

Notes from Roosevelt Way Community Working Group Meeting #2

Location: 219 Roosevelt Way

Date, Time: 3/18/09, 7:00pm

Present: Francisco Varela, Gill Sperlein, Richard Magary, Antonio Piccagli (SFMTA)

Previous consultation with Mardi Dier

Notes submitted for approval/ consultation with ??

1. Introductions
 - a. Names
 - b. Meeting agenda
2. Discussion – Project Goals

The following goals were agreed upon by the group:

Objective	Performance Measurement	Measurement Tools
Improve safety on for all users of the neighborhood streets	Increase the comfort levels of pedestrians and cyclists	Neighborhood perception study
Calm the neighborhood streets	Reduce the 85th percentile speeds to below 30 MPH	24 hour speed and volume count
Improve access for pedestrians and transit users	Reduce barriers at crossing locations	Neighborhood perception study
Accommodate Muni and emergency vehicles	Minimize vertical displacement devices. Ensure devices accommodate vehicle size and turning requirements	Agreement by Muni and emergency services
Enhance the streetscape	Use trees and other urban design features in traffic calming devices	Neighborhood perception study
Minimize parking loss	Keep lost parking spots to fewer than 5.	SFMTA count

While all present felt that parking loss was unlikely, we have considered and will continue to do so as the plan progresses

3. Speed, Volume, Collision Data
 - a. 85th percentile speeds
 - i. Roosevelt Way – Saturn to Lower: 34 mph
 - ii. Roosevelt Way – Museum to Park Hill/15th St: 34 mph
 - iii. Roosevelt Way – Buena Vista Ter to 14th St: 28 mph
 - b. Volumes
 - i. Approximately 2100-2300 daily in each direction
 - ii. Comparison: 6000-8000 on 17th St or
 - c. Collisions
 - i. SFMTA records show only three collisions in the last 5 years for all of Roosevelt
 1. Includes only those reported to police
 2. Francisco mentioned others

d.

4. Locations along Buena Vista Ave East and West

Location	Discussion:
<p>Roosevelt Way between 17th St and Lower Ter</p>	<p>Issues:</p> <ul style="list-style-type: none">• High speeds<ul style="list-style-type: none">○ 85th percentile: 34 mph in both directions• Separated directions for large stretch<ul style="list-style-type: none">○ Hard to implement many devices○ Lead to high speed shotgun effect• Difficulty entering driveways<ul style="list-style-type: none">○ Particularly in southbound direction○ Many driveways in southbound direction<ul style="list-style-type: none">▪ Leads to wider feel and faster speeds
	<p>Options:</p> <ul style="list-style-type: none">• Add chokers along wall<ul style="list-style-type: none">○ Narrows roadway for stretches<ul style="list-style-type: none">▪ But vehicles moved away from walls and closer to driveways○ Chokers would only be able to approximately 2 feet wide<ul style="list-style-type: none">▪ SF Fire Dept (SFFD) restrictions▪ Unlikely to be plantable<ul style="list-style-type: none">• Esthetics issue▪ Will drivers notice them?• Stripe edgelines<ul style="list-style-type: none">○ On right side of road in each direction<ul style="list-style-type: none">▪ Gives narrower feeling to roadway▪ Pushes drivers away from driveways○ Real impediment?<ul style="list-style-type: none">▪ It is only paint○ Feel like two lanes?<ul style="list-style-type: none">▪ southbound direction has few parked cars on-street• Island at intersection with 17th Street<ul style="list-style-type: none">○ Slows turn onto Roosevelt Way○ Adds to consistency of treatment along corridor
	<p>Working Group Preference:</p> <ul style="list-style-type: none">• Add edgelines and island
	<p>Priority:</p> <ul style="list-style-type: none">• Edgelines – High• Island – Medium

Roosevelt Way near Clifford Ter	Issues: <ul style="list-style-type: none">• Crosswalk<ul style="list-style-type: none">○ Poor sightlines○ Has two catch basins
	Options: <ul style="list-style-type: none">• Bulb-outs<ul style="list-style-type: none">○ Require costly catch basin removal○ Would shorten crossing• Median island<ul style="list-style-type: none">○ Divides crossing into two portions○ Makes intersection more visible<ul style="list-style-type: none">▪ Alerts drivers to presence○ Driveway access adds significant engineering challenge○ Potential for planting?
	Preference: <ul style="list-style-type: none">• Island, if feasible
	Priority: <ul style="list-style-type: none">• High

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Roosevelt Way from
Levant St to Park Hill
Ter/15th St

Issues:

- rolling stops at Museum Way
- high speeds between Museum Way and Park Hill Ter/15th St
 - a. 85th percentile speeds: 34 mph
- difficulty entering exiting on-street parking and driveways

Options:

- Chicane
 - Offset perpendicular/angled parking on opposite sides of street
 - Significantly breaks up motorist sightlines
 - Narrows roadway
 - Create parking
 - Consider back-in angled parking from Levant St to Museum Way
 - Consider perpendicular parking on south side of 200 block near park and parallel parking near 15th St
 - Vice versa on north side
 - Harder to leave perpendicular parking?
 - Requires block-by-block petition
 - Adds parking
- Islands
 - Island at Museum Way near existing crosswalk, midblock, and two islands at intersection of Park Hill Ter/15th St.
 - Midblock island has few possible locations due to high number of driveways
 - Narrow roadway only at specific locations along 200 block
 - Breaks up sightlines
- Bulb-outs
 - Near Museum Way at existing crossing and at 15th St/Park Hill
 - Latter should help more difficult crossing by increasing pedestrian visibility
 - Latter may also slow car proceeding onto narrow 15th St
 - Driveway/storm drain may affect feasibility of either one
 - Either way places increased strain on intersections of Haight with Central and Haight with Buena Vista West
 - May require parking loss

Preference

- **Chicane, with islands/bulb-out near 15th Street**

Priority

- **High**

Roosevelt Way near Buena Vista Terrace	Issues: <ul style="list-style-type: none"> • Poor sightlines <ul style="list-style-type: none"> ○ Many curves • Relatively high speeds <ul style="list-style-type: none"> ○ 85th percentile speed: 28 mph <ul style="list-style-type: none"> ▪ between BVT and 14th Street • Relatively high volume pedestrian crossing <ul style="list-style-type: none"> ○ Particularly on weekends as people travel between parks
	Options: <ul style="list-style-type: none"> • Median Islands <ul style="list-style-type: none"> ○ Narrow roadway ○ Break up open feel of corridor ○ Not intended for pedestrian island <ul style="list-style-type: none"> ▪ But braver pedestrians may take advantage of them
	Preference <ul style="list-style-type: none"> • Median Islands
	Priority <ul style="list-style-type: none"> • Medium

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Generally	<p>Issues:</p> <ul style="list-style-type: none"> • Vehicles speed feel fast <ul style="list-style-type: none"> ○ 85th percentile speeds relatively normal <ul style="list-style-type: none"> ▪ Under 30 mph ○ feel quick due to twists in roadway and visibility issues <ul style="list-style-type: none"> ▪ Difficult for pedestrians to judge approaching vehicle speed ▪ Difficulty crossing
	<p>Options</p> <ul style="list-style-type: none"> • Edgelines <ul style="list-style-type: none"> ○ Encourage drivers to stay toward middle of roadway <ul style="list-style-type: none"> ▪ Pedestrians, bicycles, and parking/exiting vehicles get slight cushion ○ Can cause narrow “feeling” for drivers <ul style="list-style-type: none"> ▪ May slow speeds ○ Relatively inexpensive • STOP signs <ul style="list-style-type: none"> ○ STOPS signs are generally not warranted on BV Ave <ul style="list-style-type: none"> ▪ side streets must clearly yield right-of-way to BV Ave ▪ low volumes on side streets ▪ unwarranted STOP signs encourage violations where they are essential
	<p>Preference</p> <ul style="list-style-type: none"> • Edgelines • STOP signs at individual locations to be pursued by individual residents
	<p>Priority</p> <ul style="list-style-type: none"> • Medium • Low cost may mean they can be done first

5. Next Steps

- a. Antonio must prepare final recommendations
 - i. By March 25
- b. Working group members must read and comment
 - i. Comments due by April 1
- c. Antonio to submit revised plan
 - i. By April 8
- d. 2nd Community Meeting
 - i. At Randall Museum
 - ii. April 14th, 7pm

6. Follow-up

- a. Antonio to follow up with those not present