



Memorandum

AGENDA ITEM 10

DATE: October 16, 2024
TO: Transportation Authority Board
FROM: Rachel Hiatt - Deputy Director for Planning
SUBJECT: 11/19/24 Board Meeting: Adopt the District 1 Multimodal Transportation Plan Final Report

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the District 1 Multimodal Transportation Plan Final Report</p> <p>SUMMARY</p> <p>Transportation Authority Board Member Connie Chan requested that the Transportation Authority conduct the District 1 Multimodal Transportation Plan to identify a set neighborhood circulation and quick build concepts and a set of long-term mode shift and greenhouse gas reduction concepts to recommend for advancement. The enclosed draft final report identifies four neighborhood circulation and quick build concepts for Geary Boulevard, Fulton Street, Balboa Street, and Cabrillo Street to improve street safety, transit access and reliability, and access to Golden Gate Park and three long-term mode shift and greenhouse gas reduction concepts including north-south express bus service, curb management on commercial corridors, and mobility hubs. The Plan, which was funded with District 1 Neighborhood Transportation Program funds, includes a funding and implementation strategy.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
---	--

BACKGROUND

Transportation Authority Board Member Connie Chan requested that the San Francisco County Transportation Authority conduct the District 1 Multimodal Transportation Plan to identify a set neighborhood circulation and quick build concepts and a set of long-term mode



shift and greenhouse gas reduction concepts to recommend for advancement. The study focused on resident trip making and prioritized addressing trips that start and end within District 1. We first conducted technical analysis to understand trip patterns and areas with known challenges. Community outreach defined transportation goals and community priorities, which guided concept development, and how draft concepts should be refined for final recommendation.

DISCUSSION

Outreach. The project included two primary rounds of outreach. For each round, we worked closely with the District 1 Office to promote outreach surveys in newsletters, on social media, and in the Richmond Review. Survey data from the first round of outreach showed that the Asian and Youth communities were underrepresented in survey participation and the second round of outreach included promotion in Tsing Tao Newspaper and through flier distribution to students at schools within District 1. The project team also gave presentations to community-based organizations and hosted popup events and three Town Halls to understand transportation challenges and priorities and to get feedback on draft concepts to guide revisions.

Concept Refinement and Selection Process. Based on technical analysis and findings from the first round of outreach, we identified corridors for neighborhood circulation and quick build concepts and long-term concepts to support modeshift and greenhouse gas reduction within the district. The final set of project recommendations were adjusted based on community input collected in the second round of outreach and include:

1. Geary transit shelter improvements, spanning from La Playa to Arguello, is a concept that recommends working with the San Francisco Municipal Transportation Agency (SFMTA) through the Geary Improvement Project to bring transit amenities that improve personal security at 38 Geary and 38R Geary Rapid stop locations. This is a neighborhood circulation and quick build concept.
2. Cabrillo Street safety improvements, spanning from La Playa to Arguello, include pedestrian safety zones, high visibility crosswalks, and hardened centerlines at all intersections. The concept also includes upgrading the existing bike lane to a green bike lane with conflict markings. A portion of this corridor is on the slow streets network, and safety and design improvements would be coordinated with SFMTA's Biking and Rolling plan. This is a neighborhood circulation and quick build concept.
3. Balboa Street safety and transit reliability improvements, spanning from Park Presidio to Arguello, include pedestrian safety zones, high visibility crosswalks, and hardened centerlines at all intersections. The concept also recommends bus boarding platforms and stop amenities at high ridership locations. This is a neighborhood circulation and quick build concept.



4. Fulton Street traffic calming, safety, and transit reliability improvements, spanning from La Playa to Arguello, is a concept that recommends addressing intersections based on the type of stop control, adjacent park access conditions, and transit stops. The report includes an inventory of improvements by intersection and aligns with upcoming intersection improvements. Treatments include crosswalk improvements across Fulton and Avenues, bulb outs / pedestrian safety zones, pedestrian refuge islands, rectangular rapid flashing beacons, and bus boarding platforms. This is a neighborhood circulation and quick build concept.
5. Fulton Street and 22nd Ave bike improvements is a concept that recommends moving the bike connection between Cabrillo and Fulton from 23rd Avenue to 22nd Avenue to establish a bike connection that leads directly into Golden Gate Park. The recommendation includes bike markings at the intersection, pedestrian safety zones, a transit boarding platform, and a wider gateway entrance into Golden Gate Park. This is a neighborhood circulation and quick build concept.
6. North-south express bus service elevates the 2018 Express Bus Feasibility Study recommendations from SamTrans. The concept includes express bus service connecting peninsula cities to the westside. This is a modeshift and greenhouse gas reduction concept.
7. Curb management on commercial corridors is a recommendation to elevate SFMTA's curb management strategy by preparing curb management plans to determine the access demands on commercial corridors on Clement and Balboa. This is a modeshift and greenhouse gas reduction concept.
8. Mobility hubs is a recommendation to create designated hubs where multiple transportation options come together to simplify multimodal trips. The recommendation includes the consideration of EV charging and other amenities that can reduce barriers for travelers. The locations that received the highest support and are recommended as priority to advance into more detailed planning are Geary Boulevard at Park Presidio Boulevard, Geary Boulevard at Arguello Boulevard, and Cabrillo Street at La Playa Street. This is a modeshift and greenhouse gas reduction concept.

Implementation Plan. The final report includes a discussion of planning level cost estimates, potential funding sources, and implementation next steps for each concept. For neighborhood circulation and quick-build improvements to advance, the SFMTA would need to conduct detailed design and engineering to confirm the appropriateness and feasibility of the design.

The Fulton Street concept includes two potential design variations due to the corridors' complexity and the many competing needs and safety challenges. The corridor also has



multiple significant projects for implementation between 2024 and 2026, including new transit bulbs, automated speed enforcement cameras, and new traffic signals.

The proposed design to add median pedestrian refuges/islands will need to be piloted to understand the impacts to street safety, Muni operations, and vehicle speeds. The Transportation Authority and SFMTA will identify up to three locations to test the components of the concept - expanded daylighting at intersections, median pedestrian refuges/islands, and rectangular rapid flashing beacons. The results of the pilot will guide design adjustments to the concepts to ensure they are implementable and effective in advancing the study and citywide transportation goals. Following the pilot and design refinements, the Transportation Authority and SFMTA will continue to coordinate implementation next steps, including finalizing implementation locations and obtaining funding.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2024/25 budget.

CAC POSITION

The CAC will consider this item at its October 23, 2024 meeting.

SUPPLEMENTAL MATERIALS

- Enclosure - District 1 Multimodal Transportation Study Draft Report