



Memorandum

Date: 03.17.17 **RE:** Citizens Advisory Committee
March 21, 2017

To: Citizens Advisory Committee

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Subject: **ACTION** – Adopt a Motion of Support for the Adoption of the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report

Summary

The Western Addition Community-Based Transportation Plan (CBTP) was recommended by Commissioner Breed 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). The project was led by the San Francisco Municipal Transportation Agency (SFMTA) in partnership with Commissioner Breed's office, the community-based organization Mo'MAGIC, and the project's Technical Advisory Committee. It included a transportation planning analysis and community engagement process to develop near-, mid- and long-term improvement packages to enhance pedestrian safety, transportation connections, and community space within the project area. The SFMTA has identified funding in its Capital Improvement Plan to advance some of the recommendations, and the draft 2017 Prop AA Strategic Plan includes funding to implement pedestrian lighting on one or more corridors in the project area. The final report is included as an enclosure in this packet.

BACKGROUND

The Western Addition Community-Based Transportation Plan (CBTP) was recommended by Commissioner Breed for \$100,000 in Prop K half-cent 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). Additional funding for the project came from a Metropolitan Transportation Commission (MTC) Community-Based Transportation Planning Grant.

The Western Addition CBTP was designed to address the findings of the MTC's 2001 Lifeline Transportation Network Report and MTC's 2001 Regional Transportation Plan's Environmental Justice Report. Both reports focused on the need to promote equity and support neighborhood-planning efforts in low-income communities throughout the Bay Area, in order to improve access to education and economic opportunity.

The Western Addition CBTP builds on previous plans and projects by the San Francisco Planning Department, Recreation and Park Department, the San Francisco Municipal Transportation Agency

(SFMTA) and the Transportation Authority, relevant to the Western Addition. Some of these plans and projects include the Octavia Boulevard Enhancement Project, Green Connections Plan, Buchanan Street Mall Activation Project, Muni Equity Strategy and 5 Fulton Rapid Project as well as citywide efforts like Muni Forward, Vision Zero and WalkFirst. Community engagement efforts from these previous documents provided a starting point for strategies to engage with the community.

DISCUSSION

The Western Addition CBTP was led by the SFMTA in partnership with Commissioner Breed's office, the community-based organization Mo'MAGIC, and the project's Technical Advisory Committee. The project area is roughly bounded by Gough Street to the east, Divisadero to the west, Sutter and segments of Pine Streets to the north, and as far south as Haight Street. For ten months, the project team worked with Mo'MAGIC to collaborate directly with community members to identify transportation challenges and solutions. Mo'MAGIC helped connect the project team with diverse community groups throughout the neighborhood and facilitated workshops at senior centers, elementary schools, and community centers.

To identify the community's ideal transportation improvements, the project team developed a three-phase community design process to gather feedback that funnels resident's transportation priorities to location-specific improvement projects. Each phase gathered specific community feedback that would then be used to create a package of physical improvements.

- Phase 1: Establish community transportation goal and priorities
- Phase 2: Identify location-specific transportation issues and solutions
- Phase 3: Evaluate street designs and prioritize improvements

The project team obtained a broad understanding of the community's transportation challenges and their ideal solutions.

In addition to the community input, the project team received guidance from Commissioner Breed and received additional support from the project's Technical Advisory Committee, which consisted of City staff from the Planning Department, the Transportation Authority, SF Public Utilities Commission, and the SFMTA's Transit Division and Livable Streets. Based on community input and technical expertise, the project team recommended transportation solutions for the Western Addition neighborhood reflective of the needs of the community and existing street conditions. All the proposed improvements aim to enhance pedestrian safety, transportation connections and community space.

The initial designs were divided into three implementation phases based on level of intensity and cost. Quick, cost-effective improvements are scheduled for near-term implementation, while larger corridor projects and community connections that require additional design review, public notice and Board approvals are to take place in phases two and three as funding becomes available. The goal for the plan is to have all three phases of implementation complete and constructed within a consecutive five-year period following this plan, creating a safer, more accessible and livable Western Addition.

Near-term improvements: The goal of near-term improvements proposed for the Western Addition community is to immediately improve street safety through low-cost, effective interventions, while simultaneously planning for more comprehensive, longer-term improvements. These improvements are proposed at 41 different intersections throughout the project area and shown on page 101 of the enclosed report. Examples of near-term improvements include leading pedestrian intervals on the Webster and Gough Street corridors, continental crosswalks, and daylighting which is a pedestrian safety measure to

paint red curbs immediately adjacent to the crosswalks to drivers' ability to see pedestrians as they approach an intersection. The total cost of the near-term improvements is estimated at \$463,000. Full funding has been secured for this work.

Mid-term improvements: Proposed mid-term improvements include a three- to two- lane road conversion on Golden Gate Avenue between Divisadero and Gough Street which could provide the opportunity for an eastbound bike lane, edge lines on Turk Street, pedestrian countdown signals and rectangular rapid flashing beacons. These measures, shown on page 106 of the enclosed report, aim to create a safer and more connected transportation network within the Western Addition. The total cost of the mid-term improvements is estimated at \$1,659,000. Potential sources of additional funding include Prop K sales tax, Prop B Streets Bond and Prop A General Obligation Bond funds.

Long-term improvements: Long-term improvements are more capital intensive projects that will further enhance transportation safety and strengthen connections to parks and playgrounds within the Western Addition. The three efforts proposed for these long-term improvements are Laguna Street and Buchanan Mall Community Connections and a pedestrian lighting effort, Walkable Western Addition, the latter of which is recommended for \$987,000 in Prop AA funds in the draft 2017 Prop AA Strategic Plan. The total cost of the long-term improvements is estimated at \$10,267,867. Potential sources of additional funding include Prop K sales tax, Prop B Streets Bond and Prop A General Obligation Bond funds.

ALTERNATIVES

1. Adopt a motion of support for the adoption of the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report, as requested.
2. Adopt a motion of support for the adoption of the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report, with modifications.
3. Defer action, pending additional information or clarification from staff.

FINANCIAL IMPACTS

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

RECOMMENDATION

Adopt a motion of support for the adoption of the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report.

Enclosure:

1. Final Report: Western Addition Community-Based Transportation Plan