



SFMTA
Municipal
Transportation
Agency



METROPOLITAN
TRANSPORTATION
COMMISSION

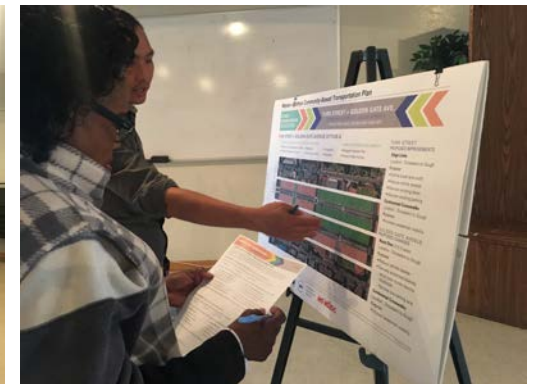
Western Addition Community-Based Transportation Plan

April 6, 2017

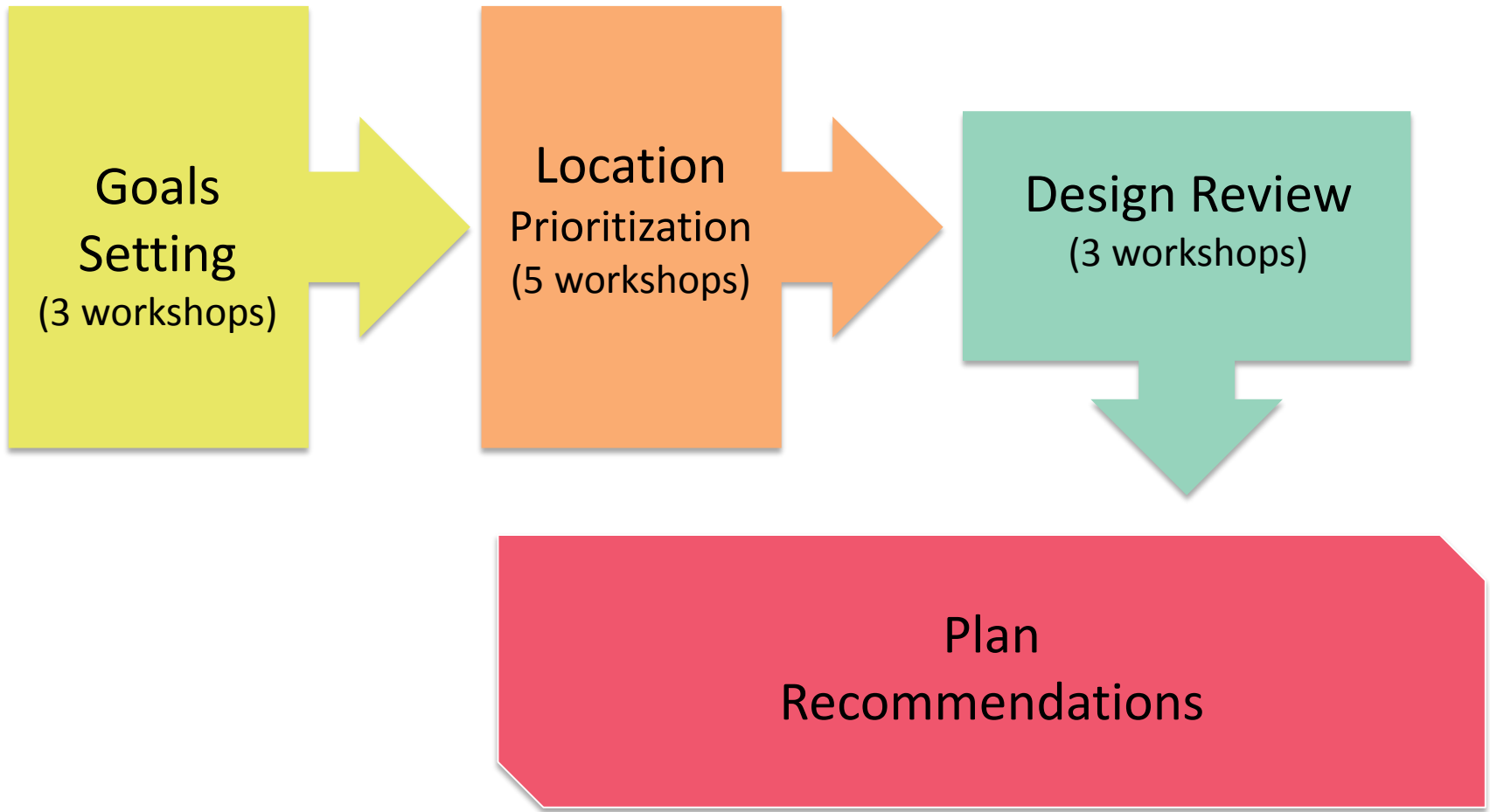
SFMTA Citizens Advisory Committee

Project Goal

Develop a transportation plan with the Western Addition, to deepen the Agency's understanding of the community's transportation challenges.



Community Involvement at Every Step



Outreach Events

PHASE 1

Goals + Priorities

August 8, 2015

Ella Hill Hutch Health Fair +
Backpack Give Away

September 13, 2015

Sunday Streets
Western Addition

September 17, 2015

**Mo'MAGIC Service Provider's
Meeting**



PHASE 2

Improvement Locations

November 5, 2015

School Parent Coffee Hour
Rosa Parks Elementary

December 17, 2015

**Mo'MAGIC Service
Provider's Meeting**

January 27 + 29, 2016

Senior Centers (2)
Western Addition

April 5, 2016

Freedom West
Residents Meeting

PHASE 3

Street Design Review

May 3, 2016

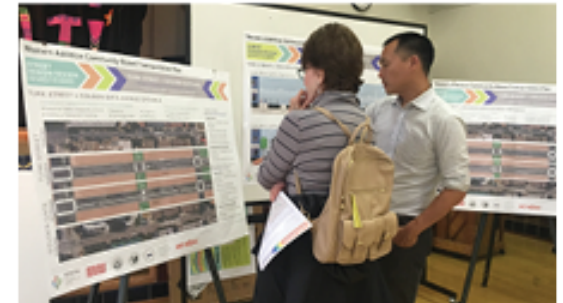
Freedom West
Residents Meeting

May 5, 2016

**Mo'MAGIC Service
Provider's Meeting**

May 9, 2016

District 5 Joint Open House
John Muir Elementary




Outreach Phase 1

Outreach Goals

- Start Community Transportation Conversation
- Understand Community Mode Split
- Identify Priority Streets
- Set Goals and Priorities

Tell Us About Your Streets

Please answer yes or no to the following statements. If they do not apply to you, please leave them blank.

WALK 	I can walk to most of my destinations.	YES	NO
	The sidewalks in my neighborhood are wide enough.	YES	NO
	I would like more trees on my streets.	YES	NO
	I would like more street lights at night.	YES	NO
BIKE 	I own a bike.	YES	NO
	I like to bike in my neighborhood.	YES	NO
	I can bike to most of my destinations.	YES	NO
	I wish there were more bike lanes in my neighborhood.	YES	NO
BUS 	I can take the bus to most of my destinations.	YES	NO
	The bus gets me to my destination quickly.	YES	NO
	It's easy to get to the bus stop.	YES	NO
	I usually wait less than 10 minutes for the bus.	YES	NO
CAR 	My family and/or I have access to a car.	YES	NO
	My family and/or I drive because it's cost-effective.	YES	NO
	My family and/or I drive because it's the fastest option.	YES	NO
	My family and/or I have used a taxi, rideshare service (Uber, Lyft, etc.) or carshare service (Zipcar, City Carshare, etc.).	YES	NO
MORE	The streets in my neighborhood feel pleasant and attractive.	YES	NO
	I feel safe crossing the streets in my neighborhood.	YES	NO
	I can easily use several kinds of transportation options (bike, Muni, walk, BART, taxi, bikeshare, Zipcar, Uber etc.).	YES	NO
	It's expensive to travel to my every day destinations.	YES	NO
	Muni is a cost-effective transportation option for my family and me.	YES	NO

COMMUNITY BASED TRANSPORTATION PLAN

WHAT DO YOU LIKE?

What do you like most about traveling (walking, biking, taking the bus/train, driving, etc.) *to, from or within* the Western Addition neighborhood? List your responses in order of most important to least important.

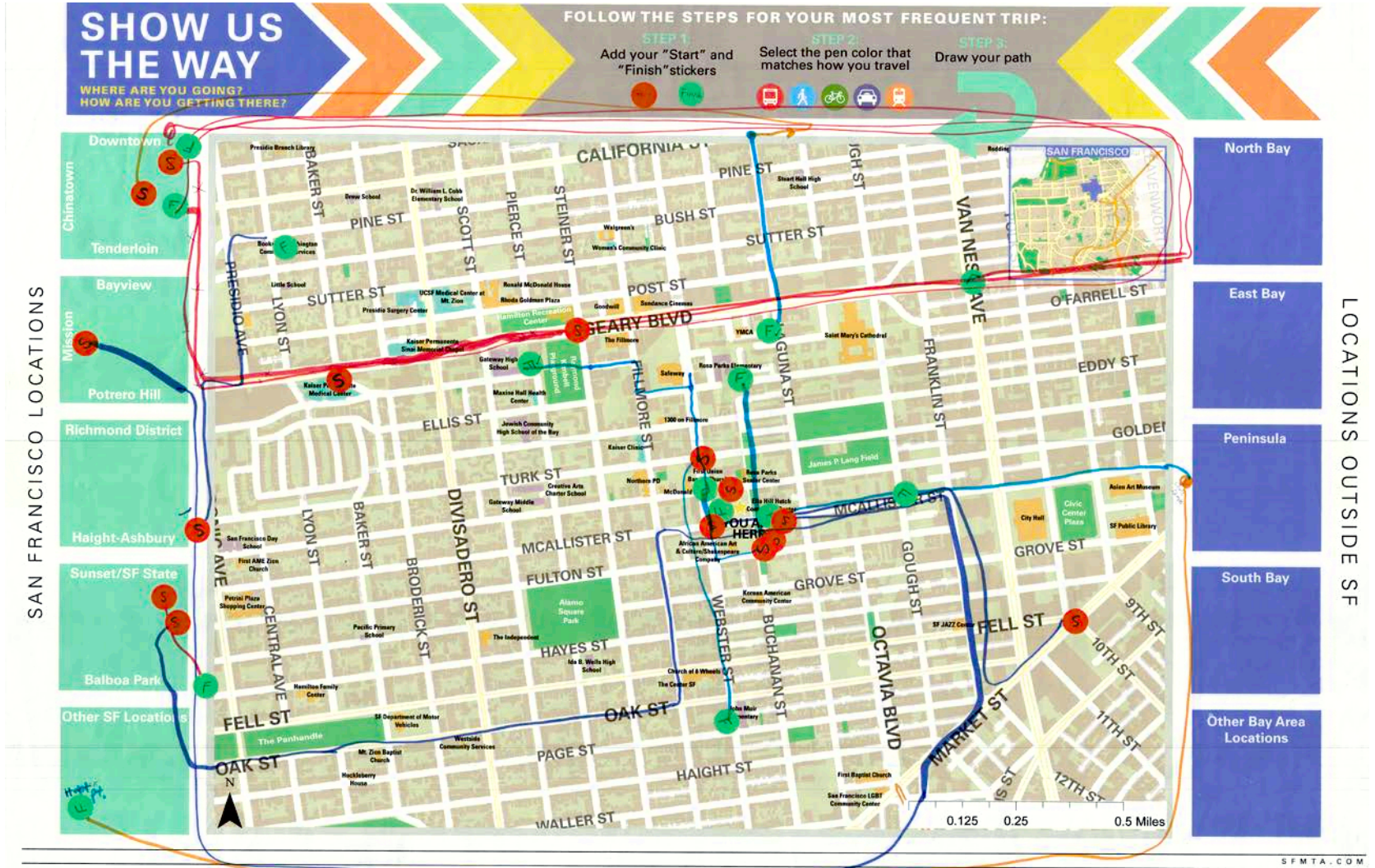
- _____
- _____
- _____

WHAT NEEDS IMPROVEMENT?

What is difficult about traveling (walking, biking, taking the bus/train, driving, etc.) *to, from or within* the Western Addition neighborhood? List your responses in order of most important to least important.

- _____
- _____
- _____

Path of Travel Exercise



Community Goals and Priorities



Outreach Phase 2

Outreach Goal

- Share design tools with the community
- Understand Issues
- Identify Locations



PEDESTRIAN

Pedestrian Bulbs

A pedestrian bulb is an extension of the curb, used to widen the sidewalk. They increase pedestrian visibility at intersections and shorten crossing distances while reducing vehicle speeds.

Pedestrian Countdown Signals

A pedestrian signal which displays the number of seconds remaining before the signal changes to "Don't Walk."

Rapid Flashing Beacon

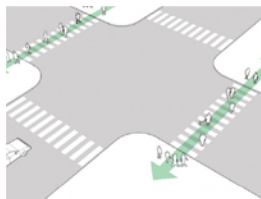
A pedestrian activated flashing signal, which alerts vehicles of their presence.

Traffic Signal

A traffic signal is a set of automatically operated colored lights, typically red, amber, and green, for controlling traffic at road junctions and crosswalks.

Leading Pedestrian Interval

A Leading Pedestrian Interval (LPI) gives pedestrians a head start enhancing their visibility in the intersection and reinforce their right-of-way over motorists.



Continental Crosswalk/ Advance Limit Line

A zebra crossing features painted stripes paired with a limit (stop) line setback from the crosswalk. These treatments reduce encroachment into the crossing and makes pedestrians more visible.



BICYCLISTS

Bike Lane (Colored and/or Buffered)

A bike lane is a division of a road marked off with painted lines, for use by cyclists. Bike lanes enable bicyclists to travel at their preferred speed and facilitate predictable behavior and movements between bicyclists and motorists.

MULTI-MODAL

Road Diet

A road diet reduces travel lanes from a roadway and utilizes the space for other uses and travel modes. This treatment reduces the potential for multiple collisions, allowing users to navigate busy intersections easier.

One-way to Two-way Conversion

Converts multiple one-way lanes to bi-directional lanes to slow down traffic and make streets more pedestrian friendly.

Daylighting

A design which remove trees, parking, or amenities that impede sight distances near the intersection, giving all users better view of potential conflicts.



Back-In Angle Parking (45° parking)

Angled parking requires vehicles to park about forty-five (angle) or sixty (back-in) degrees to the curb. This type of parking provides visibility and increased ease of exiting a parking space.

Medians/Traffic Islands

A defined area between traffic lanes for control of vehicle movements or for pedestrian refuge. Medians provide special roadway space to accommodate pedestrians and bicyclists wishing to cross, especially at crossings of major roadways.

Speed Humps/Cushions

A speed hump is a raised vertical road device intended to slow traffic speeds on low volume streets. It improves the environment and safety of a street by physically controlling vehicle speeds.



STREET CONDITIONS

Street Lighting

Lighting improves safety, sense of security, visibility and accessibility by illuminating sidewalks, curb ramps, crosswalks, intersections, curb, and signs as well as potential hazards.

Trash/Recycle/Compost Cans

Waste cans provide a marked place for trash and recycles discouraging littering.

Sidewalk Widening

Sidewalk widening provides more space for landscaping, amenities, and access while also acting as a buffer between traffic and pedestrians.



Seating/Community Gather Spaces

Community gathering spaces and seating attracts people providing increased foot traffic, more eyes on the street and a space for people to socialize.



Design Game

DESIGN GAME

WHAT NEEDS TO BE CHANGED?
HOW SHOULD IT BE CHANGED?

FOLLOW THE STEPS TO START REDESIGNING THE WESTERN ADDITION:

STEP A:

Number and circle your top 5 improvement locations (blocks or intersections) then write them out in the location boxes

STEP B:

Clearly write the transportation issue for each of your 5 improvement locations

STEP C:

Select a tool from the toolkit you think best addresses that transportation issue

* Only select improvement locations within the Western Addition project boundary

A. LOCATION

1

2

3

4

5

B. ISSUE

1

2

3

4

5

C. TOOL

1

2

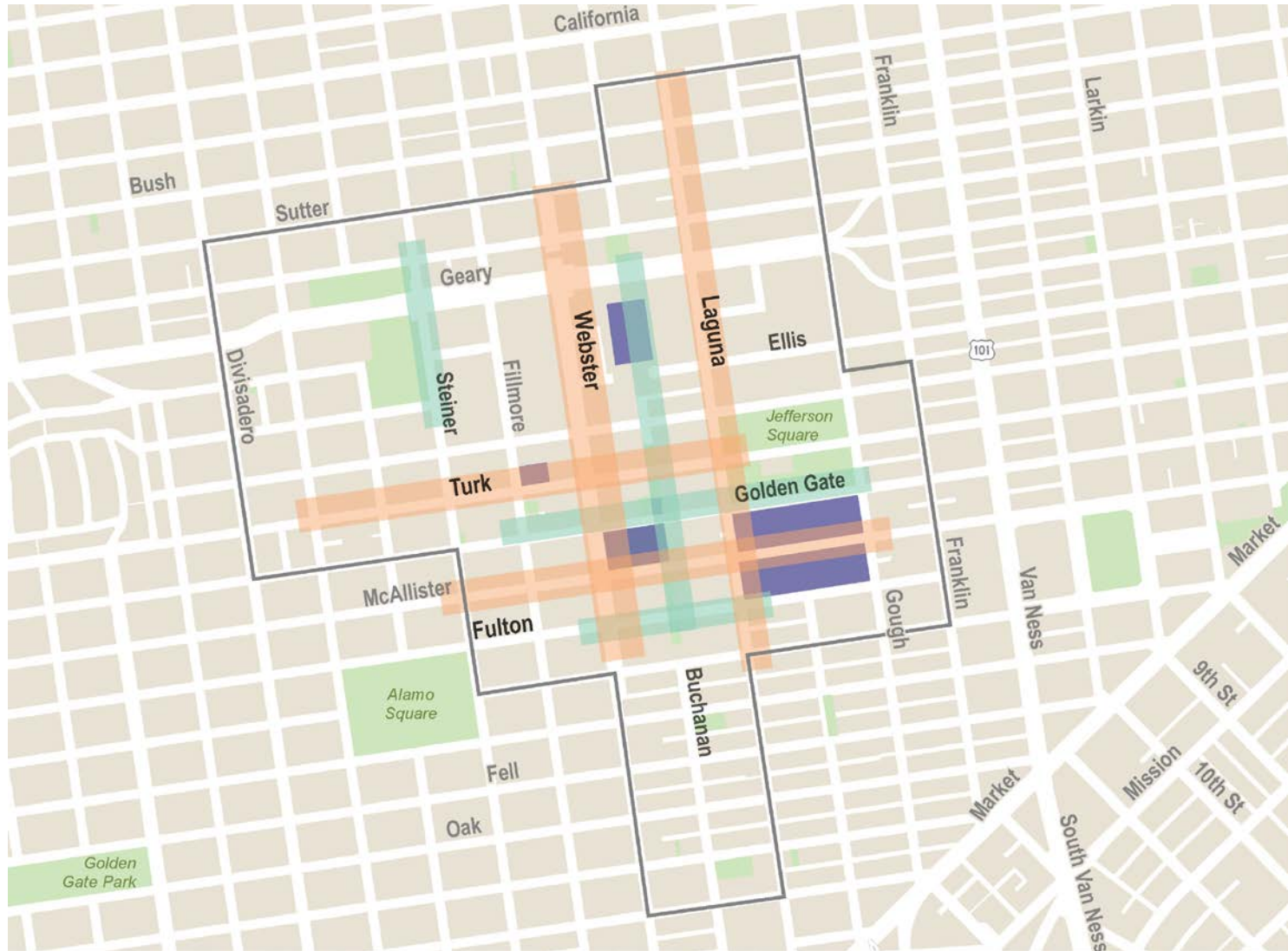
3

4

5



Community Priority Corridors



Outreach Phase 3

Outreach Goals

- Detailed Design Feedback

WESTERN ADDITION COMMUNITY BASED TRANSPORTATION PLAN

MAY 2016

COMMUNITY STREET DESIGN SCORECARD

For eight months, we at the SFMTA have been meeting with the Western Addition community to understand their transportation priorities and ideal physical street improvements. We have used this feedback to develop new potential street designs. Please help us understand if we got it "right" by completing the score card.

TURK STREET + GOLDEN GATE AVENUE (DIVISADERO TO GOUGH STREETS)

1. Do you prefer Turk/Golden Gate street design Option A, Option B or no project?

Option A Option B No Project

2. Using + or - symbols in the boxes, share what you like and/or dislike about Options A and B?

<input type="checkbox"/> Turk + Golden Gate Option A	<input type="checkbox"/> Turk + Golden Gate Option B
<input type="checkbox"/> Turk: Edge lines reducing speeding	<input type="checkbox"/> Turk: Lane removal (2 to 1 lanes)
<input type="checkbox"/> Turk: Maintain existing two lanes	<input type="checkbox"/> Turk: New one-way buffered bike lane
<input type="checkbox"/> Turk: Maintain existing parking	<input type="checkbox"/> Turk: Maintain existing parking
<input type="checkbox"/> Golden Gate: New protected 2-way bikeway	<input type="checkbox"/> Golden Gate: Lane removal (3 to 2 lanes)
<input type="checkbox"/> Golden Gate: Lane removal (3 to 2 lanes)	<input type="checkbox"/> Golden Gate: New one-way buffered bike way
<input type="checkbox"/> Golden Gate: Removal of one parking lane	<input type="checkbox"/> Golden Gate: Maintain existing parking

3. If you prefer no project, share what you would like or not like to see on these streets.

GOLDEN GATE Option B



LAGUNA STREET (WILLOW STREET TO GOLDEN GATE AVENUE)

1. Do you prefer Laguna Street design Option A, Option B or no project?

Option A Option B No Project

2. Using + or - symbols in the boxes, share what you like and/or dislike about Options A and B?

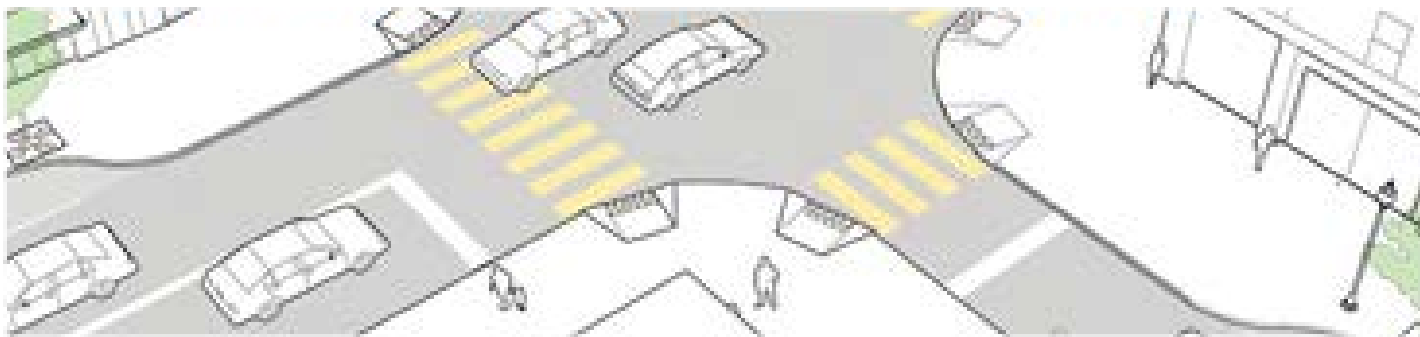
<input type="checkbox"/> Laguna Option A	<input type="checkbox"/> Laguna Option B
<input type="checkbox"/> Turk Street Ped Bulbs	<input type="checkbox"/> Turk Street Ped Bulbs
<input type="checkbox"/> Golden Gate Ped Bulbs	<input type="checkbox"/> Golden Gate Ped Bulbs
<input type="checkbox"/> Angled parking	<input type="checkbox"/> Parallel Parking
<input type="checkbox"/> Continental Crosswalk	<input type="checkbox"/> Continental Crosswalk

3. If you prefer no project, share what you would like or not like to see on Laguna street.

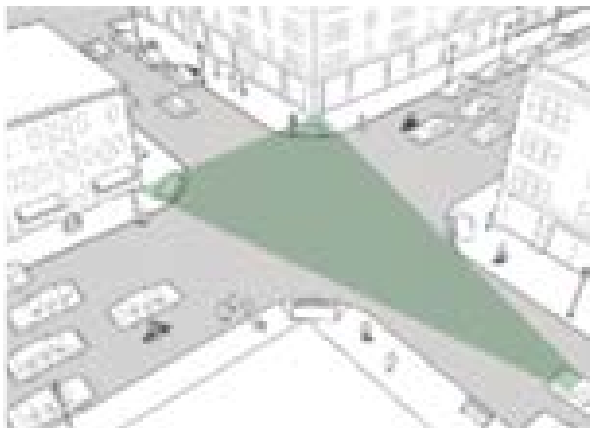
Final Recommendations

Near-Term Recommendations

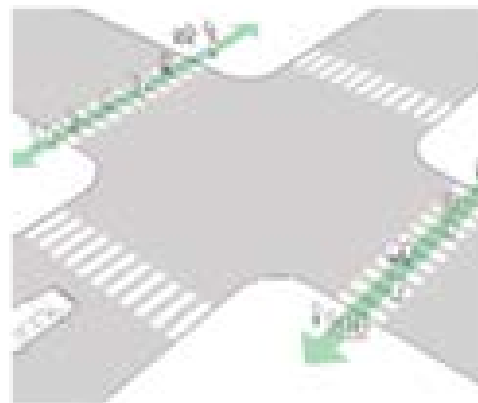
INTERSECTION SPOT IMPROVEMENT PACKAGE Continental Crosswalk/ Advance Limit Line



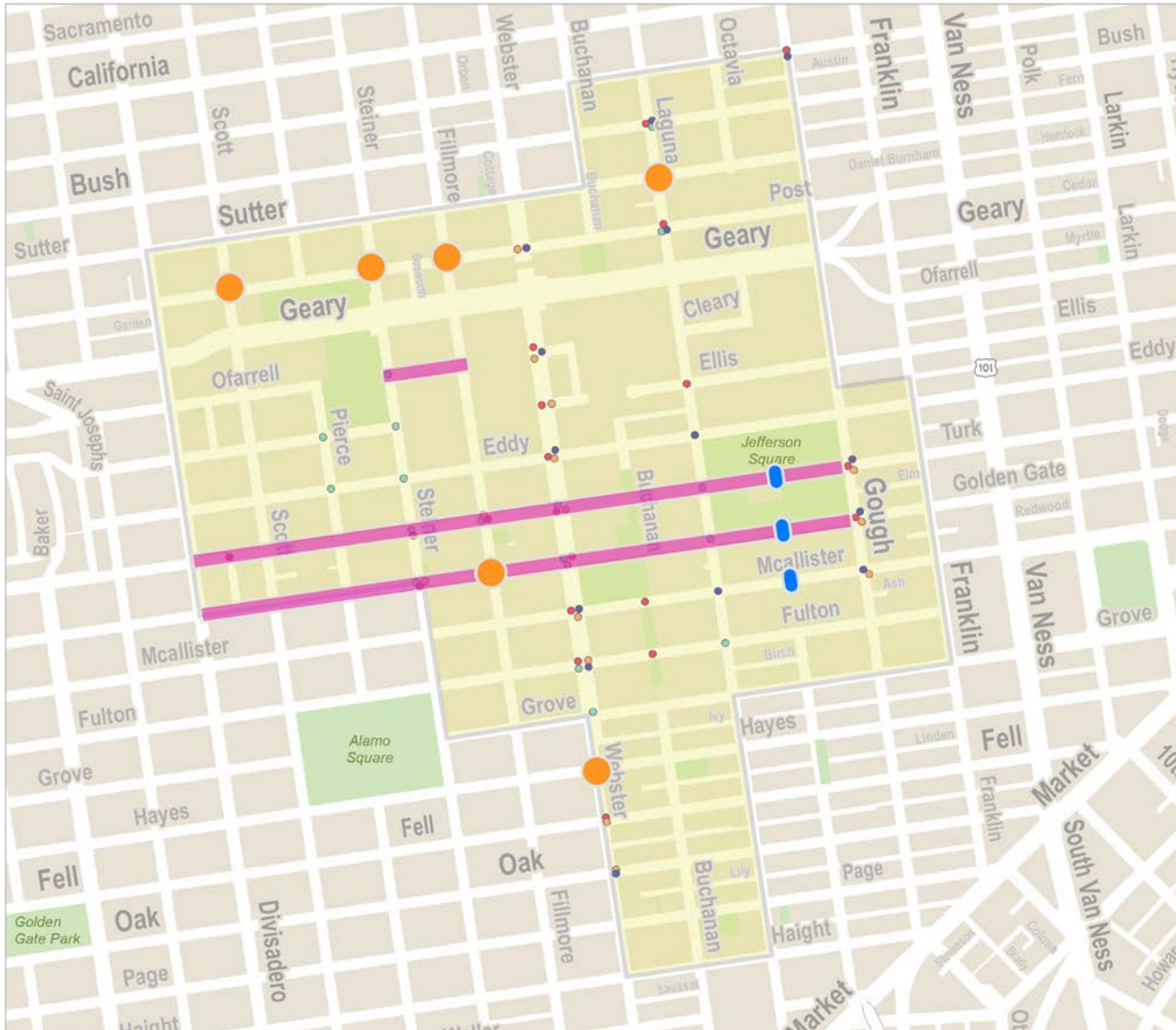
Daylighting



Leading Pedestrian Interval



Mid-Term Recommendations



Long-Term Recommendations

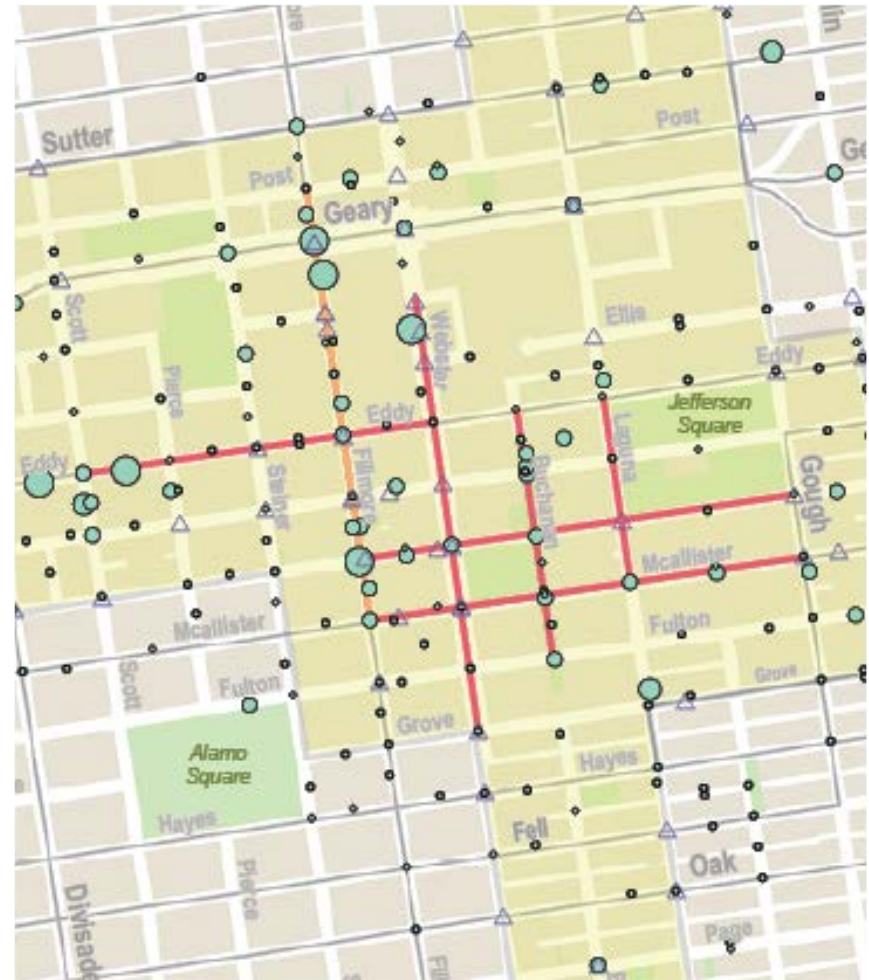
**LAGUNA STREET
PROPOSED OPTION B**



**BUCHANAN STREET
EXTENDED**



WALKABLE WESTERN ADDITION



Funding + Implementation

Phase	Estimated Cost	Programmed Funding	Percent Funded
1	\$463K	\$463K	100% CIP Funded
2	\$1.66M	\$1.66M	100% CIP Funded
3	\$10.27M	\$2.67M	26% CIP
		\$987K	10% Prop AA*

Thank you

Western Addition Community-Based Transportation Plan

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Other Efforts Addressing Community Needs

- Muni Equity Strategy P2
- 5/5R Capacity Enhancements
- Late Night Transportation
- PUC LED Upgrade
- Turk Safe Street
- Webster Street Pavement Renovation
- Margaret Hayward Playground Improvement Project
- Buchanan Street Mall Park Activation Project and Vision Plan



MUNI SERVICE EQUITY STRATEGY REPORT

San Francisco Municipal Transportation Agency
Fiscal Year 2016-17 and 2017-18

April 2016

Project Area

