

# District 4 Mobility Study Open House

Improving Transportation Options for the Outer  
Sunset and Parkside Neighborhoods



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County Transportation  
Authority**

March 27, 2021



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# Audience Poll #1



1. Study Background and Overview
2. Great Highway Evaluation
3. Developing Solutions
  - a. Transit Improvements
  - b. Key Commercial Corridors



## 3. Developing Solutions

- c. D4 Family Neighborway Network

- d. Safety Improvements to Lincoln Way

## 4. Next Steps

Question/comment and audience polling check points

throughout event. **Submit questions via chat to Hugh Louch**



Develop transportation solutions to increase walking, biking and transit use in order to

- **improve health and safety**
- **increase livability**
- **support a thriving local economy**
- **address climate change locally**

# High Rates of Driving

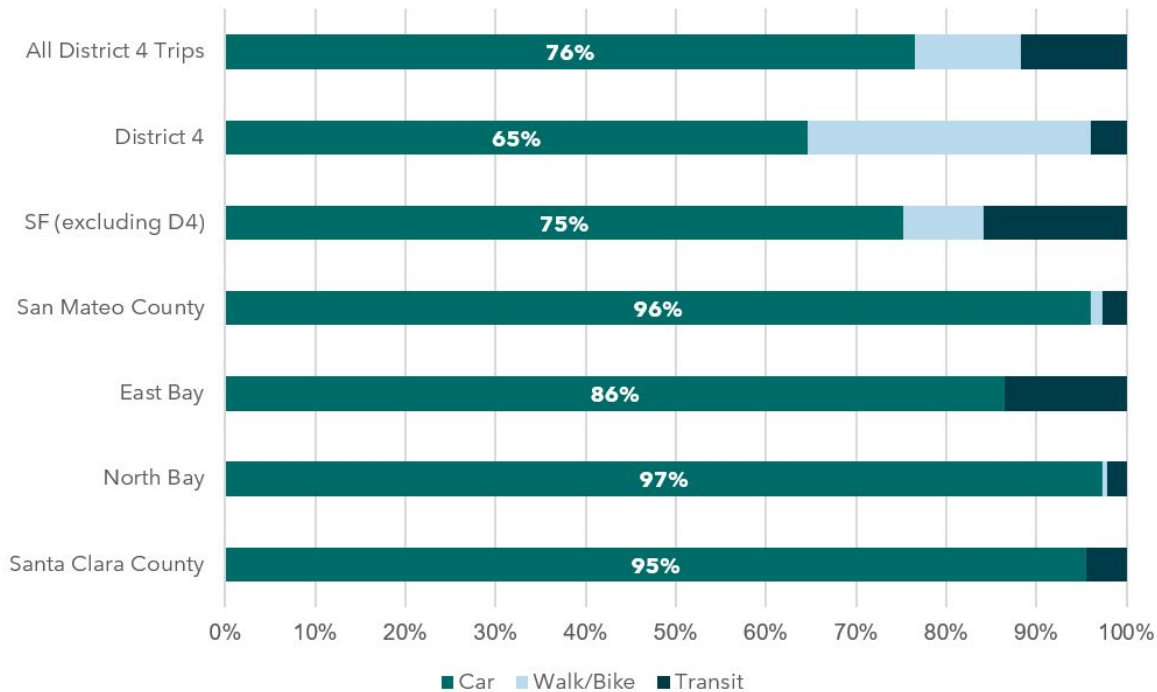


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**Pre-pandemic,  
76% of trips  
starting or  
ending in D4  
were by car**

**65% of trips  
within D4 were  
by car**

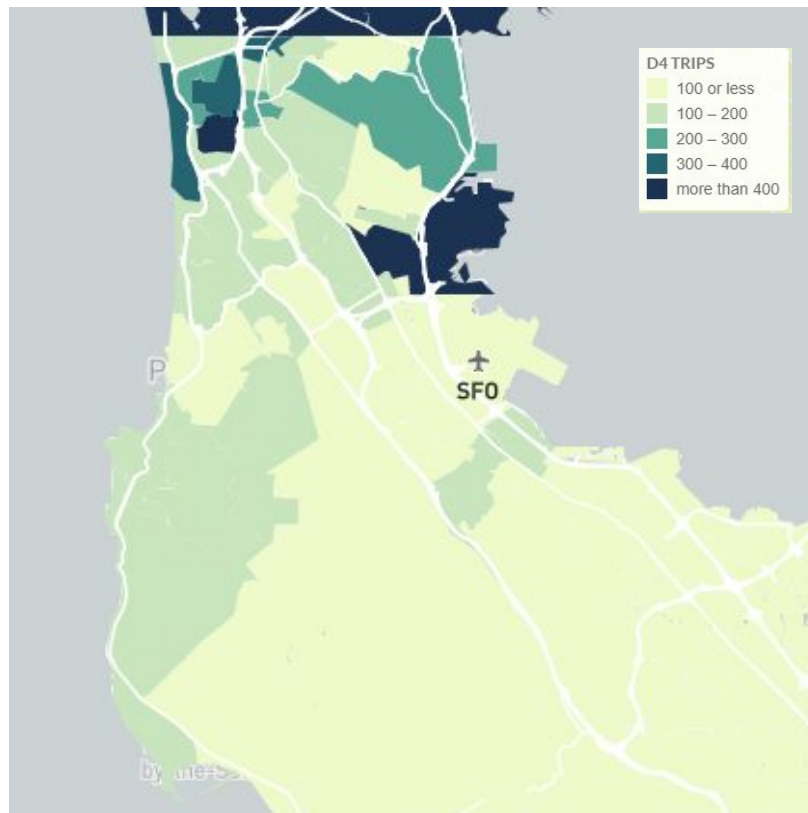
Mode share of trips to and from District 4



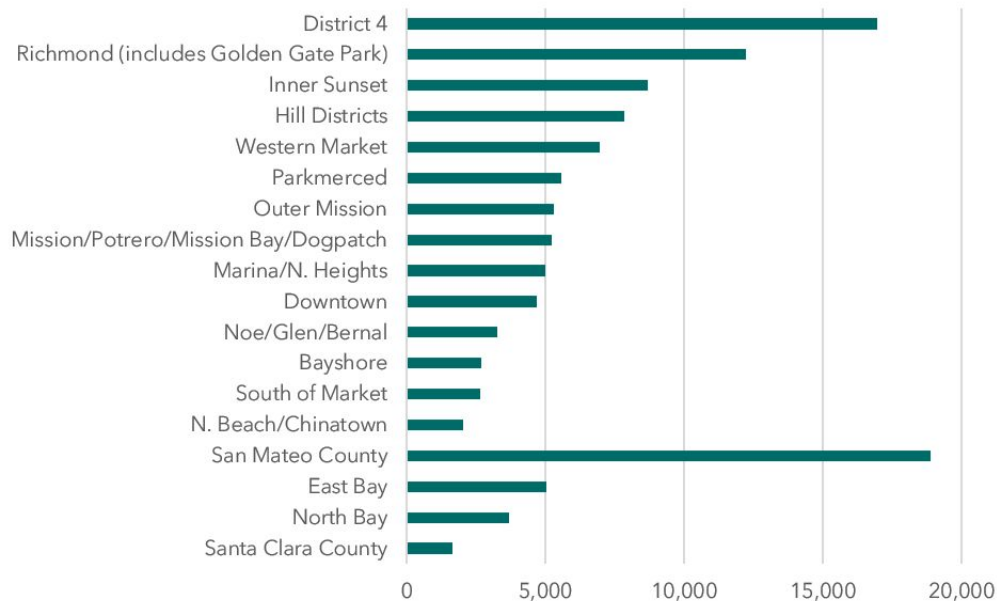
# Many Nearby Drive Alone Trips



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## Drive Alone Trips to and from District 4





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# Great Highway Evaluation

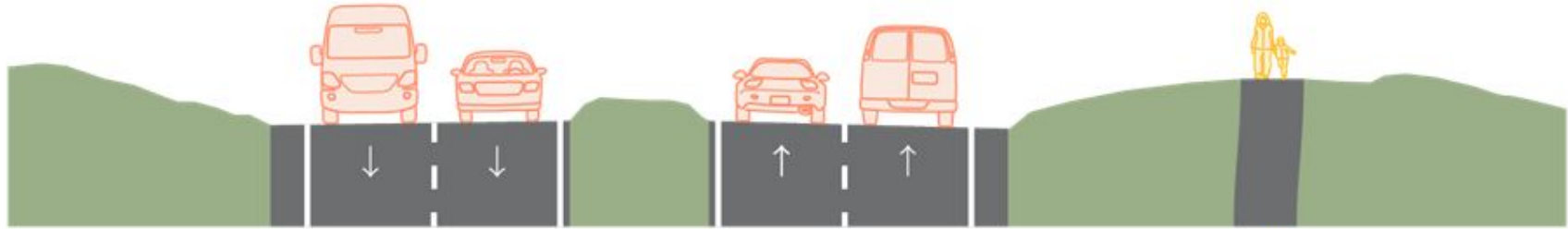
## Preliminary Findings



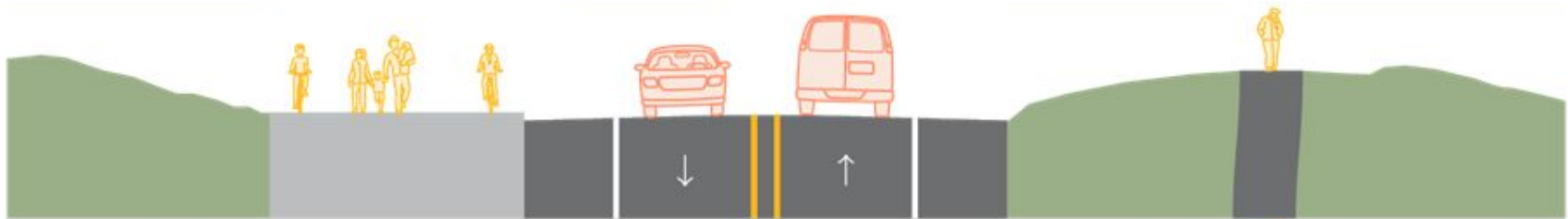
# Review of Concepts



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Concept 1: Four-Lane Roadway



Concept 2: Promenade/Two-way Roadway

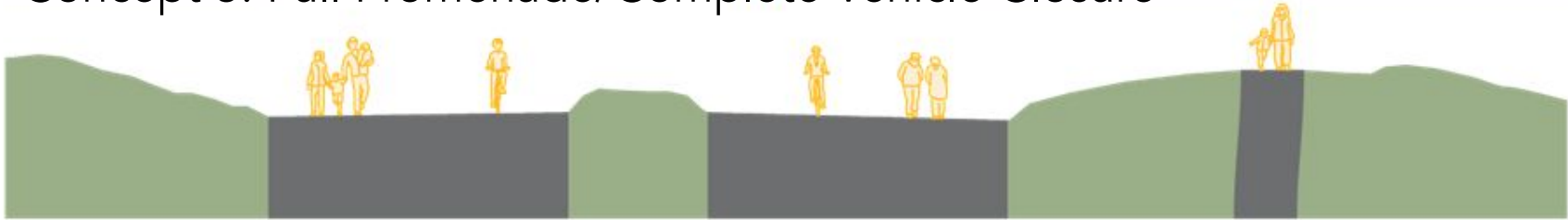
# Review of Concepts



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Concept 3: Full Promenade/Complete Vehicle Closure



Concept 4: Timed Promenade (Weekends)



Concept 5: Promenade/One-way Roadway



- Considered factors that align with City policies
  - Climate Change Resiliency
  - Well-being and health
  - Transit first/sustainable mode choices
  - Equity
  - Vision Zero
  - Economic Vitality
- Identified high-level concept costs
- Reviewed public support

## Rec Park Mission

Provide enriching recreational activities, maintain beautiful parks and preserve the environment for the well-being of everyone in our diverse community.



## Added Park Acreage

<b>Concept 1: Four-lane Roadway</b>  <b>0</b> acres	<b>Concept 2: Promenade/ Two-Way Roadway</b>  <b>6.7</b> acres	<b>Concept 3: Full Promenade/ Complete Vehicle Closure</b>  <b>17</b> acres
<b>Concept 4: Timed Promenade</b>  <b>17</b> acres (part-time)		<b>Concept 5: Promenade/ One-Way Roadway</b>  <b>6.7</b> acres

# Recreation, Health & Well-being



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**Weekday  
average  
4,000**

**Weekend  
average  
6,000**





## Bicycle and Pedestrian Usage

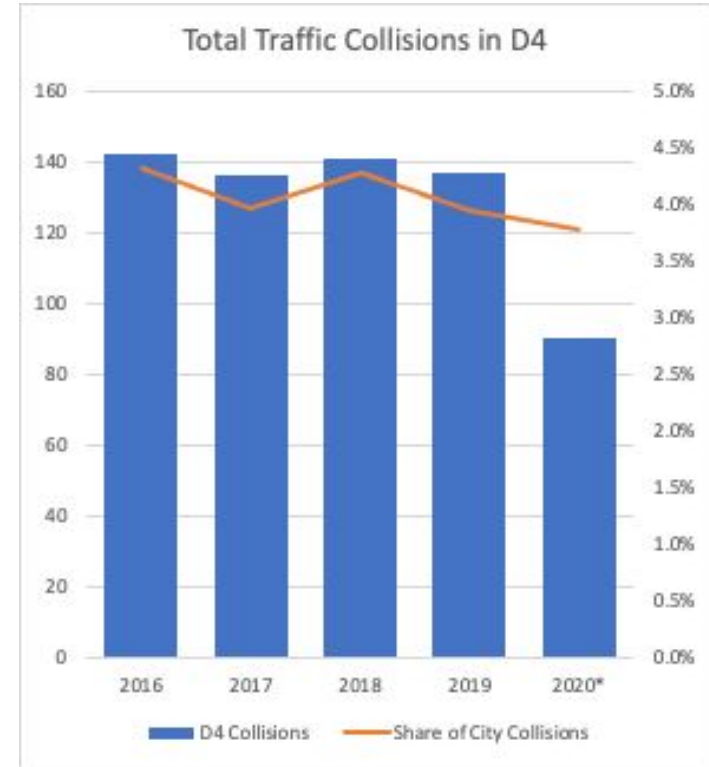
<b>Concept 1: Four-lane Roadway</b>  <b>Low</b>	<b>Concept 2: Promenade/ Two-Way Roadway</b>  <b>Medium</b>	<b>Concept 3: Full Promenade/ Complete Vehicle Closure</b>  <b>High</b> 32,000 weekly visitors
	<b>Concept 4: Timed Promenade</b>  <b>Medium</b> 12,000 weekly visitors	<b>Concept 5: Promenade/ One-Way Roadway</b>  <b>Medium</b>

# Vision Zero/Safety



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- About 5-6 collisions per year on Upper Great Highway, Lower Great Highway & La Playa
  - No change during pandemic
- About one third fewer collisions in D4 overall during the pandemic



Source: Transbase

\* 2020 data are preliminary



## Potential for multi-modal conflicts

<p><b>Concept 1: Four-lane Roadway</b></p> <p><b>High Risk</b></p> <p>Peds cross 4-lane roadway. Cyclists ride with vehicles</p>	<p><b>Concept 2: Promenade/ Two-Way Roadway</b></p> <p><b>High Risk</b></p> <p>Peds cross 2 lane roadway. Potential for head-on vehicle collisions</p>	<p><b>Concept 3: Full Promenade/ Complete Vehicle Closure</b></p> <p><b>Medium Risk</b></p> <p>Risk of collisions on residential streets if pass through traffic not diverted</p>
	<p><b>Concept 4: Timed Promenade</b></p> <p><b>Medium Risk</b></p> <p>Peds cross 4-lane roadway on on weekdays. Schedule confusion may cause collision.</p>	<p><b>Concept 5: Promenade/ One-Way Roadway</b></p> <p><b>Medium Risk</b></p> <p>Peds cross 2 lane roadway.</p>



## Vehicle Traffic Impacts

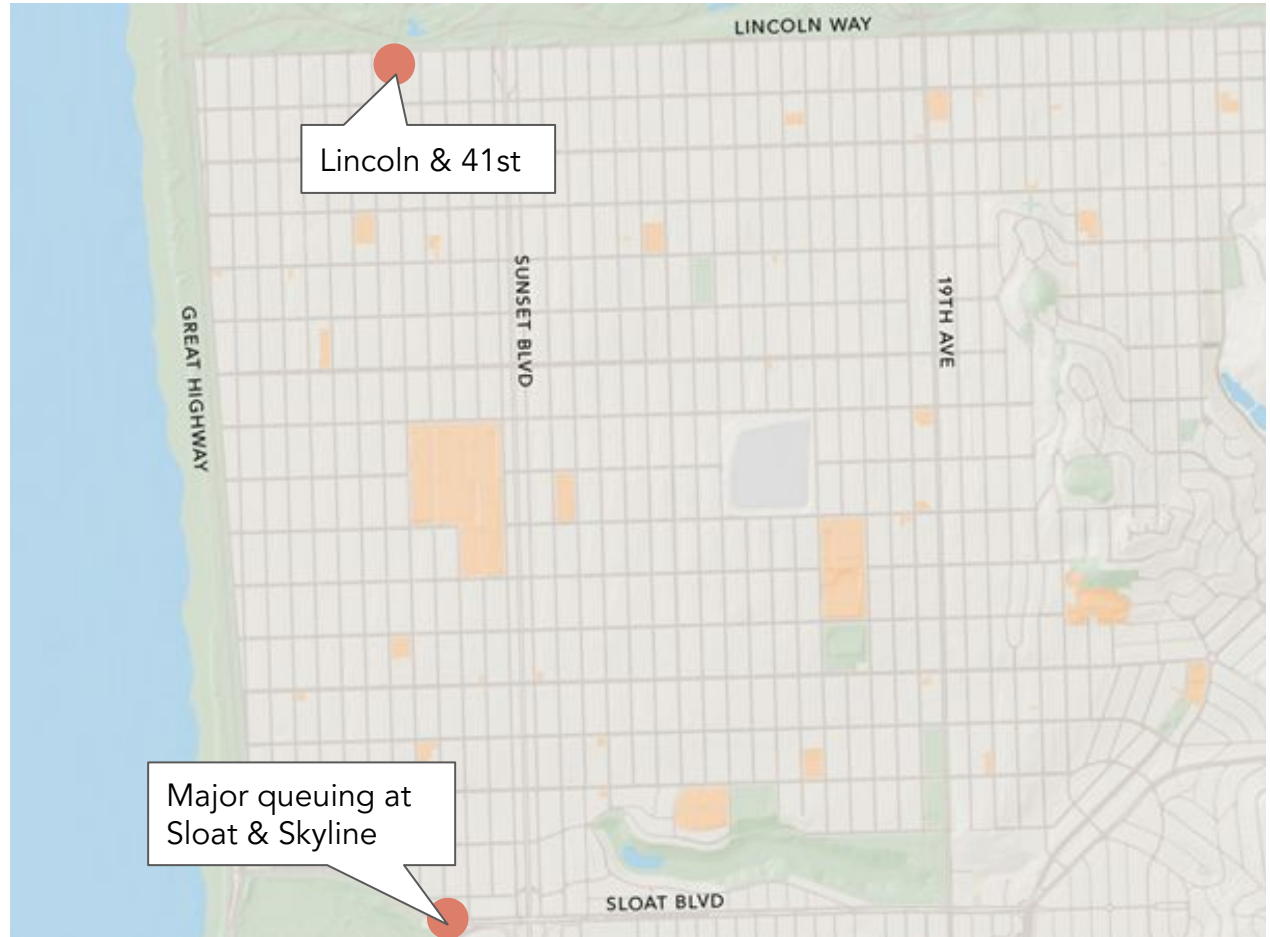
<b>Concept 1: Four-lane Roadway</b>  =  No traffic diverted in this concept. A few congested locations expected.	<b>Concept 2: Promenade/ Two-Way Roadway</b>  ↓  Moderate issues modeled. Several congested locations expected.	<b>Concept 3: Full Promenade/ Complete Vehicle Closure</b>  ↓↓  Major issues modeled. Several congested locations observed with temporary promenade.
	<b>Concept 4: Timed Promenade</b>  ↓↓  Major issues modeled. Several congested locations observed with temporary promenade.	<b>Concept 5: Promenade/ One-Way Roadway</b>  =  A few congested locations expected.

# Potential Congested Locations

Concept 1:  
Four-lane Roadway

Concept 5:  
Promenade/  
One-way Roadway

● Expected issue areas

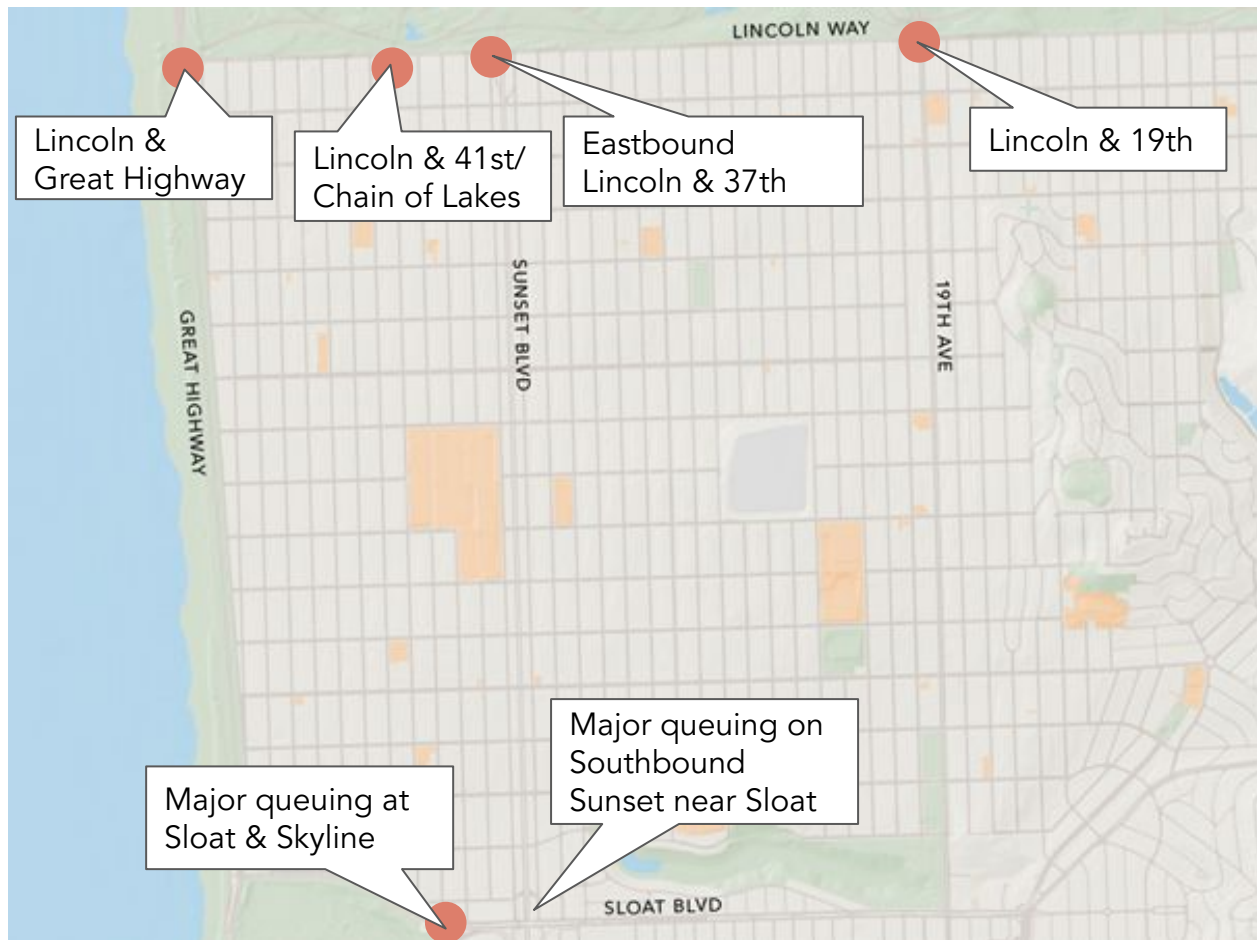


# Potential Congested Locations

Concept 3:  
Full Promenade/  
Complete Vehicle  
Closure

Concept 4: Timed  
Promenade

● Issue area observed  
under temporary  
closure



## Transit Impacts

<b>Concept 1: Four-lane Roadway</b>  =  No impact on existing transit speeds.	<b>Concept 2: Promenade/ Two-Way Roadway</b>  ↓↓↓  Slower 29-Sunset. Potential to exacerbate existing delays for 28-19th Ave. Potential impact to 18-46th Ave.	<b>Concept 3: Full Promenade/ Complete Vehicle Closure</b>  ↓↓↓  Much slower 29-Sunset. Potential to exacerbate existing delays for 28-19th Ave. Potential impact to 18-46th Ave.
	<b>Concept 4: Timed Promenade</b>  ↓↓↓  Much slower 29-Sunset. Potential to exacerbate existing delays on 28-19th Ave. Potential impact to 18-46th Ave.	<b>Concept 5: Promenade/ One-Way Roadway</b>  ↓  Potential to exacerbate existing delays on 28-19th Ave.

# Primary Costs



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<b>Concept 1: Four-lane Roadway</b>  <b>\$\$</b>  \$5M in capital \$1.5M in annual maintenance and operations	<b>Concept 2: Promenade/ Two-Way Roadway</b>  <b>\$\$\$\$</b>  \$22.8M in capital \$1.5M in annual maintenance and operations.	<b>Concept 3: Full Promenade/ Complete Vehicle Closure</b>  <b>\$\$</b>  \$5.6M in capital \$1.6M in annual maintenance and operations.
	<b>Concept 4: Timed Promenade</b>  <b>\$\$</b>  \$5.2M in capital \$2.1M in annual maintenance and operations.	<b>Concept 5: Promenade/ One-Way Roadway</b>  <b>\$\$</b>  \$6.6M in capital \$1.5M in annual maintenance and operations.

# Potential Secondary Costs



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## Considering impact areas that may need mitigation

*denotes existing projects/initiatives	<b>Concept 1: Four-lane Roadway</b>	<b>Concept 2: Promenade/ Two-Way Roadway</b>	<b>Concept 3: Full Promenade/ Complete Vehicle Closure</b>	<b>Concept 4: Timed Promenade</b>	<b>Concept 5: Promenade/ One-Way Roadway</b>
Sloat/Skyline intersection*	✓	✓	✓	✓	✓
Sunset/Sloat intersection		✓	✓	✓	
Lincoln intersections (47th, 37th and 19th Aves)		✓	✓	✓	
Lincoln & 41st Ave intersection only	✓	✓	✓	✓	✓
Transit improvements* (28/29 and other)		✓	✓	✓	

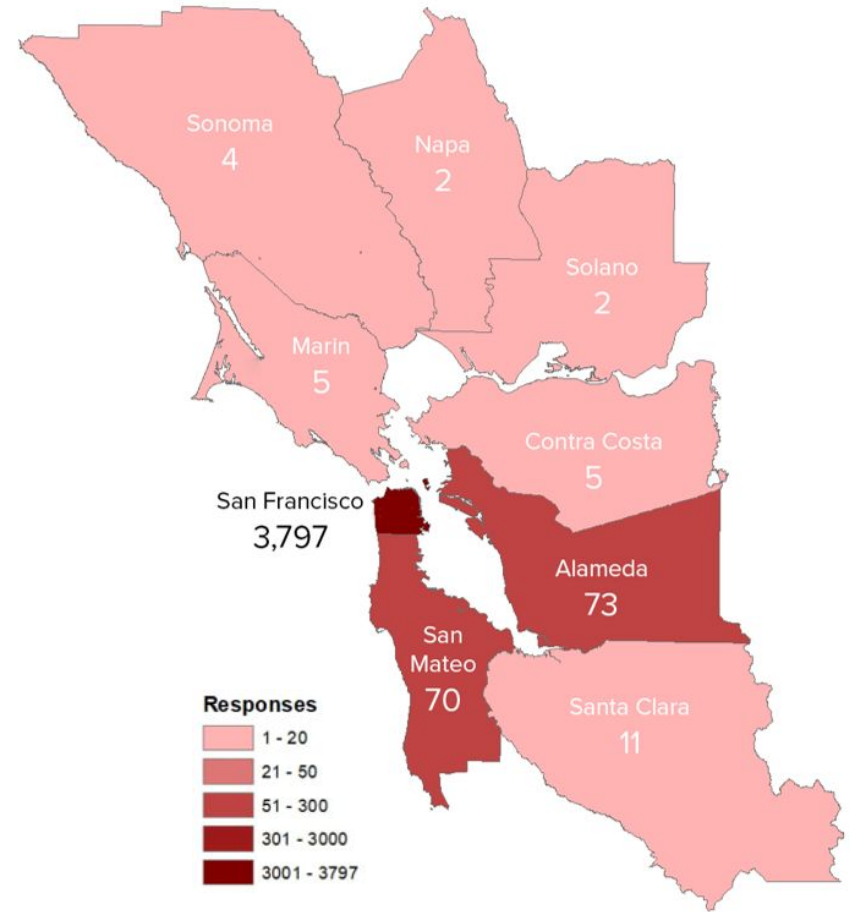
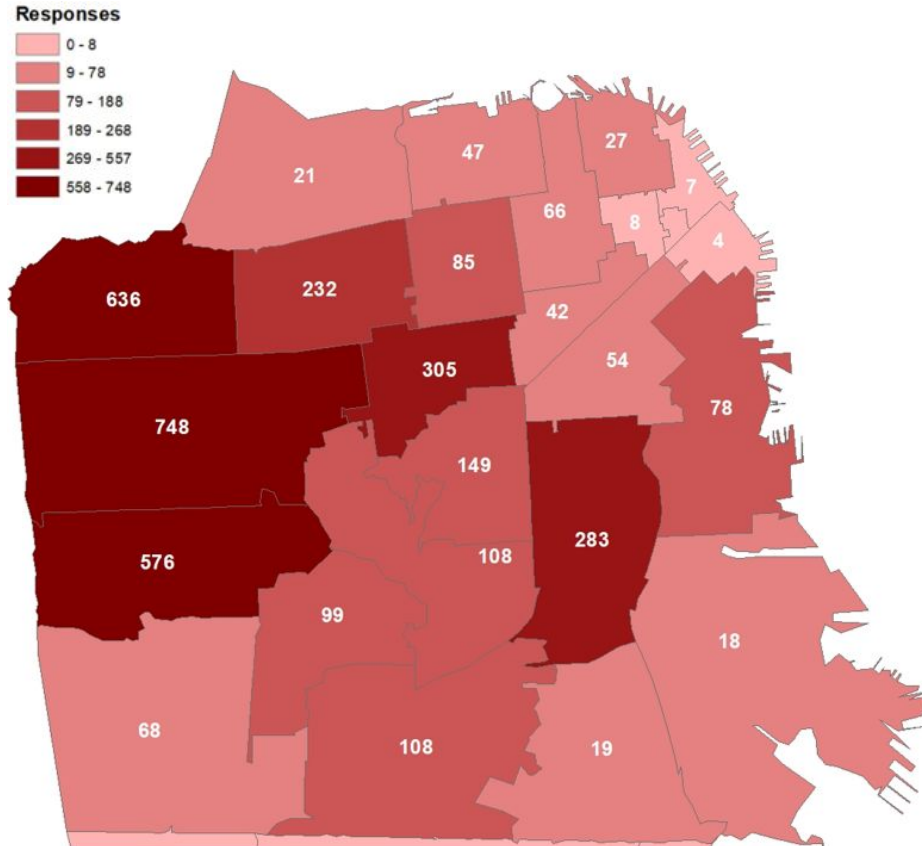
# Toolkit of Secondary Mitigations



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- Traffic signal timing and coordination adjustments
- Transit improvements consistent with Transit Strategy
  - Increased frequency
  - Transit priority (signal priority, transit lanes, etc.)
- A shuttle
- Intersection improvements or redesign
- Wayfinding signage

# Survey Participation





# Survey Themes: Priorities



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Bike/Ped  
Access

Vehicle  
Access

Roadway  
Safety

Traffic  
Management

Community  
Benefit/  
Recreation

Bike/Ped  
Safety

Climate  
Adaptation

# Survey: Concept Preferences



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	All Respondents	Sunset (94116/94122)	Outer Richmond (94121)
Concept 1: Four-Lane Roadway	21%	22%	52%
Concept 2: Promenade/ Two-way Roadway	10%	7%	10%
Concept 3: Full Promenade	53%	52%	22%
Concept 4: Timed Promenade	13%	15%	13%



## Concept 1: Four-Lane Roadway

Pedestrians  
and bicyclists  
safety  
concerns

Too much  
space for  
cars

## Concept 3: Full Promenade

Concerns of  
increased  
neighborhood  
traffic and  
collisions

Speeding/  
Need for  
traffic  
calming

Increased  
Great Hwy  
bike/ped  
safety

# Preliminary Evaluation Summary



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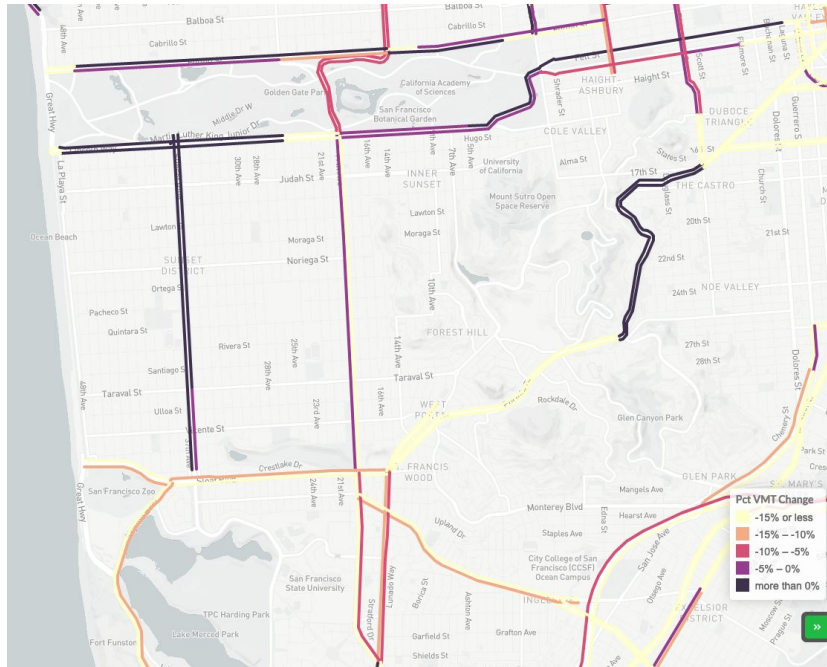
- Recommend eliminating Concept 2 due to moderate benefit at high direct capital costs
- Concepts 3-5 have open space and active transportation benefits but we need to estimate secondary costs to better understand tradeoffs
- Also need to continue to monitor traffic temporary promenade conditions as economy reopens

# Ongoing Monitoring

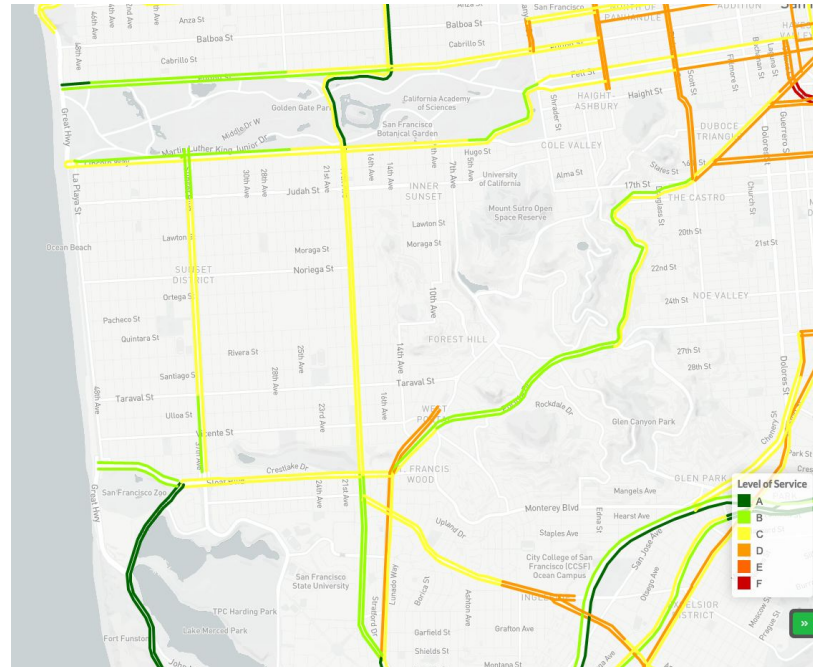


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## Travel Volumes



## Travel Speeds



# Great Highway Next Steps



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- Present evaluation findings to joint hearing of Rec Park Commission and SFMTA Board
- The Rec Park Commission and SFMTA Board will provide direction on next steps for the Great Highway
- Any permanent changes require Board of Supervisors approval

[rec-greathighway@sfgov.org](mailto:rec-greathighway@sfgov.org)





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# Questions/Comments

Submit via chat to Hugh Louch



# Next: Developing D4 Mobility Study Solutions





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# Transit Improvements

# ConnectSF Transit Strategy

## Five-Minute Network Improved Speed & Reliability



Street and signal improvements to preserve transit speed and reliability

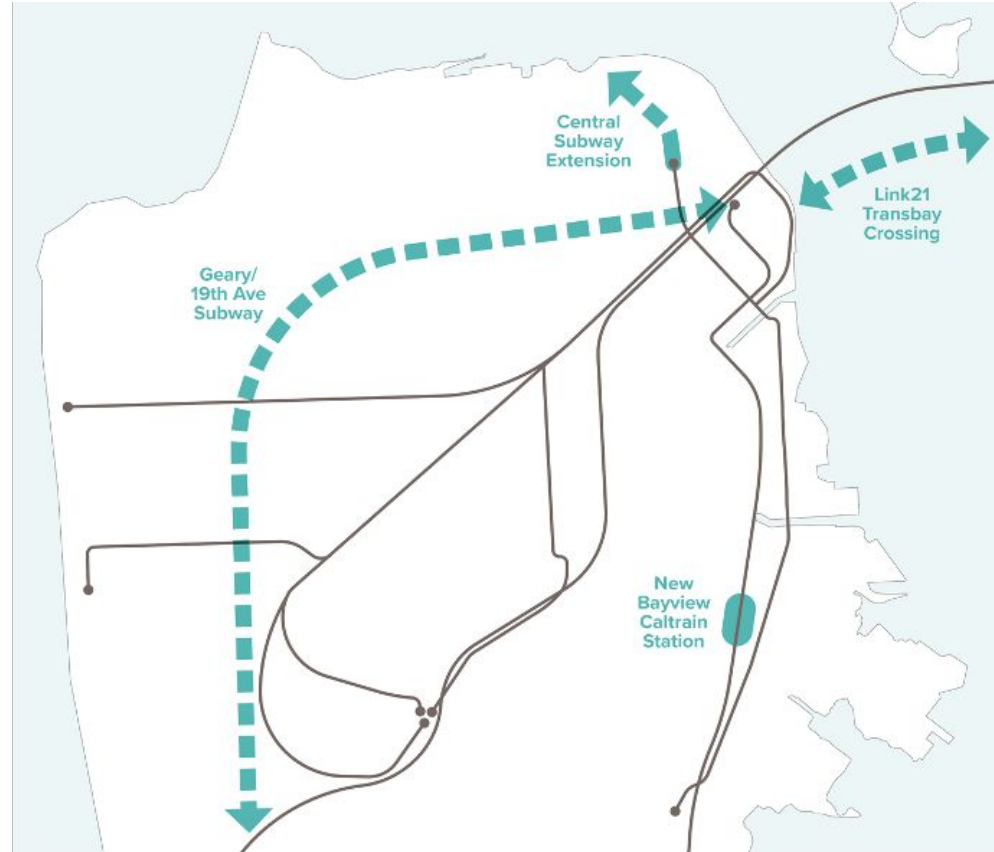
Includes 28 and 29 bus lines



# ConnectSF Transit Strategy



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# Increase in transit trips



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Modeled a scenario with:

- 28 and 29 five-minute bus service, rapid service on both
- Peninsula Express bus service
- Great Highway closure

Resulted in:

- 4.5% increase in transit trips to, from and within D4
- 2,100 more riders on 28/28R
- 11,600 more riders on 29/29R



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# Audience Poll #2

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# Questions/Comments

Submit via chat to Hugh Louch



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# Improvements to Key Commercial Corridors



Improve neighborhood circulation to and from commercial districts.

Can also fill in transit gaps or help people get to major transit connections and other nearby destinations.



## Learning from other community shuttle efforts in Bayview and Treasure Island

What it can look like?

**Fixed route:** larger vehicles with set route and stops

or

**On-demand:** smaller vehicles with a dynamic route and stops to match capacity

Costs can be high

- About \$1 - 2.5M in annual operations (depending on service)
- May require funding from private sources



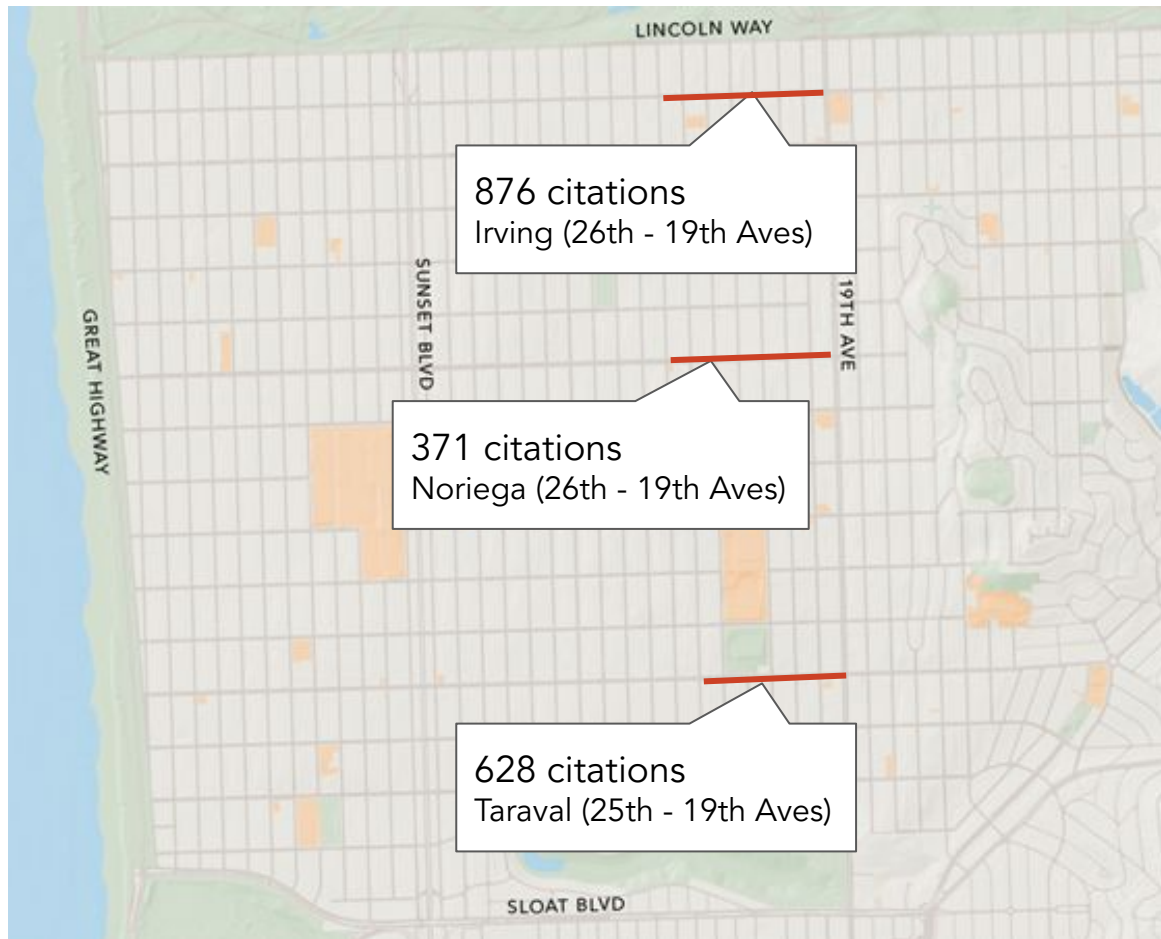
# Double Parking

Creates safety issues for bicyclists and pedestrians

Causes delay for transit and drivers



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Double Parking Hot Spots (citations from 2009-2019)

# New Curbside Loading Zone



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5-minute zone to quickly pick-up items from a local business and reduce double parking

- Small business owners can also use to unload without commercial plates



Signage for a temporary curbside pick-up zone during the pandemic



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# Audience Poll #3

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# Questions/Comments

Submit via chat to Hugh Louch



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# District 4 Family Neighborway Network

# What is a neighborway?



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Residential streets designed to:

- Prioritize people of all ages to walk, bike and play
- Make streets feel quiet, safe and inviting

# Potential treatments



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**Speed humps** to encourage slow vehicle traffic.



**Raised crosswalks** to slow vehicles in areas of significant pedestrian presence



# Potential treatments



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**Bike lanes** to designate a portion of the roadway for bicycle use.



**Sharrows** to indicate the sharing of lanes between bicycles and vehicles.

# Potential treatments



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**Traffic diverters** that limit vehicle traffic on a street.



**Turn restrictions** can reduce potential conflicts thus improving safety for pedestrians and bicyclists.



# Existing Routes and Schools

-  Bike Route
-  Slow Street
-  School



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# Potential Neighborways

- Potential Neighborway
- Bike Route
- Slow Street
- School

4 east-west routes

5 north-south routes (including 20th Avenue)



# Potential Neighborways

East-west streets being  
considered

- Kirkham or Lawton
- Ortega
- Quintara or Rivera
- Ulloa or Vicente



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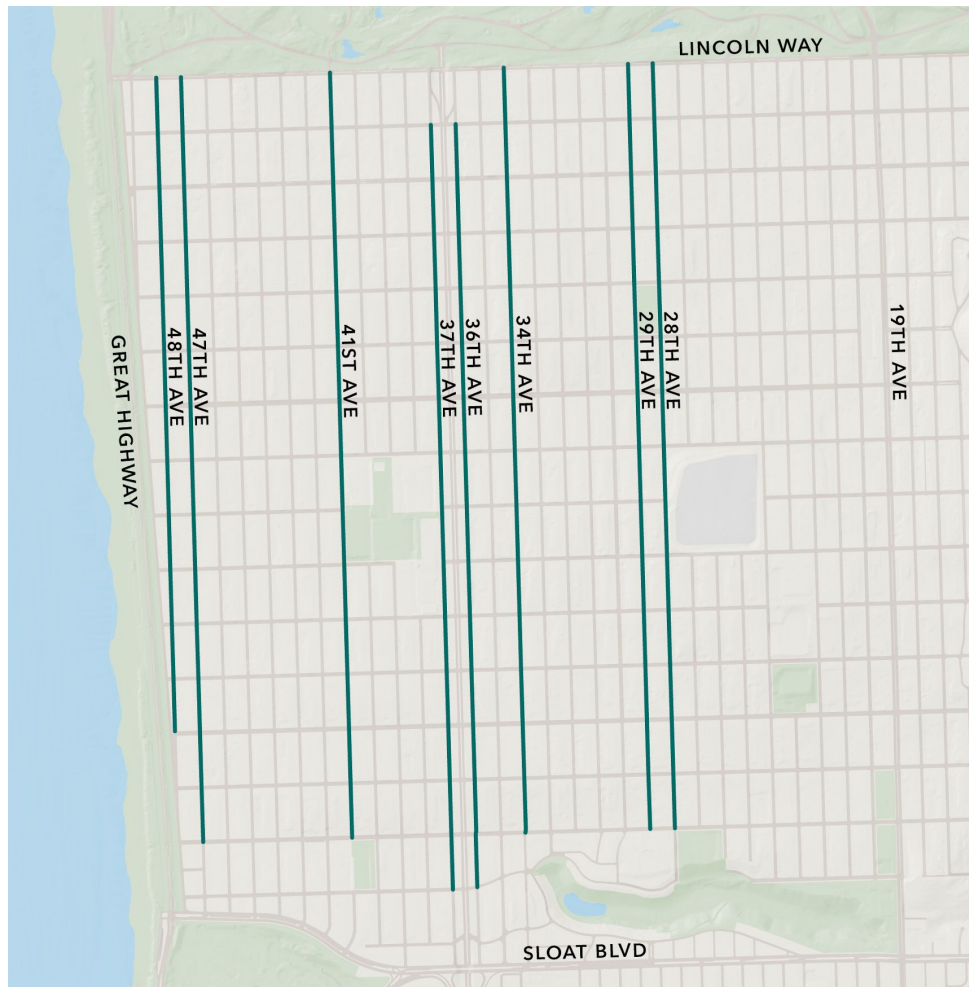
# Potential Neighborways

North-south streets being considered

- 47th Ave or 48th Ave
- 41st Ave
- 37th Ave, 36th Ave, or 34th Ave
- 29th Ave or 28th Ave



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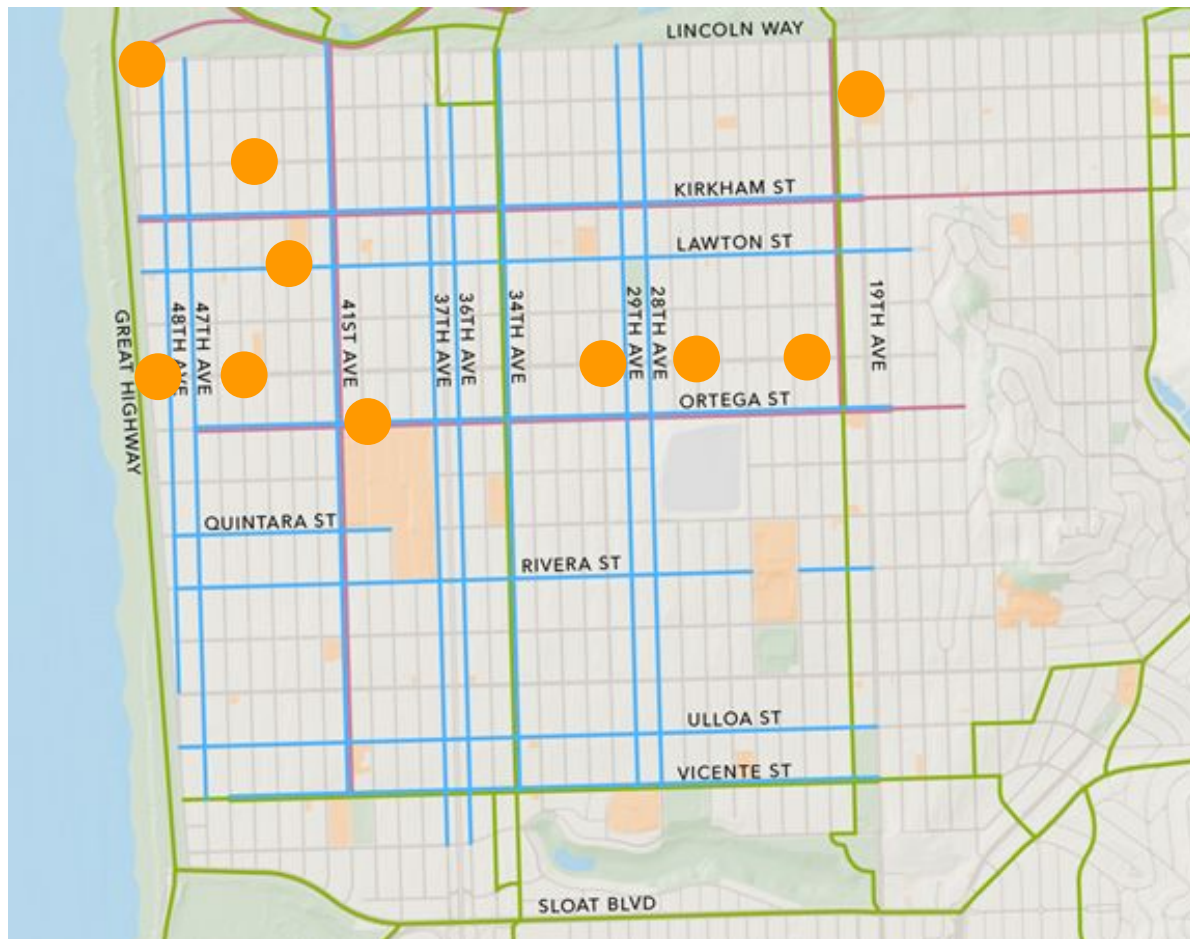




# Bay Wheels Bikeshare Expansion

- Potential Bikeshare Station
- Potential Neighborway
- Bike Route
- Slow Street
- School

Contact  
Neal Patel to provide  
feedback on the  
expansion:  
[nealpatel@lyft.com](mailto:nealpatel@lyft.com)





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# Audience Poll #4

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# Questions/Comments

Submit via chat to Hugh Louch



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# Safety Improvements to Lincoln Way



- From Great Highway to Arguello (2006-2017)
  - **51 collisions involving pedestrians**
  - Highest number of incidents at
    - 41st Ave
    - 19th
    - Funston
  - **Pedestrian deaths at**
    - 30th
    - 26th
    - 25th



# Safety Improvements to Lincoln Way



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Traffic calming strategies such as



**Daylighting** improves pedestrian visibility at crosswalks and corner intersections but may require the removal of a parking space.



**Painted safety zones** slow down vehicles that are turning at the intersection and improve visibility between drivers and pedestrians.

# Safety Improvements to Lincoln Way



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**Advanced limit lines** are painted lines before crosswalks to signal to mark where drivers should stop and prevent them from encroaching onto the crosswalk.



A **road diet** converts a four lane street to a three lane street with a center turn lane.



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# Audience Feedback:

At which intersections along Lincoln Way  
have you experienced pedestrian safety issues?

**Submit via chat to Hugh Louch**

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## Next Steps

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### **Now - April 2021**

Continued outreach on developing solutions

### **June 2021**

Final report

# Thank you. Questions?

[sfcta.org/D4mobility](https://sfcta.org/D4mobility)  
[d4mobility@sfcta.org](mailto:d4mobility@sfcta.org)



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