



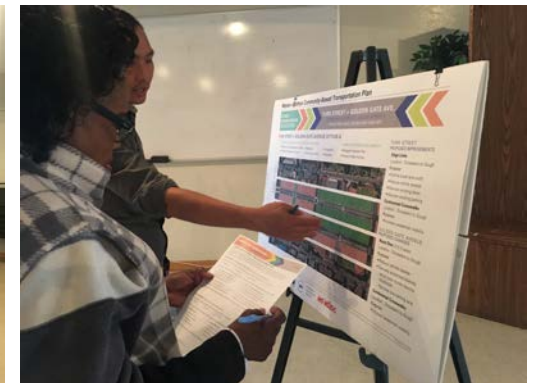
SFMTA
Municipal
Transportation
Agency

Western Addition Community-Based Transportation Plan

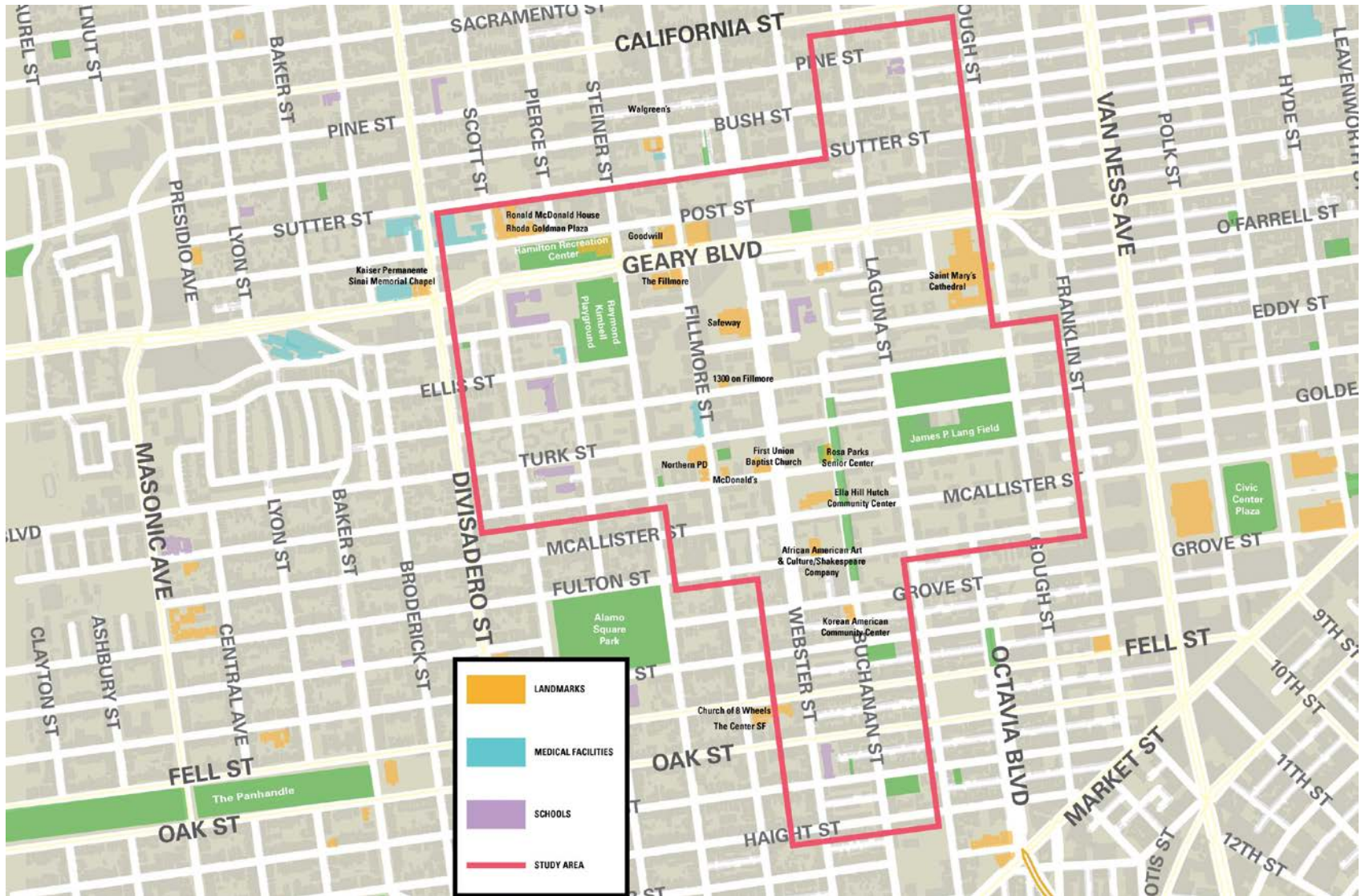
April 4, 2017
MTA Board

Project Goal

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



Project Area



Community Involvement at Every Step

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

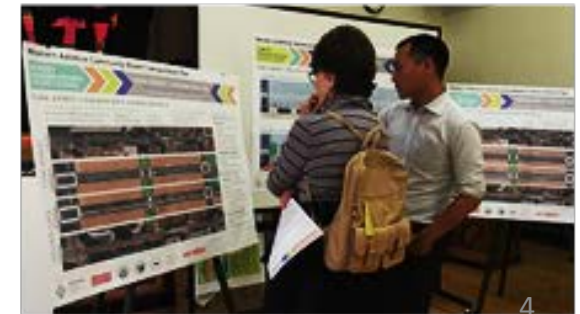
Freedom West
Residents Meeting

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 Conversation about Transportation
- 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.

- _____
- _____
- _____

What Did We Learn

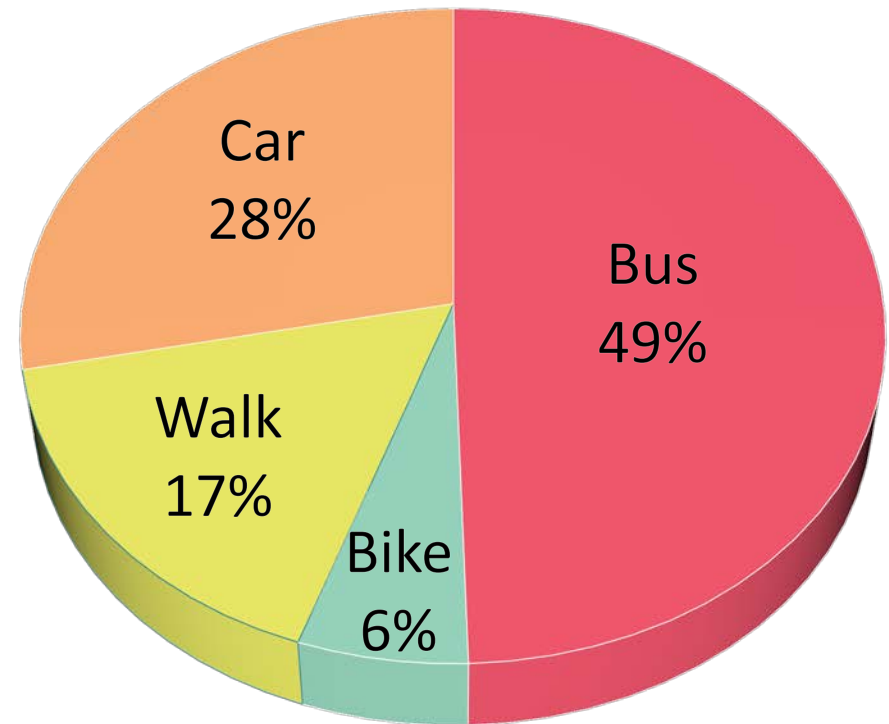
Assets:

- “Buses are fast and come often” (74)
- “Enjoy walking in my neighborhood” – flat terrain, convenient, see neighbors, healthy exercise (54)

Challenges:

- “Need more buses at rush hour” and “Buses are too crowded” (89)
- “We need lights. I don’t feel safe walking at night.” (47)

MODE SPLIT



Community Priorities and Goals

TRANSPORTATION

PRIORITIES

GOALS

TRANSIT SERVICE

- **Efficiency/ Frequency**
- **Comfort** (Crowding/Behavior)
- **Service Hours**

1. Improve Bus Reliability and Frequency
2. Enhance On-board Interactions
3. More Frequent Evening and Weekend Service

SAFETY AND SECURITY

- **Crime**
- **Lighting**
- **Speed/Collisions**

4. Increase Street Lighting to Prevent Crime
5. Reduce Vehicle Speeds and Traffic Collisions
6. Better Adherence to Traffic Controls by All Modes

STREET CONDITIONS

- **Litter and Waste**
- **Access** (sidewalk width + ramps)
- **Street/Sidewalk Quality**

7. Reduce Litter and Waste
8. Increase Sidewalk Widths
9. Improve Sidewalk Quality
10. Improve Street Quality

Outreach Phase 2

Outreach Goal

- Share design tools with 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

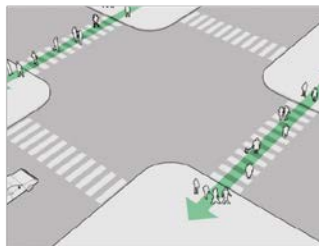
A pedestrian activated flashing signal, which alerts vehicles of their presence.

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

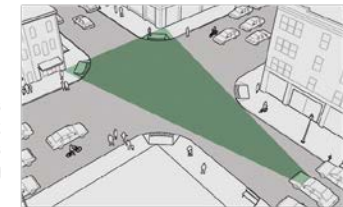
A road diet reduces travel lanes from a roadway and utilizes the space for other uses and travel modes. This treatment reduces the potential for multiple collisions, allowing users to navigate busy intersections easier.

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 CONDI

Street Lighting

Lighting improves security, visibility, illuminating sidewalks, crosswalks, and intersections as well as providing a better view of potential conflicts.

Trash/Recycle/C

Waste cans provide trash and recycle

Sidewalk Widening

Sidewalk widening for landscaping, while also acting as a traffic and pedestrian refuge.



Seating/Community

Community gathering seating attracts pedestrians, increases foot traffic, and provides a space for socialization.



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

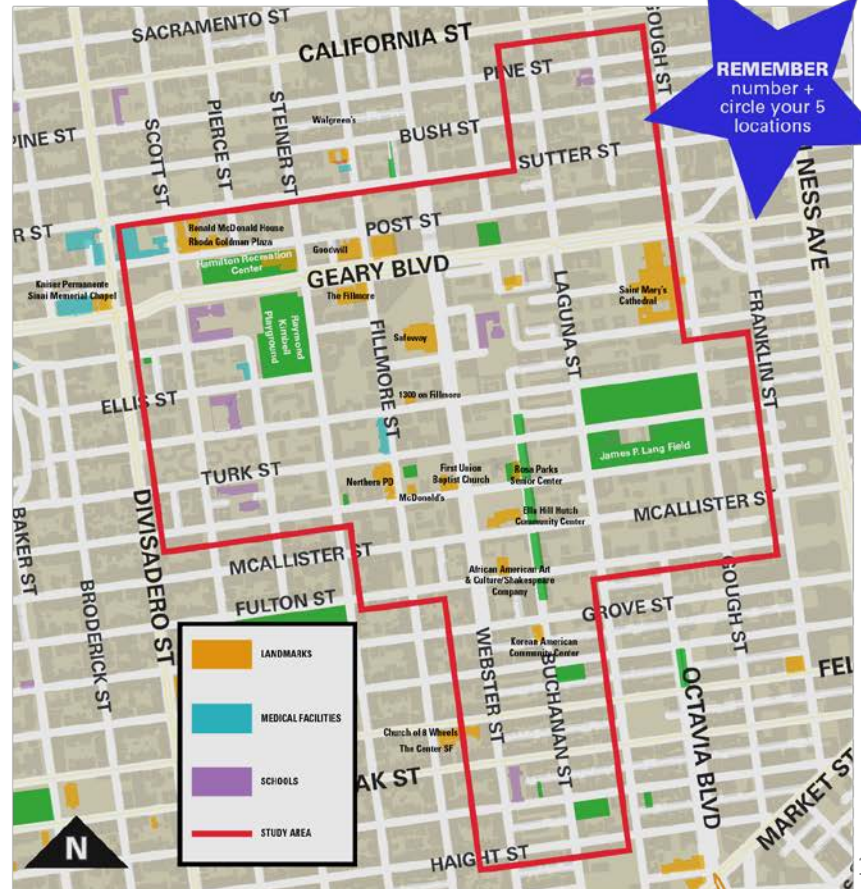
* Only select improvement locations within the Western Addition project boundary

A. LOCATION

B. ISSUE

C. TOOL

1	1	1
2	2	2
3	3	3
4	4	4
5	5	5



What Did We Learn

- Pedestrian safety top issue identified by community
- Webster and McAllister Street highest ranking streets
- Most popular tools
 - Pedestrian lighting
 - Stop signs
 - Rapid flashing beacons
 - Bus amenities



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)

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

Option A Option B No Project

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

± **Turk + Golden Gate Option A**

Turk: Edge lines reducing speeding
 Turk: Maintain existing two lanes
 Turk: Maintain existing parking

Golden Gate: New protected 2-way bikeway
 Golden Gate: Lane removal (3 to 2 lanes)
 Golden Gate: Removal of one parking lane

± **Turk + Golden Gate Option B**

Turk: Lane removal (2 to 1 lanes)
 Turk: New one-way buffered bike lane
 Turk: Maintain existing parking

Golden Gate: Lane removal (3 to 2 lanes)
 Golden Gate: New one-way buffered bike way
 Golden Gate: Maintain existing parking

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

LAGUNA STREET (WILLOW STREET TO GOLDEN GATE AVENUE)

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

Option A Option B No Project

Concept Board

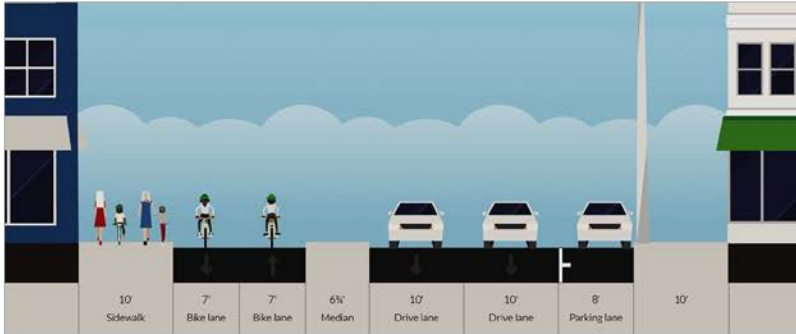
**STREET
DESIGN REVIEW**

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

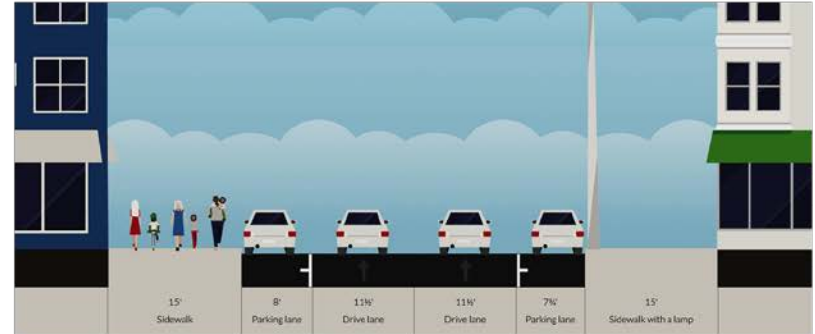
TURK STREET + GOLDEN GATE AVE.
FROM DIVISADERO TO GOUGH STREETS
OPTION A + OPTION B CROSS SECTIONS

TURK STREET + GOLDEN GATE AVENUE DETAIL

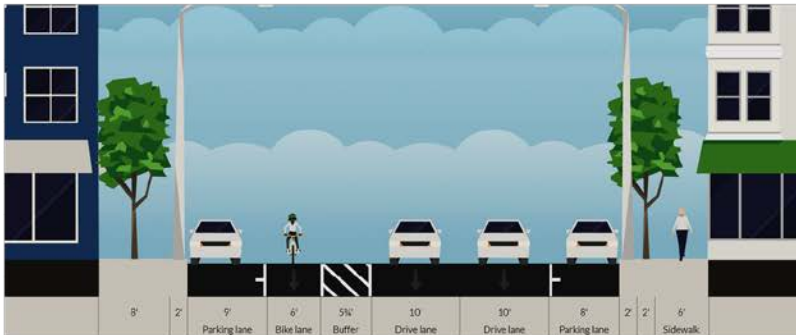
GOLDEN GATE Option A



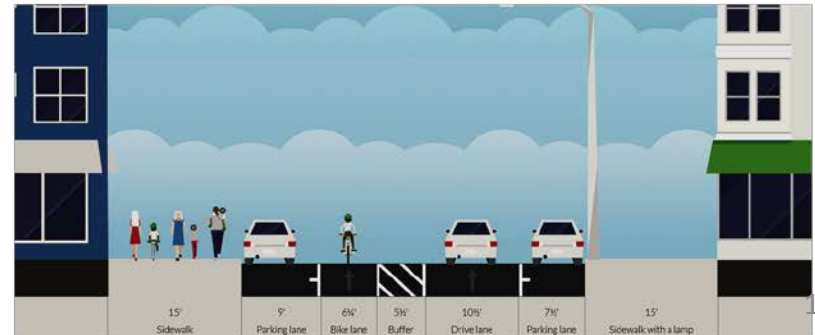
TURK STREET Option A



GOLDEN GATE Option B



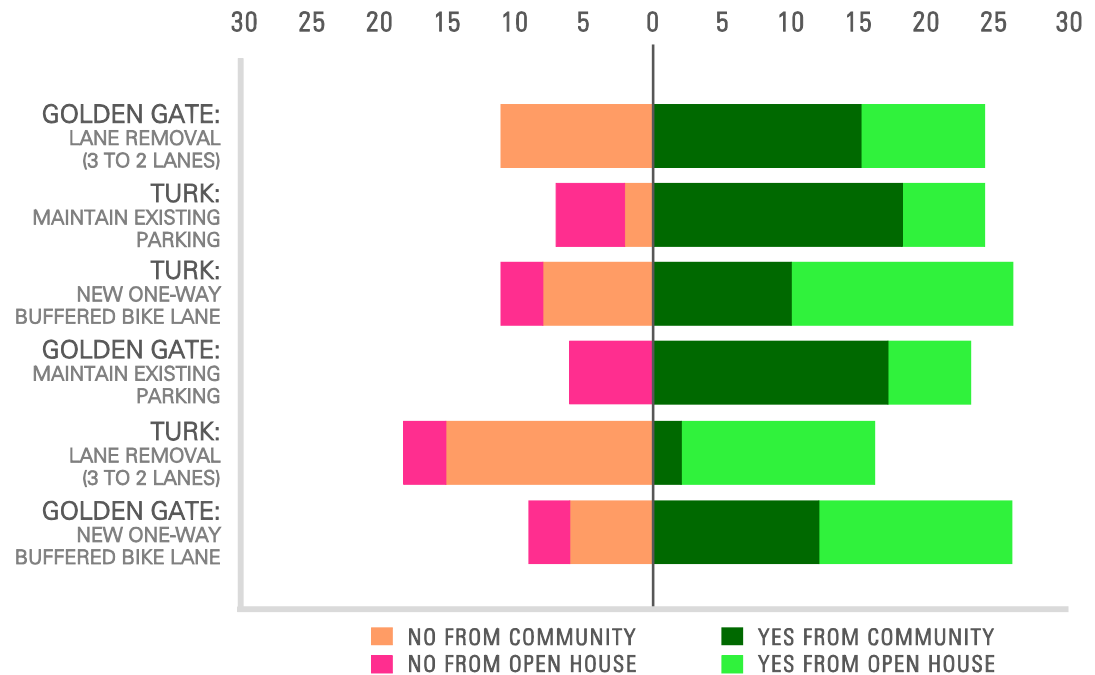
TURK STREET Option B



What Did We Learn

- Community supportive of Golden Gate 3 to 2 Road Diet for new eastbound bike facility
- Community strongly opposed to Turk Street 2 to 1 Road Diet for westbound bike facility
- Community supportive of maintaining parking
- Community supportive of pedestrian safety treatments in all concept designs

Turk-Golden Gate: Option B



Final Recommendations

Near-Term Recommendations

Intersection spot improvements addressing:

- Safety
- Pedestrian visibility
- Pedestrian Comfort

Location:

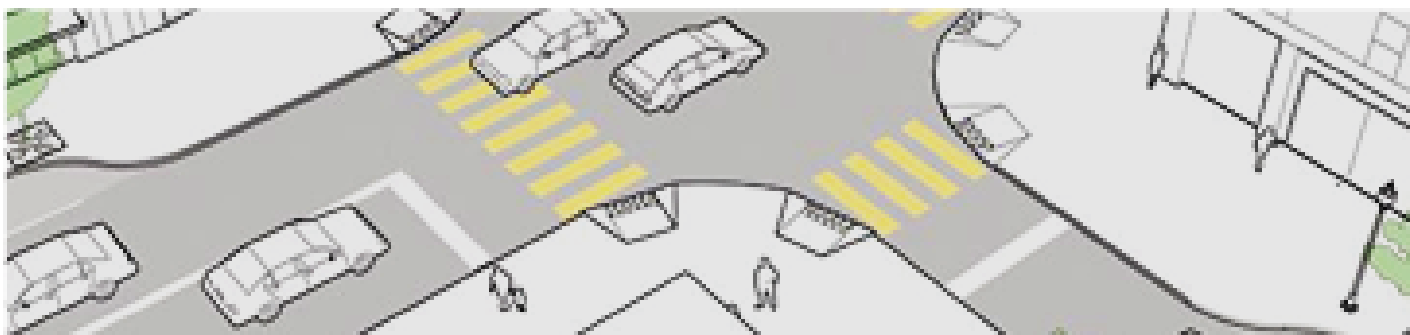
- 41 intersections
- Vision Zero High-Injury Corridors
- Community-identified locations



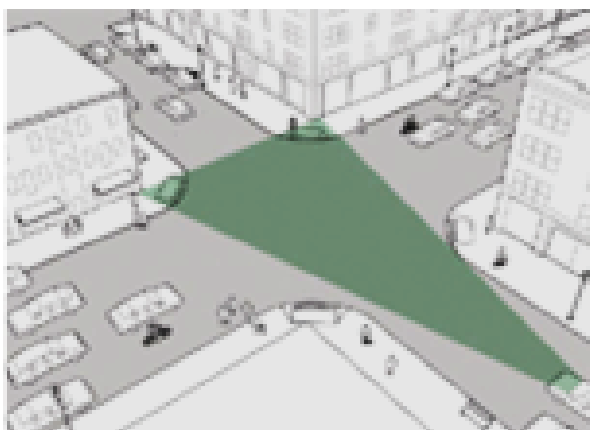
Near-Term Recommendations

INTERSECTION SPOT IMPROVEMENT PACKAGE

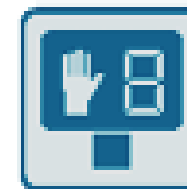
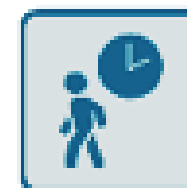
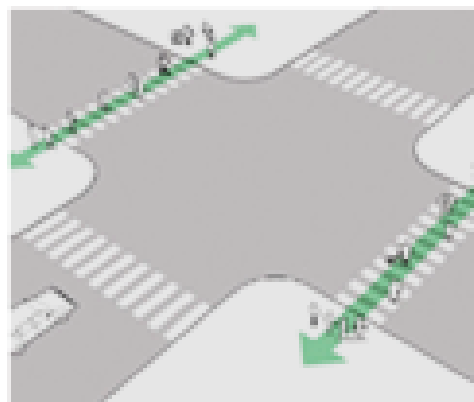
Continental Crosswalk/ Advance Limit Line



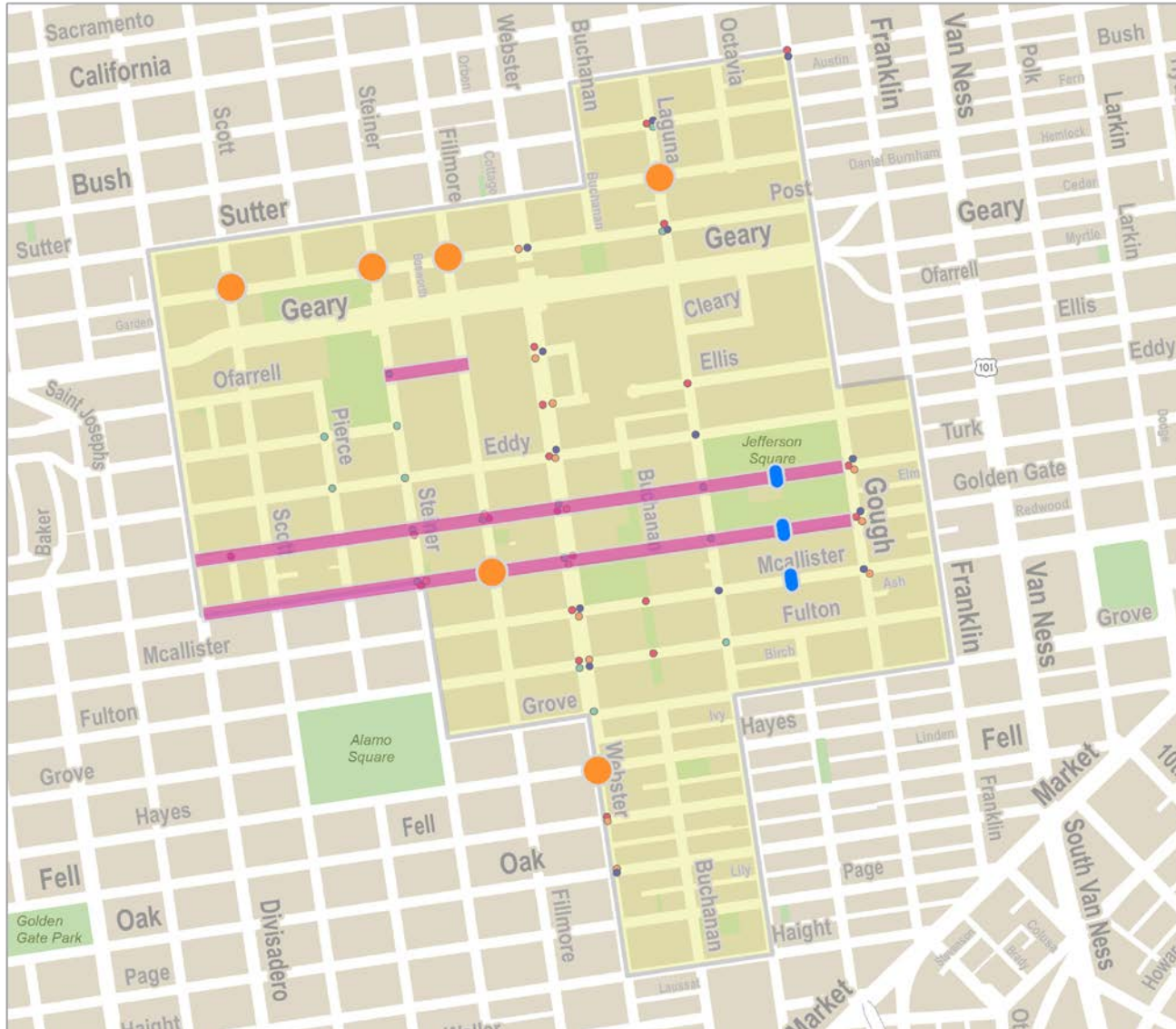
Daylighting



Leading Pedestrian Interval



Mid-Term Recommendations



Mid-Term Recommendations

Address Vision Zero high-injury corridors and pedestrian safety

- Golden Gate Avenue
3 to 2 lane Road Diet
- Turk Street Edge Lines
- Fillmore Community Connections
- Pedestrian Countdown Signals
- Rapid Flashing Beacons

GOLDEN GATE Option B



TURK STREET Option A



O'Farrell between Steiner and Fillmore



Long-Term Recommendations

Capital projects to improve access and enhance safety for neighborhood assets

- Community Connections
 - Laguna Street
 - Buchanan Street Mall
- Walkable Western Addition
 - Pedestrian Lighting



**LAGUNA STREET
PROPOSED OPTION B**



**BUCHANAN STREET
EXTENDED**



Walkable Western Addition

Long-Term Recommendations continued



Factors

- Ped/Bike Collisions
- Muni Owl Service
- Crime Incidents
- Phase 1 Path of Travel

Pedestrian Lighting Corridors

- Webster
- McAllister
- Eddy
- Golden Gate
- Buchanan (Community Connections)
- Laguna (Community Connections)

Other Efforts Addressing Community Needs

- Muni Equity Strategy Part 2
- 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
- Buchanan Street Mall Vision Plan



MUNI SERVICE EQUITY STRATEGY REPORT

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

April 2016

Next Steps

- Secure Additional Funding
 - Prop AA* (\$987K)
 - CIP Funding (\$4.79M)
 - General Fund Revenue (Prop B)
 - GO Bond (Prop A)
- Implementation
 - Additional Outreach
 - Design Review
 - Environmental Review
 - MTA Board Approvals



Thank you

Western Addition Community-Based Transportation Plan

Danielle J. Harris

Project Manager

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Complete Streets Manager

