



**SFMTA**  
Municipal  
Transportation  
Agency



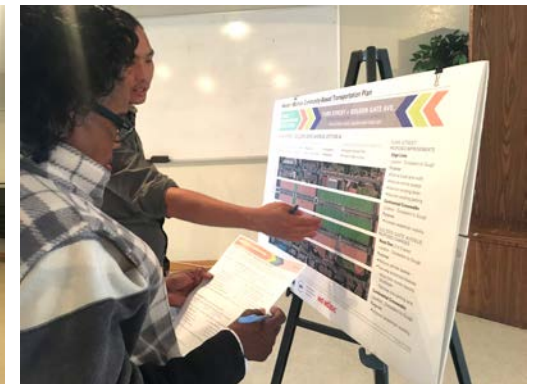
METROPOLITAN  
TRANSPORTATION  
COMMISSION

# Western Addition Community-Based Transportation Plan

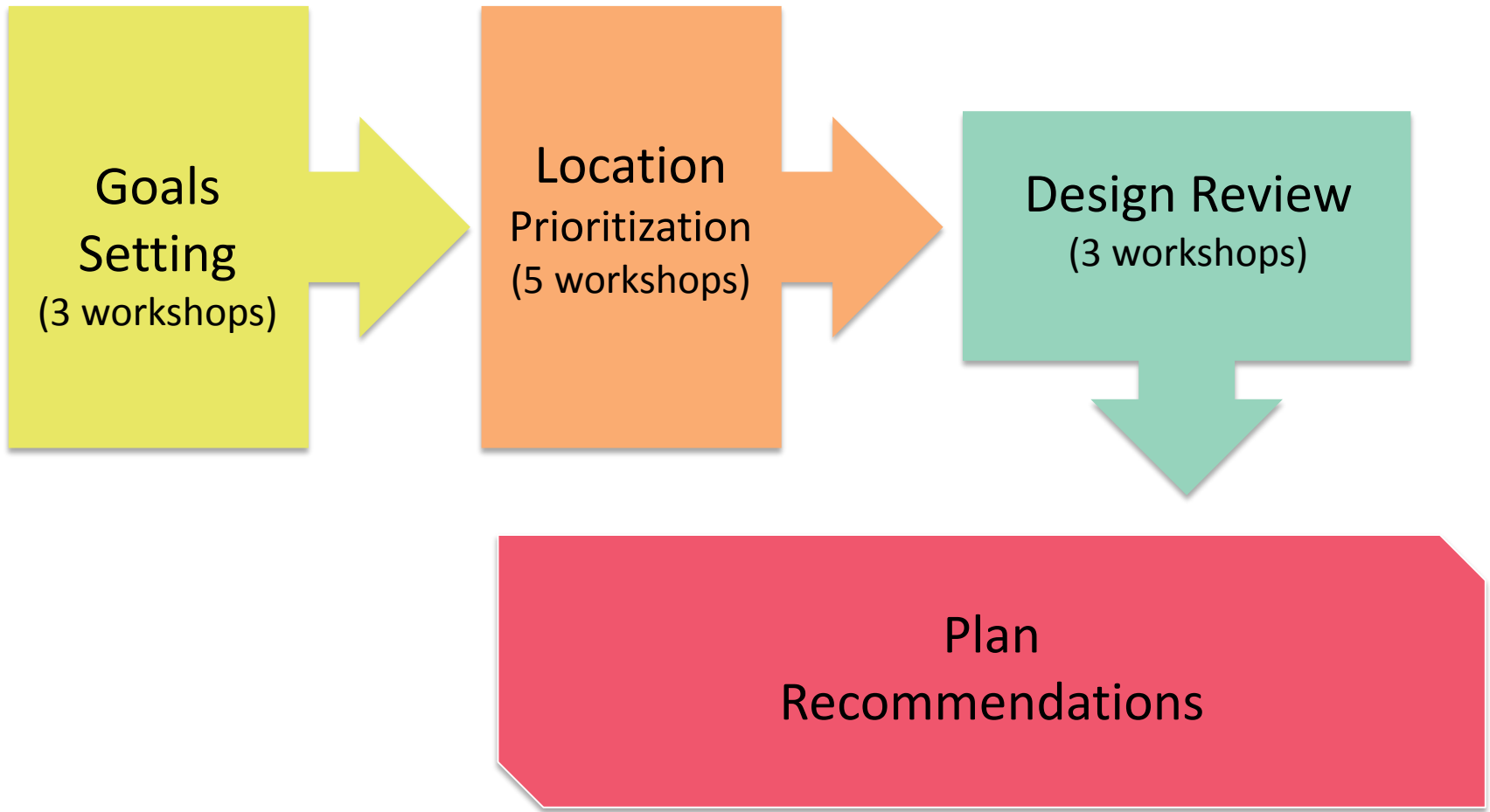
April 11, 2017  
SFCTA Board

# 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.



# Community Involvement at Every Step



# 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**

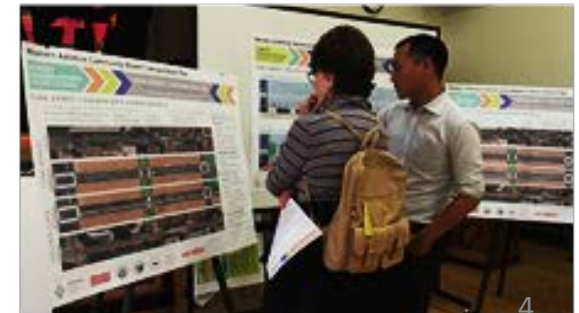
Freedom West  
Residents Meeting

**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 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.

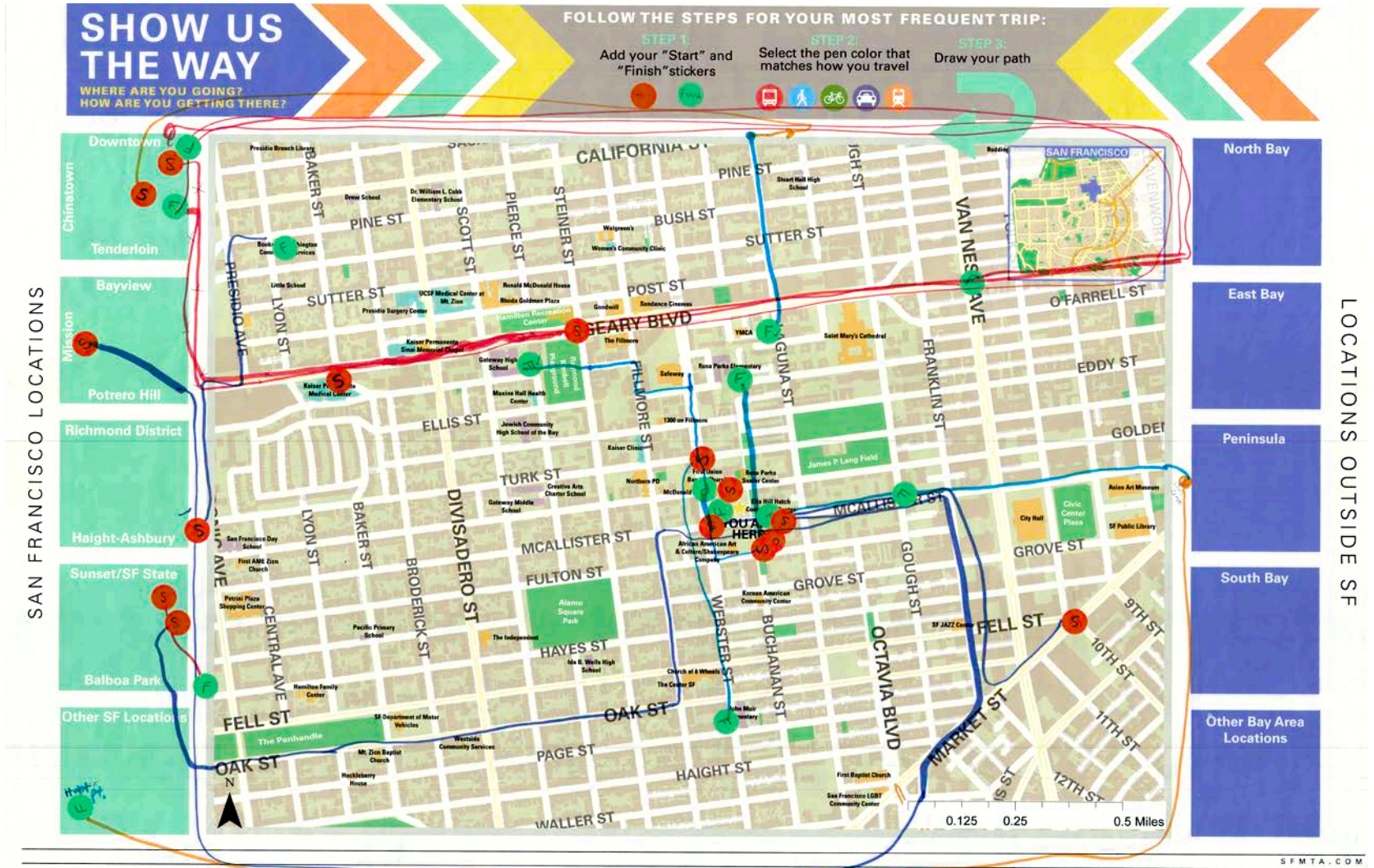
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

### 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

## 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 shortens 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

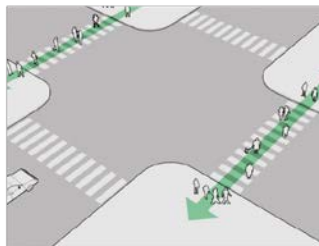
A pedestrian activated flashing signal, which alerts vehicles of their presence.

#### 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

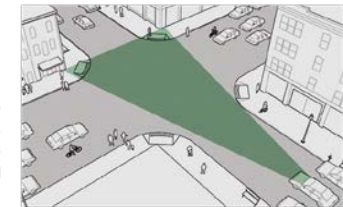
A road diet reduces travel lanes from a roadway and utilizes the space for other uses and travel modes. This treatment reduces the potential for multiple collisions, allowing users to navigate busy intersections easier.

#### 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 social space.





# 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

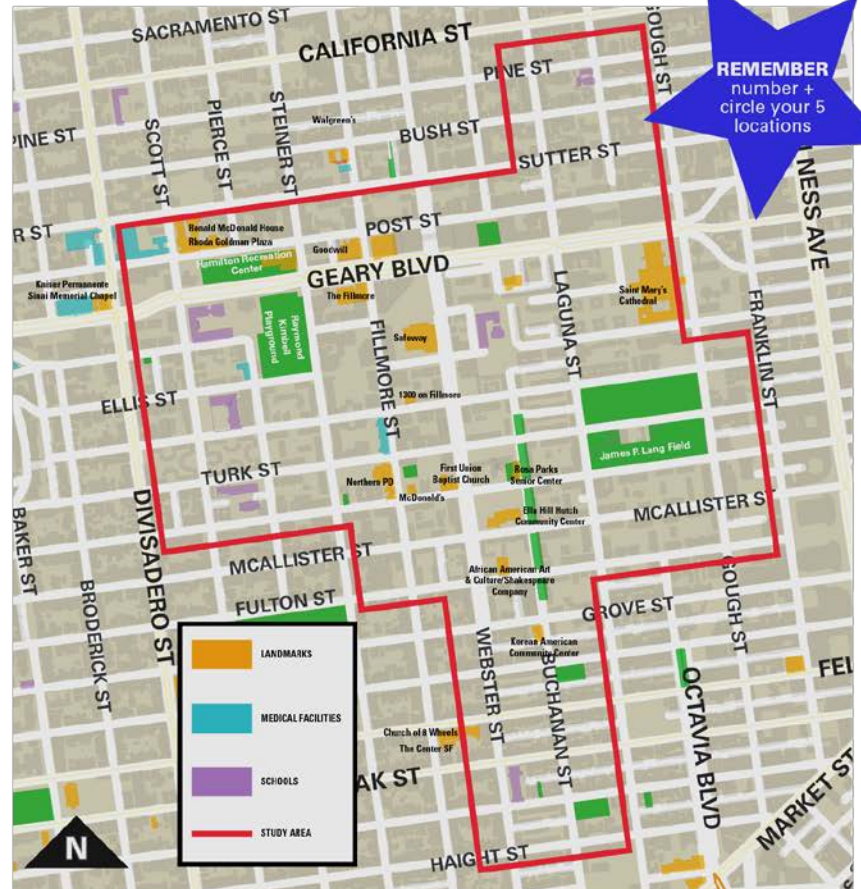
\* Only select improvement locations within the Western Addition project boundary

**A. LOCATION**

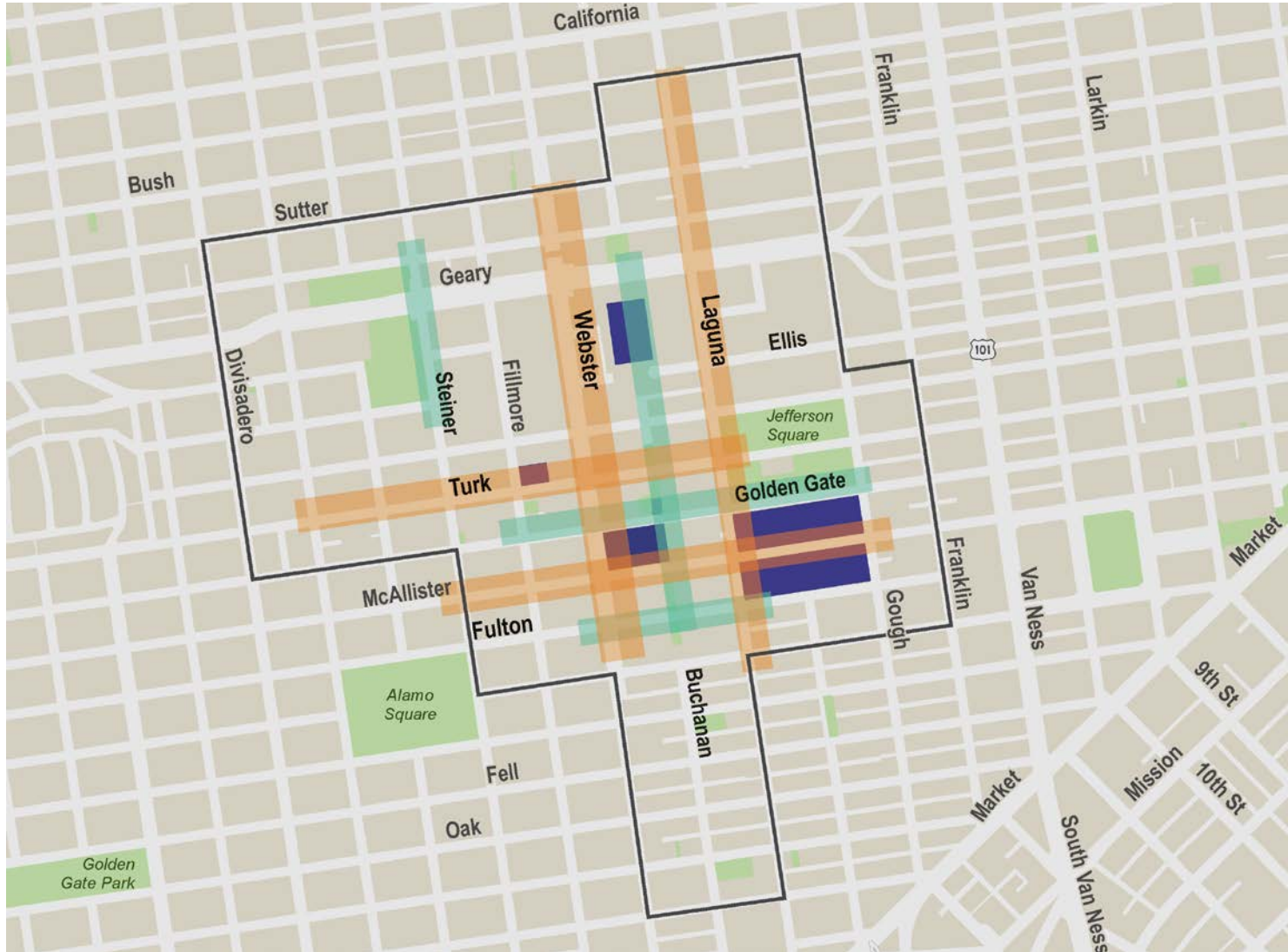
**B. ISSUE**

**C. TOOL**

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



# 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)

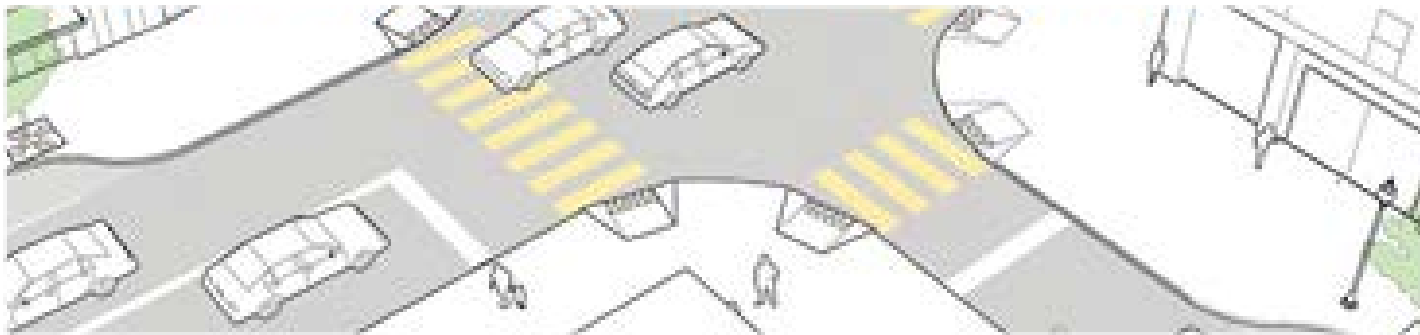
- Do you prefer Laguna Street design Option A, Option B or no project?

Option A       Option B       No Project

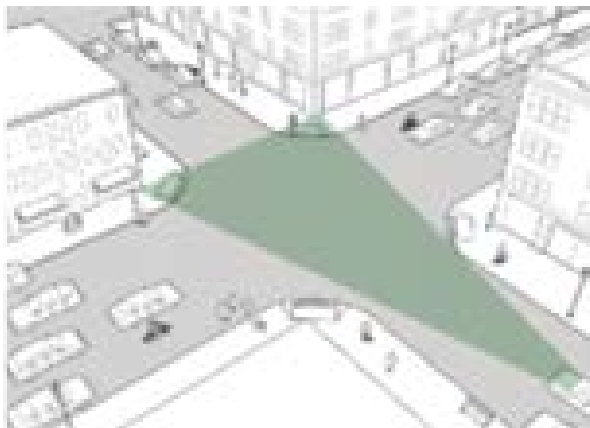
# Final Recommendations

# Near-Term Recommendations

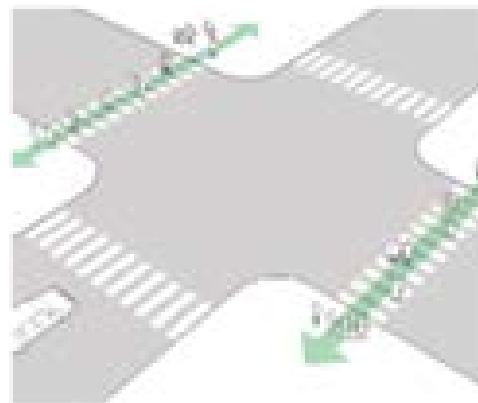
## INTERSECTION SPOT IMPROVEMENT PACKAGE Continental Crosswalk/ Advance Limit Line



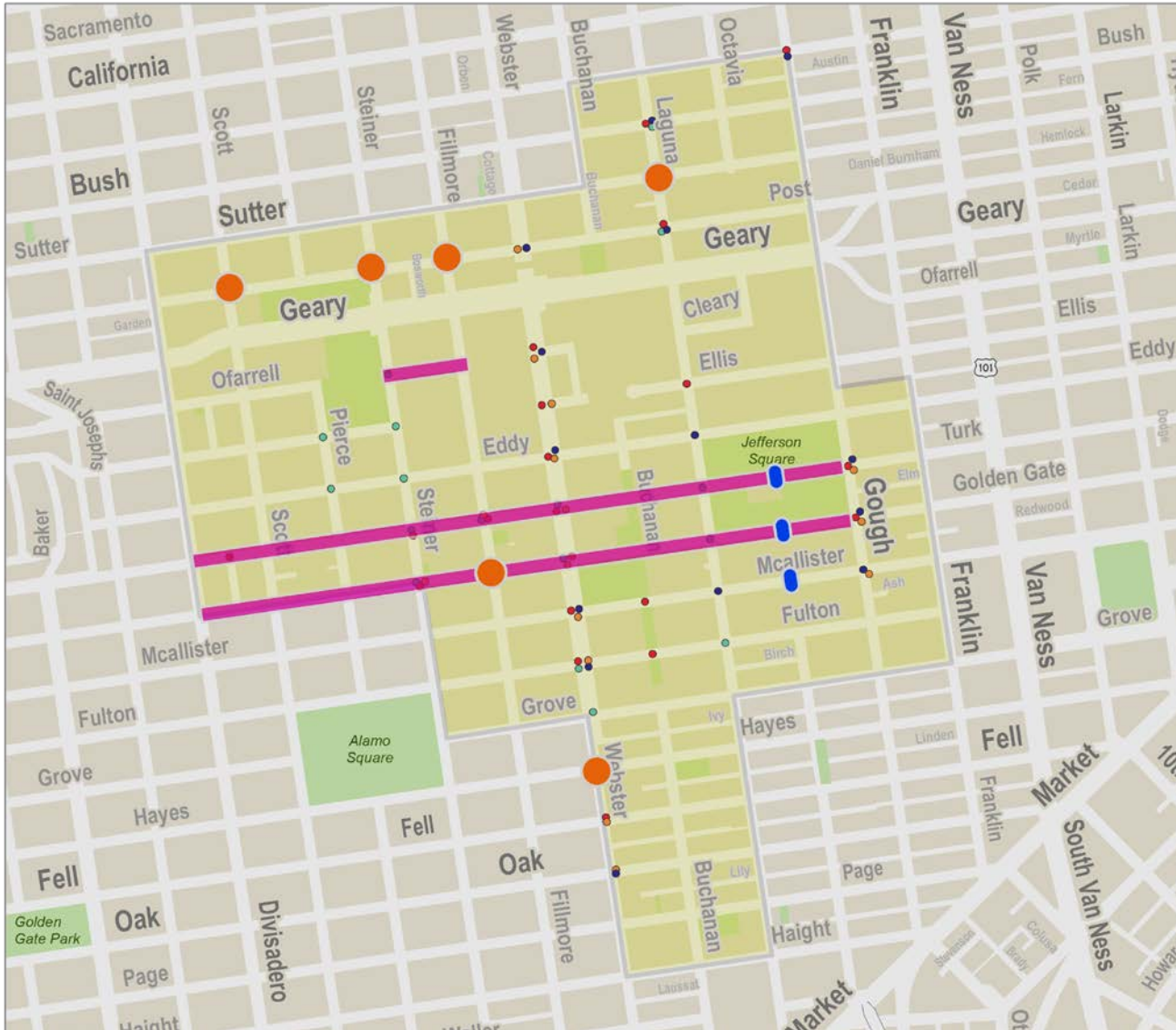
## Daylighting



## Leading Pedestrian Interval



# Mid-Term Recommendations



# Long-Term Recommendations

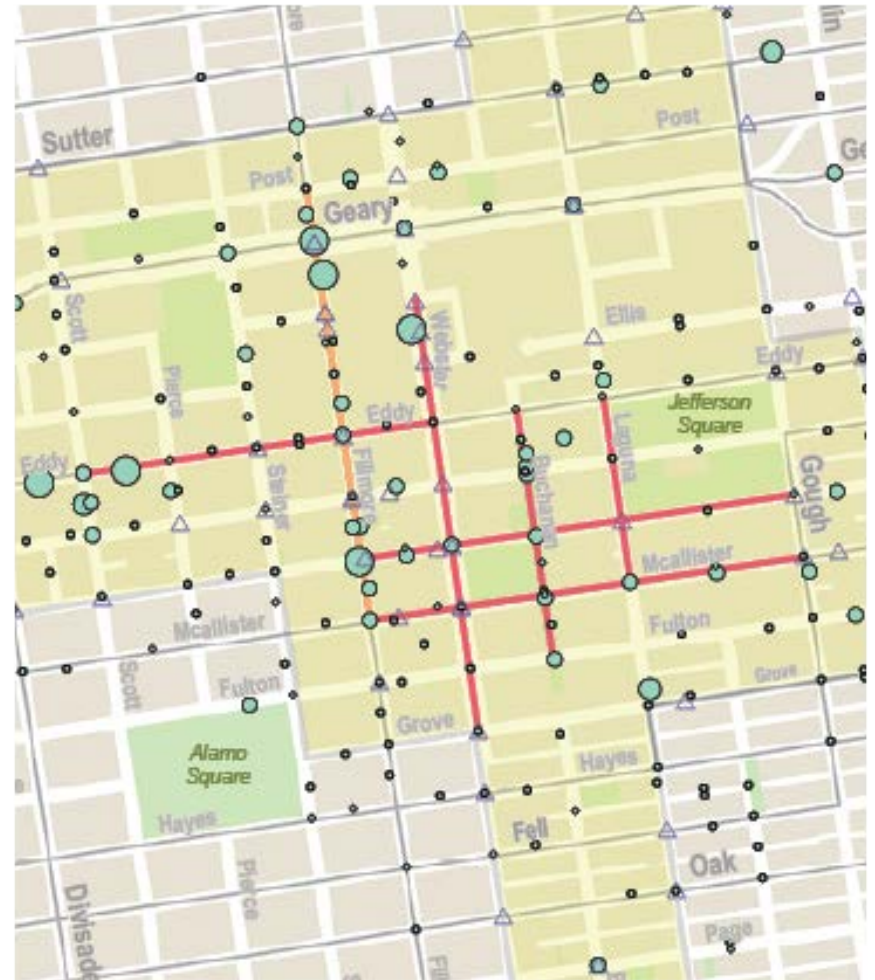
**LAGUNA STREET  
PROPOSED OPTION B**



**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

Danielle Harris

Project Manager

Monica Munowitch

Complete Streets Manager

