UCSF Community Meeting - Fifth/Kirkham Traffic Calming (2/20/13)

Neighbor comments on the proposal:
Neighbors in attendance generally expressed enthusiastic support for current traffic calming proposal, which will be paid for by UCSF.

1. I commend UCSF for presenting a plan better than the neighbors’ proposal and an improvement over UCSF’s original proposal. Thank you.
2. I like the design, but I am concerned that this proposal is a piecemeal approach that will add to backup at 5th/Parnassus intersection. If we ok this proposal, then UCSF will say “too late” if we have other ideas for the area.
   
   Response: The purpose of this plan is to address neighbors’ concerns about this one intersection.
3. A letter was signed by 40+ neighbors in support of this proposal.
4. I’m pleased with this revised proposal.
5. The new proposal reflects neighbors’ input.

Additional feedback/questions:
A. UCSF should request that truck drivers go down Kirkham rather than Fifth.
   
   Response: We agree that it is more appropriate for truck traffic to use Kirkham than 5th Avenue since Kirkham is the wider street of the two. We will continue to dictate that UCSF trucks (and advise other trucks) accessing that end of campus use 7th Avenue, Parnassus Avenue, and Kirkham Street.
B. To turn right from 5th to Parnassus, there is sometimes a line in the morning with up to a dozen cars—would prefer four-way stop there.
   
   Response from neighbor: A four-way stop there would encourage more traffic on 5th.
C. UCSF’s approach to just making improvements to this one intersection is a piecemeal approach, and we need to discuss other issues.
   
   Response: There have been many traffic-calming improvements implemented in the neighborhood over the past several years, and this can been seen as an element of the work that was already done.
D. Not satisfied with LRDP community meetings. Try using a neutral mediator.
   
   Response: UCSF is using a third party facilitator for LRDP workshops—Daniel Iacofano of MIG.
E. Traffic volume is a big concern—if not for discussion tonight, then at another meeting.
F. You need to limit the size of delivery trucks entering campus at 5th and Kirkham. There are too many trucks and cars on the residential streets in this area. Contractor trucks and van pools are ok, but large delivery trucks are not.
G. At the last meeting I talked about the sinkhole problem in front of my house.
   
   Response: We recommend that you contact DPW or 311 about this concern.
MTA Timeline and Next Steps

David Valle-Schwenk of SFMTA discussed the potential schedule for passing the city process that will enable the construction of this plan.

Two aspects of this plan must be legislated:

- 6’ sidewalk widening
- loss of parking

Next steps:

- MTA to consult SF Fire Department (changes must accommodate certain vehicle sizes for emergency access)
- March 1st – D V-S submits package for MTA staff meeting
- March 14th – Traffic Advisory Staff Committee (TASC) meeting (multi-department committee)
- April 5th or 19th – MTA engineering public hearing
- May 7th – MTA Board for approval
- DPW – drainage survey, detailed design and decision on street improvement vs. major encroachment permit