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Meeting Minutes

Community Working Group South of Geary Area, Meeting #2 (16th to 24th Aves, Geary to Fulton) September 5, 2007

Attendees: Debra Ferreira, Denis O’Sullivan, Coley Pogosian, Martin Siegenthaler, Dan Provence (MTA), Mike Sallaberry (MTA)

Absent: Andy Thornley

This was the second meeting of the Mid-Richmond, South Area Community Working Group. The goal of this meeting was to review speed and volume data and begin developing plans for addressing areas of concern so MTA can prioritize what to design and where.

Various Handouts/Documents Reviewed or Distributed

- Agenda, with Proposal for Guidance for Developing Solutions and Potential Mission Statement for Mid-Richmond Traffic Calming Effort (see webpage)
- Table of Speed and Volume Data (see webpage)
- Table of Comments/Concerns, Actions, and Possible Solutions (see webpage)
- Photos of Project Area
- “Traffic Calming Devices” (see webpage)

Review of Traffic Calming Devices

- Detailed description of traffic calming devices with pictures and various pros and cons for each device discussed
- Comment: Traffic circles improve aesthetics, speed humps don’t.
- Comment: We need to convince more people to plant trees. Note: City planted trees are planned for Balboa. MTA will try to get trees for other streets in the project area. Trees have benefit of lessening “wide open” feel/freeway look of street and thus slowing traffic while also improving air quality, enhancing aesthetics, and absorbing noise/sound.
- Comment: Wide open streets make it easy for drivers to shut off brains, not pay attention, and speed or drive carelessly. Goal of traffic calming is to get motorists to drive the speed limit, pay more attention, and hopefully improve aesthetics of the street at the same time.
- Interest in 23rd Ave. medians (photo), but that street is 6’ wider than other north/south streets which are 40’ wide. For information, east-west streets are 50’ wide (except Fulton

which is 55') while north south streets are 40' wide (except for 23rd Ave between Fulton and Cabrillo).

Review of Proposal for Developing Solutions

At the suggestion of a working group member, a Proposal for Developing Solutions (link) was developed to help guide the group when deciding on solutions for particular problems. It prioritizes what goals the group has. The group agreed this was a good idea, and was asked to review this in more detail after the meeting in the interest of time. If there are suggested changes, it can be discussed via email or at the next meeting. Also, a Mission Statement was drafted to help people understand the project and its goals better.

Review of Speed Data Collected

- Speeding defined: 15% or more of drivers going more than 5 MPH over the speed limit.
- Speed and volume data passed out to working group members. Map opened showing location of data collection and speeding. (see webpage) Some observations include:
 - Anza between 22nd and 25th Avenues has speeding and needs attention. There is nothing on that section of the street to slow traffic or make crossing the street safe. (photo)
 - Speeding found on streets between Fulton and Cabrillo. Likely due to hills and drivers speeding off Fulton or rushing towards Fulton. (photo)
 - 18th Avenue has more traffic than other north-south streets, probably due to signal at Fulton making access to/from street easier and its location about halfway between 25th Avenue and Park Presidio. 18th Avenue passes by Argonne School and Argonne Playground.
 - Fulton has speeding and is difficult to cross as a pedestrian.
 - Speeds recorded on 17th Avenue between Geary and Anza are obviously too low at 18mph and need to be redone.
- Borderline speeding near Argonne School should warrant a device.
- Some traffic turns off of Geary and Fulton too fast.

Application of Traffic Calming Devices

- Desire for median island gateway treatment for north/south avenues off of Geary (photo) and Fulton.
 - Due to somewhat narrow width and need to accommodate turning trucks, medians would be set back from intersection but include a street level pattern up to the crosswalk. Medians could include trees. (drawing)
 - This should be mirrored on the north side of Geary
 - Proposed for all locations along Geary and Fulton, with priority to fastest locations.
 - Gateway treatments could also be used along the eastside of 25th Ave.
- Discussed traffic calming vs. STOP signs (see webpage) for Anza St.
 - STOPS are not intended for speed control.
 - Less respect for STOP signs with increased, unwarranted use.

- Traffic calming aims for steady, slower speed with increased driver awareness, not stopping then speeding up to make up for lost time associated with the overuse of STOP signs (link).
- Traffic calming fairly new to SF, so people are unaware of solutions other than STOPS or warning signs. People tend to roll through STOPS and not see or acknowledge warning signs.
- Group showed support for traffic circle at 23rd and Anza, which would slow traffic, beautify the street, and help cyclists cross Anza at 23rd, which is a bike route.
- Anza should have a variety of treatments throughout the corridor, including traffic circles, perpendicular parking flipped from one side to the other to break up sight lines, median islands to help with pedestrian crossings and bulb-outs to improve pedestrian safety and sight lines.
 - We should try to increase visibility with red zones near the corners
 - Parking supply should not be increased because that could increase the number of cars in the neighborhood.
- Balboa seems to operate well with the 3 narrower lanes.
 - The street does not need three lanes, but there are few documented problems on the street (no speeding found and 0 reported collisions in 5 years at 16th Ave), so any changes on the street are low priority. There is a potential for removing a lane to add ped/median islands or a center two-way turn lane/left turn lane though if it is desired.
 - The bus on Balboa helps slow traffic.
 - Trees are planned for Balboa from the beach to Arguello. Also working on getting trees planted by the city on other streets in the project area, like Anza and 18th Avenue.
- Cabrillo seems to be in good shape with the bike lanes that narrow the roadway. (photo)
- Fulton has speeding and is not easy to cross as a ped or enter as a driver.
 - Desire for gateway treatments to slow traffic, help pedestrians cross the street, and signal to drivers they are entering a neighborhood.
 - Traffic volumes are a little too high to be able to remove a lane for speed control or to create space for islands.
 - There is a possibility of removing some parking on the Golden Gate Park side of Fulton at intersections to allow for a lane shift and 4' to 6' wide pedestrian islands in the middle of Fulton to ease crossings.
 - 22nd Avenue is a key pedestrian entrance to the park, but it has a signal. Other key crossings that could use ped islands on Fulton will be explored.
 - Residents seem to think that parking next to Park isn't used by local residents much, and when it is, cars often get broken into.
 - Desire for red zones at the northeast corners to help improve sightlines between Fulton and the cross streets.
- 18th Avenue – has higher traffic volumes than other north-south streets, some speeding, and passes by a school and park.
 - Street could use some attention, like speed humps and additional trees to slow traffic
 - Suggestion to MTA that we talk to crossing guard for Argonne School. Crossing guard was lauded for being vigilant and attentive to duties.

- Pedestrian countdown signals – They will be at all signalized intersections City-wide within a few years.

Next Steps

- Redo speed data survey on 17th Avenue between Geary and Anza.
- Talk to crossing guard for Argonne School.
- Follow up with city staff to create informational sheet for trees
- Use community working group input to create a draft traffic calming plan for the area
- Review plan with CWG
- Present this plan to the larger community for feedback in late October or November. Based on how the plan is received there, it will either be finalized or redrafted.

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