desire for median island or bulb-out on north/south avenues off of Geary
  - This should match with the south side's idea, which is median islands
  - Proposed for all locations, with priority to fastest locations
- Discussed traffic calming vs. STOP signs (see webpage) for Lake St.
  - People say no one stops at STOP signs, but give us more
  - Less respect for STOP signs with increased frequency
  - Traffic calming aims for steady, slower speed with increased driver awareness, not slowing down and then speeding up to make up for lost time
- Idea of traffic circles discussed for Lake
  - More information about effectiveness is requested

- If they are effective, 17<sup>th</sup> is the highest priority since this is the longest stretch without STOP signs
- 21<sup>st</sup> and 24<sup>th</sup> Aves are also higher priorities
- Interest in having Lake St. residents decide since they are most affected
- California STOP sign at 17<sup>th</sup> pushed more traffic onto Lake when California is the arterial where traffic should be
- California is limited because of #1 Muni bus
  - 16<sup>th</sup> at California is a concern because of Muni stop and no STOP sign
  - Additional STOP sign would just make traffic worse on Lake
- California has 2 westbound lanes east of Park Presidio and 1 west of Park Presidio
  - Drivers race to be the first to make it to the single lane
  - Making 1 of the lanes east of Park Presidio into “Right Turn Only Except Muni” would discourage this behavior
- Look into moving Muni stops to STOP sign locations
- Add bus bulb-outs at Muni stops to improve pedestrian crossings and Muni service
- Add pedestrian islands in the middle of California to help pedestrian cross California at non-STOP sign controlled locations

### Next Steps

- Compile information about traffic circles so the community can better understand them
- Use community working group input to create a draft traffic calming plan for the area
- Present this plan to the larger community for feedback in late October or November