

Inner Sunset Traffic Calming Kick Off Meeting  
October 18, 2005  
At the SFPD Park Police Station

Kevin Keck presided at the kick-off meeting and introduced himself as the Inner Sunset Traffic Calming project planner and Bridget Smith and Dan Provence of the MTA staff.

Keck welcomed the 30-35 members of the public in attendance and spoke briefly about San Francisco's new traffic calming program. Keck indicated that while traffic calming is a relatively new traffic engineering related discipline, traffic calming requests and issues particularly in the Inner Sunset are not. Keck acknowledged that DPT has in its files several requests from a number of parties requesting relief due to excessive traffic volumes on the 7<sup>th</sup> Avenue Corridor.

Keck indicated that in previous studies, the City was frequently often unable to implement the traffic calming measures recommended. With the 2003 approval of dedicated sales tax revenue through Proposition K, City voters indicated a willingness to fund a larger variety of transportation related improvement projects including residential traffic calming efforts.

The City has solicited applications for traffic calming programs and determined a means of aggregating and prioritizing these requests.

Keck indicated that the purpose of the meeting was to document as many specific neighborhood traffic issues as possible.

The following list identifies some of the issues raised during the meeting. One of the first tasks of the "Working Group" will be to prioritize the following list of items. (This list is in no particular order.)

- Signals create cut-through traffic problems at Funston and Lincoln
- Bicycle Lanes needed on 7th Avenue
- Reconfigure 7th Avenue with one-lane in each direction and center left turn lanes to slow traffic.
- 7th Avenue lane reduction worked fine during recent PG&E trench work.
- Reconfigure Lincoln with one-lane in each direction left turn lanes.
- Reducing the number of turns allowed on 7th Avenue will discourage cut-through traffic.
- Vehicles turning left off of 7th Avenue adversely impacts street flow.
- Safety issues related to High School on 7th needs to be addressed
- "State Law- Yield to Ped Signs" would help reinforce need for drivers to stop
- Signals do not provide enough walk time for peds
- Stop Signs at 5th and Lincoln routinely ignored
- 5th and Lincoln Way most dangerous intersection – adjacent GGP ped entrance
- 5th and Lincoln Way – no observance of red
- Drivers see red at Funston then turn left on to 12th

- Need speed radar signs for 7th and Lincoln
- SW corner of 7th and Lawton...no right turn on red
- publish crash results
- UCSF shuttle buses, loud and disruptive
- MUNI operations cause problems
- U turns into parking spaces are problematic
- 5th and Irving – no stop signs difficult for people to get to Park
- 7th and Kirkham
- 7th Avenue Signal Timing needs work
- Would like all red phases on 7th
- Need better enforcement
- Visibility issues at 7th and Kirkham
- Need to include Lincoln Way in study area
- Peak periods occur after 7:15 AM and until 6:30 PM
- Events in Park contribute to traffic
- New bottleneck at Lincoln Way and Waller
- Need to open Waller back up
- Walkways need better visual elements
- High speed turns off of 7th
- Bulbs on 7th needed
- Left turn prohibition at 9th and Lincoln routinely ignored
- N-Judah LRV speeding
- Limited parking in Park puts additional pressure on residential streets
- Crosstown student trips add to congestion
- People race to make lights
- Need more greening
- Raise meter fees to meet demand and provide revenue for local improvements
- Muni operations would benefit from better signal coordination
- Banners in neighborhood would help
- Allow left turns to Lincoln from 7th
- Plan for 7th Street closure in Park
- Narrow Lanes
- Enforce 5th and Lincoln red light camera
- Need better name than “Inner Sunset”
- Where do the commuters come from and where are they going?