



Memorandum

AGENDA ITEM 9

DATE: September 2, 2020
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 9/22/20 Board Meeting: Adopt the Alemany Corridor Safety Project Final Report [NTIP Planning]

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Alemany Corridor Safety Project Final Report [NTIP Planning].</p> <p>SUMMARY</p> <p>In September 2019, with the support of Commissioner Ahsha Safai, the Transportation Authority allocated \$100,000 in Prop K Neighborhood Transportation Improvement Program (NTIP) funds to the San Francisco Municipal Transportation Agency (SFMTA) for the Alemany Corridor Safety Project. SFMTA used the Prop K NTIP funds to conduct community outreach and develop conceptual designs for safety and accessibility improvements for approximately two miles of the Alemany corridor between Rousseau Street and Sickles Avenue, segments of which are located on San Francisco’s High Injury Network. The enclosed draft final report describes near, mid, and long-term recommendations and next steps, which we also summarize in the memo section below. Victoria Chong, SFMTA project manager, will provide a summary of the project and its recommendations at the September 2 CAC meeting.</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: _____
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BACKGROUND

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 Alemany Corridor Safety Project (Project) is intended to improve safety for all users of about two miles of Alemany Boulevard between Rousseau Street to the north and Sickles Avenue to the south. This segment of the Alemany corridor is a four-lane road with a four-foot center concrete island and Class 2 bike lanes going in each direction. Although the posted speed limit is 35 miles per hour, Alemany has a history of speed-related collisions. As noted above, segments of this stretch of the corridor are located on San Francisco's High Injury Network, which is comprised of just 12 percent of the city's streets, but accounts for more than 70 percent of severe and fatal traffic injuries.

DISCUSSION

Community Outreach. This Project leverages and builds upon the extensive community outreach conducted by the San Francisco Planning Department when developing the Excelsior and Outer Mission Neighborhood Strategy. Outreach for the Project included an open house at Balboa High School in December 2019 and a community survey open throughout the month of June 2020.

Feedback from the open house supported the need for traffic calming and pedestrian safety improvements, particularly at intersections without traffic signals. Based on this feedback and technical analysis from the existing conditions and traffic collision history, by March 2020 SFMTA staff had developed recommendations for safety improvements for the corridor. However, this also was the start of the COVID-19 pandemic. After discussions with Commissioner Safai's office, the SFMTA staff shared the recommendations with the community through the existing project email and mailing list. The New Mission Terrace Improvements Association further bolstered the advertisement of the safety improvement recommendations along with the Commissioner's office. Community members were asked to take a short survey in June, sharing their support or opposition for the proposed improvements. Most survey respondents supported the recommendations, with some respondents asking for even more aggressive safety and traffic calming measures.

Recommendations. SFMTA has developed near, mid, and long-term safety improvement recommendations for the Alemany corridor, as described below and in detail in the enclosed final report.

Near-Term Improvements. Within six months to one year, SFTMA proposes near-term improvements such as advanced limit lines, daylighting, pedestrian head start signal timing, two-stage turn boxes for bikes, continental crosswalks, and pavement markings and signage at various intersections along Alemany. The recommendations also include an upgrade to the existing bike lanes to buffered bike lanes along the length of the corridor.



Mid-Term Improvements. Within one to three years, SFMTA proposes upgrading signal lenses to a larger size and installing pedestrian countdown signals and accessibility improvements at various intersections along Alemany. The recommendations also include adding speed radar signage in both directions on the segment of Alemany between Santa Rosa Avenue and Cotter Street and corridor-wide signal re-timing.

Long-Term Improvements. Prop K is helping to fund the design of new traffic signals at the intersections of Alemany Boulevard and Rousseau, Theresa, and Lawrence streets, which are recommendations that were confirmed through this planning process. Long-term recommendations also include signal upgrades, evaluation of left-turn treatments, and pedestrian crossing improvements at other intersections that could be implemented within approximately three years.

Current Work Underway. Additional improvements are currently underway or completed as part of a Senate Bill 1 funded paving project on Alemany Boulevard between Rousseau Street and Seneca Avenue. Improvements to this segment of the Alemany corridor include a continental crosswalk, advanced limit lines, curb ramps, and a buffered bike lane. A traffic signal upgrade at the intersection of Alemany Boulevard and Sickles Avenue is currently in design as part of the Prop K funded Traffic Signal Upgrade Contract 35 project.

Additional Community Suggestions. Through this planning process, the project team also heard some feedback from community members that were not recommended through this study. This included the idea of adding a parking-protected bikeway on the corridor. Staff evaluated this idea and determined that there would be a number of tradeoffs to consider, such as reducing the number of travel lanes on Alemany, parking loss as a result of daylighting every driveway on the corridor for visibility and better sightlines, and potential debris and maintenance in the bikeway from trees, in addition to other considerations. In addition, reducing the speed limit was another community concern. Because the 85th percentile speed on Alemany Boulevard measured vehicles traveling at 35mph, a reduction would not be justifiable nor enforceable by the San Francisco Police Department.

Next Steps. The SFMTA plans to start implementing near-term improvements by the end of year. SFMTA will also work with the Transportation Authority and Commissioner Safai's office to determine strategies for funding the mid and long-term recommendations.

FINANCIAL IMPACT

There are no impacts on the proposed Fiscal Year 2020/21 budget associated with the recommended action.

CAC POSITION

The CAC will consider this item at its September 2, 2020 meeting.



SUPPLEMENTAL MATERIALS

Enclosure 1 - Alemany Corridor Safety Project Final Report