



RESOLUTION ADOPTING THE ALEMANY INTERCHANGE IMPROVEMENT STUDY
[NTIP PLANNING] FINAL REPORT

WHEREAS, The Alemany Interchange Improvement Study (Study) was recommended by former Commissioner Campos for \$100,000 in Prop K sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP); and

WHEREAS, This Study was initiated by the Portola Neighborhood Association (PNA), along with other community groups, and addresses safety and accessibility across and along Alemany Boulevard where U.S. 101, I-280, San Bruno Avenue, and Bayshore Boulevard intersect, which presents major challenges to pedestrian and bicyclist safety and accessibility; and

WHEREAS, The planning effort was led by the Transportation Authority and coordinated closely with the California Department of Transportation (Caltrans) District 4, the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Public Works (SFPW); and

WHEREAS, The Study recommendations are based on technical feasibility, safety analysis, and stakeholder and community groups' input and are separated into two phases, Phase 1 and Phase 2, due to their complexity; and

WHEREAS, Phase 1 recommendations include: buffered bicycle lanes from Putnam Street to Bayshore Boulevard to fill the bicycle network gap on Alemany Boulevard, two vehicle lanes (reduced from three) in each direction on Alemany Boulevard from Putnam Street to Bayshore Boulevard, and high-visibility crosswalks and painted curb extensions to realign and reduce vehicle speed at the study intersections; and

WHEREAS, Phase 2 recommendations include: a new multiuse path connecting from San Bruno Avenue to the Alemany Market, a new traffic signal and marked crosswalk to facilitate pedestrian crossing of westbound Alemany Boulevard, and a pedestrian signal and high-visibility



crosswalk on eastbound of Alemany Boulevard; and

WHEREAS, The total cost for Phase 1, which is funded with NTIP Capital funds and scheduled to be completed by mid-2018, is approximately \$277,000 and includes SFMTA planning/engineering/design support, removal of existing striping, installation of safe hit posts and new striping markings; and

WHEREAS, The total cost for Phase 2 is approximately \$2.2 million, which would include SFPW and SFMTA design and engineering, building of an asphalt/concrete path, installation of new path lighting, new pavement striping, and installation of new pedestrian signals and associated electric/construction; and

WHEREAS, The first step of Phase 2 is funded with \$100,000 from the General Fund and it includes a project location survey and preliminary path design, which among other issues needs to determine where the path should be located to least be impacted by flooding that occurs in the area; and

WHEREAS, At its March 22, 2017 meeting, the Citizens Advisory Committee was briefed on the Study's Final Report and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed Alemany Interchange Improvement Study [NTIP Planning] Final Report; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.

Enclosure:

1. Alemany Interchange Improvement Study [NTIP Planning] Final Report



Memorandum

Date: 04.03.17 RE: Board
April 11, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

From: Jeff Hobson – Deputy Director for Planning *JH*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Adopt the Alemany Interchange Improvement Study [NTIP Planning] Final Report

Summary

The Alemany Interchange Improvement Study (Study) was recommended by former Commissioner Campos for \$100,000 in Prop K sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP). The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations. This community-driven project addresses concerns about safety and access across and along Alemany Boulevard between Bayshore Boulevard and Putnam Street, which provides access to Alemany Farmers Market. This portion of Alemany, where U.S. 101, I-280, San Bruno Avenue and Bayshore Boulevard intersect, presents major challenges to pedestrian and bicycle safety and accessibility. The freeways and vehicle-oriented street design present barriers between the surrounding neighborhoods and limit crossing opportunities, requiring pedestrians, bicyclists, and transit riders to navigate a circuitous maze of high-speed streets and ramps. The Study has identified two phases for improvements through this corridor. Phase 1 recommendations include: extend the existing Alemany bicycle lanes from west of Putnam to connect to existing bicycle lanes on Bayshore Boulevard; reduce Alemany vehicle lanes from three to two in each direction; and restripe for multimodal improvements and traffic calming at intersections. Phase 2 recommendations include: a new multiuse path connecting from San Bruno Avenue to the Alemany Farmers Market, with a new traffic signal and marked crosswalk to facilitate pedestrian crossing of westbound Alemany. Phase 1 is funded with NTIP Capital funds and scheduled to be completed by mid-2018. The first step of Phase 2 is funded with \$100,000 from the General Fund. This step would include a project location survey and preliminary path design. Throughout the project, we collaborated with various community groups including Portola Neighborhood Association, SF Empowerment Center, and Portola Family Connection. The project team also presented at various neighborhood events such as Alemany Farmers Market. The final report is included as an enclosure in this packet.

BACKGROUND

The Alemany Interchange Improvement Study was recommended by former Commissioner Campos for \$100,000 in Prop K sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP). The NTIP is intended to strengthen project pipelines and advance the

delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

This study addresses safety and accessibility across and along Alemany Boulevard between Putnam Street and Bayshore Boulevard – access routes to the Alemany Farmer’s Market. This portion of Alemany Boulevard, where U.S. 101, I-280, San Bruno Avenue, and Bayshore Boulevard intersect, presents major challenges to pedestrian and bicyclist safety and accessibility. The major barriers for pedestrian and bicyclists include limited crossing opportunities for pedestrians and bicyclists; three wide vehicle lanes in each direction, allowing for high-speed driving; narrow sidewalks; and shared lanes for bicycle access that leave pedestrians and bicyclists exposed to highway-like conditions.

DISCUSSION

This study was initiated by the Portola Neighborhood Association (PNA), along with other community groups, and is funded by both NTIP Planning funds and District 9 funds from the General Fund. The planning effort was led by the Transportation Authority and coordinated closely with California Department of Transportation (Caltrans) District 4, San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW). Throughout the project, the Transportation Authority collaborated with various community groups including PNA, SF Empowerment Center, and Portola Family Connection. The project team also presented at various neighborhood events such as Alemany Farmer’s Market. This ongoing community engagement provided the project team with opportunities to refine project analysis and recommendations, and to build a coalition of support within the community.

Existing Conditions: Alemany Boulevard has a bicycle network connectivity gap between Putnam Street and Bayshore Boulevard. Alemany Boulevard is a designated east-west bicycle route, connecting to the Bayshore Boulevard north-south bicycle route, just east of the interchange. The double-striped buffered bike lane west of the Alemany Boulevard interchange ends at the Alemany Boulevard and Putnam Street/I-280 off-ramp intersection. “Sharrows” on Alemany Boulevard, between Putnam Street and Bayshore Boulevard, offer some wayfinding guidance to bicyclists through the interchange, but provide no separation from vehicles in the three-lane arterial. Bicyclists are either exposed to high-speed traffic, freeway-bound vehicles, and a circuitous maze of merging lanes and highway ramps; or choose to ride on sidewalks.

Currently, no pedestrian or bicycle infrastructure directly connects the Alemany Market, a major destination located on the northwest side of the interchange, to San Bruno Avenue nor to neighborhoods to the south. The existing pedestrian route requires a lengthy detour to the west and several separate street crossings due to a closed crosswalk at San Bruno Avenue. Instead, many pedestrians follow an informal path along a dirt trail through the interchange that requires crossing multiple uncontrolled lanes of fast-moving traffic. Because of the curving roadway alignment, the pedestrian and vehicle visibility is very poor at the informal crossing to the Alemany Market.

Recommendations: The study recommendations are based on technical feasibility, safety analysis, and stakeholder and community groups’ input. The recommendations are separated into two phases, Phase 1 and Phase 2, based on their complexity.

Phase 1 recommendations include: buffered bicycle lanes from Putnam Street to Bayshore Boulevard to fill the bicycle network gap on Alemany Boulevard; two vehicle lanes (reduced from three) in each direction on Alemany Boulevard from Putnam Street to Bayshore Boulevard; and high visibility crosswalks and painted curb extensions to realign and reduce vehicle speed at the study intersections. Phase 2 recommendations include: a new multiuse path connecting from San Bruno Avenue to the Alemany

Market; a new traffic signal and marked crosswalk to facilitate pedestrian crossing of westbound Alemany Boulevard; and a pedestrian signal and high visibility crosswalk on eastbound of Alemany Boulevard.

The study team completed a traffic analysis for the study area intersections. While the proposed design is expected to increase delay at some study intersections, all intersections would maintain acceptable levels of delay for peak hour conditions.

Cost/Funding: The total cost for Phase 1 is approximately \$277,000 including SFMTA planning/engineering/design support, removal of existing striping, installation of safe hit posts and new striping markings. Phase 1 is funded with NTIP Capital funds and scheduled to be completed by mid-2018.

The total cost for Phase 2 is approximately \$2.2 million. This estimate includes SFPW and SFMTA design and engineering, building of an asphalt/concrete path, installation of new path lighting, new pavement striping, and installation of new pedestrian signals and associated electric/construction. The first step of Phase 2 is funded with \$100,000 from the General Fund. This step includes a project location survey and preliminary path design. Since there is history of flooding in the project area, the project location survey would determine where the path should be located to least be impacted by flooding. Preliminary design led by SFPW will include specified path location from the survey and updates from other ongoing projects in the area such as Caltrans U.S. 101 Deck Replacement project at the Alemany Circle Undercrossing. Preliminary design is expected to begin by fall of 2017. Potential funding sources for Phase 2 include but are not limited to the Transportation Fund for Clean Air (TFCA) County Program, Active Transportation Program (ATP), General Fund, future cycles of the One Bay Area Grant (OBAG) program, Prop AA vehicle registration fees, and Prop K sales tax funds.

ALTERNATIVES

1. Adopt the Alemany Interchange Improvement Study [NTIP Planning] Final Report, as requested.
2. Adopt the Alemany Interchange Improvement Study [NTIP Planning] Final Report, with modifications.
3. Defer action, pending additional information or clarification from staff.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2016/17 budget.

CAC POSITION

The CAC was briefed on this item at its March 22, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

RECOMMENDATION

Adopt the Alemany Interchange Improvement Study [NTIP Planning] Final Report.

Enclosure:

1. Final Report: Alemany Interchange Improvement Study