



RESOLUTION ADOPTING THE PORTSMOUTH SQUARE COMMUNITY-BASED  
TRANSPORTATION PLAN FINAL REPORT [NTIP CAPITAL]

WHEREAS, The Portsmouth Square Community-Based Transportation Plan (CBTP) (Plan) was recommended by Commissioner Peskin for \$30,000 in Prop K half-cent sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP); and

WHEREAS, The Metropolitan Transportation Commission provided an additional \$30,000 in Community Based Transportation Planning funds; and

WHEREAS, The Plan sought to conduct community outreach and develop conceptual designs for safety and circulation improvements for the streets adjacent to Portsmouth Square; and

WHEREAS, The Plan was led by the Transportation Authority in partnership with Commissioner Peskin's office, the Chinatown Community Development Corporation, and the project's Technical Advisory Committee; and

WHEREAS, The Plan leverages and builds upon extensive community outreach conducted by the San Francisco Recreation and Parks Department when developing the Portsmouth Square Improvement Project; and

WHEREAS, To identify the community's ideal transportation improvements, the project team developed a three-phase community input process to gather feedback on location-specific improvement projects; and

WHEREAS, Based on community input and technical expertise, the project team recommended transportation solutions for the streets adjacent to Portsmouth Square that are reflective of the needs of the community and existing street conditions; and

WHEREAS, All of the proposed improvements described in the enclosed



Portsmouth Square Community-Based Transportation Plan aim to enhance pedestrian safety and access to Portsmouth Square, enhance access for individuals with disabilities, and provide a more welcoming pedestrian environment; and

WHEREAS, The San Francisco Recreation and Parks Department will incorporate the recommendations for the street frontages directly adjacent to Portsmouth Square into the future redesign of Portsmouth Square; and

WHEREAS, Transportation Authority staff will work with Commissioner Peskin's office to identify strategies for funding any recommendations not addressed by the proposed Portsmouth Square redesign; and

WHEREAS, The Transportation Authority has consulted with Commissioner Peskin's office which is supportive of the Plan's recommendations; and

WHEREAS, The Citizens Advisory Committee was briefed on the final report at its October 28, 2020 meeting and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed Portsmouth Square Community-Based Transportation Plan; 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:

- Portsmouth Square Community-Based Transportation Plan



## Memorandum

### AGENDA ITEM 6

**DATE:** November 3, 2020  
**TO:** Transportation Authority Board  
**FROM:** Hugh Louch - Deputy Director for Policy and Programming  
**SUBJECT:** 11/10/2020 Board Meeting: Adopt the Portsmouth Square Community Based Transportation Plan Final Report

<p><b>RECOMMENDATION</b>      <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Adopt the Portsmouth Square Community Based Transportation Plan (CBTP) Final Report.</p> <p><b>SUMMARY</b></p> <p>In June 2018, with the support of Commissioner Peskin, the Transportation Authority Board appropriated \$50,000 in Prop K Neighborhood Transportation Improvement Plan (NTIP) capital funds to supplement \$30,000 in funds from the Metropolitan Transportation Commission (MTC) to develop the Portsmouth Square CBTP. The Transportation Authority used the funds to engage the community and develop recommendations for improved pedestrian safety, access, and circulation around Portsmouth Square. The enclosed final report describes the engagement conducted for this project and proposed improvements.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input checked="" type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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### BACKGROUND

The MTC's CBTP is intended to bring local residents, community organizations and transportation agencies together to identify low-income neighborhoods' most important transportation challenges and develop strategies to overcome them. MTC requires that local governing boards adopt the CBTP final reports. The purpose of the Transportation Authority's NTIP is 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 that can be funded by Prop K sales tax and/or other sources.

Portsmouth Square is the "community bedroom" and an anchoring point for San Francisco's Chinatown neighborhood. Chinatown's population is disproportionately elderly, disabled, low income, minority and/or do not own a vehicle, qualifying this neighborhood as a Community of Concern. San Francisco's Recreation and Parks Department (RecPark) recently



completed a multi-year community driven process to re-design the Portsmouth Square Park and increase community access (Portsmouth Square Improvement project). The Portsmouth Square CBTP analyzed circulation around the park and engaged community members to identify how to improve pedestrian safety and access to park and Chinatown as a whole.

## **DISCUSSION**

**Outreach.** The Transportation Authority partnered with the Chinatown Community Development Center (CCDC) to convene an advisory committee and engage stakeholders throughout the planning process. Outreach activities included:

- An intercept survey was conducted to understand how visitors get to Portsmouth Square and their transportation needs.
- A business survey to understand similar questions for businesses and employees of businesses.
- A stakeholder meeting to identify transportation needs around the square, taking into account the findings of the surveys and a site walk conducted as part of the project.
- A second stakeholder meeting to review and prioritize potential improvements that were developed by the study team.

Outreach activities are documented in the final report.

**Recommendations.** The Portsmouth Square CBTP builds on the recommendations of the Portsmouth Square Improvement Project to redesign the square and prior planning studies to develop a prioritized set of recommendations that seek to improve pedestrian safety, access and circulation around Portsmouth Square. Specifically, these recommendations include:

Pedestrian safety improvements, which were the top priority from stakeholder outreach:

- Updating the entry to the Portsmouth Square garage to reduce pedestrian/auto conflicts
- Updating the Clay and Kearny signal to permit both scramble (now allowed) and two-stage crossings
- Improve space for and visibility of pedestrians on Kearny Street in front of the garage, which is currently impeded by the plaza wing walls

Pedestrian friendly streets improvements such as removing sidewalk pinch points and potentially adding pedestrian-scale lighting where not available. Many of the safety improvements also provide more space for pedestrians.

Americans with Disabilities Act (ADA) and modernization improvements such as:

- Adding directional curb ramps where missing at intersections around the square
- Addressing significant cross slope grades that do not meet ADA standards
- Removing pinch points on Water U Lum Place due to the placement of light posts

Curb use improvements include adding loading zones around the square and providing guidance and/or training around curb use for casino shuttles that pick up and drop off patrons nearby.



**Next Steps.** The November 2020 ballot includes a General Obligation Bond that would dedicate \$50 million to open space improvements in Chinatown that could be used for the proposed redesign of Portsmouth Square, pending environmental clearance. Proposed solutions from this CBTP that are either within the curb line of the Portsmouth Square block or are curbs that connect to Portsmouth Square that can be incorporated into the Portsmouth Square Park Improvement Project. The cost of these recommendations total \$3.4 million for design and construction. RecPark is currently leading environmental review for the square redesign and the Department of Public Works is reviewing accessibility.

The remaining CBTP recommendations total just under \$200,000 for design and construction and could be incorporated into other proposed projects and implemented with a variety of funding sources including Prop K funds.

### **FINANCIAL IMPACT**

The recommended action would not have an impact on the adopted Fiscal Year 2020/21 budget.

### **CAC POSITION**

The CAC considered this item at its October 28, 2020 meeting and unanimously adopted a motion of support for adoption of the final report.

### **SUPPLEMENTAL MATERIALS**

Enclosure 1 - Portsmouth Square CBTP Final Report