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Meeting Minutes

Community Working Group South of Geary Area (16th to 24th Aves, Geary to Fulton) April 18, 2007

Introductions

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

Review and discussion of concerns from survey and February 13, 2007 community meeting

Anza

- STOP signs at nearly every block, but it still seems like cars speed
- Anza is too wide
- Not enough trees to narrow the wide open feel
- Speeding and running STOP signs, especially near Park Presidio and 25th Ave as cars race to make the green light

Balboa

- Hills slow driver speeds because they can't see as far as on Anza
- Balboa is a City designated arterial, a street drivers are encouraged to use
- Some drivers avoid Balboa because of the slow bus
- People like Anza instead because they can just roll through the STOP signs
- 3 travel lanes on Balboa seem imposing for pedestrians
- Added confusion comes from having to predict the movements of an extra lane of traffic
- Interest in getting the #31 Muni bus moving better
- Big interest in improving conditions near school
- High number of STOP signs discourages drivers from using Balboa
- Suggestion: See if 3 lanes really needed; maybe extra space can be used to help pedestrians and Muni

Cabrillo

- The bike lanes narrow the street and lead to slower traffic

23rd/ Anza

- 23rd Ave. is a bike route and it is difficult to cross at Anza
- Suggestion: try something to improve the safety of this crossing without installing STOP signs

15th/ Geary

- Another bike route is on 15th Ave.; it is difficult to cross at Geary
- There is a signal coming to this intersection that should help

Fulton

- High speed right turns from vehicles going west on Fulton presents safety concerns for pedestrians
- Parked cars can lower visibility and make it more difficult to see pedestrians
- Suggestion: Red zones near the intersections or curb bulb-outs could improve the situation
- Vehicles turning off of Fulton onto the Avenues face a downhill slope at several locations that encourages speeding
- Narrow lane widths cause people to park on the sidewalks along Fulton
- Suggestion: remove parking along the park to provide wider lane widths and possible pedestrian improvements

Balboa 16th – 17th Ave.

- A lot of comments about this location that is near Argonne School
- Suggested that we speak with crossing guard at this location
- Some difficulty crossing 16th at Balboa

Most of the comments received focus on the eastern portion of the project area

- No left turns off of Park Presidio may cause some of this
- Lower volumes and left turns being allowed off of 25th Ave equals less concerns in the western portion of the project area

Red light cameras seem to be effective in helping with compliance

Tree planting

- Some people are interested in adding trees, but they have heard a lot of negatives about trees
- There are better tree species being selected that do not break up the sidewalks and cause problems with underground utilities
- Suggestion: help educate folks about trees as part of this project

Residential Permit Parking was a comment that came up several times

- Suggestion: link to information on getting Residential Permit Parking

A lot of people think 19th Ave. north of the Park is Highway 1 (like it is south of the Park)

- Add guide signs to direct drivers to Park Presidio Blvd.

18th Ave.

- Easy cut through route because of signals at Geary and Fulton and favorable STOP sign pattern
- 18th Ave. seen as the highest volume of traffic since it is also about half way between 25th Ave. and Park Presidio Blvd.
- Parking lot near Geary on 18th can cause back-ups

Vehicles coming off of Geary

- There is a speeding issue as vehicles enter the neighborhood
- Problem seem bigger with vehicles coming off of Fulton because of the hill
- 15th at Geary seems to be the worst intersection because of U-Turns and turn restrictions near Park Presidio Blvd.

General idea

- Deal with making traffic safer on east-west streets like Cabrillo, Anza and Balboa and then it should spread the feel to the rest of the neighborhood
- Also add gateway treatments off of the arterials to slow traffic at entrances

Project Goals

- The project will look to lower 85th percentile speeds to close to 25 MPH and definitely below 30MPH
- A survey at the end of the project will ask for people's feel about things like pedestrian safety and aesthetics

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 June or July