

Excelsior Community Working Group Meeting #2 Notes
April 24, 2006 – 6:30PM – Excelsior Public Library Meeting Room

The second Community Working Group (CWG) meeting convened on April 24, 2006 at 6:30 PM at the Excelsior Public Library Meeting Room. Six of the ten CWG members were in attendance.

The CWG discussed the data that was collected since the last CWG meeting. Members at the last meeting listed street segments which they believed had the worst speeding and cut-through problems. This would give us a snapshot of where we should concentrate our efforts. The results showed that some areas did have speeding and cut-through traffic, and some did not. A table (see Data Library on the website) was passed out showing the results.

Cut-through traffic was discussed.

- A potential cut-through route was identified on Amazon Avenue where drivers on southbound Mission Street, make a quick left turn off of Amazon (1 block north of Geneva Avenue) and drive eastward. Some may be using this to bypass Geneva Avenue or else are destined to locations within the neighborhood. A left turn pocket at Geneva may be looked into to encourage drivers to stay on Mission to get to Geneva.
- Another route discussed was Brazil Avenue as an alternative to Persia Avenue which backs up at Mission Street during peak hours.

A brief overview of how speeding is measured was discussed. The 85th percentile speed is the speed that is generally looked at when measuring the speeds at which vehicles are driving at along a street. When the 85th percentile speed is greater than 32 MPH, this is generally where it becomes a major concern. Speeds between 30-32 MPH are considered marginal, and speeds below 30 MPH are generally what is expected on residential streets in the Excelsior.

The results showed speeding on:

- Madrid Street between Persia and Russia Avenues
- Lisbon Street between Peru and Avalon Avenues
- Moscow Street between Russia and France Avenues

The data showed that speeding was mainly on the north-south streets, as the 5 counts on the east-west streets showed no major speeding. It was recommended that we concentrate on the north-south streets and collect more data on the parallel north-south streets. Further discussion recommended 6 more streets to collect speed/volume data on include:

- Madrid Street between Peru and Avalon Avenues
- Edinburg Street between Persia and Russia Avenues
- Naples Street between Persia and Russia Avenues
- Moscow Street between Excelsior and Brazil Avenues

- Vienna Street between Excelsior and Brazil Avenues
- Athens Street between Russia and France Avenues

Speed humps generally are the first thing people propose when speeding is found. However, MTA has guidelines for their installation. For marginal speeding, speed bumps may not be the only solution.

Other traffic calming devices available and were discussed were:

- **Islands:** An island was proposed at Lisbon Street at Silver Avenue at the last meeting to help cut down on drivers cutting the corners on Lisbon Street from Silver to Peru Avenues. The island would be short to retain driveway access to properties. Other ideas to improve this intersection include double yellow lines and a larger red zone for visibility on Silver Avenue. This route was identified as a cut-through route for westbound Silver Avenue drivers to get to southbound Mission street due to the backup this movement makes during peak hours. Installing a left turn pocket and left turn signal arrow is an option. To accommodate this, maybe the bus stops and parking can be shuffled around at the intersection.
- **Gateway treatments:** Madrid Street at Silver Avenue may be used as an alternative to Lisbon Street if the above is implemented, so a gateway treatment was proposed here. Basically, a gateway treatment would involve installing an island and/or bulb-outs to create a narrower entryway into the neighborhood which could discourage cut-through traffic.
- **Circles:** The group said that the existing circle at Naples Street at Excelsior Avenue worked, but maybe too well. A redesigned circle may be an idea for Moscow Avenue.
- **Speed Trailers:** A speed trailer is available for use in the neighborhood. Suggested points for installation are at the entry points to the neighborhood – Persia, Moscow and Lisbon Streets. People in the group mentioned that this is only a temporary measure. Others said it helped slow them down for good after seeing them.

Encouraging other modes of transportation was discussed. A bicycle route or pedestrian trail was suggested.

- One member who uses a bike proposed a north-south cross-Excelsior route starting on Lisbon Street to Russia Avenue to Vienna Street. This would pass by schools, playgrounds and is generally pretty flat. This will be brought to the Bicycle Program to see if a bicycle route or lanes can be installed here.
- Someone suggested a pedestrian origin-destination study be conducted to help improve popular pedestrian routes in the district. This would be a big effort, but it could be further looked into.

Greening the area would help encourage traffic calming. Friends of the Urban Forest (FUF) charges only \$75 a tree. Issues about maintenance may be a reason why there aren't more trees. However, it was pointed out that planting the right tree in the correct way would help minimize maintenance. It was suggested that this be advertised in the

next newsletter to spread the word on this, and to do some type of study to see which areas need greening.

STOP signs are being further studied at Persia Avenue at Prague Street. Bus stops were suggested to be moved or combined here. Moscow Street at Avalon Avenue is another location to be studied.

Parking issues such as sidewalk parking and truck/limousine parking was briefly discussed. Hot spots include Geneva Avenue, Madrid Street, Russia Avenue, and Naples Street. This was suggested to be brought up for enforcement.

An improved connection between Onondaga and Russia Avenue was suggested. This will be part of the Mission-Geneva Study. The Mission Consortium was suggested to be brought in.

The next steps are:

- Finish 2nd round of speed/volume counts
- Look further into issues discussed here
- Invite SFPD and DPT Enforcement to attend the next meeting to answer enforcement questions.
- Next meeting in mid-late May

Attendees:

Matthew Householder

Tim Colbert

Lionel Brazil

Wilma Enriquez

Rick Pohl

Cynthia Vazquez

Michael Zimmerman

Manito Velasco (MTA Planning)

Philip Louie (MTA Planning)