District 4 Mobility Study
Open House
Improving Transportation Options for the Outer Sunset and Parkside Neighborhoods

San Francisco
County Transportation Authority

March 27, 2021
Audience Poll #1
Agenda

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

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
Study Goals

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

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

65% of trips within D4 were by car.
Many Nearby Drive Alone Trips

Drive Alone Trips to and from District 4

- Richmond (includes Golden Gate Park)
- Inner Sunset
- Hill Districts
- Western Market
- Parkmerced
- Outer Mission
- Mission/Potrero/Mission Bay/Dogpatch
- Marina/N. Heights
- Downtown
- Noe/Glen/Bernal
- Bayshore
- South of Market
- N. Beach/Chinatown
- San Mateo County
- East Bay
- North Bay
- Santa Clara County
Great Highway Evaluation
Preliminary Findings
Review of Concepts

Concept 1: Four-Lane Roadway

Concept 2: Promenade/Two-way Roadway
Review of Concepts

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

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>0 acres</td>
<td>6.7 acres</td>
<td>17 acres</td>
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<tr>
<td>Concept 4: Timed Promenade</td>
<td>Concept 5: Promenade/One-Way Roadway</td>
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<tr>
<td>17 acres (part-time)</td>
<td>6.7 acres</td>
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Recreation, Health & Well-being

Weekday average 4,000
Weekend average 6,000
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<tbody>
<tr>
<td>Low</td>
<td>Medium</td>
<td>High</td>
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<td></td>
<td>32,000 weekly visitors</td>
</tr>
<tr>
<td>Concept 4: Timed Promenade</td>
<td>Concept 5: Promenade/One-Way Roadway</td>
<td>Medium</td>
</tr>
<tr>
<td>Medium</td>
<td></td>
<td>12,000 weekly visitors</td>
</tr>
</tbody>
</table>
Vision Zero/Safety

- 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
## Vision Zero/Safety

### Potential for multi-modal conflicts

<table>
<thead>
<tr>
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<tbody>
<tr>
<td><strong>High Risk</strong></td>
<td><strong>High Risk</strong></td>
<td><strong>Medium Risk</strong></td>
</tr>
<tr>
<td>Peds cross 4-lane roadway.</td>
<td>Peds cross 2 lane roadway.</td>
<td>Risk of collisions on residential streets if pass through traffic not diverted</td>
</tr>
<tr>
<td>Cyclists ride with vehicles</td>
<td>Potential for head-on vehicle collisions</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Concept 4: Timed Promenade</th>
<th>Concept 5: Promenade/One-Way Roadway</th>
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<tbody>
<tr>
<td><strong>Medium Risk</strong></td>
<td><strong>Medium Risk</strong></td>
</tr>
<tr>
<td>Peds cross 4-lane roadway on weekdays. Schedule confusion may cause collision.</td>
<td>Peds cross 2 lane roadway.</td>
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</table>
### Economic Vitality

#### Vehicle Traffic Impacts

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>No traffic diverted in this concept. A few congested locations expected.</td>
<td>Moderate issues modeled. Several congested locations expected.</td>
<td>Major issues modeled. Several congested locations observed with temporary promenade.</td>
</tr>
<tr>
<td>Concept 4: Timed Promenade</td>
<td>Concept 5: Promenade/One-Way Roadway</td>
<td></td>
</tr>
<tr>
<td>Major issues modeled. Several congested locations observed with temporary promenade.</td>
<td>A few congested locations expected.</td>
<td></td>
</tr>
</tbody>
</table>
Potential Congested Locations

Concept 1: Four-lane Roadway
Concept 5: Promenade/One-way Roadway

- Expected issue areas

- Major queuing at Sloat & Skyline
- Lincoln & 41st
Potential Congested Locations

Concept 3: Full Promenade/Complete Vehicle Closure

Concept 4: Timed Promenade

- Issue area observed under temporary closure

- Major queuing at Sloat & Skyline
- Major queuing on Southbound Sunset near Sloat
- Major queuing at Lincoln & 41st/Chain of Lakes
- Major queuing at Eastbound Lincoln & 37th
- Major queuing at Lincoln & Great Highway
- Major queuing at Lincoln & 19th

Lincoln & 41st/Chain of Lakes
Eastbound Lincoln & 37th
Lincoln & 19th
Lincoln & Great Highway
Sloat Blvd
## Economic Vitality

### Transit Impacts

|------------------------------|--------------------------------------|-----------------------------------------------|
## Primary Costs

<table>
<thead>
<tr>
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<tr>
<td>$5M in capital</td>
<td>$22.8M in capital</td>
<td>$5.6M in capital</td>
</tr>
<tr>
<td>$1.5M in annual maintenance</td>
<td>$1.5M in annual maintenance</td>
<td>$1.6M in annual maintenance</td>
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<tr>
<td>and operations</td>
<td>and operations.</td>
<td>and operations.</td>
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</table>

<table>
<thead>
<tr>
<th>Concept 4: Timed Promenade</th>
<th>Concept 5: Promenade/ One-Way Roadway</th>
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<tbody>
<tr>
<td>$5.2M in capital</td>
<td>$6.6M in capital</td>
</tr>
<tr>
<td>$2.1M in annual maintenance</td>
<td>$1.5M in annual maintenance</td>
</tr>
<tr>
<td>and operations.</td>
<td>and operations.</td>
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Potential Secondary Costs

Considering impact areas that may need mitigation

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<tbody>
<tr>
<td>Sloat/Skyline intersection*</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Sunset/Sloat intersection</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>Lincoln intersections (47th, 37th and 19th Aves)</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>Lincoln &amp; 41st Ave intersection only</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Transit improvements* (28/29 and other)</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
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</tbody>
</table>
Toolkit of Secondary Mitigations

- 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

- Bike/Ped Access
- Vehicle Access
- Roadway Safety
- Traffic Management
- Bike/Ped Safety
- Community Benefit/Recreation
- Climate Adaptation
## Survey: Concept Preferences

<table>
<thead>
<tr>
<th>Concept</th>
<th>All Respondents</th>
<th>Sunset (94116/94122)</th>
<th>Outer Richmond (94121)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concept 1: Four-Lane Roadway</td>
<td>21%</td>
<td>22%</td>
<td>52%</td>
</tr>
<tr>
<td>Concept 2: Promenade/ Two-way Roadway</td>
<td>10%</td>
<td>7%</td>
<td>10%</td>
</tr>
<tr>
<td>Concept 3: Full Promenade</td>
<td>53%</td>
<td>52%</td>
<td>22%</td>
</tr>
<tr>
<td>Concept 4: Timed Promenade</td>
<td>13%</td>
<td>15%</td>
<td>13%</td>
</tr>
</tbody>
</table>
Concept Feedback

**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

- 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

Travel Volumes

Travel Speeds
Great Highway Next Steps

- 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
Questions/Comments
Submit via chat to Hugh Louch
Next: Developing D4 Mobility Study Solutions
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
Increase in transit trips

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
Audience Poll #2

+ Questions/Comments

Submit via chat to Hugh Louch
Improvements to Key Commercial Corridors
Community Shuttle

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.
Community Shuttles in the Works

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

Double Parking Hot Spots (citations from 2009-2019)

876 citations
Irving (26th - 19th Aves)

371 citations
Noriega (26th - 19th Aves)

628 citations
Taraval (25th - 19th Aves)
New Curbside Loading Zone

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
Audience Poll #3

+ Questions/Comments

Submit via chat to Hugh Louch
District 4 Family Neighborway Network
What is a neighborway?

Residential streets designed to:

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

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

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

**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

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
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
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
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
Audience Poll #4

+ Questions/Comments

Submit via chat to Hugh Louch
Safety Improvements to Lincoln Way
Safety Issues on Lincoln

- 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

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

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.
Audience Feedback:

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

Submit via chat to Hugh Louch
Next Steps

Now - April 2021
Continued outreach on developing solutions

June 2021
Final report
Thank you.

Questions?

sfcta.org/D4mobility
d4mobility@sfcta.org

San Francisco County Transportation Authority