

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

Phase 2 Outreach Summary (August 2022)

The Visitacion Valley and Portola Community-Based Transportation Plan (VV/P CBTP) is a community-based planning and engagement effort led by the SFMTA in collaboration with District 9 Supervisor Ronen, District 10 Supervisor Walton, and strong local stakeholder partnerships. The CBTP aims to work directly with the community to identify location-based transportation challenges and find solutions that are suitable for the community to address these challenges. The VV/P CBTP will create a transportation vision for the neighborhoods by leveraging past planning studies and engaging in culturally competent community engagement. There are three distinct outreach phases: Phase 1 identified and prioritized transportation challenges/needs and problem locations, Phase 2 confirmed Phase 1 outreach results and identified a range of solutions tailored to named locations, and Phase 3 will confirm location-specific solutions. After Phase 3, the project team will formalize community-approved transportation challenges and solutions into a final report. The report will go to the SFMTA Board of Directors for adoption in 2023.

The second phase of outreach for the VV/P CBTP extended from May 2022 through August 2022. This outreach phase was still impacted by the spread of Coronavirus, namely through staffing capacity challenges that limited the number of events the team was able to staff. Despite those limitations, the project team engaged more residents and collected more combined surveys & comments than during Phase 1. During this period, the project team attended 13 events:

- 3 Virtual meetings organized by community partners Family Connections Center and the River of Life Church
- 2 Support Groups led by Family Connections Center
- 1 event coordinated with Mercy Housing, specifically to reach residents of the Sunnydale development
- 3 pre-existing events led by other community groups
- 4 Pop-up events at community centers

Outreach also included door hanger distribution, PSAs, and newspaper ads in 4 languages. In total, the Vis Valley & Portola CBTP team spent **approximately 75 staff hours in the community**, engaged with **over 1,000 residents**, **collected 279 surveys**, and **recorded 250 written comments** during Phase 2 outreach. Outreach events during Phase 2 were intentionally selected to reach across both communities, engage hard-to-reach residents, and meet residents where they are.

The input gathered during Phase 2 will be used to develop a finalized set of projects and policy recommendations, including the Streetscape Plan, the Transit Action Plan, and the Cost & Implementation Plan. Results will be presented to the public during Phase 3 as the Draft Plan.

Phase 2 Project Summary

The Phase 2 portion of the project built off feedback received during Phase 1 to ascertain possible interventions for community review. In Phase 1, community members identified priority corridors and intersections for interventions, shared their transportation priorities, and highlighted specific interventions that were of interest. Using input from Phase 1, the SFMTA put together a set of projects that attempted to respond to the needs and challenges expressed by the community. The map in Figure 1 was developed to use during Phase 2 outreach and it shows the proposed projects for the CBTP and other projects from ongoing efforts. Suggested improvements include areas near McLaren Park, San Bruno Avenue, the Visitacion Valley Greenway, and other previously identified priority sites. The specific improvements

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

and their associations with Phase 1 feedback are listed below. Projects were organized around geographic regions in the CBTP project area, to better communicate them to community members.

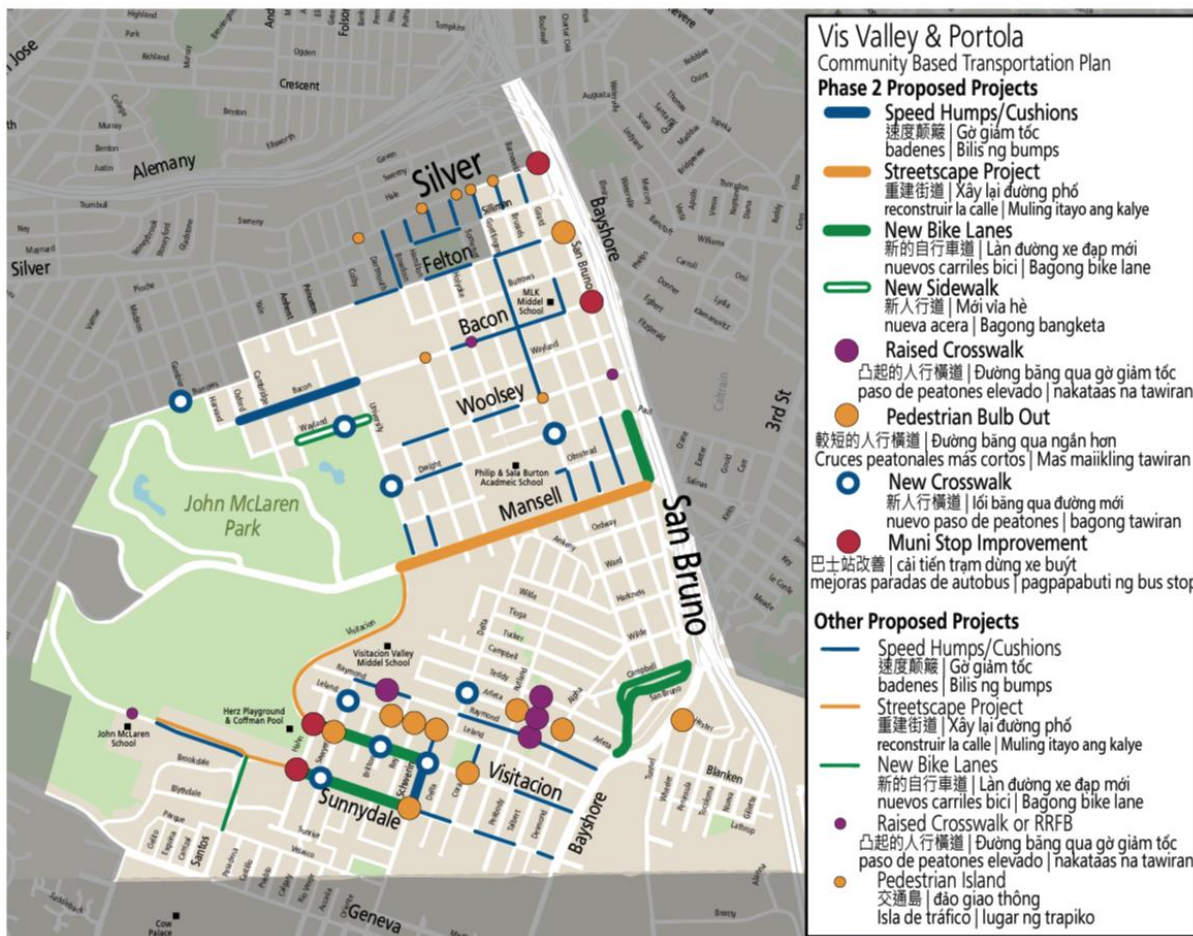


Figure 1: Vis Valley & Portola CBTP Phase 2 Proposed Projects

The map created for Phase 2 showing these proposed projects also showed other ongoing projects, including: a suite of proposed projects from the Traffic Calming team at SFMTA to bring near-term safety improvements, mostly in the form of speed humps to slow traffic; a project by the Recreation & Parks Department to rebuild Visitacion Avenue where it borders the edge of McLaren Park; and a project to rebuild the streets within the Sunnysdale housing development as part of the HOPESF site redevelopment, which would include a 2-way separated bikeway on the north side of Sunnysdale Avenue. The project team thought it was important to communicate to residents the full context of projects under consideration by the city, and not just the projects proposed through the CBTP process.

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

North of McLaren Park Proposed Projects

In the Portola neighborhood on the northern side of McLaren Park, resident input centered around pedestrian safety, park access, and traffic calming.

Proposed projects on the north side of McLaren Park (Figure 2) include: traffic calming on Bacon Street through the introduction of speed humps, a new sidewalk along the edge of the park on Wayland Street, and new high-visibility crosswalks at park entrance intersections on Burrows Street, Wayland Street, and University Street where visitors can access paved walkways in the park.



Figure 2: North of McLaren Park Proposed Projects

San Bruno Avenue – Portola Proposed Projects

San Bruno Avenue is the main commercial corridor for the Portola neighborhood and sees high volumes of drivers and pedestrians, as well as the 8 Bayshore, 8AX Bayshore A Express, 9 San Bruno, and 9R San Bruno Rapid Muni lines. The Portola Greenway runs along the edge of the Caltrans right-of-way immediately east of this corridor. In 2019, a number of transit bulbs, a new traffic signal at Felton Street, and rapid-flashing beacons at crosswalks were installed along the corridor. Resident input from Phase 1 focused on a desire for even more pedestrian and transit improvements.

On the Portola section of San Bruno Avenue, there are proposed upgrades to the Muni stops at Silver Avenue and Bacon Street, pedestrian bulb-outs on Felton Avenue to slow traffic and improve pedestrian safety, and the extension of bike lanes on San Bruno Avenue north from Mansell Street to Paul Avenue (seen in Figure 3). Bike lanes exist on San Bruno Avenue to the south of Mansell Street; extending them north connects to the bike network on Paul Avenue, creating a continuous bike network connection into Bayview Hunters Point. The bike lane can be extended via a 2-to-1 lane reduction for northbound travel lanes. There are no other portions of San Bruno Avenue with two northbound lanes; this alignment is a relic of traffic management for the now-demolished Candlestick Park, with San Bruno Avenue acting as an off-ramp storage for game-time traffic exiting Hwy 101 southbound at Mansell St. This project could not only improve the bike network, but better standardize traffic operation on San Bruno Avenue.



Figure 3: San Bruno Avenue - Portola Proposed Projects

In this area, the ongoing Livable Streets traffic calming project proposes pedestrian refuge islands on Silver Avenue, speed humps on many minor residential streets, and a raised crosswalk on Bacon Street at Holyoke Street.

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

Mansell Street Proposed Projects

Mansell Street is a divided roadway with a large, planted median in between the eastbound and westbound travel lanes. Each direction has a single, overly wide travel lane as well as a buffered bike lane and a parking lane. The 29 Sunset and 56 Rutland Muni line runs on this street and the street acts as the main access route to McLaren Park. Within McLaren Park, half of Mansell Street is closed to vehicle traffic and has been converted to a bicycle/pedestrian promenade. Residents in this area expressed a desire for better transit service, more access to open space, and more safety on the bike network.

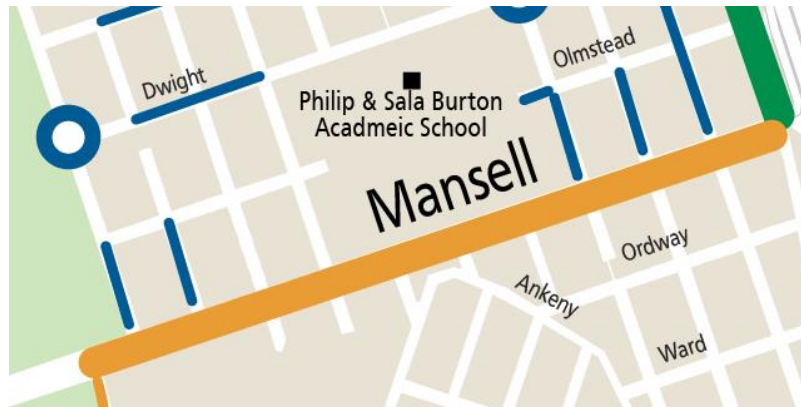


Figure 4: Mansell St Proposed Projects

This phase proposes a “Streetscape Project” to rethink the way Mansell Street is used and looks. This could include transit stop upgrades for the 29 Sunset, protected bike lanes connecting to McLaren Park, and/or turning the open space in the median into a usable open-space for the community including pedestrian bulb-outs and improved crossings. The location for these projects is shown in Figure 4. These proposed elements address community feedback for pedestrian safety, as well as Muni, sidewalk, and bike connectivity improvements.

San Bruno Avenue – Vis Valley Proposed Projects

In the Vis Valley portion of San Bruno Avenue, bike lanes end on San Bruno Avenue south of Campbell Avenue, with no connection to the existing bike lanes on Bayshore Boulevard. There are two proposed options: add an uphill bike lane on San Bruno Avenue (may require the removal of 2-3 parking spaces) or create a neighborhood bike route on Somerset Street/Campbell Avenue connecting existing bike lanes on Bayshore & San Bruno. These projects were proposed to not only limit the amount of parking removal required, but to also accommodate the needs of Muni operators; this section of San Bruno Avenue at peak periods sees buses travel through every 2 minutes. By proposing only an uphill bike lane, turning movements for buses will not be impacted while providing a separate space for bicyclists when the speed differential between them and vehicle drivers is highest. The proposed options both consider community feedback in regard to bike lanes while allowing the community to evaluate its impact on parking and travel patterns.

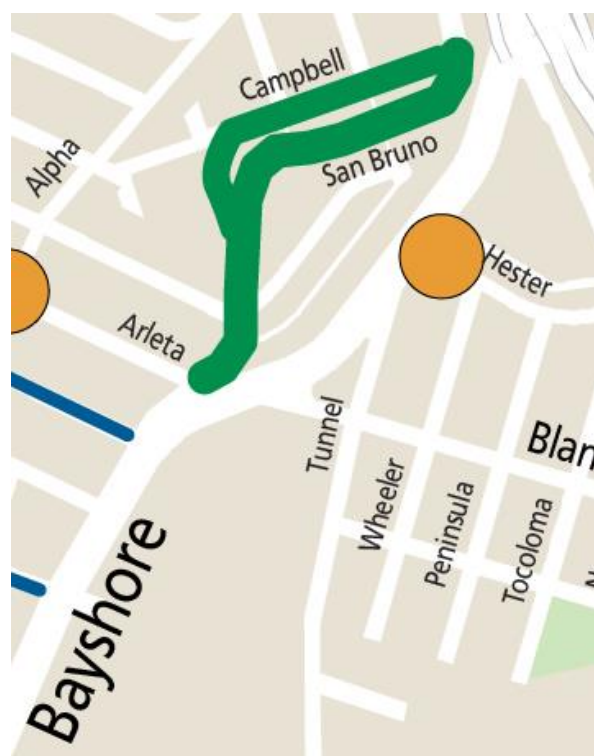


Figure 5: San Bruno Ave - Vis Valley Proposed Projects

There is also a proposed pedestrian bulb-out at the intersection of Bayshore Boulevard and Hester Avenue shown in Figure 5.

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

Vis Valley Greenway Proposed Projects

The Visitation Valley Greenway is a series of mid-block landscaped parcels, open to the public, from Leland Avenue in the south to Tioga Avenue in the north. It includes a children’s playground and a community garden, and has become a neighborhood gathering point, including a weekly farmer’s market. The sections of the greenway are currently disconnected from each other by the street-grid, with no mid-block crossings from one section to the next. Residents expressed a desire for improved pedestrian safety and access in this area.

Along the Visitation Valley Greenway (Figure 6), the SFMTA proposed mid-block raised crosswalks on Raymond Avenue, Arleta Avenue, and Teddy Avenue to connect portions of the greenway together. Pedestrian bulb-outs are also proposed on Arleta Avenue at intersections on either side of the greenway at Rutland Street and Alpha Street. A bulb-out at the corner of Visitation Avenue and Cora Street is also proposed, improving access to the Vis Valley Playground and Library.



Figure 6: Vis Valley Greenway Proposed Projects

Vis Valley/Sunnydale Proposed Projects

The western side of Visitation Valley is home to Sunnydale, a legacy SF Public Housing site that is currently being redeveloped for affordable and mixed-income housing through the HOPESF program. Part of the HOPESF redevelopment plan calls for the reconstruction of Sunnydale Avenue west of Hahn Street to include a 2-way multi-use path on the north side of the street. For the residents of Sunnydale and the adjacent Vis Valley community, parking availability, transit access, and connectivity to the rest of the city were top priorities. This neighborhood also abuts McLaren Park, where the Recreation & Parks Department is in the midst of planning a project to reconstruct Visitation Avenue from Hahn Street to Mansell Street. This project would include new sidewalks, improved crosswalks, and a protected bike lane.

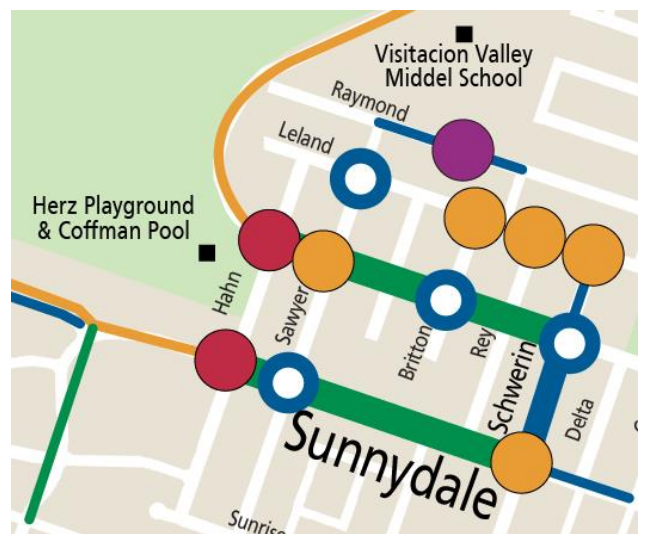


Figure 7: Vis Valley/Sunnydale Proposed Projects

On the westside of Visitation Valley next to Sunnydale the SFMTA proposed (Figure 7) uphill bike lanes on Sunnydale Avenue and Visitation Avenue from Schwerin Street to Hahn Street. This would connect more of the Vis Valley neighborhood to the upcoming projects further west on Sunnydale Avenue and Visitation Avenue that are mentioned above. The proposal includes uphill-only bike lanes because the street width is sufficient only for bike lanes in one direction without requiring any parking removal. The proposed bike lanes end at Schwerin Street because the curb-to-curb width of both streets narrows to the east. SFMTA also proposes pedestrian bulb-outs on Leland Street to calm traffic and improve pedestrian safety. Muni stop improvements are proposed on Hahn Street at both Visitation Avenue and at Sunnydale Avenue for better access to McLaren Park and the Sunnydale HOPESF site. These improvements would be done in coordination with the HOPESF redevelopment of the Sunnydale housing site.

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

Outreach Data & Materials

The VV/P CBTP organized Phase 2 outreach to capture the following types of information:

- *Desirability of Each Proposed Project*
- *Demographic Data*
- *Qualitative Data*

All three types of data were captured through a survey instrument, available to community members in-person through a paper format or available at any time in an online version. Survey materials were translated into Spanish, Chinese, Filipino, and Vietnamese. In the survey instrument, residents were asked to respond to the proposed projects shown on the map in Figure 1. Community members were able to access the survey shown in Figure 8 to provide feedback on their level of desire for the implementation of specific projects.

In the survey, proposed interventions were grouped geographically, as shown in Figures 2-7. For those that filled out the survey in-person, visual aids were shown to assist community members in understanding the type of improvements suggested and the corresponding location. For those that filled out the survey online, inset maps showing project details accompanied each set of questions.

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

During the project's first phase of public outreach, we got a lot of input from Visitacion Valley and Portola community members on streets needing transportation improvements. We turned this input into a series of potential projects across the community.

Now, we need you to tell us what we got right, **what we got wrong** and **what we missed altogether**. We will use your input to come up with a final set of projects for the Community Based Transportation Plan, to be shared with the public for additional feedback.

Phase 2 Worksheet

	VERY DESIRABLE	NEUTRAL	VERY UNDESIRABLE
North side of McLaren Park			
Slow traffic on Bacon Ave with speed humps	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New sidewalk along the park on Wayland Ave	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Crosswalks to park walkways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<i>What's Missing?</i>			
San Bruno Ave – Portola			
Muni stop improvements at Silver Ave & Bacon Ave	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian Bulb-out on Felton Ave at San Bruno Ave	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Extend bike lanes from Mansell St to Paul Ave	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<i>What's Missing?</i>			
Mansell Street Streetscape			
Bus bulbs or transit boarding islands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parking-protected bike lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better access to green space in the median	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<i>What's Missing?</i>			
San Bruno Ave – Vis Valley			
Uphill bike lane on San Bruno Ave OR	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Neighborhood bike route on Somerset/Campbell	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian bulb-out on Hester Ave at Baysshore Blvd	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<i>What's Missing?</i>			
Visitacion Valley Greenway			
Connect the Greenway with raised crosswalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian bulb-outs Rutland Ave and Alpha St	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian bulb-out on Visitacion Ave at Cora St	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<i>What's Missing?</i>			
Visitacion Valley			
Uphill bike lanes on Visitacion Ave & Sunnysdale Ave	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian bulb-outs on Leland Ave, Britton to Schwerin	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Muni stop improvements on Hahn St at Sunnysdale	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<i>What's Missing?</i>			

311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков
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Figure 8: English-language survey (front page)

In addition to the survey, all in-person events used display boards to communicate project information and solicit input. One of the display boards, shown in Figure 9, allowed community members to review the feedback received during Phase 1 of the project. The display board shown in Figure 10 provided a brief explanation and visualization of what each project could entail.



Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

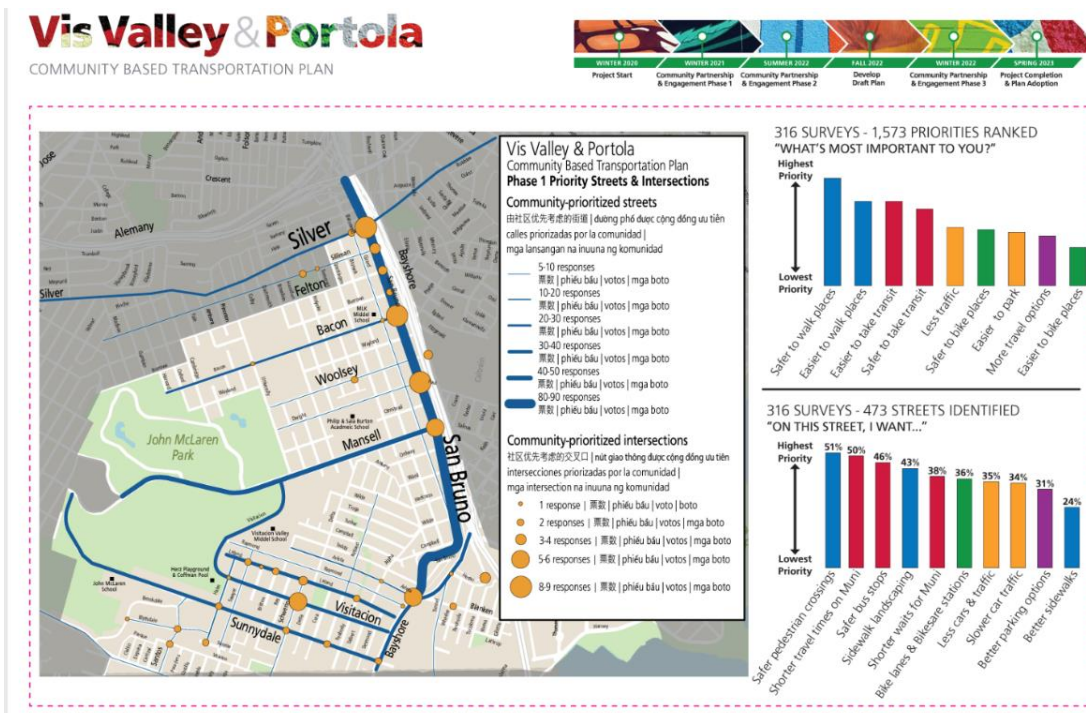


Figure 9: Phase 1 Results display board

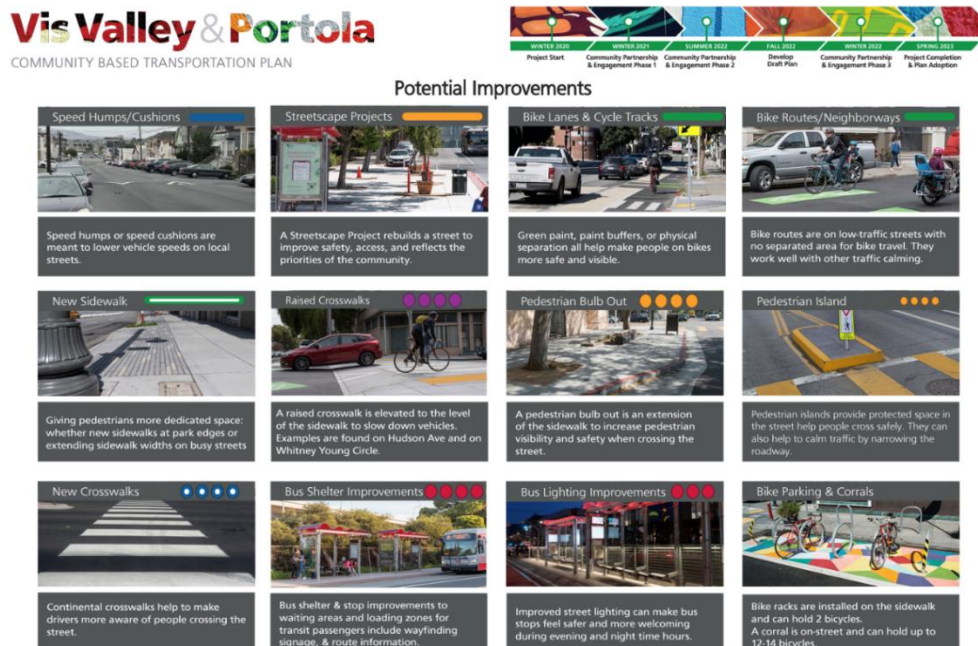


Figure 10: Project Visualization display board

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

To enable community members to leave qualitative feedback in addition to the quantitative data, the display board shown in Figure 11 allowed community members to write their comments directly on the proposed projects map. Residents could also provide input through the comment cards available at all events.

Vis Valley & Portola COMMUNITY BASED TRANSPORTATION PLAN

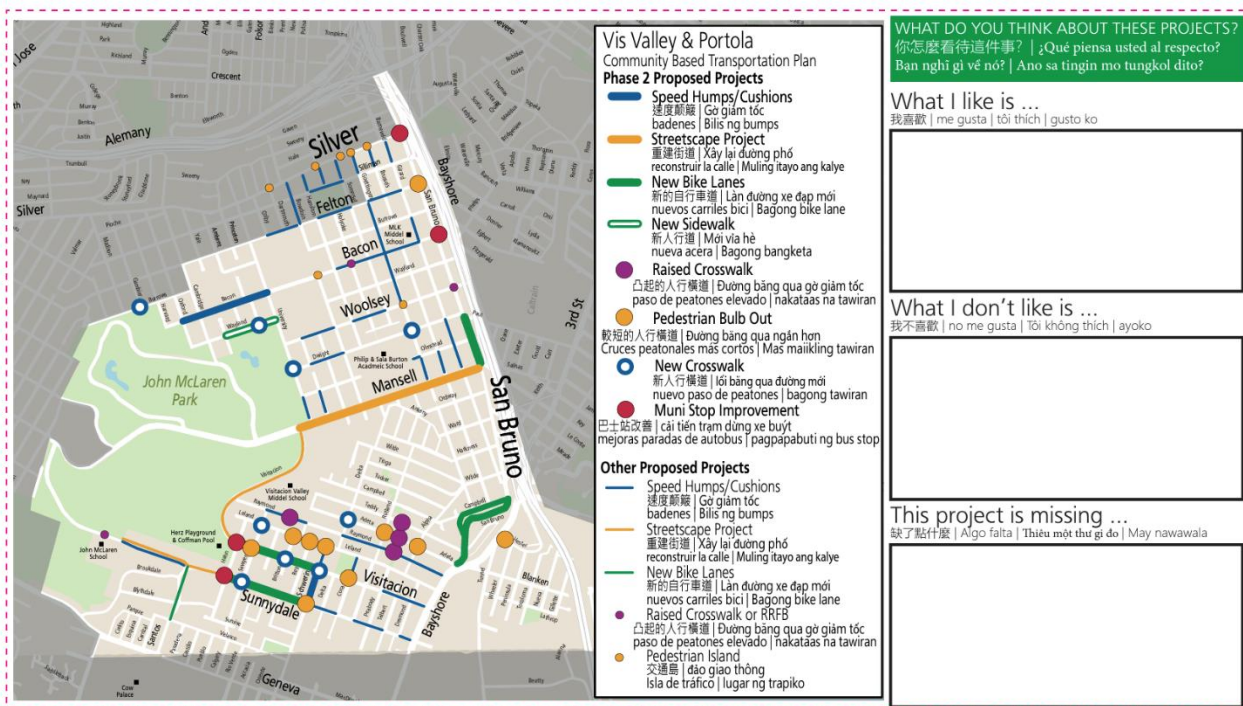


Figure 11: Phase 2 Projects & Input display board

Outreach results

Project Preferences

All the projects were identified individually and allowed the community to measure its desirability. The survey allowed participants to rank the level of desirability ranging from “Very Desirable”, “Neutral”, to “Very Undesirable”. Figure 12 summarizes the feedback received from the community for each project, showcasing the total percent of respondents that desired the project. The graph color coded the projects based off their geographic location and a shortened project description.

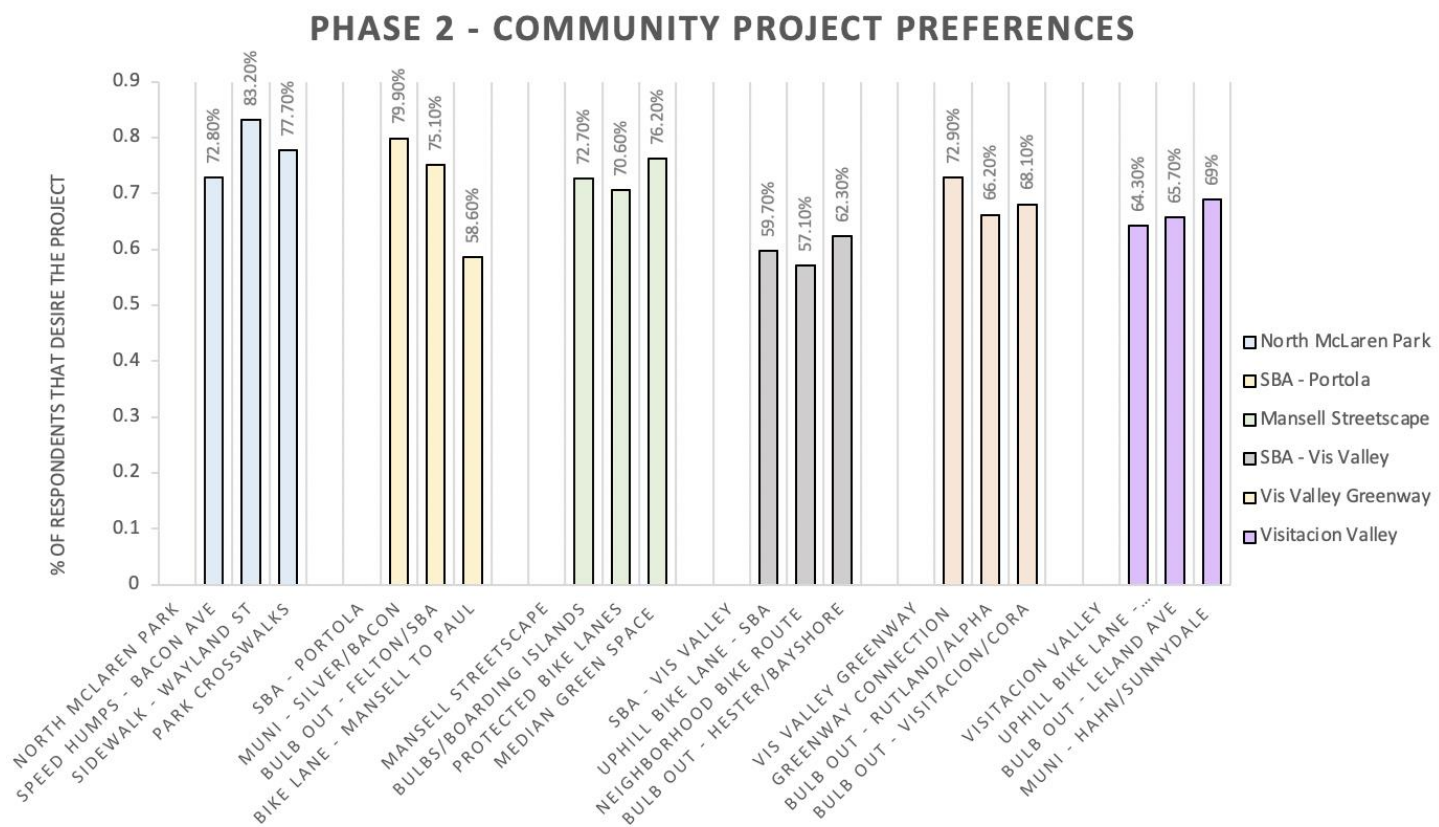


Figure 12: Phase 2 Community Project Preferences

Level of Desirability

Using the same survey instrument and modelling as above, Table 1 details the survey results for each project according to level of desirability. The table shows the responses from the community ranging from “Very Desirable” to “Very Undesirable” according to the specific project. This information will be used to refine, add, or remove proposed projects from Phase 2 when finalizing the project list for the Draft Plan along with the third and final phase of public outreach. During Phase 3 outreach, community feedback will determine prioritization for funding and implementing proposed projects.

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

Project Proposal	Very Desirable	-	Neutral	-	Very Undesirable
North McLaren Park					
Speed Humps – Bacon Ave	44.7%	28.0%	17.1%	3.9%	6.2%
Sidewalk – Wayland St	56.6%	26.6%	12.3%	0.4%	4.1%
Park Crosswalks	51.8%	25.9%	18.2%	1.6%	2.4%
SBA - Portola					
Muni – Silver/Bacon	56.3%	23.6%	8.7%	4.3%	7.1%
Bulb Out – Felton/SBA	53.5%	21.6%	13.3%	5.4%	6.2%
Bike Lane – Mansell to Paul	38.5%	20.1%	20.1%	11.1%	10.2%
Mansell Streetscape					
Bulbs/Boarding Islands	47.0%	25.7%	16.5%	4.8%	6.0%
Protected Bike Lanes	48.3%	22.3%	16.4%	4.6%	8.4%
Median Green Space	52.7%	23.4%	13.0%	4.2%	6.7%
SBA – Vis Valley					
Uphill Bike Lane – SBA	39.1%	20.6%	21.4%	8.6%	10.3%
Neighborhood Bike Route	34.0%	23.1%	25.6%	10.1%	7.1%
Bulb out – Hester/Bayshore	39.8%	22.5%	26.0%	4.3%	7.4%
Vis Valley Greenway					
Greenway Connection	47.4%	25.5%	17.5%	3.6%	6.0%
Bulb Out – Rutland/Alpha	42.2%	24.1%	22.4%	5.9%	5.5%
Bulb Out – Visitacion/Cora	44.1%	23.9%	20.2%	4.6%	7.1%
Visitacion Valley					
Uphill Bike Lane – Sunnydale	45.8%	18.5%	23.3%	5.6%	6.8%
Bulb Out – Leland Ave	43.9%	21.8%	20.5%	7.1%	6.7%
Muni – Hahn/Sunnydale	49.0%	20.1%	20.5%	3.8%	6.7%

Table 1: Phase 2 Survey Project Proposal Results

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

Demographic Data

A total of 279 people took the Phase 2 survey. The survey participant demographics and socioeconomic data are presented below in Figure 13. From the responses, a majority of the survey respondents were female, people of color, under the age 45, did not have a disability, and had a household income below \$100,000. Nearly 20% of survey respondents self-identified a disability, nearly 20% of surveys were taken in a language other than English, and almost three quarters of responses self-identified as people of color.

Race/Ethnicity	Count	%
Asian and/or Pacific Islander	100	37.2%
White	71	26.4%
Hispanic and/or Latinx	40	14.9%
Black and/or African American	38	14.1%
Native American	5	1.9%
Middle Eastern and/or North Afri	3	1.1%
Mixed	0	0.0%
Other	12	4.5%
Total	269	100%

Age Range	Count	%
18 or under	17	7.2%
19-24	0	0.0%
25-34	51	21.5%
35-44	75	31.6%
45-54	42	17.7%
55-64	30	12.7%
65-74	15	6.3%
75 or over	7	3.0%
Total	237	100%

Language(s) Spoken at Home	Count	%
English	185	53.6%
Cantonese	70	20.3%
Spanish	45	13.0%
Mandarin	15	4.3%
Vietnamese	8	2.3%
Filipino and / or Tagalog	4	1.2%
Russian	4	1.2%
Other	14	4.1%
Total	345	100%

Disabilities	Count	%
Mobility disability	15	6.4%
Blindness or vision impairment	10	4.2%
Hearing impairment	8	3.4%
Cognitive or mental impairment	4	1.7%
Other	7	3.0%
None	192	81.4%
Total	236	100%

Household Income	Count	%
Less than \$10,000	20	9.8%
\$10,000 to \$24,999	30	14.6%
\$25,000 to \$49,999	43	21.0%
\$50,000 to \$74,999	21	10.2%
\$75,000 to \$99,999	23	11.2%
\$100,000 to \$124,999	15	7.3%
\$125,000 to \$149,999	9	4.4%
\$150,000 to \$174,999	4	2.0%
\$175,000 to \$199,999	4	2.0%
\$200,000 or more	36	17.6%
Total	205	100%

Gender Identity	Count	%
Male	82	32.7%
Female	166	66.1%
Gender Non-Binary	2	0.8%
Transgender	1	0.4%
Total	251	100%

Figure 13: Socio-economic data from Phase 2 surveys

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

Qualitative Data

In addition to indicating preference for each project, community members could provide written comments following each geographical sub-section in the survey. The SFMTA received 247 written comments from survey responses. The responses were then categorized according to theme under the following categories: transit, parking, pro-bike, anti-bike, pedestrian safety, lighting, enforcement, traffic, and other. Table 2 shows the proportion of comments within each project location according to theme.

Comment Category	North Side of McLaren Park	San Bruno Ave – Portola	Mansell Street Streetscape	San Bruno Ave – Vis Valley	Vis Valley Greenway	Vis Valley/Sunnydale
Sample Size (N = 247)	44	49	28	22	22	40
Transit	0%	4%	3%	0%	4%	16%
Parking	2%	10%	3%	15%	9%	2%
Pro-Bike	15%	23%	6%	15%	9%	11%
Anti-Bike	2%	1%	0%	10%	4%	9%
Pedestrian Safety	24%	20%	48%	10%	22%	7%
Lighting	14%	10%	3%	5%	0%	7%
Enforcement	7%	6%	6%	5%	9%	2%
Traffic Calming	27%	17%	13%	15%	13%	16%
Other	10%	9%	16%	25%	30%	30%

Table 2: Survey Comment Distribution

Community members were also able to provide feedback either through comment cards or through direct input via the map posterboards. Of the 44 total comments, 18 were left on comment cards with the other 26 comments were placed on the map posterboard. The comments were then categorized thematically based on the previously used categories and may have been placed in multiple categories. 17 of the comments related to transit, 4 related to parking, 3 relayed pro-bike sentiments, 2 relayed anti-bike sentiments, 14 related to pedestrian safety, 6 related to lighting, 3 related to enforcement, 12 related to traffic calming, and 8 were determined to fall under the term “other.” For the comments categorized as “other”, common topics included: slow streets, improved connections, landscaping, locations of collisions, parklets, and general commentary on SFMTA practices. Examples of “other” comments are listed below.

I love the raised crosswalks connecting the Vis Valley Greenway! I love Burrows St. park near freeway! Seats at bus stops. Paid (or free) phone booths on San Bruno St; handicapped accessible to all stores ect. the senior needs on San Bruno St. place. What I don't like is... slow streets on Somerset. There are two schools and traffic is a problem during pickup and dropoff (E R Taylor Elementary School and MLK Middle School). All the double parking and parking on

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

sidewalks. Difficult to walk to school b/c cars are parked on sidewalks (Alta Vista School). This project is missing... We need lots more garbage cans throughout the Portola district (yes!)! At Sweeny and Bowdoin St. it would be much safer to have a 4 way stop sign. This would help children walking to the school, others walking to the bus stop, and the left turns for families onto Sweeny.

Love the new sidewalk along Wayland near McCaren Park. Bike lanes aren't that helpful if disconnected (see the one near Paul on San Bruno). Trapped by highways Bayshore is dangerous to bike on and industrial. The slow street on Somerset isn't really used. Drivers just barrel down the street and see it as an obstacle course - problem is it doesn't really go from anywhere to anywhere interesting.

Totally opposed to bike lanes, raised crosswalks, splitting lanes in Viz Valley. Contributes to road rage and people zooming through stop signs b/c they're fed up with SFMTA cutting up streets.

connections to Alemany Farmers Market?

Additional Public Input

During Phase 2 public outreach, new project proposals from residents & organizations were shared with the project team. While these documents would normally be covered during the Plan Review task, the project team wanted to capture their recommendations for posterity in the Phase 2 Outreach Report rather than re-write the Plan Review. These new proposals will be considered along with all other Phase 2 outreach data when developing the Draft Plan.

Portola Neighborhood Association

The letter, sent on behalf of the Portola Neighborhood Association (PNA), followed up on the initial outreach that SFMTA staff conducted for Phase 1 of the Vis Valley/Portola Community Based Transportation Plan. The letter identified the following three issues as high priority: pedestrian upgrades on **San Bruno Avenue from Silver Avenue to Alemany Boulevard**, underpass improvements at **Bacon Street and Paul Avenue**, and the **Mansell Street Pedestrian Greenway**. All the locations listed above fall within the geographic scope of the community-based transportation plan and are achievable interventions based on the capabilities of SFMTA, specifically the Streets Division. Each project proposal is summarized below.

San Bruno Avenue from Silver Avenue to Alemany Boulevard

The request for pedestrian upgrades on San Bruno Avenue from Silver Avenue to Alemany Boulevard corresponds with a new pedestrian pathway that is currently being built, connecting Alemany Farmers Market to San Bruno Avenue. The corridor currently experiences heavy foot traffic and unsafe pedestrian conditions. PNA recommends that additional pedestrian safety interventions are installed. The upgrades requested include new pedestrian lighting on San Bruno Avenue from Silver Avenue to the Alemany Farmers Market, painted crosswalks along San Bruno Avenue at the intersections of Hale Street, Gaven Street and Rickard Street, ADA compliant curb cut ramps at the intersections of San

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

Bruno Avenue at Gaven Street and Rickard Street, and art installations on the Freeway support columns present at Rickard Street and Gaven Street. An example of the location and project proposals are shown in Figure 14.

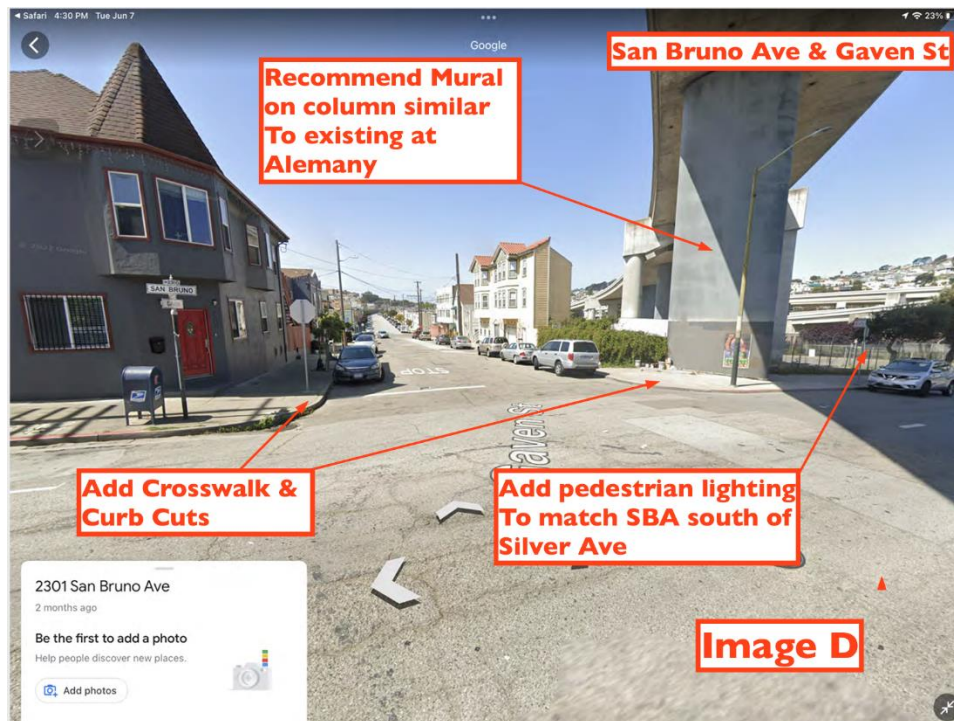


Figure 14: PNA proposed project elements

Bacon Street and Paul Avenue underpasses

The Bacon Street and Paul Avenue underpass improvements requested will enhance the pedestrian experience for those traveling between Portola and Bayview communities. These routes are two of the main connections between these communities and therefore are heavily used. The PNA requests that as part of the CBTP, lighting is upgraded along both underpasses and murals are installed on the concrete walls.

Mansell Street Greenway

Currently, the PNA and Portola Garden Club are creating a N/S “Freeway Greenway” on the backside of the San Bruno Avenue business corridor and the US-101 soundwall. As such, the greenway will create a pedestrian pathway and open space linking McLaren Park and the Alemany Farmers Market. Additionally, there is interest to create an east/west greenway that would exist along the currently underutilized Mansell Street Greenway. For its creation, PNA requests that funding is allocated to study the Mansell Street Greenway, a pedestrian pathway is created down the center of the Mansell Street median, and studies are performed to link the Vis Valley Greenway and the PNA’s Greenway.

The “Freeway Greenway” Project from Portola Garden Club

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

The information packet sent by the Portola Garden Club on May 26th highlights the aforementioned “Freeway Greenway” Project. The project is designed to create an open space, pedestrian pathway along the US-101 soundwall and the backside of San Bruno Avenue from Thornton Avenue to Woolsey Street. The packet includes a time-lapse of the Portola neighborhood, showcasing how the neighborhood has changed from 1858 to now due to the changes in travel patterns. Building off previous greening projects and project goals identified in collaboration with Site Lab Urban Studio, the Freeway Greenway project has begun construction on Blocks 1 and 2 of the route and are expected to finalize by spring 2023, followed by a Greenway community meeting and ribbon cutting ceremony. The planning period for Greenway Blocks 3 and 4 is expected to begin in spring 2024. To complete the project, the following funds need to be allocated during the following time periods: \$75,000 annually for the Portola Green Plan Manager position, Greenway Blocks 3 and 4 Caltrans encroachment permits in 2024 (undetermined amount), Greenway Blocks 3 and 4 freeway soundwall (undetermined amount) in 2025-2035, \$750,000 for Greenway Blocks 3 and 4 construction funding in 2025, and the design, permitting, and funding for Woolsey Street Pocket Park (undetermined amount) in 2026. All project elements are shown below in Figure 15.



Figure 15: "Freeway Greenway" project elements

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

Phase 2 Outreach Events Summary

The SFMTA participated in the following events to collect comments on the CBTP:

Bloom Shaboom, May 15th

SFMTA staffed a table at the Bloom Shaboom, a community event organized by community partner Family Connection Center in the Portola neighborhood. The Bloom Shaboom is a family-centered event with many games, activities and giveaways. While the Phase 2 survey was not prepared at this time, staff brought fact sheets and an interactive display board that residents could mark up with pens. During the event, staff interacted with approximately 720 residents.



Figure 16: Bloom Shaboom

River of Life Workshop, May 29th

SFMTA held a joint community workshop with River of Life Church at the close of their church service on Sunday, May 29th. The event was hybrid, with a presentation to both the in-person congregation and a Zoom feed hosted by River of Life church staff. Interpreters were online to provide simultaneous interpretation to speakers of other languages in different Zoom rooms. Staff gave a full presentation, then circulated surveys in-person and online while also conducting question and answer with those attending. Approximately 40 people attended in-person and 15 people attended the meeting online. Approximately 40 paper surveys were collected. In-person participants expressed strong reservations about the implementation of bike network projects in their community, while others disagreed over the advisability of removing a local bus stop.



Figure 17: River of Life workshop participants

FCC Workshop #1, June 2nd

SFMTA held a joint community workshop with Family Connection Center, which was conducted entirely online via Zoom. This meeting focused on input from the Cantonese-speaking community, with simultaneous interpretation provided. After the full presentation was a question and answer session while participants were asked to fill out the survey online. There were 40 attendees total at the workshop. Comments focused on crime, traffic, and transit service along the San Bruno Avenue corridor.

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

Family Day, June 4th

SFMTA participated in Family Day, an event thrown by Mercy Housing, the manager of the Sunnydale HOPESF housing site. The event was held at Herz Playground in adjacent McClaren Park and approximately 400 residents attended the event. SFMTA staff tabled at the event, with display boards, paper surveys, and giveaways. Staff collected 20 surveys and received input from 50 residents.

Grocery Outlet Pop-Up, June 7th

SFMTA set up a pop-up table outside the Grocery Outlet on Silver Avenue in the Portola neighborhood with surveys and an interactive display board. Staff interacted with 15 residents.

FCC Workshop #2, June 9th

SFMTA staff jointly held a community workshop with Family Connection Center, held virtually on Zoom. This workshop focused on the Spanish-speaking community, with interpreters on-hand. A full presentation was given and a question and answer session was conducted while participants filled out the online survey. 40 residents attended the workshop.

Portola Library Pop-Up, June 12th

SFMTA staff set up a pop-up table at the Portola Library, with interactive display boards, paper surveys, and giveaway items. Staff interacted with 15 residents.

Vis Valley Library Pop-Up, June 15th

SFMTA staff set up a pop-up table at the Vis Valley Library, with interactive display boards, paper surveys, and giveaway items. Staff interacted with 15 residents.

Vis Valley Library Pop-Up, June 21st

SFMTA staff set up a pop-up table at the Vis Valley Library, with interactive display boards, paper surveys, and giveaway items. Staff interacted with 20 residents.

Portola Brunch-Hop, June 25th

SFMTA staff participated in the Portola Brunch-Hop, an event sponsored by the Portola Neighborhood Association to showcase businesses along the San Bruno Avenue business corridor. SFMTA staff set up an outdoor table with interactive display boards, paper surveys, and giveaways. SFMTA staff interacted with 20 residents.



Figure 18: Display table at library pop-up

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

Vis Valley Farmer's Market, July 9

SFMTA staff tabled at the Vis Valley Farmer's Market, organized by the owner of the Mission Blue Café. The farmer's market is located along the Visitacion Valley Greenway, adjacent to the café. Staff set up an outdoor table with interactive display boards, paper surveys, and giveaways, SFMTA staff interacted with 30 residents.

FCC Vietnamese Support Group, July 20th

SFMTA staff joined a monthly support group for Vietnamese-speaking residents led by Family Connection Center, held virtually. Staff provided an abbreviated 10-minute presentation and solicited online survey responses. 8 residents attended the support group and all of them filled out a survey.

FCC Spanish Support Group, August 4th

SFMTA staff joined a monthly support group for Spanish-speaking residents led by Family Connection Center, held virtually. Staff provided an abbreviated 10-minute presentation and solicited online survey responses. 15 residents attended the support group and were directed to the survey afterwards. In addition, the facilitator for the Family Connection Center sent out the survey to their network that included 80 people.