



# Central Richmond Traffic Safety Project

**Town Hall, January 14, 2019**

## **Meeting Summary & Public Comments**

The Central Richmond Traffic Safety Project proposes improvements for people walking, biking, or being dropped off at schools in the Central Richmond neighborhood. The project prioritizes streets with a history of collisions and where children and seniors are present.

On Monday, January 14<sup>th</sup>, in partnership with District 1 Supervisor Sandra Fewer, the SFMTA hosted a Town Hall Meeting at Richmond Recreation Center. About 60 people attended the public meeting. SFMTA staff presented the proposals and facilitated small group discussions. The SFMTA recorded comments including priorities and changes to draft proposals. Supervisor Fewer circulated throughout the meeting, talking with neighbors and listening to their concerns about traffic safety in the Central Richmond.

Community feedback from the Town Hall Meeting will be used to modify proposals towards developing a final design. The next step will be for proposed changes to be reviewed for feasibility by SFMTA staff. A final design will be presented to community members by email and at two "pop up events" before SFMTA staff begins the legislation process. Construction of all improvements that are part of the Central Richmond Traffic Safety Project will happen between Fall 2019 – Winter 2020.

Any questions or comments on this document may be communicated directly to project manager, Jeff Banks by email at [jeffrey.banks@sfmta.com](mailto:jeffrey.banks@sfmta.com) or by phone at 415-701-5331.

### **KEY COMMENTS ON PROJECT PROPOSALS**

- Daylight around all schools
- Improve crosswalks on Fulton Street
- Mark crosswalk at 20<sup>th</sup> Avenue at Balboa Street (people walk north on 20<sup>th</sup> Avenue to Geary Boulevard bus stop)
- More pedestrian head starts
- Better intersection markings
- High visibility crosswalks at Cabrillo, Anza, California and Clement streets, where absent
- Support for speed humps by schools
- Restrict left turn at 15<sup>th</sup> Avenue/Geary Boulevard
- Daylight all uncontrolled intersections

- Daylight Clement at 24<sup>th</sup> & 25<sup>th</sup> avenues
- Remove median islands / Install more median islands
- Install Rectangular Rapid Flashing Beacons (RRFBs) on Fulton, Lake and California streets. RRFBs at California Street / 22<sup>nd</sup> Avenue
- Install more 4-way stops
- Improve signal timing for safe speeds (25 MPH progression)
- Traffic calming on Park Presidio Boulevard and Lake Street
- Traffic Calming on Fulton Street and 17<sup>th</sup> Avenue
- Reduce double parking at schools during loading/unloading
- Concern about potential loss of parking
- Support speed humps around St. Monica's School
- Install safe hit posts at red curbs and painted safety zones so vehicles will not ignore them
- Install bike lanes on Anza Street

## **PUBLIC COMMENTS BY LOCATION**

### **Anza Street**

- Install bike lanes

### **Anza Street at 18<sup>th</sup> Avenue**

- Install high visibility crosswalks and daylighting, or pedestrian refuge island

### **Anza Street at 19<sup>th</sup> Avenue**

- Install high visibility crosswalks & daylighting or pedestrian refuge island
- Install traffic signal
- Better lighting at intersection

### **Anza Street at 23<sup>rd</sup> Avenue**

- Make a 4-way stop
- Remove all stops
- Improve lighting
- Daylight this intersection (traffic circle)
- Traffic circle is a problem for trucks
- Remove traffic circle (2)

### **Anza Street at 24<sup>th</sup> Avenue**

- Needs marked crosswalk

**Balboa Street at 20th Avenue**

- Install high visibility crosswalk
- Install pedestrian refuge islands
- Mark crosswalk & pedestrian refuge islands

**Balboa Street at 22<sup>nd</sup> Avenue**

- Add daylighting
- Mark crosswalk

**Balboa Street at 23<sup>rd</sup> Avenue**

- Add continental crosswalk with yield teeth

**Balboa Street at 24<sup>th</sup> Avenue**

- Add daylighting

**Cabrillo Street**

- Protect bike lane with daylighting

**Cabrillo Street at 20<sup>th</sup> Avenue**

- Make a 4-way stop

**California Street at 15<sup>th</sup> Avenue**

- Make a 4-way stop

**California Street at 17<sup>th</sup> Avenue**

- Upgrade design to a raised crosswalk

**California Street at 19<sup>th</sup> Avenue**

- Upgrade design to a raised crosswalk

**California Street at 22<sup>nd</sup> Avenue**

- Install RRFBs

**Clement Street at 14<sup>th</sup> Avenue**

- Improve lighting

**Clement Street at 17<sup>th</sup> Avenue**

- Needs daylighting

**Clement Street at 18<sup>th</sup> Avenue**

- Needs daylighting
- Painted safety zone with safe hit posts

**Clement Street at 21<sup>st</sup> Avenue**

- Bulb outs should be installed here

**Clement Street at 22<sup>nd</sup> Avenue**

- Bulb outs should be installed here

**Clement Street at 24<sup>th</sup> Avenue**

- Needs daylighting or PSZs
- Safe hit posts at “daylighted” corners

**Clement Street at 25<sup>th</sup> Avenue**

- Install PSZs
- Make a 4-way stop

**Clement Street at Park Presidio**

- De-actuate pedestrian signal

**Fulton Street**

- Cars more likely to see speed radar sign if located at crest (16<sup>th</sup> Avenue)
- At 23<sup>rd</sup> Avenue, fix bicycle/pedestrian entrance into park
- Fulton needs traffic calming
- Fulton needs “speed management”
- High visibility crosswalks where not present

**Fulton Street at 17<sup>th</sup> Avenue**

- Mark crosswalk across 17<sup>th</sup> Avenue

**Fulton Street at 25<sup>th</sup> Avenue**

- Upgrade signs

**Fulton Street at Park Presidio**

- Upgrade signs & crosswalk

**Geary Boulevard**

- BRT – do not make it center-running

**Geary Boulevard at 14<sup>th</sup> Avenue**

- Daylight SW corner of intersection

**Geary Boulevard at 15<sup>th</sup> Avenue**

- Add protected LT phase to alleviate queue

**Geary Boulevard at 19<sup>th</sup> Avenue**

- WB LT threat to pedestrians. What can be done?

**Geary Boulevard at 22<sup>nd</sup> Avenue**

- Jackie Chan Senior Center - Improve lighting/visibility: intersection is very dark at night and hard to see pedestrians crossing

**Geary Boulevard at 25<sup>th</sup> Avenue**

- RRFB or traffic calming device
- De-actuate pedestrian signal

**Lake Street**

- Make speed limit 20 MPH

**Lake Street at 14<sup>th</sup> Avenue**

- Pedestrian refuge island is not working. Vehicles cutting off pedestrians and bikes. Best to remove the island.
- Lots of queuing during AM peak
- Prohibit U-turns (x2)

**Lake Street at 25<sup>th</sup> Avenue**

- Traffic calming (island?) near Rochambeau Playground

**24th Avenue between California and Lake Streets**

- Support the speed hump on this block

**Park Presidio at Cabrillo Street**

- Muni Stop floods and puddles splash passengers

**Park Presidio at Fulton Street**

- Add lead pedestrian intervals (LPIs) and daylighting
- Add speed humps
- More signage, upgrade crosswalks, install yellow crosswalk

**Park Presidio at Lake Street**

- Add lead pedestrian intervals (LPIs) and daylighting
- Add speed humps

**17<sup>th</sup> Avenue**

- Heavily used by cars getting to schools on Lake Street

**23<sup>rd</sup> Avenue**

- Add yield teeth at crosswalks
- Audible pedestrian signals at Lake, California, Clement, Balboa, Cabrillo
- Better bike wayfinding and signage
- Green-back the "sharrows"

**DESIRED FUTURE TRAFFIC SAFETY IMPROVEMENTS**

For the last 30 minutes of the Town Hall Meeting, community members were encouraged to voice their wishes for future traffic safety improvements directly to Supervisor Sandra Fewer. Several community members expressed a desire that project scope (traffic safety improvements near schools, parks, senior centers and where there are high incidence of collisions involving pedestrians and cyclists) be expanded westward beyond 25th Avenue and eastward between 8<sup>th</sup> Avenue and Arguello Boulevard. Bike safety improvements were requested, in particular a bike lane on Anza Street, which is not currently scoped for this project. Another popular request was for more curb extensions (bulb outs) that shorten pedestrian crossing distance at intersections. Community members consistently called for improved pedestrian and bicycle access to Golden Gate Park. A summary of the desired future traffic safety improvements that are currently not within the scope of this project were sent to Supervisor Fewer's office for further review.