

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

The SFMTA requests \$100,000 in Prop K NTIP planning funds to engage the community, the Supervisor's Office and other relevant stakeholders to plan and develop conceptual designs for Kearny Street (and also potentially Montgomery Street) that will enhance travel safety and performance for pedestrians, transit customers, and bicyclists. This District 3 Neighborhood Transportation Improvement Program (NTIP) planning study was developed in response to input from the Supervisor's office. Project deliverables and recommendations will respond to Supervisor and community concerns. The Transportation Authority's NTIP was developed to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community supported neighborhood-scale projects.

Background

Kearny Street is a major street in the Financial District of San Francisco that carries multiple transportation modes including drivers, transit riders (the 30 Stockton, 8 Bayshore and the 8AX and 8BX Bayshore Express), people walking, and people biking. The street has been identified as a Vision Zero High Injury Corridor, indicating a high number of severe injuries or fatalities to people using the street. The Kearny/Montgomery corridor was also flagged as a key corridor for improving facilities for people biking as part of the SFMTA 2013 Bicycle Strategy.

This NTIP project will help to advance comprehensive enhancements along Kearny Street between Market and Broadway, including a potential reduction in the number of travel lanes, traffic signal timing and phasing modifications, bus stop optimization, and examining both Kearny and Montgomery streets for new bicycle facilities. The feasibility of exclusive pedestrian signal phases ("scrambles") will also be investigated. The goal of the project is to improve safety for people walking and biking in addition to enhancing transit performance. Sidewalk widening and similarly substantial streetscape improvements are not expected to be recommended, in order to deliver improvements expeditiously on those streets.

This proposal will build upon transportation planning studies and projects in various phases of development within District 3, including: the Columbus Avenue Multimodal Project; the Broadway Chinatown Streetscape Improvement Project; the Cable Car Safety and Reliability Project (Powell Street); the Chinatown Neighborhood Transportation Plan; the Portsmouth Square Area Project; and the Central Subway, which will begin revenue service to Chinatown Station in 2019.

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Project Goals

A. Improving pedestrian safety along Kearny Street

Through the Vision Zero effort, Kearny Street has been identified as a High Injury Corridor, indicating a high number of severe injuries or fatalities to people using the street. Of particular importance are the intersections of Kearny/Clay and Kearny/Washington, which have been identified by stakeholders as priorities for safety improvements.

B. Enhancing transit performance along Kearny Street

The SFMTA proposes to engage the community and present options to optimize bus stop locations for the 8/8AX/8BX Bayshore bus routes along Kearny Street. This effort will result in bus stop spacing guidelines that are consistent with current SFMTA policy.

C. Developing north- and south-bound bicycle facilities along Kearny and/or Montgomery streets

The SFMTA Bicycle Strategy has identified the Kearny/Montgomery corridor as a strong candidate for upgraded bicycle infrastructure (see map). This effort could result in new northbound and southbound bicycle facilities along this corridor.

Outreach

Outreach for this project will be primarily undertaken by a community-based organization, with support from the Commissioner's office and SFMTA. The community partner will plan meetings, prepare materials, and document public comments. Potential stakeholder groups include the Chinatown Community Development Center, the San Francisco Bicycle Coalition, Walk San Francisco, the San Francisco Planning Department, and other community organizations as identified/requested.

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SFMTA Tasks and Deliverables

Task	Timeline	Deliverable
1. Review Existing Conditions: site visits and review of previous studies (e.g. Chinatown Neighborhood Transportation Plan)	June 2016	N/A
2. First public meeting, led by community-based organization with support from Commissioner's office and SFMTA	July 2016	Materials for community meeting including existing striping plans and/or cross sections
3. Initial concept development (2 to 3 design options, including pedestrian scrambles)	July 2016	Conceptual striping plans and/or cross sections
4. Refinement of design based on public input	August 2016- November 2016	Draft striping plans for Kearny and Montgomery streets
5. Second Public Meeting	November 2016	Materials for community meeting including existing striping plans and/or cross sections
6. Environmental review	August 2016- January 2017	Categorical Exemption or Negative Declaration
7. Legislation of Kearny and Montgomery	November 2016- February 2017	Legislation packet
8. Final public meeting, led by community-based organization with support from Commissioner's office and SFMTA	January 2017	Final striping plans for Kearny and Montgomery streets
9. Final design of Kearny and Montgomery	February-August 2017	Final striping plans, updated signal timing plans, signal design plans
10. Final Report	August 2017	Summary report, including implementation plan

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Project Results

The project will result in the final design and legislation of improvements to Kearny Street, and potentially also to Montgomery Street. Because these improvements are expected to be predominantly composed of only roadway striping, signage, and traffic signal improvements, and not be composed of sidewalk widening or other more substantial efforts, they would not require a prolonged design effort. These improvements would be implementable by SFMTA signal, paint, sign and meter shop crews.

If pedestrian scrambles are determined to be feasible, to the extent possible, these features will be expedited for implementation at the intersections of Kearny/Clay and Kearny/Washington, which have been identified by stakeholders as priority locations for safety improvements.

Benefits

This project will support the following goals from the SFMTA Strategic Plan:

1. **Safety:** Create a safer transportation experience for everyone.

Kearny Street is identified as one of San Francisco's high-injury pedestrian corridors in need of targeted improvements.

2. **Travel Choices:** Make transit, walking and bicycling the most attractive and preferred means of travel.

Recommended improvements will make it safer and more comfortable to walk or ride along Kearny and Montgomery streets, and will enhance transit operations along Kearny Street.

3. **Livability:** Improve the environment and quality of life in San Francisco.

This project will improve access to employment opportunities, such as the Financial District, and also to recreational opportunities, such as Portsmouth Square.