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Laurel Village Streetscape Improvements

Date: March 18, 2015

Time: 6:30-8:00 PM

Place: CPMC, 3700 California Street, Conference Room C

Attendees:

Michael Rieger	Project Manager, Public Works
Cristina Olea	Project Manager, Public Works
John Thomas	Division Manager, Public Works
Tony Esterbrooks	Landscape Architect, Public Works
Liliana Ventura	Traffic Engineer, MTA
Grace Moore	Public Affairs, Public Works

Meeting Summary:

Approximately 20 people from the community attended the meeting.

Key Meeting Discussions and Community Comments

-There is concern about access in and out of the private parking lot, especially adjacent to the Calmart (California and Spruce). How will the proposed bulb at Southeast Spruce effect traffic turning out of parking lot and right onto California St?

- [SFMTA will study](#)

-General concern about the bus blocking the travel lane along California

-How will proposed transit bulbs alter the overall flow of vehicular circulation along California around Laurel Village and in and out of the parking lot?

- [SFMTA will study](#)

-What are the overall benefits of the bus bulbs

- [SFMTA provided information related to the 1-California and how the bus bulbs can improve transit reliability](#)

-Unloading of trucks and parking of trucks for deliveries creates a serious issue for this area – double parking causes additional frustration and congestion for drivers

-What about the possibility of adding right turn arrows, retiming the lights, and adding more lights/better timing for pedestrian crossings? Crossing California can sometimes be stressful due to fast moving cars

- [SFMTA said they will study this](#)

-What current traffic counts have been completed? Someone should observe traffic movements 3 times a day-morning, after school hours, rush hour and on a Saturday/Sunday AM as well to really understand how these intersections are functioning.

- SFMTA will schedule time to review traffic patterns on site

-Sidewalk has issues and tolerances that are possible tripping hazards, can the sidewalk be re-graded?

- This will be included in the conceptual design studies

-Moving bus stop from Walgreens to Starbucks seems like it will create additional sidewalk congestion for pedestrians. Stop in front of Walgreens is now open vs. the right-of-way in front of Starbucks already seems busy and will get more so with bus stop at that location

-There is a traffic funnel that is created onto Mayfair Drive as well

-How will this project impact merchants?

- Public Works noted that they are working with the merchants and that no construction will occur during the holiday moratorium between Thanksgiving and New Years

-UCSF is vacating the property at 3333 California, how will that proposed development change traffic patterns in this area

- The developer has not completed plans for the property, and no environmental analysis has been done. Our project will be complete before any work happens on this campus. Also, our project will not reduce travel lanes at any location

-How will project be maintained once built

- Property owners are already required to maintain the sidewalk fronting their property and that will remain unchanged. Any proposed plantings will be maintained by Public Works for the first three years after construction, at which point property owners would take over maintenance of trees. Proposed shrub plantings would be maintained by Public Works.

-Lots of vaults in existing sidewalk are not flush with adjacent grade and 'stick up'. Can some of these be reset? Five and dime in particular has bad vaults.

- Utility companies would need to reset their utilities during project construction if improving the sidewalk is part of the project scope.

-Lots of cars illegally cross the double yellow line between Spruce and Laurel-could a planted median be built there to prevent that?

- This can be considered as a project element

-Overall the idea of site furnishings seems like a good idea-is there enough room on sidewalk?

- The sidewalks are currently 15'-0" wide. A 3'-0" wide furnishings zone at the curb can be utilized leaving a 12'-0" pedestrian zone

-Newspaper stands add clutter; can these be consolidated or removed?

- Public Works will discuss internally about cleaning these up now

-Balboa project planters make it hard to enter sidewalk from parking, prefer not to have raised planters like Balboa

- Any proposed plantings would be less intensive than Balboa
- How do Pedestrians at Spruce and California affect traffic? Again more signal changes? Can a separate pedestrian signal be added at Spruce.
- SFMTA will study this
- Many of the sidewalks are very dirty, what about cleaning of the corridor.
- Cleaning and maintaining the sidewalk is the responsibility of the fronting property owner

Summary

- Overall most comments related to flow in and out of the parking lot, especially during busy hours and when trucks are unloading
- Traffic signal timing and possible dedicated pedestrian signal changes came up a few times
- General comments towards beautification and the streetscape portion are positive
- At the follow up meeting the community will be interested to see Public Works/SFMTA's feedback regarding traffic counts/observation results from monitoring of vehicular and pedestrian movements.