Portsmouth Square Community-Based Transportation Plan: Stakeholder Meeting

Webinar Info: https://us02web.zoom.us/j/86575299242;
Phone: (669) 900 6833, Meeting ID: 865 7529 9242

San Francisco County Transportation Authority

Tuesday, August 4, 2020
11:00am to 12:00pm
Agenda (60 min)

• Presentation (20 min)
  • Study Objectives
  • Project Status
  • Summary of what we heard
  • Recommendations
• Q & A (5 min)
• Breakout Discussion (15 min)
• Group Discussion (15 min)
• Wrap Up (5 min)
Study Objectives

Improve safety, circulation and access to Portsmouth Square – the community’s ‘living room’ – and to Chinatown as a whole.

- Analyze the existing circulation and conditions
- Conduct outreach and engagement with community members and stakeholders
- Recommend strategies and projects for site improvement
PORTSMOUTH SQUARE COMMUNITY BASED TRANSPORTATION PLAN

- PRIOR WORK - Identified transportation issues and needs around Portsmouth Square through:
  - Review of past plans
  - April 2019 Stakeholder Meeting
  - Summer 2019 Business & Intercept Survey
  - Site Visits and Discussions with the Garage Operator

- FOR DISCUSSION TODAY
  - Present and prioritize improvement concepts for the final plan
Summary of What We Heard

- Improve pedestrian safety
- Improve visibility, lighting and wayfinding for both cars and pedestrians (Pedestrian friendly streets)
- Prevent roadway and sidewalk blocking (loading)
- ADA upgrades and other modernization

"create harmony among all modes of travel to Portsmouth Square"
Challenges

Challenge Key

Pedestrian Safety

- Missing directional curb ramps and cross-slopes >2% across Washington Street.

Pedestrian Friendly Streets

- Impeded visibility of sidewalk due to plaza wing wall. Exiting vehicles hidden by shadows.

ADA & Modernization

- Crosswalk cross-slope ~6% in the xwalk; ~4.5% east of the crosswalk (in drive lane).

Loading Issues

- Pedestrian crossing phase not active during Clay eastbound vehicle phase.

- Pedestrian crossing phase active during Kearny northbound vehicle phase.

- Cross-slope >2% across Clay Street.

- Pick up and drop off by several casino shuttles during travel lane hours (7am - 9am and 3pm - 6pm).

- Light post creates pinch point in sidewalk – not ADA compliant.

- Light post creates pinch point in sidewalk – not ADA compliant.

- Parking observed on sidewalk by law enforcement and maintenance vehicles.
Challenge: Pedestrian Safety
Double threat pedestrian/auto conflicts

Pedestrian crossing phase not active during Clay eastbound vehicle phase.

Pedestrian crossing phase active during Kearny northbound vehicle phase.
Solutions: Pedestrian Safety

- Narrow existing driveways
- Install bulb outs and consider adding additional lighting
- Add pedestrian median between garage entry lanes
- Install pedestrian crossing lights and extend existing row of bollards
- Relocate changeable message sign and equipment cabinet
- Driveway Entrance: Design Option 1

Typical Blank out signage:

- Work with SFPD to increase enforcement of the right-turn-on-red prohibition
- Re-time pedestrian crossing distance to 2.5 feet per second (may require a full signal upgrade), upgrade existing “No Right Turn on Red” signs to blank out signs, install bulb out and consider adding additional lighting.
Narrow existing driveways

Install bulb outs and consider adding additional lighting

Add plant between...
Narrow existing driveways

Driveway Entrance: Design Option 1

Add pedestrian median between garage entry lanes

Install bulb outs and consider adding additional lighting

Install pedestrian crossing lights and extend existing row of bollards
Install pedestrian crossing lights and extend existing row of bollards

Relocate changeable message sign and equipment cabinet

Driveway Entrance: Design Option 2
Work with SFPD to increase enforcement of the right-turn-on-red prohibition

Re-time pedestrian crossing distance to 2.5 feet per second (may require a full signal upgrade), upgrade

Pedestrian crossing extend existing sidewalks
Narrow existing driveways

Add pedestrian median between garage entry lanes

Install pedestrian crossing lights and extend existing row of bollards

Relocate changeable message sign and equipment cabinet

Driveway Entrance: Design Option 1

Re-time pedestrian crossing distance to 2.5 feet per second (may require a full signal upgrade), upgrade existing “No Right Turn on Red” signs to blank out signs, install bulb out and consider adding additional lighting.

Outlets and consider additional lighting
Challenge: Pedestrian Friendly Streets

- Impeded visibility of sidewalk due to plaza wing wall. Exiting vehicles hidden by shadows.
- Sidewalk pinch point due to planter and changeable message sign cabinet.
Impeded visibility of sidewalk due to plaza wing wall. Exiting vehicles hidden by shadows.

Sidewalk pinch point due to planter and changeable message sign cabinet.
Solutions: Pedestrian Friendly Streets

- Install Soffit Luminaire
- Widen sidewalk
- Raise Walter U Lum to sidewalk level consistent with Portsmouth Square Redevelopment Plan
- Driveway Entrance: Design Option 1
- Driveway Entrance: Design Option 2

- Consider further sidewalk widening alternative to create café zone

Study the potential for the expansion of the existing Community Ambassadors program to weekend and 4 evenings.
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Raise Walter U Lum to sidewalk level consistent with Portsmouth Square Redevelopment Plan

Widen sidewalk

Consider further sidewalk widening alternative to create café zone

Driveway Entrance: Design Option 2
Challenge: ADA & Modernization

- Missing directional curb ramps and cross-slopes >2% across Washington Street.
- Cross-slope >2% across Washington Street.
- Crosswalk cross-slope -6% in the xwalk; -4.5% east of the crosswalk (in drive lane).
- Cross-slope >2% across Clay Street.
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Cross-slope >2% across Clay Street.

Light post creates pinch point in sidewalk – not ADA compliant.
Cross-slope >2% across Washington Street.

Light post creates pinch point in sidewalk – not ADA compliant.
Solutions: ADA & Modernization
Install new curb ramp

Refresh exiting bollards

Relocate existing drainage inlets and install new curb ramps

Install new curb ramps

Install new curb Ramps

Driveway Entrance: Design Option 1
- Install new curb ramps
- Refresh exiting bollards
- Install new curb ramps
- Driveway Entrance: Design Option 1
- Relocate existing drainage inlets and install new curb ramps
- Add signage "left Lane parking garage only"
Relocate existing drainage inlets and install new curb ramps
Challenge: Loading Issues

Parking observed on sidewalk by law enforcement and maintenance vehicles.

Pick up and drop off by several casino shuttles during travel lane hours (7am - 9am and 3pm - 6pm)

Loading Issues
Parking observed on sidewalk by law enforcement and maintenance vehicles.
Pick up and drop off by several casino shuttles during travel lane hours (7am - 9am and 3pm - 6pm)
Solutions: Loading

Install 40 feet of loading zone north of bus stop.

Driveway Entrance: Design Option 1

Driveway Entrance: Design Option 2

Increase enforcement of double parked vehicles stopping in transit-only lane.

Work with casino shuttle operators to ensure they are aware of safe loading and unloading procedures. Consider creating written guidance for casino shuttle operators.
Install 40 feet of loading zone north of bus stop.
Increase enforcement of double parked vehicles stopping in transit-only lane.

Work with casino shuttle operators to ensure they are aware of safe loading and unloading procedures. Consider creating written guidance for casino shuttle operators.
Garage Entry Design Options

Driveway Entrance: Design Option 1

- Add pedestrian median between garage entry lanes
- Install bulb outs and consider adding additional lighting
- Install pedestrian crossing lights and extend existing row of bollards
- Install new curb Ramps

Driveway Entrance: Design Option 2

- Relocate changeable message sign and equipment cabinet
# Garage Entry Design Options

<table>
<thead>
<tr>
<th>Entry Option 1: Add Center Pedestrian Refuge Island</th>
<th>Entry Option 2: Move Changeable Message Sign and Cabinet, No Change to Garage Entry</th>
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<tr>
<td>• Improved ADA accessibility</td>
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<td>• Reduced pedestrian exposure and collision risk</td>
<td>• Improved pedestrian visibility</td>
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<td>• Drivers better able to yield</td>
<td>• <strong>Cost &amp; Feasibility:</strong> Requires regrading garage entry to provide ADA-compliant crosswalk due to existing cross-slope; may require modifying plaza wing-walls</td>
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<td>• Slower vehicle speeds entering the garage</td>
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<td>• Drivers unable to change lanes</td>
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<td>• Operation challenges for garage entry if a ticket machine is down</td>
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<td>• <strong>Cost &amp; Feasibility:</strong> ADA-compliance requires some regrading of the entry driveway at the relocated crosswalk. Does not require modifying plaza wing-walls</td>
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Questions? (5min)

Questions?

- Please use the Raise your Hand function
- Or the Chat Box
Breakout Groups

We will now break into pre-assigned groups to discuss the following questions:

● Which category of improvements are most important to you? Are any specific improvement concepts especially important to you?

● Which of the garage configurations do you prefer?

● Is there anything else you would like to say about the proposed Portsmouth Square improvements?
Prioritization – Group Discussion

● What improvement concepts were identified as the most important?

● What improvement concepts were identified as a lower priority?

● Is there anything missing from the list of improvement concepts?
Closing – Next Steps

- Final Report
- Presentation to the SFCTA Citizens Advisory Committee and the Board of Commissioners in September 2020
Thank you.
Any Questions?

Linda Meckel
linda.Meckel@sfcta.org
(415)522-4823