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## Meeting Minutes

### Potrero Hill South Community Working Group (20<sup>th</sup> Street to 26<sup>th</sup> Street, I-280 to US 101) May 24, 2007

Attendees: Tom Murray, Ray O'Connor, Jon Swae, Dorothy Tyack, Mike Sallaberry (MTA)  
Absent: Tonia Macneil, Elliot Schwartz (submitted comments)

The primary goal of the meeting was for the Community Working Group and MTA to review the various comments submitted about traffic safety problems in the area and determine where to focus attention. Comments had been submitted via a newsletter survey sent to residents and the March 22 project kick off meeting held with the community.

The following list outlines the areas and issues MTA will focus its data collection efforts and traffic calming planning.

- Rhode Island at Southern Heights – only one approach to this intersection must stop, cars traveling southbound on Rhode Island come over the hill too fast making crossing Rhode Island anywhere on the top half off the hill very dangerous for pedestrians who cannot see the cars approaching. Cars traveling northbound on Rhode Island slow but do not stop, or stop past the limit line at Southern Heights, making crossing Rhode Island at the stop sign dangerous for pedestrians.
- Rhode Island between 22<sup>nd</sup> and 23<sup>rd</sup> – blind spots, Muni speeding, motorists and taxis speed, part of cut through route for taxis and some commuters, guidelines doesn't help much, install hump?
- Southern Heights – speeding, needs crosswalks, install island?
- Wisconsin between Madera and 26<sup>th</sup> – speeding problems, especially given limited visibility
- 23<sup>rd</sup>/Kansas – there is a 4-way STOP intersection that needs xwalks, motorists tend to roll STOP, crossing distance across Kansas is long
- Kansas/RI/17<sup>th</sup> Streets – Whole Foods development increasing traffic, keep an eye on area
- Kansas to RI – cut through traffic in AM and PM rush hours, also with taxi cabs around 5pm on weekends during shift change

- Kansas between 25th and 22<sup>nd</sup> – wide street encourages speeding. Cars sometimes overtake other cars. Dangerous for bicycles on this signed bicycle route. [note: legislative process for installing islands beginning soon]
- Taxis – Yellow Taxi headquarters located on CC/Mississippi, cut through via Kansas and RI
- Pennsylvania – wide street, speeding, more people coming to area with development, cars drive too quickly uphill, resulting in excess noise and endangering bicycles traveling slowly in the same direction (popular bicycle route from Caltrain).
- Kansas/20<sup>th</sup> – 2-way STOP, LT from SB Kansas to 20<sup>th</sup> difficult when tall vehicles part at NE corner, maybe install 6' tall vehicle restriction?
- Carolina/Southern Heights – sight line/visibility concerns, hill, sharp turn
- 23<sup>rd</sup> St – speeding westbound from Carolina to Kansas
- 23<sup>rd</sup>/Carolina – motorcycle parking in small painted triangle cause problems, esp when larger vehicles pass by
- Muni – can you have them stop speeding so much?
- 26<sup>th</sup> Street – speeding concerns
- DeHaro/24<sup>th</sup> – intersection narrows significantly due to hillside, speeding through intersection with ped traffic present, restrict parking at bottleneck?
- RI/23<sup>rd</sup> – regular close calls, requested a STOP sign but request was denied
- Freeway Access – many EB motorists use Kansas or Vermont to make U turn to get back onto Cesar Chavez to access 101, directional signage exists but maybe improve signage directing motorists to use SB Kansas to WB Marin to 101? People using Kansas north of CC to make U turns often do so haphazardly – at speed or on parts of street near intersection. This endangers bicycles traveling on either Cesar Chavez or Vermont - both signed bike routes.
- Connecticut/Wisconsin – speeding, exhibition driving
- Dakota/Texas – exhibition driving
- De Haro and 20<sup>th</sup> – Cars traveling uphill on both streets stop over the limit line (if at all), presumably because they cannot see the intersection if they are tilted upwards - however, this is dangerous for pedestrians crossing. Cars traveling downhill on both streets usually do not stop, presumably because they have large momentum - this is probably not dangerous as at least these cars have a good view of the intersection.
- 20th between Arkansas and Missouri – Cars double park (sometimes even leaving the engines on spewing fumes!) while using neighborhood stores. This forces other cars and bicycles into oncoming traffic. Sometimes cars park on corners blocking curb cuts as well.
- Texas and 22<sup>nd</sup> – Downhill traffic (including Muni buses) cuts the corner of this curve, coming too close to uphill traffic.
- Mississippi and 22<sup>nd</sup> – Commercial trucks owned by adjacent companies double park, reducing visibility and forcing cars and bicycles into oncoming traffic.

## Project Goals

- The project will look to lower 85<sup>th</sup> percentile speeds to close to 25 MPH and definitely below 30MPH (or if speed limit is higher, to speed limit and definitely within 5mph of limit)
- The project will try to reduce cut through traffic volumes and speeding along the Kansas/RI cut through route. Taxis will be a focus.
- A survey at the end of the project will ask for people's feel about things like pedestrian safety and motorist behavior.

## Next Steps

- We will work to gather speed and volume data for locations discussed at this meeting and for locations brought up by the greater community by survey and at the community meeting
- Once that data is collected, we will hold another working group meeting, probably in July or August.

Mike Sallaberry  
Project Manager, Potrero Hill – South  
1 South Van Ness Avenue, 7<sup>th</sup> Fl  
San Francisco, CA 94103  
(415) 701-4563  
[mike.sallaberry@sfmta.com](mailto:mike.sallaberry@sfmta.com)