Brotherhood Way Safety and Circulation Plan

Round 1 Outreach Findings Report

February 2024



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Outreach Goals

The Brotherhood Way Safety and Circulation Plan will develop near- and long-term concepts to improve safety, circulation, and connectivity through the Brotherhood Way and Alemany Boulevard corridors and on surrounding streets. The goal of Round 1 Community Outreach was to collect public input to inform and guide the development of long-term alternatives and the five draft project goals: prioritize safety, improve connectivity, support community amenities, prepare for the future, and demonstrate accountability.

We focused on confirming community travel needs and barriers, understanding specific multimodal challenges, and soliciting feedback on needs that had not yet been identified by the project team in this initial round of community engagement. We also initiated partnerships with CBOs to both gather their insights and promote community participation in our online survey, interactive map, virtual town hall, and site walking tour.



Engagement Techniques and Who We Reached

CBO Meetings

The SFCTA coordinated with CBOs in the project area to meet both in-person and online. Through this outreach and relationship building, we partnered with CBOs who were willing and able to provide project area insights and promote engagement opportunities to their constituents within the community.

Engaged CBOs

- Merced Extension Triangle Neighborhood Association (METNA)
- Friends of the OMI Mini Parks
- Sisterhood Gardens
- Oceanview Village Homeowners Association
- Summit 800 Homeowners Association

Community Engagement Events

- Online Survey with Interactive Map
 - Live November 15 through December 26, 2023
 - o 79 Online Survey Respondents; 119 Pin Submissions on the Interactive Map
 - Available in English, Spanish and Chinese
 - Survey objective was to gather feedback on draft project goals and gain an understanding of residents' experience traveling to, through and within the study area. The interactive map was used to identify concerns residents have about specific locations within the project area and important community destinations.
- Virtual Town Hall on December 6, 2023
 - 18 people attended the virtual town hall
 - Live interpretation was available in both Spanish and Cantonese; presentation materials were also available in Spanish and Chinese
 - The event was recorded in English, Spanish and Cantonese to publish on the project website for those unable to attend the live event
- Site Walking Tour on December 16, 2023
 - 13 people attended the site walking tour
 - Interpretation was available in both Spanish and Cantonese
 - Headsets were provided to aid attendees with hearing impairments during the tour
 - Close up maps of intersections were provided for written feedback for those who preferred written over verbal communication
 - Printed copies of the online survey were available for anyone without internet access



Table 1: Community Engagement Outreach Materials						
Material Description	Distribution Details	Languages Provided				
Project Website https://www.sfcta.org/brotherhood	Ongoing	English, Spanish, Chinese, Filipino				
Mailers	Distributed 11/13/2023 to all residential addresses in project area	English, Spanish, Chinese				
Posters	Distributed 11/16/2023 throughout project area, including businesses, CBOs, public transit stops	English, Spanish, Chinese				
Online Survey and Interactive Map	Live 11/16/2023 through December 26, 2023	English, Spanish, Chinese				
Eventbrite - Virtual Town Hall	Live 11/15/2023	English, Spanish, Chinese				
Eventbrite - Site Walking Tour	Live 11/15/2023	English, Spanish, Chinese				
Ingleside Light eNewsletter Ad	Distributed 11/16/2023	English				
METNA November eNewsletter	November Issue	English				
Friend of OMI Mini Parks eNewsletter	December Issue	English				
Sisterhood Gardens eNewsletter	December Issue	English				



Businesses/Public Services that Received Outreach Materials

- IT Bookman
- Ocean View Branch Library
- Blue House Cafe
- H-Mart
- Subway
- Extreme Pizza
- Ocean Cyclery
- Temple United Methodist Church
- Muni Bus Stop Shelters
- Dog Park
- Mini Park
- BART Daly City Station

General Public

All residential mailing addresses within the project area received direct mailers in English, Spanish, and Chinese about the Round 1 engagement opportunities.

Below provides an overview of survey respondents to capture a picture of the part of the community that engaged during Round 1. The data reflects a diverse range of household compositions, with 79 online survey respondents and 119 interactive map respondents. The analysis and Figure 1 below are drawn from demographic results collected through the online survey:

- 34% of survey respondents live within zip code 94132
- 16% of survey respondents live within zip code 94112
- Hispanic/Latino/Latinx and East Asian populations each constitute a significant portion (17% each) and Caucasians/Whites form the majority (56%).
- A noteworthy 11% of participants reported having a physical disability.
- Respondents span a range of age groups, with significant representation across various stages of adulthood. Ages 35-44 and 45-54 are the most prevalent, constituting 25% and 28%, respectively.
- 24% of respondents preferred not to disclose their household income; an equal proportion of respondents (24%) reported a household income of over\$250,000.





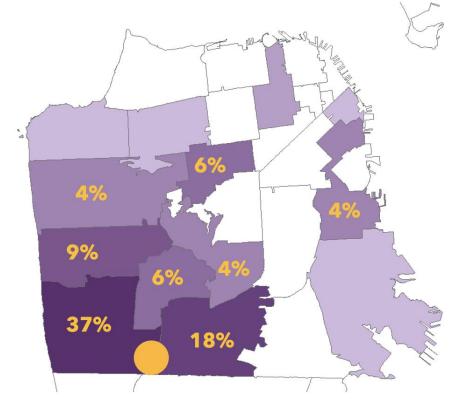


Figure 1: Who We Reached by Zip Code

n=79



Characteristic	Survey Respondents	Project Area ¹	San Francisco
Average household income			
	NA	\$142,334	\$199,900
Average number of children per household	0.29	0.33	0.33
Average number of persons aged 65 and over per household			
	NA	0.50	0.38
Percent of people who speak a language other than English at home			
	NA	59.1%	42.7%
Percent of people who identify as White			
	56.4%	16.1%	43.4%
Percent of people who identify as Asian	10.3%	53.5%	34.4%
Percent of people who identify as Hispanic/Latino			
	16.7%	15.3%	15.4%
Percent of people who identify as Black			
	3.8%	12.1%	5.2%
Primary mode of transportation to wo	brk		
Drive alone	NA	40.2%	29.4%
Shared ride	NA	6.4%	6.5%
Transit	NA	30.3%	27.8%
Bike	NA	0.0%	3.3%
Walk	NA	1.5%	11.0%
Work from home	NA	20.9%	18.0%

Notes: (1) Census Tract 313.02 Block Group 3 used for Project Area statistics. Source: Census data, 2021 5-year ACS averages

Fehr & Peers

Non-English Speaking Residents

Despite coordination with CBOs, the translation of outreach materials into Spanish and Chinese,



and publicization of available interpretation services for both languages at each engagement event, no monolingual Spanish-speaking or Cantonese-speaking community members participated in the virtual town hall or community walking tour. Round 2 engagement efforts will include additional and specific outreach to include these community members in the planning process.

Key Findings Summary

Learnings from community outreach and engagement show a neighborhood that is deeply interested and invested in improving the safety and functionality of the Brotherhood Way project area.

- Draft project goals largely resonated with community members, especially the study's intention to prioritize safety.
 - Eighty six percent of survey respondents either agreed or strongly agreed with the draft goal to prioritize safety.
 - Sixty nine percent of survey respondents agree or strongly agree with the goal to support access to amenities.
- Increasing safety, tackling intersection-specific challenges, prioritizing the needs of people walking and biking, and preserving or enhancing the value of existing amenities are key themes the community identified to inform future planning efforts.
- The community feedback emphasized the importance of balancing traffic management for through traffic with safety improvements for people walking and biking in the area.
 - Educational, recreational, shopping, and public transportation access exists simultaneously in a neighborhood that also plays a key role in connectivity to surrounding areas for commuters to work and educational institutions.
 - Results from the online survey and interactive map highlight a diverse set of destinations that contribute to the area's vibrancy and residential quality of life.
- The Alemany/Brotherhood/Sagamore, Alemany/St. Charles and Brotherhood/Arch intersections were repeatedly noted as the highest priorities for transportation improvements.
 - These areas were identified as having the greatest challenges for all modes of transportation within the project area, and improvements at these intersections can have a significant impact on the quality of transportation in the area.

The sections below include detailed summaries of all community engagement efforts, organized by responses to the five project goals and by specific intersections within the project area. While the above three intersections are a high priority, this report shares a comprehensive list of all areas identified for potential improvement by the Brotherhood Way community. Key areas of



interest and consideration include cleanliness, walking/biking, traffic/motorists, public transit, green spaces.

Online Survey

The survey served as a crucial tool to assess community alignment with key project goals and identify common challenges faced by residents and commuters within the Brotherhood Way project area. Through an online survey, the primary objectives included gauging sentiments about draft project goals and learning about location-specific challenges.

A key learning from the survey is that the project's draft study goals resonate with community members. Responses underscored the community's emphasis on:

- increasing safety measures for pedestrians and cyclists
- tackling intersection-specific challenges
- prioritizing the needs of local residents
- balancing traffic management with safety enhancements

The survey results also highlighted the importance of preserving or enhancing the value of existing amenities while accommodating future development and growth. The survey provided valuable insights into the community's perspectives and priorities, informing future planning efforts aimed at improving the functionality and livability of the Brotherhood Way project area.

Survey Results for Draft Study Goals

In the online survey, we briefly described each draft goal and asked respondents to indicate their level of agreement on a sliding scale from "Strongly Disagree" to "Strongly Agree".

Draft Goals from Survey

- <u>Prioritize Safety</u>: The project should improve safety for people walking, biking, using public transit, and traveling by car to eliminate serious injuries and fatalities resulting from collisions.
- Improve Neighborhood Connectivity:
 - <u>Bike/Pedestrian</u>: The project should place a high priority on improvements that promote safe and easy connections for people who live in and near the project



area – particularly access to/from local destinations with a focus on walking, biking, and transit.

- <u>Cars</u>: Improvements should balance the needs of drivers passing through the neighborhood with local needs by prioritizing neighborhood connectivity while avoiding unmanageable vehicle delays or queuing.
- <u>Support Neighborhood Amenities</u> (such as community spaces, businesses, and open space): The project should support neighborhood vitality which requires supporting and nurturing community amenities. The Project will work with community members to identify important spaces and seek to improve the access to these.
- <u>Prepare for the Future</u>: The project should take into consideration anticipated future needs for travel as new housing is planned for locations adjacent to the project area. The project should also consider efforts to prepare for climate change and reduce greenhouse gas emissions by improving conditions for people to walk, bike, and use public transit.
- <u>Demonstrate Accountability</u>: The project will invite community members to share their opinions through a robust engagement process. Input will be used to shape study goals and concepts. Multiple improvement alternatives will be brought forward for community consideration. The ultimate preferred concept will include feasible near and long-term improvements with constraints and tradeoffs clearly communicated.





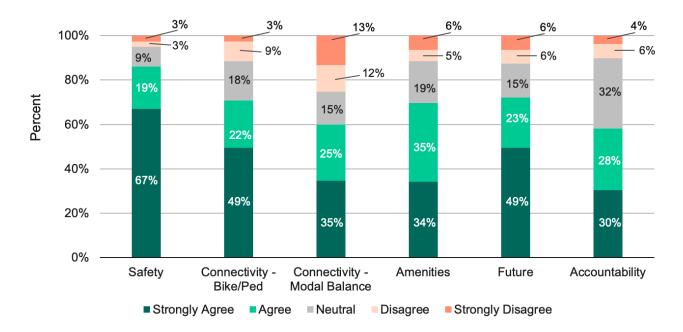


Figure 2: Draft Study Goals Agreement for All Respondents

As shown in Figure 2 above, there was little disagreement with any of the study goals, with a majority of respondents saying that they either agree or agree strongly with each stated goal. Safety across transportation modes was the top priority goal among respondents, with over 80% agreeing or strongly agreeing with the goal. The goal of "Connectivity - Modal Balance" was the least agreed with goal as over 20% of respondents disagreeing or strongly disagreeing with the study goal; still, over 60% of respondents agreed or strongly agreed with the statement.

As can be seen below in Figure 3, when the survey responses are analyzed by only respondents living in the project area (n=37), there are no significant variants from the results that include respondents from all zip codes.



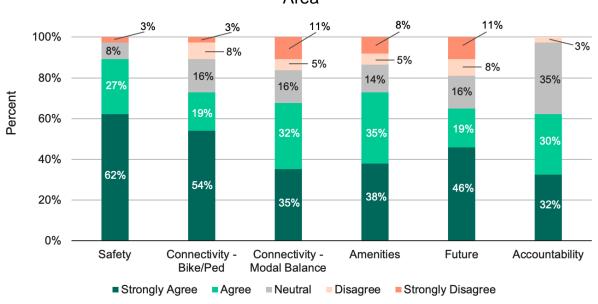


Figure 3: Draft Study Goals Agreement for Respondents Living within Project Area

Goal 1: Prioritize Safety

With 86% of survey respondents either agreeing or strongly agreeing with this goal, improving safety in the study area emerged as the goal with the strongest community support.

Community members identified key intersections that need safety improvements as:

- St. Charles and Alemany
- Alemany-Brotherhood-Sagamore
- Brotherhood Way and Arch

Survey respondents' feedback for increasing safety included recommendations for improvements to existing crosswalks, protected bike lanes and clearer signage and lanes for drivers. Additional common concerns include drivers' speeds and the complicated merge lanes at the Alemany-Brotherhood-Sagamore intersection, which was cited as dangerous for all modes of transportation.

Goal 2: Improve Connectivity

We sought feedback on two different aspects of improving connectivity in the project area:

1. The importance of safe and easy connections with a focus on walking, biking, and transit.



 The importance of balancing the needs of drivers passing through the neighborhood with local needs by prioritizing neighborhood connectivity while avoiding unmanageable vehicle delays or queueing.

Respondents expressed moderately more support for the goal of improving walking and biking connectivity than for the goal of finding balance between needs of through-traffic and local access. Seventy one percent of survey respondents either strongly agree or agree with this goal for bikes and people walking compared to 61% of survey respondents strongly agreeing or agree with this goal for modal balance.

Those who were neutral, disagreed or strongly disagreed with the goal of improving walking connectivity, felt there are not many destinations they want to access by walking, and that biking through the area is a more appealing form of transportation. Some respondents on the north side of Brotherhood Way reported the hill and lack of bus connectivity to the H-Mart shopping plaza prevented them from walking and indicated that residents prefer to drive.

Those who strongly agreed with the goal of walking connectivity felt that walkable neighborhoods are important to the community, and that the area is currently designed to accommodate drivers without integrating people walking and bikes. Community members recognize this area is simultaneously a residential neighborhood and a commuter thoroughfare to surrounding areas, and want to keep it open to through traffic while increasing clarity for drivers about lanes, merges, and walking and bicycle crossings and lanes. They hope improvements can balance the interests of residents and motorists while increasing safety and access for people walking and biking in the project area, and to nearby amenities such as Lake Merced.

In contrast, 9 out of 10 respondents who strongly disagreed with the modal balance goal, strongly agreed with the safe pedestrian connectivity goal. Inadequate bike lanes and unsafe pedestrian crossings are reported by these respondents as top challenges for the area, indicating that those who disagree with the need to balance regional traffic with local connectivity would prefer pedestrian and bicycle safety improvements take priority over alternatives that consider driver delays.

Goal 3: Support Community Amenities

While 69% of survey respondents agree or strongly agree with this goal, a key insight from discussion with community members is that this goal should be clarified to explicitly include the *preservation* of green space.

Preservation of the existing green space is a high priority to many residents. They expressed appreciation for Sisterhood Gardens, the dog park and the existing green area, and would like to see additional, safe walking and biking connectivity to those spaces. Many expressed a desire for these green spaces to safely and comfortably connect to the nearby Lake Merced through bike and walking paths.



Community members are interested in seeing alternatives for how to activate the existing green space along Brotherhood Way for use by people of all ages. Suggestions for improvement include providing adequate barriers to vehicle traffic and reducing noise pollution. With the mini park's and the school's proximity to Brotherhood Way, and lack of protected bike lanes, there are concerns about children being able to safely access the existing green spaces.

Goal 4: Prepare for the Future

Conversations around the goal of preparing for the future included two main considerations: environmental impact and increasing density of residents. For the 72% of survey respondents who agreed or strongly agreed with this goal, the emphasis was on considering how anticipated residential growth in and near the project area will increase both vehicle traffic and the number of people walking and biking.

For discussions specific to climate change initiatives, the survey respondents' priority is to increase public transit access in this area - noting it is currently a difficult area to access without a car - to not only curb emissions but also increase connectivity for people walking and biking within the project area.

Community members acknowledge that Brotherhood Way and Alemany Boulevard are important traffic arteries and must continue as such, but are also hopeful there can be changes to make walking and biking safer, possibly by shifting the focus away from cars.

Goal 5: Demonstrate Accountability

Fifty nine percent of survey respondents agreed or strongly agreed with this goal. Specific feedback included the desire for the study team to continue to be transparent on the process and to clearly communicate identified trade-offs on the proposed alternatives during Round 2 of Outreach. To this community, being accountable means ensuring that SFCTA is transparent about the full implications of each alternative and providing details about all the potential pros and cons.

Additionally, as input on project goals was gathered in Round 1 of Outreach, an emerging theme was that the community prefers to have concrete definitions and ideas to respond to whenever possible so that they can gain a clear understanding of the alternatives and provide the most useful and specific feedback during Round 2 outreach.

A vocal minority shared the opinion that decisions about a hyper specific neighborhood project should be made by only those directly impacted. Examples provided include:

- Only allowing Arch Street residents to vote when determining if Arch should be a oneway or two-way street
- Homeowners on St. Charles should be the voters determining Muni bus routes on their block
- Community Working Group members should be comprised of study area residents, organizations and businesses and not be open to individuals or groups outside of the study area



Other Themes

In summary, the survey results highlight a community deeply invested in the safety and functionality of the Brotherhood Way project area. Addressing safety, redesigning key intersections, prioritizing cyclist and pedestrian needs, tackling intersection-specific challenges, and recognizing the value of existing amenities are key takeaways that should inform future planning and development efforts in the area.

• 1. Safety Concerns:

Safety emerged as the primary theme throughout the survey responses, with multiple respondents expressing deep concerns about the overall safety of various intersections, particularly at Alemany and Brotherhood Way. Specific issues included drivers not yielding to pedestrians and cyclists, accidents, and the need for improved traffic flow. Numerous intersections, such as Alemany and Brotherhood Way, were consistently highlighted as dangerous, prompting a call for comprehensive safety measures and infrastructure improvements.

• 2. Infrastructure Redesign:

- A prevalent takeaway from the survey is the urgent need for redesigning key intersections. The intersection at Alemany, Brotherhood Way and Sagamore is a focal point for this concern. Respondents advocated for improved signage, better crosswalks, and the implementation of roundabouts to enhance overall safety and traffic management. The survey comments underscore a collective sentiment that an "infrastructure realignment" to deprioritize cars is necessary to address the reported safety hazards and streamline traffic. Excerpts supporting this include:
 - Start to remove car amenities and replace them with pedestrian and bike amenities! This is the way forward for the future.
 - The current neighborhood configuration is a very lopsided prioritization of the space as a thru-fare for others. We need to balance this to make it also work as a place to be, not just a place to speedily pass through.
 - Right now the connectivity culture is focused on cars! Reverse this to make it people friendly
 - Cars need to be drastically deprioritized with reduction of lanes and total removal of parking and slip lanes in favor of concrete / metal protected bike lanes, intersection bulbs, bus lanes, and bus stops.
 - The area will only get busier. Plan today for tomorrow's future needs.
 Real bike lanes. Real Crosswalks. Real Street signs. Speed bumps on



the surrounding neighborhood streets. Proper street lights. Accidents occur after dark when drivers are confused.

The whole section between Orizaba to the 19th Ave overpass is dangerous. If a library is going to be built in this area everything about the traffic patterns and pedestrian safety needs to change.

• 3. Cyclist and Pedestrian Needs:

 The survey revealed a substantial emphasis on the needs of cyclists and pedestrians. Multiple intersections, such as Brotherhood Way and St. Charles, were mentioned in the context of challenging bike paths, insufficiently protected lanes, and unsafe pedestrian crossings. Specific demands included better bike connectivity, protected bike lanes, and enhanced pedestrian safety measures. The results highlight a strong desire for infrastructure improvements that prioritize the safety and convenience of non-motorized road users.

• 4. Intersection-Specific Challenges:

Several intersections, notably Arch and Alemany, were consistently cited as posing unique challenges. Issues ranged from speeding vehicles to dangerous crossings, emphasizing the importance of addressing intersection-specific issues. Respondents advocated for traffic-calming measures, reduced lane widths, and adjustments to traffic signals. The survey results underscore the need for a tailored approach to address the distinct challenges presented by each intersection. Traffic congestion was cited by a notable minority of survey respondents (29%) as one of the top challenges for the project area, which conflicts with our existing conditions findings which showed generally high prevailing speeds and no real rush-hour effect. Many of these comments cited the Brotherhood Ramps and areas West of the project area from respondents accessing educational and religious institutions with very concentrated travel patterns, but there was also some frustration expressed with vehicle flows in and through the H-Mart parking lot. We hope to gain a better understanding of this concern through discussion with our Community Working Group.

• 5. Positive Feedback on Amenities:

 Amidst the concerns and suggestions for improvement, positive feedback was expressed regarding amenities like the dog park and existing walking trails. Forty percent of survey respondents use the parks or open space within the study area.



 Respondents emphasized the importance of maintaining these features and recognized their value to the community. This positive feedback serves as a reminder that, alongside safety and infrastructure improvements, preserving and enhancing existing recreational and green spaces is a crucial aspect of community satisfaction and well-being.

Please select the ways in which you most often travel through, through, or within the study area

- Drive/Ride in Car: 63/79 respondents (78%)
- Walk: 38/79 respondents (48%)
- Bike: 29/79 respondents (37%)
- Bus: 17/79 respondents (21%)
- Other: 3/79 respondents (4%)

What types of activities bring you to the study area? Select all that apply.

- Live within the study area: 31/79 respondents (39%)
- Visit Family or friends within the study area: 8/79 respondents (10%)
- Travel to/From Daly City BART station: 29/79 respondents (37%)
- Shop at the businesses within the study area: 30/79 respondents (38%)
- Work within the study area: 7/79 respondents (9%)
- Use the parks or open space within the study area: 32/79 respondents (40%)
- Travel through the Study area for work/school/shopping: 48/79 respondents (61%)
- Other: 12/79 respondents (15%)

What are the top three most frequent or significant challenges or concerns you experience when traveling in the study area? Select up to three.

- Vehicles speeding: 45/79 respondents (57%)
- Traffic congestion: 23/79 respondents (29%)
- Blocked sidewalks: 8/79 respondents (10%)
- Lack of sidewalks or lack of safe crossings for people crossing: 46/79 respondents (58%)
- Quality and cleanliness of bus stop shelters, benches, information displays: 7/79 respondents (9%)
- Quality of lack of bike lanes: 35/79 respondents (44%)
- Traffic noise: 6/79 respondents (8%)
- Other: 14/79 respondents (18%)
 - Notable comments include concerns for the amount of trash and desire for a dog park.



Q: What community or neighborhood destinations do you most frequently visit?

The survey responses highlight a diverse set of destinations that contribute to the vibrancy of the Brotherhood Way study area. Educational, recreational, shopping, and transportation destinations play key roles in shaping the community's lifestyle. Based on the responses to the question about community or neighborhood destinations, several key destinations and patterns emerge:

Breakdown of Notable Destinations:

- Brandeis School: 16/108 mentions (14.81%)
- H-Mart: 15/108 (13.89%)
- Daly City BART station: 14/108 (12.96%)
- Lake Merced: 10/108 (9.26%)
- Oceanview Village: 9/108 mentions (8.33%)

Other Destinations Mentioned:

- Stonestown: 4/108 mentions (3.70%)
- Brotherhood Dog Park: 3/108 mentions (2.78%)
- Park Merced/SFSU: 3/108 mentions (2.78%)
- Brotherhood basketball court: 2/108 mentions (1.85%)
- Brotherhood Way (general walking/driving): 2/108 mentions (1.85%)
- Mini Lovie Park: 2/108 mentions (1.85%)
- Library (Ocean View or other): 2/108 mentions (1.85%)
- Westlake shopping island: 1/108 mentions (0.93%)
- Mailbox at St. Charles/Palmetto: 1/108 mentions (0.93%)
- Capital/Sagamore street (access to Minnie Lovie Park): 1/108 mentions (0.93%)
- Excelsior/West Portal/Russian Hill/Sunset/Richmond districts: 1/108 mentions (0.93%)
- Downtown SF: 1/108 mentions (0.93%)
- Dog park/green field across from churches: 1/108 mentions (0.93%)
- Basketball courts/green field across from churches: 1/108 mentions (0.93%)
- Parks/friends' homes/businesses (general): 1/108 mentions (0.93%)
- Educational Institutions:
 - Respondents frequently visit educational institutions such as St. Thomas More School, Brandeis School of San Francisco, and SFSU, indicating a significant connection to schools and educational facilities in the community.
- Shopping Centers:



Shopping destinations play a crucial role, with mentions of Westlake shopping island, Stonestown, H-Mart, and the Oceanview Village shopping center. These locations serve as important hubs for groceries, retail, and daily necessities.

• Recreational Spaces:

 Parks and recreational areas like Minnie Lovie Ward Rec Center, Brotherhood Dog Park, Lake Merced, and the basketball courts on Brotherhood Way are frequently visited, highlighting the community's engagement with outdoor and recreational spaces.

• Transportation Hubs:

• The importance of connectivity to the Daly City BART station was highlighted when discussing public transit in the study area. Respondents also mentioned efficient routes to the freeway, emphasizing the significance of accessibility and commuting patterns.

• Cultural and Religious Institutions:

 Cultural and religious destinations such as Am Tikvah, Armenian School, and downtown areas are mentioned, reflecting a diverse set of community interests and activities.

• Local Business and Restaurants:

 The study area is connected to various local businesses and restaurants, with specific mentions of Extreme Pizza and H-Mart within the Oceanview Village shopping center.

Community Connectivity:

 Respondents frequently walk around the neighborhood, indicating a strong desire for community connectivity. Destinations like friends' homes, the Ocean View Library, and the live/work environment in Oceanview Village contribute to the neighborhood's vibrancy.

• Routine Activities and Everyday Destinations:

- Everyday routine destinations, including mailboxes, grocery stores, and residential areas like Ocean View Village, are frequently visited.
- Outdoor Activities and Exercise:
 - Outdoor activities are an integral part of the community, with mentions of walking paths on Brotherhood Way, basketball courts, and regular bike rides around Lake Merced.



Q: What changes or improvements within the project area has the city made that you feel were positive for the area and/or you would like to see more of?

The community feedback emphasized the importance of balancing traffic management, safety improvements, and community engagement in any future developments or changes within the project area.

• Traffic Flow and Bike Lanes:

- Some respondents shared frustration with the lane merge onto Brotherhood Way, citing traffic congestion due to the extensive bike lane. Suggestions include more modest bike lanes or reallocating space to ease traffic flow.
- Some respondents discussed reservations about proposed changes, such as rerouting traffic onto Alemany, citing existing speeding issues and potential negative impacts on safety and green spaces.
- Concrete suggestions included installing traffic signals, curb cuts, and a Muni stop for better pedestrian and cyclist safety. Additionally, proposals for improved entrance to Oceanview Village shopping plaza and accessibility changes were suggested.
- Respondents suggested further separations between bicycle and motor vehicle traffic, citing successful examples like the addition of protected bike lanes.
- Some respondents cited negative impacts on traffic and safety. Others sought specific improvements such as added traffic lights and road diets.
- Calls for increased enforcement of traffic laws, including speed cameras and SFPD monitoring, are prevalent. Infrastructure improvements, such as improved road markings, parking areas, and maintenance, are also suggested.
- Multiple respondents highlighted the need for increased safety measures, including speed limit signs, radar speed signs, and clearly marked crosswalks. Worries for unsafe traffic behavior, particularly regarding bikes and scooters, are also mentioned.

• Green Space Maintenance:

- Positive feedback is given for addressing tree damage, but concerns remain around the removal of trees and the need for replacements to maintain the aesthetic appeal of the area.
- Acknowledgment of community efforts in cleaning up graffiti, trash, and tree maintenance is noted. There was a call for more community engagement in maintaining and improving public spaces.



• Public Spaces and Access:

- Requests for well-marked and designated bike lanes, preserving green spaces, and creating safer pedestrian crossings demonstrate a community interest in accessible and enjoyable public spaces.
- Positive feedback was given for the restoration of the basketball court on Brotherhood Way and the creation of Sisterhood Garden. The community garden and parks within the area are appreciated.

Interactive Map

The interactive map served as a tool for community members to engage with existing conditions data within the Brotherhood Way project area. By toggling different layers onto the map, respondents could gain insights into the current state of the neighborhood and its transportation infrastructure. The map enabled participants to contribute their own impressions of existing conditions by dropping pins and providing descriptions, viewable by all, fostering a collaborative and inclusive approach to community engagement.

Comments made on the interactive map were anonymous. However, all comments made on the interactive map are immediately visible to anyone viewing the interactive map. The map (see Figure 3 below) also includes the following information:

- Reported collisions from the last five years
- Typical vehicle speeds
- Existing public transit routes (i.e. MUNI, BART)



Existing bicycle paths and lane markings



Figure 3: Interactive Map with Pinpoints Added by Respondents

Key Findings

The key findings from the interactive map highlight several recurring themes and priorities. Safety and functionality improvements are paramount concerns across all intersections, with residents expressing a strong desire for measures to address speeding vehicles, drivers' failure to yield at intersections, poor visibility, and pedestrian safety. There was a shared sentiment that the Daly City BART station was not accessible. Cleanliness issues, such as illegal dumping and inadequate trash bins, were also frequently noted, indicating a need for enhanced maintenance efforts.

The importance of preserving green spaces emerged as a common theme, with residents expressing interest in revitalizing environmental assets like Stanley Creek and green infrastructure for stormwater management. Overall, the interactive map facilitated dialogue and data-driven decision-making to inform future planning efforts towards community needs and the functionality of the Brotherhood Way neighborhood.

The following sections break down the individual social map into priorities by recurring themes and frequently mentioned intersections. Participants identified issues by double-



clicking on specific locations on this map and adding comments, concerns and priorities for the following considerations:

- Where do you feel uncomfortable traveling, and why?
- Where do you find it hard to cross the street or travel from one location to another either when walking or biking?
- What location(s) within the project area are important to you (e.g., playground, dog park)?

Themes

- Safety and Traffic Flow Issues:
 - Numerous complaints about drivers not yielding at various intersections.
 - Concerns about the speed of vehicles, especially around Brotherhood Way, and the need for traffic-calming measures.
 - Reports of accidents, near-misses, and safety hazards for pedestrians and cyclists.
 - Critiques of lane configurations, with suggestions to reduce the number of lanes in certain areas.
- Infrastructure and Design Problems:
 - Requests for improved signage, better crosswalks, and warning lights.
 - Suggestions for redesigning problematic intersections, including the proposal for roundabouts.
 - Concerns about narrow curb cuts, inadequate bike lanes, and the need for better bike infrastructure.

• Pedestrian and Cyclist Safety:

- Specific incidents of danger for pedestrians and cyclists at various crosswalks and intersections.
- Requests for protected bike lanes, concrete barriers, and measures to enhance pedestrian safety.
- Specific Intersection Issues:
 - Detailed feedback on specific intersections, such as Alemany, Sagamore, Orizaba, and Brotherhood Way.
 - Concerns about the design, safety, and traffic management of these intersections.
 - Concerns about the safety and design of particular locations, as detailed in the next section.
- Public Amenities and Recreation:



- Positive feedback about the presence and importance of amenities, such as the dog park.
- Requests to maintain certain features like bridges and walking trails.
- General Infrastructure and Accessibility:
 - Calls for improved infrastructure, including better sidewalk cuts, bike connections, and pedestrian access.
 - Complaints about inadequate infrastructure for both pedestrians and cyclists.

Top Mentioned Locations

- St. Charles Avenue Connecting Across I-280 to Daly City BART Station
 - This is a major route for cars heading to BART. Drivers often speed through the Belle/Niantic intersection or do not completely stop at the stop signs.
 - St. Charles Ave roadway is narrow, making this route uncomfortable for people biking to BART when cars or buses are also present.
- St. Charles Avenue and Alemany Boulevard Intersection
 - Low visibility for all modes of transportation causes safety concerns. Cars waiting in the farthest lane sometimes cannot see an oncoming bicycle. People using bikes and walking can't always see cars coming in the farthest lane once they are partially across.
 - Cars speed through this intersection and often do not stop completely at the crosswalk.
- Alemany Boulevard and Brotherhood Way Intersection
 - Comments across all modes of travel note this is a complex and confusing intersection that should be evaluated for redesign. Issues of note include:
 - The current flow of traffic and intersections of roads is confusing to drivers, and they are often more focused on determining the correct path that they do not see people biking or at crosswalks until it is too late to come to a safe and complete stop. This issue is particularly prevalent for pedestrians crossing Brotherhood Way.
 - Community members would like to see solutions that would decrease vehicle speeds and provide protected pedestrian crossings and bike lanes. People expressed an interest in protected bike lanes continuing from this intersection along Brotherhood Way.
 - The lack of a physical barrier between the road and bike lane makes even experienced cyclists concerned for their safety.
 - People plan their walking and biking paths to avoid having to cross at this intersection.



- For residents that live on the south side of Alemany, this intersection is a barrier to accessing the green space along Brotherhood Way.
- Brotherhood Way and Arch Street Intersection
 - This intersection is poorly lit at night, making people feel it is unsafe to cross Arch street. A major concern is eastbound traffic turning right onto Arch street does not always stop for pedestrians and cyclists. People cite the change from a wider transit corridor to a narrower residential street is part of why drivers are not looking for people crossing,
 - \circ Debris and trash are often on the sidewalks at this intersection.
- St. Charles and Brotherhood Way Crossing
 - Even with the signalized crossing, participants comment that this path feels dangerous due to the short light and speed of traffic.
 - Comments also note the crosswalk is not well lit at night.
 - The crossing is inconvenient for bicycles due to the lack of entry on the north side and the narrow winding descent on the south side, which disrupts the flow of the bike path to BART.

Walking Tour

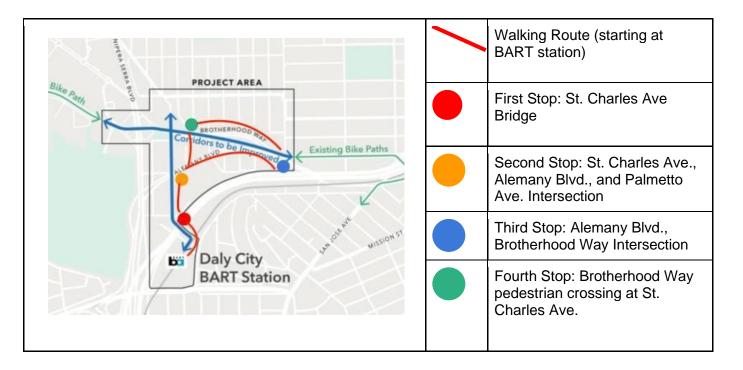
The Walking Tour served as a valuable tool for engaging community members in indepth discussions and gathering feedback about specific areas within the project site. Participants had the opportunity to explore the neighborhood firsthand, providing insights into various aspects of the built environment and sharing their thoughts on potential improvements.

The tour route, which included planned stops at key locations, allowed participants to directly observe existing conditions and discuss their observations with project representatives. Themes emerging from the comments included safety, accessibility, traffic management, and the preservation of green spaces. Findings were organized by specific areas, such as St. Charles Avenue, Belle/Niantic Avenue, Alemany Boulevard, and Brotherhood Way, providing a comprehensive overview of the community's feedback on each location.

Figure 4: Site Walking Tour Route

Legend





Community Priorities by Location & Theme

St. Charles Avenue Connecting Across I-280 to Daly City BART Station

The area surrounding this intersection faces cleanliness and safety challenges, including narrow sidewalks, illegal dumping, and speeding cars which contributes to an unwelcoming BART entrance. Suggestions for improved street cleaning and landscaping aim to enhance pedestrian safety and overall aesthetics.

Walking Considerations

• Sidewalk very narrow along the bridge.

Cleanliness

- Street cleaning along BART drop-off could be more frequent. There are often many leaves and illegal dumping (including discarded syringes) is prevalent, including under the St. Charles Ave. Bridge.
- Need for garbage cans in this area.



 BART landscaping is minimal/non-existent/not well maintained along the North entrance. Feels like a back way in, rather than a valued entrance

Belle/Niantic Avenue and St. Charles Avenue Intersection

Traffic concerns and pedestrian safety intersect at this junction, with speeding cars from the BART station and visibility issues for pedestrians. Residents advocate for traffic calming measures and improved walking conditions, including longer red zones and rerouting of Muni buses.

Traffic Considerations

- Cars speed out of the BART station and there is poor visibility for left-turns from Niantic Ave. Consider making the stop sign a 4 way stop and introducing daylighting.
- The road lines along St. Charles Ave. leading to Alemany Blvd. are very faded and could be repainted.
- Traffic humps might help with speed, but may also be a nuisance to residents (buses on this street already rattle dishes on the shelf).

Walking Considerations

- Some community members suggested a longer red zone (of no parking) is needed at this intersection due to parked cars blocking the visibility of oncoming traffic, making this intersection unsafe for people walking.
- Community members commented there is a tradeoff between safety and parking that will need to be addressed with any proposed alternatives.

Public Transit

- Desire to route Muni 54 off of St. Charles due to noise and vibration, and narrow street ("buses can be held up for many minutes when cars are double-parked").
 - The 54 Muni bus in combination with garbage trucks on the narrow residential streets creates traffic congestion and safety hazards for people walking and biking. Community members would like to see it rerouted over the Alemany Bridge, similar to the 57 Muni bus route.

Cleanliness

• Existing mural has been an effective graffiti abatement.

St. Charles Avenue and Alemany Boulevard Intersection

Safety improvements for pedestrians are most important at this intersection, with residents advocating for measures like raised crosswalks and enhanced visibility. Traffic calming measures and public transit enhancements are also discussed to address congestion and connectivity issues.



Traffic Considerations

- Speed reduction is a priority at this intersection. Any visual cues for traffic calming are encouraged to be considered as a possible alternative at this intersection.
 - Residents are interested in traffic calming or other measures to improve stop sign compliance.
 - Residents do not necessarily want a "full stop" traffic signal at this intersection; some brought up the option of a yellow flashing light at this intersection to reduce traffic speed.
 - Some residents are interested in narrowing the intersection to one lane for each approach instead of having a multiple-lane crossing.
 - Concerns are that this might increase congestion while reducing speed. An analysis of the impact and tradeoffs of this approach would be needed.
 - Community members also recommended moving the line where cars must stop further back to improve visibility for all modes of transportation.
 - Multiple lanes of traffic crossing the intersection make it hard to see when people are crossing. One lane may stop, but other lanes keep coming because they don't see the person walking. People walking also have a difficult time seeing vehicles in the farthest lane.
- The ability to make a U-turn from Alemany Blvd. to Palmetto Ave. is helpful for local access to homes along Palmetto, and is important to keep for residents.
- Residents would like more information on the possibility of security cameras/piloting speed enforcement cameras facing toward Alemany Blvd. and Brotherhood Way intersection to address accidents, crime, and sideshows.

Walking Considerations

- Crossing is uncomfortable for people walking; "intimidating"; "terrifying" and "urban" are words residents used to describe the feeling of this intersection. When people walk across they make eye contact with both drivers and cyclists before crossing to make sure they are seen and can cross safely.
- Residents are interested in options for a raised crosswalk, including possible illusions of a raised sidewalk, to force or encourage drivers to slow down at this intersection. Alternatives discussed included more prominent crosswalks as well as raised stamping.
 - Example of illuminated crosswalks residents referenced: https://www.tapconet.com/product/in-road-light-warning-system



• Bicyclists also speed through this intersection at unsafe speeds for people walking.

Public Transit

• Residents discussed the desire for a bench or bus shelter at this intersection, noting the buses are often delayed.

Arch Street and Alemany Boulevard Intersection

Residents call for traffic calming measures and improved pedestrian infrastructure at this intersection. Additionally, suggestions for Muni route changes aim to improve public transit accessibility, while efforts to tackle illegal dumping along Alemany Blvd. are highlighted.

Walking Considerations

- People walking feel safe crossing with the signals, but could make the leading pedestrian interval longer. The crosswalks which currently display the pedestrian crossing signal during each cycle (at the intersection of Worcester/Alemany/Arch) are the lowest priority at this intersection for residents who commented.
- SE corner (Worcester and Alemany) has dirt-path desire lines for people walking that should be paved. There are also bollards here that get knocked over.
- Residents shared positive feedback about the soft sidewalk material along Alemany.

Public Transit

- Residents expressed they don't see a need for an additional bus shelter as the Alemany Blvd. shelter currently serves passengers on both Arch and Alemany stops.
- Residents noted Muni lines 57 and 58 are inconvenient to take to BART, and are interested in possible route changes to improve connectivity.
- Residents would like to explore options for the Muni 28R bus route. As it is currently an express route, the 28R no longer stops on Arch/Alemany. Residents would like to consider reinstating this stop to make it easier for people to access H-Mart and shops. They think this will help reduce the number of cars at the shopping center.

Cleanliness

• Illegal dumping and household trash is a problem along Alemany Blvd. Residents request more trash bins along Alemany Blvd. to alleviate this.



 Residents organize neighborhood cleanups to help keep the debris somewhat manageable.

Alemany Boulevard and Brotherhood Way Intersection

Traffic confusion and safety concerns prompt discussions on traffic calming alternatives and improved visibility. Residents also highlight environmental considerations, including the potential for green infrastructure and the preservation of existing open spaces.

Traffic Considerations

- The intersection is a confusing merge to drivers, especially to those who do not regularly drive through the area. Faded lane markers heighten confusion, and some community members suggested repainting road lines marking as a short-term improvement.
- Residents note that drivers unfamiliar to the area do not immediately realize they are entering a residential area when they exit the freeway. This is particularly hard for drivers to notice at night and visual traffic calming alternatives such as flashing lights should be considered.
- There was discussion of implementing a roundabout traffic circle at this intersection as a possible alternative, noting the trade-off between vehicles traveling at slower speeds and the potential for increased congestion.
- Visibility for drivers is impacted by the sun in the morning and evenings, but sunset has the largest visibility impact.
- Orizaba Avenue
 - Some residents shared that Orizaba functions as an important route to access Ingleside, while others consider it a normal residential street.
 - Residents feel the two-way street is too narrow for two cars to pass simultaneously, and are interested in considering options to remove parking, turn Orizaba into a 1-way street, or to widen the street.
 - Trade-offs for suggested alternatives include loss of parking for residents; also, utilities are both a challenge and expense when widening streets.
 - Residents recommended extending the red no-parking zone at the corner of Orizaba Ave. and Alemany Blvd. to enhance visibility at this intersection for all modes of transportation.

Walking Considerations

• Alemany Blvd. and Orizaba Ave. is described by community members as a "scary" intersection. There is a lack of visibility for and of cars coming off



Sagamore St. There is no safe place to cross; drivers aren't looking for people crossing and the multiple lanes make it more difficult.

- SFMTA is planning a signaled crosswalk across Alemany Blvd. toward the stairs at Head Street, starting with actuation and giving time for a slow person to cross. Residents responded positively to this idea.
- Residents inquired about the option for a pedestrian bridge. A representative from SFMTA attending the site walking tour clarified this is not likely to be a feasible alternative for this project.
- SFMTA noted another interim safety project to address the non-signaled crosswalks (potentially a flashing beacon) across Brotherhood Way toward Orizaba Ave, is being planned.

Green Space Considerations

- Residents value the existing open and green spaces but note the large median at this intersection is not usable open space and should be considered for utilization for road reconfigurations. The trees close to the intersection in this green space also create additional visual barriers for drivers.
- A majority of residents (but not all who commented) are in favor of or neutral to the new Ocean View Branch Library location as long as the green space is preserved. Residents' concerns are that the new location could replace the existing green space with parking or new businesses, and they do not support development outside what is being considered for the library. A minority of attendees at the site walking tour were strongly opposed to the proposed new library location.

Brotherhood Way between Alemany Boulevard and Arch Street Intersections

Residents emphasize the need for safer pedestrian and cyclist infrastructure along Brotherhood Way, including additional crossings and protected bike lanes. Connectivity improvements and green space preservation are also key priorities.

Walking Considerations

- Brotherhood Way divides the south and north sides of the neighborhood due to the small number of crosswalks. The intersection on Arch St. and Brotherhood Way is a high priority for residents when considering alternatives to increase walking and biking safety.
- The walking path along Brotherhood Way toward Arch St. used to be wider, but the landscaping wasn't maintained and vegetation overgrew, narrowing the path.



- The walking path on the north side of Brotherhood Way is in better condition than the south sidewalk. As a result, two-way walking and biking traffic shares the same path, unsafely.
- Residents appreciate the sections of protected bike lanes along Brotherhood Way, but report they are often blocked by debris. When they are blocked, cyclists use the sidewalks which are not wide enough to accommodate people biking and walking safely.
 - Residents would also like to see a dedicated bike lane with connectivity to Lake Merced.
- On the north side, there are many dead-end streets that don't intersect with Brotherhood Way. Residents expressed an interest in installing a new crosswalk along Brotherhood Way that would allow people walking to safely connect from the mini park and basketball court to the dog park. A secondary benefit they see to this crosswalk placement is a decrease in traffic speed.
 - Alternatives could be pedestrian activated. Residents noted an alternative similar to new options discussed at the St. Charles/Alemany intersection may also work in this location.

Brotherhood Way and Arch Street Intersection

Pedestrian safety concerns and traffic management issues converge at this intersection, with residents advocating for longer pedestrian intervals and improved accessibility features like widened ramp cutouts and illuminated crossings.

Traffic Considerations

• Residents shared there was previous community dialogue, engagement and voting that changed Arch St. from a two-way street to a one-way street as it is now. Community members feel strongly that Arch Street residents should be consulted if there are any alternatives that would impact this decision.

Walking Considerations

- Residents feel that drivers are "too impatient" at this intersection, leading to safety concerns for people walking. They would like the leading pedestrian intervals to be longer to allow proper time for people to cross safely.
- The existing ramp cutouts do not currently wrap fully around the corner. Residents would like them to be widened to make crossing in both directions accessible to those with disabilities.
- Community members reintroduced the idea of illuminated crossings to increase walking safety.



Green Spaces Along North and South Sides of Brotherhood Way

Environmental considerations and community engagement efforts shape discussions around green space preservation and revitalization, with residents expressing interest in native landscaping and green infrastructure projects.

Walking Considerations

• A significant senior community in the neighborhood takes walks along the Brotherhood Greenway weekday mornings.

Environmental Considerations

- Residents shared the history of the Stanley Creek along Brotherhood Way and expressed an interest in reinvigorating this environmental asset. Questions included:
 - Can we resurface the creek?
 - What type of landscaping can be done?
 - How does the existing pipe currently taking water to Lake Merced impact potential alternatives?
 - Can we install swails to absorb water?
 - What options for green infrastructure are available to slow down storm water, help recharge underground aquifers?
 - Can we increase permeable surfaces in this area?
- Sisterhood Gardens is working to reestablish a native landscaping system along Brotherhood Way and would be a valuable partner when considering alternatives that impact the green space in this area.

Junipero Serra Southbound

Pedestrian accessibility challenges, including the lack of sidewalks and difficulty crossing Junipero Serra, prompt calls for infrastructure improvements to enhance safety for pedestrians exiting public transit.

Walking Considerations

 People exiting the Muni 28R bus on Junipero Serra Southbound don't have a sidewalk. Residents also commented that it is difficult to cross Junipero Serra while walking.

Surrounding Projects

The San Francisco County Transportation Authority (SFCTA) sought input on the specific Brotherhood Way project area and did not specifically solicit feedback on other independent projects. However, during community outreach efforts, participants took the opportunity to share their viewpoints on various topics beyond the scope of the Brotherhood Way project. These



perspectives, though not directly related to the SFCTA's initiative, are documented here to provide a comprehensive overview of the community's concerns and interests.

SFMTA Ocean View Library Project

- A majority of neighborhood residents who commented support the new location if it includes the preservation of greenspace along Brotherhood Way.
- A minority of community members who commented oppose the new location at Orizaba Ave/Brotherhood Way, citing traffic concerns, lack of accessibility for disabled patrons and people traveling by public transit.

Park Merced Pedestrian Overpass

• People feel strongly about conserving the Park Merced pedestrian bridge. More than 2,000 signatures were collected in favor of keeping the bridge.

Town Hall

The Town Hall created a virtual space for the study team to engage with the community, sharing study goals, and presenting technical findings about existing conditions within the project area. Through breakout groups, community members had the opportunity to provide detailed feedback on various aspects of the project, including safety, traffic management, pedestrian and bicycle infrastructure, and the preservation of amenities.

Themes and findings from the breakout groups revealed a strong emphasis on improving safety for all road users, enhancing pedestrian and bicycle connectivity, addressing traffic congestion, and preserving green spaces. Community members expressed a desire for increased accessibility to public transportation and a more pedestrian-friendly environment. Overall, the Town Hall facilitated productive discussions and provided valuable insights into the community's priorities and concerns.

Key Themes/Takeaways:

- Participants raised concerns about safety for people walking and biking at several intersections.
 - People shared concerns for safety at the Arch/Brotherhood intersection. Project area residents noted if there are any proposed alternatives where Arch becomes



a two-way street, it will be a challenging conversation for the neighborhood due to the previous vote to move Arch to one-way as it is currently.

- Attendees shared that crossing the street as a pedestrian at the Alemany/St. Charles intersection can be uncomfortable. Conversations mentioned the prevalence of stop sign running and dangerous driving in the area, but particularly at this intersection.
- Attendees shared excitement for anticipated changes coming to the Brotherhood/Sagamore intersection. This intersection was discussed as being difficult for all modes of travel, and the community is looking forward to learning about the alternatives.
- Community members placed an emphasis on creating a well-designed green space along the corridor for people of all ages.
 - Providing adequate bike lane barriers and reducing noise pollution for the community were mentioned during green space discussions. People shared that the current bike lanes are often blocked by debris.
 - Attendees shared there is a significant senior community in the neighborhood using Brotherhood Greenway for walks and emphasized the space's integral role in daily life for residents.
- Residents value increasing walking and biking access within the study area as well as to surrounding amenities.
 - People expressed the desire to make local and nearby access more convenient for walking and biking, specifically catering to families in the area.
 - Participants highlighted the importance of access to H-MART and Oceanview Village, but noted the hill can be a challenge for people walking or biking to/from the north side of Brotherhood Way.
 - Many participants shared a desire for there to be biking connectivity from the project area to recreational opportunities at Lakeside.
- Attendees had positive receptions to the overall project goals, with a particular emphasis on the connection to green spaces and accountability goals.
 - Related to the goal of supporting amenities, participants suggest broadening the definition of the draft goal to encompass the *preservation* of green space.
 - When discussing the accountability goal, discussions focused on transparency, especially regarding trade-offs for different alternatives during the early stages of the process. Acknowledgment of potential challenges when moving from abstract goal discussions to addressing specific trade-offs. Part of being accountable means making sure that we are upfront about what those trade-offs look like, and bringing forward multiple different versions of what solutions could look like.



Next Steps

- Determine new strategies to reach monolingual Spanish-speaking and Cantonese-speaking community members.
- Finalize Participants in Community Working Group Meetings.
- Incorporate community input and findings into the development of alternatives.
- Develop Round 2 Outreach Plan.

Appendices

Online Survey Results

Frequently Mentioned Intersections:

Alemany and Brotherhood Way Intersection:

- References: 27 mentions
- Traffic speed, safety for pedestrians and cyclists, and suggestions for redesign.

Orizaba and Alemany Intersection:

- References: 15 mentions
- Safety, traffic flow, and suggestions for redesigning the intersection.

Arch and Alemany Intersection:

- References: 14 mentions
- Dangerous crossings, speeding vehicles, and the need for traffic-calming measures.

Brotherhood Way and Sagamore Intersection:

- References: 13 mentions
- Mentioned in discussions about roundabouts, safety, and traffic flow improvements.

Brotherhood Way and St. Charles Intersection:

• References: 12 mentions



• Concerns about the left turn for bikes, safety issues, and suggestions for better bike connectivity.

Alemany and Sagamore Intersection:

- References: 11 mentions
- Mentioned in discussions about the potential for roundabouts and safety additions.

Alemany and Chumasero Intersection:

- References: 10 mentions
- Pedestrian safety, difficulties in crossing, and traffic flow issues.

Additional Comments for Survey Goal: Prioritize Safety

• Traffic Flow and Bike Lanes:

- Concerns persist about the impact of the bike lane on Brotherhood Way, with some suggesting alternatives to the current design to alleviate traffic congestion.
- Public Transit and Traffic Calming:
 - Requests for improved bus services on Alemany and Brotherhood Way are highlighted. Traffic calming measures, including controlled speeds and designated crossings, are deemed essential at key intersections.

• Bike & Pedestrian Safety:

- Several comments stress the need for enhanced pedestrian safety, with specific mentions of challenges at crossings, especially at intersections with highways and ramps.
- Comments express the difficulties of biking, especially on Brotherhood Way, and the overall concern for the safety of pedestrians, particularly children and the elderly.

• Traffic Behavior and Enforcement:

- Concerns are raised about cars not adhering to traffic rules, running stop signs, and speeding, particularly at critical pedestrian corridors. Calls for increased enforcement to curb unsafe driving behavior are notable.
- Infrastructure Improvements:



• Specific suggestions include the addition of protected bike lanes with concrete barriers and the need for more safe crossings along Brotherhood Way.

• Adapting to Changing Transportation Needs:

- Recognition is given to the historical design of the area prioritizing car traffic.
 Suggestions are made to adapt Brotherhood Way to accommodate walking, biking, and driving safely.
- Requests for improved public transportation connectivity, including a subway or Muni connection, underscore the community's desire for accessible transit options.
- Pedestrian Circulation and Crossings:
 - Simplifying merges between streets is suggested to improve pedestrian circulation. Concerns about pedestrian safety when crossing Brotherhood Way, especially near on/off ramps to 19th Ave, are prevalent.
- Community Engagement and Traffic Patterns:
 - The need for changes in traffic patterns and pedestrian safety in anticipation of a potential library construction in the area is emphasized. Street design and configurations that prioritize safety over vehicle speed are advocated.
- Evaluation of Vision Zero and Safety Improvements:
 - Critiques around the effectiveness of Vision Zero, calling for major safety improvements. Concerns were that some safety measures may contribute to confusion and collisions.

Additional Comments for Survey Goal: Improve Neighborhood Connectivity

- Traffic Impact Concerns:
 - Concerns regarding the negative impact of reducing lanes on Brotherhood Way, specifically mentioning the traffic nightmare caused by the merge. There is skepticism about the necessity of an 8 ft bike lane and a suggestion to consider reducing the sidewalk width for it.
- Community Engagement and Decision-Making:
 - A sense of skepticism raised around community involvement in decision-making processes. Community desire for more inclusive discussions and consideration of public input, particularly in decisions related to traffic signals and stop lights.



• Public Transit Access and Routes:

 Calls were made for the return of specific bus lines, like the 28 Rapid-29th Ave, to Arch & Alemany for improved transit access, aiming to reduce singleoccupancy vehicles. Questions asked around the usage and demand for transit stops within the neighborhood.

• Pedestrian and Cyclist-Friendly Infrastructure:

- Suggestions made to reverse the current connectivity culture, which seems focused on cars, to make it more people-friendly. The importance of creating welcoming signage for pedestrians and bikers is prioritized.
- Difficulties in transit access, especially for reaching H-Mart without walking up a steep hill, are highlighted. Need for safer connections and crossings to prioritize pedestrian safety.

• Commuter-Focused Changes:

- Acknowledgement given to the significant number of people commuting through the neighborhood. The need for changes that consider the commuting patterns, especially to downtown and the peninsula, is stressed.
- Call for easier access to Daly City BART on foot or by bike. Emphasis on deprioritizing cars with a reduction in lanes and the removal of parking in favor of bike lanes, bus lanes, and other multi-modal pathways is suggested.

• Parking Lot Challenges

- The poorly laid-out parking lot at HMart is identified as a source of congestion and close calls, highlighting the need for improved design.
- Positive feedback is provided for the new grocery store, emphasizing the desire for enhanced walkability from the M stop to green spaces and courts.

• Safer Crossings and Rest Spaces:

- Concerns are raised about the lack of safer crossings, particularly for elderly neighbors. The need for spaces for resting along walk paths and safer intersections is emphasized.
- The comments stress the importance of balancing priorities in the neighborhood, advocating for a shift from a thoroughfare-focused space to a more balanced area that is welcoming for both residents and commuters who drive.



Additional Comments for Goal: Support Neighborhood Amenities (such as community spaces, businesses, and open space)

• Positive Amenities Acknowledgment:

 Positive aspects of the neighborhood, such as the community garden and dog park, were highlighted as valued amenities. The Sisterhood Garden received particular praise.

• Desire to Maintain Green Space:

 Strong sentiment in favor of preserving open green spaces along Brotherhood Way. Some residents advocate for maintaining the area as it is, without introducing additional developments or buildings.

• Observations on Local Vitality:

 Some residents had a perception of limited vitality or nurturing in the neighborhood. Concerns around the lack of community engagement, with neighbors reportedly not participating in activities like trash pickup.

• Challenges in Congested Areas:

 Specific congestion challenges identified around the Armenian School during drop-off and pick-up times. Suggestions made to improve access to schools and churches along Brotherhood Way.

• Proposals for Unused Spaces:

 Residents proposed repurposing unused spaces, such as the island on Alemany, for practical purposes like longer turning lanes, or for aesthetic improvements like planters or art installations.

• Call for Commercial Vendors:

- Requests for more commercial amenities near Lake Merced, including suggestions for a cafe, small grocery store, or newsstand. Some are interested in seeing more options for commercial activity in the area.
- Advocacy for the Dog Park:
 - The local dog park received strong advocacy, with residents looking for streetscape improvements, such as a facelift, easier access gates, and addressing erosion and storm damage.
- Balancing Connectivity and Amenities:



 Some residents advocated for prioritizing general connectivity, believing that improved access to amenities will naturally follow. Others emphasized the importance of amenities that contribute to the community's well-being.

• Concerns About Open Space Loss:

- There was concern about the potential loss of open space if new developments, particularly housing & apartments, are introduced. Residents expressed a preference for maintaining pleasant green spaces in the neighborhood.
- Anticipation for New Library:
 - Anticipation and positive expectations regarding the upcoming library on Brotherhood Way, with some looking forward to its contribution to the neighborhood.

Additional Comments for Goal: Prepare for the Future

- Infrastructure Improvements for Increased Housing:
 - Some residents stress the need for dedicated lanes, especially from Highway 280 exit at Mission to Brotherhood Way, to accommodate the expected increase in housing in the area.
 - The anticipated development of over 10,000 new housing units by 2032-35, especially around Parkmerced and Stonestown, raises concerns about potential traffic congestion and the need for strategic planning.

• Green Initiatives and Climate Change Concerns:

- Maintained desire for green infrastructure, including planting trees and plants along the road, as a response to climate change. There was a call for a focus on pedestrian and bike amenities over car amenities for a more sustainable future.
- Residents advocated for proactive planning for the future, suggesting measures like real bike lanes, crosswalks, street signs, speed bumps, and proper street lights to address increased density and potential traffic issues.

• Advocacy for Pedestrian and Bike-Friendly Infrastructure:

- Some residents advocated for reducing car amenities and introducing more pedestrian and bike-friendly infrastructure to align with future transportation needs and sustainability goals.
- Differing opinions on the construction of bike lanes, with some residents opposing their development.



• Current Congestion and Future Traffic:

- Concerns raised about the current congestion on Brotherhood Way and the perceived lack of room to accommodate additional traffic if new housing or business developments are added.
- Residents emphasized the need for clear signs directing to BART and advocate for tree planting in areas with no parking signs. The importance of prioritizing vehicle transportation on public streets is also stressed.

• Consideration of Existing Project Impact:

- Residents highlighted ongoing projects like the library branch and ParkMerced renovation, emphasizing the need for comprehensive planning that considers their impact on traffic and demographics.
- There is opposition to sacrificing open space for business and developer interests, with a focus on preserving open areas for the community.

• Challenges with Public Transit:

- Some residents expressed that public transit is not a viable option for themselves or their children due to work and school locations on Brotherhood Way, emphasizing the importance of accessible transportation.
- Concerns raised about the lack of reasonable bus routes, especially for disabled individuals who may struggle with increased walking distances. Some propose widening Brotherhood Way on the west side to accommodate more traffic.

Demographics:

• Race/Ethnicity:

- 17% (13/79) respondents identified as Hispanic, Latino/a, or Latinx
- 1% (1/79) respondents identified as South Asian
- 2.5% (2/79) respondents identified as Southeast Asian
- **17%** (13/79) respondents identified as East Asian
- **4%** (3/79) respondents identified as Black
- **0%** (0/79) respondents identified as Native American, Alaskan, Indigenous
- **0%** (0/79) respondents identified as Native Hawaiian or Other
- 56% (44/79) respondents identified as Caucasian/White
- 10% (8/79) respondents identified as Two or More Races
- 13% (10/79) respondents identified as Prefer not to say
- 2.5% (2/79) respondents identified as Other
- Gender



- 32% (25/79) of Participants identified as female
- **48%** (38/79) of Participants identified as male
- 1% (1/79) of participants identified as gender non-conforming
- **11%** (9/79) of Participants preferred not to say
- Disability
 - **11%** (9/79) of Participants have a physical disability
- Age
 - 13% (10/79) of participants between 25-34
 - 25% (20/79) of participants between 35-44
 - 28% (22/79) of participants between 45-54
 - 13% (10/79)10/79 of participants between 55-64
 - 11% 9/79 of participants 65+
- Income:
 - 2.5% (2/79) respondents make Less than \$10,000
 - **0%** (0/79) respondents make \$10,000 to \$14,999
 - 1% (1/79) respondents make \$15,000 to \$24,999
 - **0%** (0/79) respondents make \$25,000 to \$34,999
 - 2.5% (2/79) respondents make \$35,000 to \$49,999
 - 4% (3/79) respondents make \$50,000 to \$74,999
 - **4%** (3/79) respondents make \$75,000 to \$99,999
 - **9%** (7/79) respondents make \$100,000 to \$149,999
 - **14%** (11/79) respondents make \$150,000 to \$199,999
 - **9%** (7/79) respondents make \$200,000 to \$249,999
 - **24%** (19/79) respondents make over \$250,000
 - 24% (19/79) respondents make prefer not to say
- Zip Code:
 - 94132: (27/79) **34%**
 - 94112: (13/79) **16%**
 - 94127: (5/79) **6%**
 - 94117: (4/79) **5%**
 - 94116: (4/79) 5%
 - 94131: (3/79) **4%**
 - 94107: (3/79) **4%**
 - 94122: (3/79) **4%**
 - 94109: (2/79) **2%**
 - 94105: (1/79) **1%**
 - 94121: (1/79) **1%**
 - 94501: (1/79) **1%**
 - 94118: (1/79) **1%**



- o 94134: (1/79) 1%
- 94609: (1/79) **1%**

Interactive Social Map Results

Feedback Specific Intersection and Travel Mode

- Bike Concern: 33/120 respondents (27%)
- Pedestrian Concern: 40/120 respondents (33%)
- Vehicle concern: 10/120 respondents (8%)
- Safety concern: 34/120 respondents (28%)
- Other concern: 3/120 respondents (2%)

Brotherhood Way

• Pedestrian

- Drivers often don't yield here
- Every single on and off ramp on this intersection has issues with drivers not yielding at crosswalks. Safety flashing lights could help.
- Extremely dangerous pedestrian crossing here. Cars regularly fail to yield even with pedestrians already in crosswalk.
- Ped cross signal takes a very long time to change. It doesn't seem well timed with other lights, which visibly frustrates drivers. And it's not well marked so occasionally the first driver up to the cross will drive through it not realizing.
- +1 cars generally do not yield to pedestrians in this cross and it feels extremely unsafe
- Impossible to cross here. Drivers don't yield.
- Drivers don't yield to pedestrians here. You have to watch out with your life to avoid getting mowed over here. It's very unsafe.
- This is a terrifying crosswalk to use. I'm always looking back over my shoulder and expecting cars to not see me. This basically functions like a highway interchange ramp. It's a crazy configuration to have unsignaled crosswalks on.



- The beg buttons here are frustrating, as they take awhile to activate. We should include pedestrian cycles by default.
- drivers constantly fail to yield at this crosswalk; they are going too fast.
- drivers do not yield to peds in this crosswalk
- impossible to walk in this crosswalk safely
- Bike
 - there needs to be better signage and/or crossing warning lights. a car clipped my bicycle damaging it and me as they exited the ramp onto the street
 - The curb cut here aligns nicely with the crosswalk, but if you're coming from the West, it creates an awkward and unsafe hairpin turn if you want to head up the ramp. I've seen bikes crash here before trying to do it.
 - There is no bike connection between Park Merced and the ramp between Brotherhood/St. Charles (also the Brotherhood bike path).
 - Connecting from BART going from st Charles down Brotherhood to Chumasero is a harrowing gauntlet. Either braving traffics with no shoulder or the pedestrian path and crossing the on-ramp from 19th is wild and dangerous. There is no safe route from BART to SFSU and this seems to be the best.
 - Cars regularly run the red light.
 - Traveling westbound by bike, having negotiated the dangerous off-ramp as noted by others, you get stranded with no bike lane for the remainder of Brotherhood Way. Why not dedicate one of the car lanes to a protected bike lane so that this corner of the city is no longer a wasteland for bike infrastructure?
 - Cars move fast here, feels unsafe by bike.
 - The bike lane ends here. If I'm biking north here, I just go onto paved pedestrian path bc it's safer
 - "It's nice to have a signal here. Otherwise it would be impossible to cross.
 However, it requires a beg button, and after pressing the button you have to wait 30 secs 1 minute. It's like the infrastructure is saying ""are you SURE you really want to bike here? Everyone else is in a car, and that would be easier"".
 - We need to do better. This neighborhood should be more than other place's 'highway'."
 - "I would never use the bike lane here. Insufficient protection combined with speeding traffic - no thanks. I want to live for another day. We need concrete barriers and no mixing zones.
 - I just ride the sidewalk whenever I go through here currently, which isn't that often because it's not pleasant."
 - bike lane is insufficiently protected; needs concrete barriers. drivers are constantly speeding and it is a very threatening bike lane.



- upcoming bike path turn is poorly marked but comes quickly, and if you miss it, you get mowed down by right turning drivers
- Feel uncomfortable biking here, taking sharp turn, requiring very quick gear shift (if you don't know the uphill is coming you will not be able to pedal).

• Vehicle

- Despite signs saying no turn and no u turn, vehicles still try to make turn onto Arch, causing backups and near accidents
- Many drivers travel at 40 to 50 mph WB down this incline.
- There is often a continuous stream of vehicles WB on Brotherhood Way, so there is rarely a safe break to turn right from the offramp onto Brotherhood Way. When the Thomas More/Brotherhood Way stop light turns red in the WB/EB directions, the flow of drivers instantly blocks the lane, still blocking the right turn. Drivers can only turn right safely if the next driver back gives them space when the light turns green. Which still allows only one car per light cycle to turn right.

• Safety

- This roadway is designed like a freeway, therefore drivers act like it. Why can't Brotherhood be aligned like a normal 4-way intersection with Alemany?
- slip lanes encourage speeding vehicles which lead to death/injury of vulnerable road users. close the slip lane.
- drivers do not yield in this crosswalk. they are going too fast and there are too many lanes.
- On ramp is badly marked and easy to miss.
- traffic backs up

St. Charles Avenue Connecting Across I-280 to Daly City BART Station

- Pedestrian
 - "Many people, myself included, walk over this bridge every single day to get to and from BART.
 - The lanes are oversized here. We should narrow them to slow vehicles, and consider how we can make it more pleasant for people on foot or on bike."
- Safety
 - Traffic comes through this intersection very fast many times. Raised crosswalks and/or a mini roundabout might help.
 - Drivers very often ignore both of the stop signs here. We should consider how this could be better, with traffic calming.



Belle/Niantic Avenue and St. Charles Avenue Intersection

- Bike
 - How about adding a bike/pedestrian bridge alongside the BART tracks so that pedestrians and cyclists do not have to attempt to cross John Daly Boulevard to access Daly City BART. This could continue down to Junipero Serra (which also needs better bike infrastructure to be safe).

St. Charles Avenue and Alemany Boulevard Intersection

- Bike
 - Curb cut here is too narrow for bikes, especially when the bollard is in (it's often gone)
 - Multiple lanes and 4-way stop is dangerous for bicycles. Cars won't wait for bikes to cross all the way and often rush through close to the crossing bicycle. Cars waiting in farthest lane sometimes cannot see the oncoming bicycle and proceed while the bicycle is crossing. I have had many dangerous incidents here.
 - This is a major route for cars heading to BART. Cars and buses drive very fast yet it is not very wide. Quite frightening for a bicycle in the morning with cars speeding down the center of the street with only a few feet for a bicycle to get by.
- Pedestrian
 - This is already very unsafe as cars speed and many times do not stop even when in the crosswalk. Diverting more traffic here will make it even less safe
- Safety
 - "Cars speed through this intersection and often do not stop. It's very unsafe for people not in cars.
 - The crossing distance should be decreased and use raised crosswalks."

Alemany Boulevard and Brotherhood Way Intersection

- Bike
 - Need better signage here for bikes
 - This is the most dangerous bike lane I've ever ridden in. Turn Orizaba into a dead end here, eliminate the R turn from Sagamore, and then you can have a protected bike lane proceeding straight rather than this garbage one floating in the middle of 40mph drivers
 - o need physical infrastructure here to keep cars out of this bike lane start
 - This left turn for bikes off Alemany to Sagamore is extremely challenging. You have to cross multiple lanes of traffic.
 - Even as an experienced urban cyclist, I panic here because it is not safe to try to negotiate this intersection.



This four-way stop is extremely dangerous to cycle on as cars seem not to expect a bicycle to be crossing.

Pedestrian

- This is a treacherous crossing. Drivers and pedestrians cannot see each other until it is too close. This whole intersection is poorly designed. Drivers want to turn left on Orizaba from Alemany. They turn onto Sagamore then quickly illegally U-Turn into Orizaba. Then act irritated to see a pedestrian in the crosshairs of their hood.
- Such a dangerous intersection. Can't really see cars zooming down hill. If you
 get off at bus stop up block, this is the crosswalk to get across to Alemany- no
 light, cars flying west. Once there's a break, you make it to the island and then
 gave to make sure cars aren't coming up on. sagamore. From island across
 alemany, you have to wait for another break in traffic as you stand on the island
 while cars speed past at 45+ mph.
- Drivers do not always yield to ped in this crossing. Sometimes they do not stop or do not see ped in middle or always crossing.
- There should be a light here
- drivers never yield at this crosswalk. need concrete traffic-calming, fewer lanes, speed camera.
- This complex, dangerous intersection is a nightmare to cross when I'm walking. I just avoid walking anywhere down here, it's so frightening.
- As others have stated, this is an extremely dangerous crossing. Even if one car stops I regularly see them almost get rear ended or cars swerve around them into the crosswalk.
- +1 to this as an extremely unsafe intersection for pedestrians. I will reroute my walk to avoid needing to cross here, especially at peak car commute times
- So dangerous. If a car tries to stop fir a pedestrian, it would be even more dangerous bc they would get rear-ended and then possibly be pushed forward into the pedestrian.
- "Very dangerous crossing. Drivers never yield to pedestrians. NEVER.
- Recently I was in this crosswalk with my two dogs. A driver never broker speed on his approach and flipped me off as he passed us. Whole intersection needs to be redesigned."
- drivers constantly fail to yield at this crosswalk; they are going too fast.
- Drivers do not always yield here, although it's not as bad as other places. This is a good candidate for a roundabout, there is enough space and the intersection is complex enough.
- Why is this zebra crossing on the long hypotenuse? The longer walk means a longer time pedestrians are out in the road, and unsafe.



 Unsafe intersection for ped crossing. Vehicles either do not yield or do not see ped waiting to cross then almost get rear ended when they stop. Muni traffic on Randolph seems to further infuriates drivers to stops like ped crossings

• Vehicle

- Northbound to continue straight/left on Randolph is very confusing at this intersection. You need to edge pretty far out to be able to see around parked cars. Sometimes other drivers don't do that and will almost hit other vehicles, or will have road rage behind driver who is edging out at intersection instead of just going.
- I always see at least 1 car driving west on Alemany trying to turn right into Brotherhood Way here, should make it clear that this is not possible.
- "Pulling out of this parking lot with cars parked along Alemany, it's very hard to see if vehicles are coming. This is especially challenging as people don't slow much after getting off of the highway, and race past.
- Daylighting on this stretch of Alemany west of the HMART entrance/exit would help."
- Safety
 - This whole intersection needs to be redesigned. Make it 5 way stop.
 - -Orizaba Light with ability to turn onto Alemany (access to 280)
 - - Sagamore Light
 - - Alemany Light Eastbound. With Left turn onto Orizaba.
 - - Alemany Light Westbound, with right turn onto Sagamore & Orizaba.
 - This intersection is a very dangerous situation and poorly identified to drivers. They are so focused on getting to their destination that they ignore all bikes and pedestrians.
 - Getting off at this stop can be slightly dangerous as often cars will be approaching as you exit.
 - turn this into a parallel (not angled)-parking protected bike lane.
 - When I drive my car here, westbound, this intersection is terrifying. There's too much going on for me to be able to make a decision which lane I should be in, when I want to turn right onto Brotherhood. Yes, get rid of the right onto Orizaba to simplify. If a bike or pedestrian were present while I was trying to understand what lane to take, it would be hard for me to focus on them.
 - "The three lanes westbound of Alemany here are complete overkill. One lane westbound would be sufficient, given it's only turning volume, as it's one-way just east of here.
 - Repurpose this space for people."



- zero drivers in this country know what yield symbols on pavement mean
- This entire intersection (Brotherhood, Alemany, Sagamore, Orizaba) is very unsafe. A 2-3 lane roundabout would work very well here, especially if there are dedicated lanes from Sagamore to Brotherhood and Alemany to Alemany.
- Given the disjointed nature of this entire "intersection," it seems the only reasonable approach would be to opt for a complete redesign rather than just implementing more measures that would further complicated things. Ideally, this solution would decrease vehicle speeds through the area, institute a fully protected crossing of Alemany and Sagamore, and create bicycle infrastructure that allowed for manageable and continuous riding through the area without dangerous and awkward transitions.
- "This is one of the most worst intersections in the whole of SF. At best it's confusing for drivers ('wait, one lane has a red light, but the other one doesn't have a traffic light at all?').
- At worst, it's insane to propose someone try to bike through it after using the 'bike lane' eastbound on Brotherhood Way to continue on Alemany. Cars go 45+ mph through here. It's basically a highway as-is.
- The unsignaled crosswalks around here across 3 lanes are suicide crosswalks. They are unfit for anywhere.
- We should replace the intersection with a Dutch-style roundabout with proper separate bike and pedestrian areas. If nothing else, the intersection uses an enormous amount of space that could be repurposed to a roundabout."
- This entire intersection is so confusing and very unsafe. Should turn orizaba into a dead end here.
- How can you walk across here? No crosswalk, cars are flying down. If you live on other side of Alemany, makes it really hard to access green space.
- why is this traffic lane so wide? this is why people drive at freeway speeds.
- Please do NOT route Brotherhood traffic near our homes on Alemany!!! It's crazy to even propose the idea of moving all of the Brotherhood traffic directly next to all of these homes. This will lead to more death in the form of pedestrian collisions as well as the long term effects of the pollution. Awful idea.
- Other
 - I am big fan of the dog park and want to make sure that people know that it is incredibly helpful to have a closed off dog park so close to my neighborhood.

Brotherhood Way between Alemany and Arch Intersections

- Pedestrian
 - Agree with Bicyclists Concern. I often see bikes on the walk path because the Bike Lane is too dangerous and often has significant debris in the lane. I don't



mind sharing the space with the bikes if it keeps us both safe from the Brotherhood Highway.

Brotherhood Way and Arch Street Intersection

Pedestrian

- "Walking trail to connect end of Vernon with Arch is a joke. There is generally significant brush on the trail at the Vernon entrance/exit point.
- Coyotes frequently spotted here (not a problem for ped but would be nice to have a bit more light so you aren't coming up on them in poorly light environment)."
- Using the beg button here is frustrating. It would be better if the pedestrian cycle was on by default
- Several cars run this stop sign per day
- Vehicle
 - "Slowing down to this 90 degree turn off onto Arch from the higher speed Brotherhood Way results in aggressive/ or inadvertent tail-gating from drivers following you.
 - Arch has a 'residential feel' and owners of parked cars here saunter about to un/load vehicles slowly and carelessly.
 - This 'phase change' from a wider transit corridor to a narrower 'residential street' is a vehicle concern.
 - The fast moving traffic exiting from Brotherhood need to parry pressure from tailgaters and then swerve to avoid parked car owners on Arch."
- Safety
 - needs No Right Turn On Red. drivers turning right are not looking for pedestrians and bikes, so even when peds/bikes have the right of way, it is unsafe to proceed
 - Cars turning right onto Arch try to squeeze around Muni even when Muni is loading or unloading passengers. Very dangerous and makes me feel unsafe
- Other
 - This public trash can experiences lots of fly tipping.
 - I go here to use the mailbox

Junipero Serra Southbound

- Bike
 - There is no ramp/cut here and you have to use the neighbors driveway to get off the sidewalk. Unsafe and I'm sure not appreciated by the neighbor



- "This is the bike route that isn't. There is no curb cut here, which makes biking through without dismounting very challenging - you have to have an open sidewalk and driveway further up.
- It's incredibly frustrating that this isn't already fixed."
- Crossing Brotherhood from Chumasero to then go up Brotherhood to the ST Charles bike/pedestrian path is a harrowing experience. The light is short. Car speeds are fast. Many cars enter Brotherhood East bound from the 19th street on-ramp. This is the best way from SFSU to BART and it's terrible.
- Future bike path design is not great for bike connectivity to BART or flow since bikers have to stop and cross at the new Chumasero intersection rather than being able to continue on the south side of Brotherhood Way
- The overpass is extremely inconvenient for bicycles due to the lack of entry on the north side and the narrow winding descent on the south side. But the intersection is very time-consuming and risky to cross on foot or bicycle north/south.
- Pedestrian
 - o drivers do not yield to peds in this crosswalk
 - Please keep this bridge!
 - The future overpass proposal seems somewhat useless as access to the pedestrian overpass is exceptionally inconvenient due to ADA grading requirements and the inability to add stairway access for more convenient access
- Vehicle
 - Merging into traffic from this on ramp is often challenging which contributes to pedestrian safety concerns as well.
- Safety
 - This crosswalk is very dark at night, and drivers have a lot to deal with here. In addition to slowing enough to turn and avoiding the huge potholes, it is difficult to see pedestrians approaching or in the crosswalk. A button to activate blinking warning lights when someone wants to cross would help. Or a brighter/closer street light.
 - Northbound Junipero Serra drivers do not yield to pedestrians, in part due to their higher speed from coming down the hill.
 - Drivers do not often yield to pedestrians at this crossing.



Virtual Town Hall Transcript and Poll Results

Poll 1 Summary: A majority of the virtual town hall attendees live within the study area; majority also access Daly City BART station, shop, use green spaces and travel through the area.

Poll 2 Summary: A majority of the virtual town hall attendees agree/set a high priority to reducing overall speed of traffic in the area and improving pedestrian and cyclist connectivity and safety, and preserving green spaces

Poll 3 Summary: Attendees have a low priority for decreasing traffic congestion and decreasing moving traffic violations

Poll #1: What types of activities bring you to the study area? Select all that apply:

- Live within the study area 12 responses
- Visit family or friends within the study area 3 responses
- Travel to/from Daly City BART station 9 responses
- Shop at the businesses within the study area 9 responses
- Work within the study area 2 responses
- Use the parks or open space within the study area 8 responses
- Travel through the study area to get to/from work, school, shopping 8 responses
- Other 2 responses

Poll #2: Which of the following community concerns do you also agree with? Select the three you most agree with.

- Improve safety at the St. Charles/Alemany intersection 7 responses
- Improve pedestrian and bicyclist connectivity and safety 9 responses
- Expand public transportation route access 2 responses
- Preserve and improve greenspace 7 responses
- Decrease traffic congestion 4 responses
- Reduce overall speed of traffic 10 responses
- Decrease moving traffic violations 3 responses
- Other 0 responses



Poll #3: Are there any community concerns you do NOT agree with? Select the three you most disagree with.

- Improve safety at the St. Charles/Alemany intersection 1 response
- Improve pedestrian and bicyclist connectivity and safety 2 responses
- Expand public transportation route access 3 responses
- Preserve and improve greenspace 0 responses
- Decrease traffic congestion 4 responses
- Reduce overall speed of traffic 2 responses
- Decrease moving traffic violations 4 responses

Brotherhood Way Town Hall Transcript

December 6, 2023

David Long: Thank you everyone for joining. I appreciate everybody taking the time to be here and apologize for us just being a couple of minutes late getting this started. We're trying to make it as accessible as possible. Welcome to our first Town Hall Brotherhood way, safety and circulation plan. Before we begin with introductions, I have some announcements regarding language access, or, more accurately, Cindy has some announcements regarding language access, so I'll pass it over to her.

Cindy Intl Contact: Hello, everyone! This is Cindy from International Contact. Your language host, for today we have Spanish and Cantonese interpreters for this meeting, and we will disturb providing the instructions on each language.

If you are using a smartphone click on the 3 dots and select English. This is very important. If you want to hear interpreted comments into English in the latter part of the meeting.

David Long: Thank you, Cindy. And thank you everyone for joining. I am David Long, a senior transportation planner with the San Francisco County Transportation Authority and project manager for the Brotherhood Way Safety and Circulation Plan.

Also presenting today is Erin Ferguson, who is a principal engineer with fair and peers supported today by staff from DNA communications and translation support from international contact. Thanks everyone here for for being here today

Before we get started. I'd like to welcome a special guest from the District 11 office. Lauren Cheung Lauren has joined us today, and we'll have a few words of introduction.

Lauren Chung (District 11 Staff): Thanks, David, and thanks everyone for joining. I'm here on behalf of Supervisor and Commissioner Safai and the District 11 office, and we're really excited to see this planning process kick off. It's been several years in the making and we know that this



part of our district in particular has a lot of transportation needs with the 280 Brotherhood Way Alemany. And you know the interconnectivity of our district. Now it also includes Ocean Avenue again.

We have a lot of challenges when it comes to connectivity, safety, and liveability. We also know that this part of our district hasn't always gotten the most attention or investment that it deserves when it comes to transit needs. And something that we highlighted and Supervisor, highlighted in a hearing that he calls in 2020, is really happy the CTA is working with community members to develop a comprehensive vision for transportation in this area, and we know that this is just the beginning. I look forward to hearing all of the ideas that emerge from this meeting and many others to come so that we can have positive investments in our neighborhood.

David Long: Thank you so much, Lauren, for joining us, representing the Supervisors Office and for supporting this effort. I'll share more about our study process in a moment. But at this early stage we're hoping to learn from you, as I mentioned, where community members live, work and travel through the project area and about transportation challenges as you experience them.

We'd also like to get feedback on our draft study goals which will guide the development, evaluation and ultimate selection of transportation improvements in the neighborhood. We'll be bringing up polls throughout the first half of our time this evening, then splitting up into breakout rooms to discuss and share in small groups.

First, let's do some orientation and share some relevant transportation data. The plan is focused on improving transportation within this project area, stretching roughly from Randolph Street in the north down to I-280 in the south, then bounded in the east by Orizaba and Highway 1 in the west. We're going to look at comprehensive solutions for the full area, but our key corridors of focus include Brotherhood Way and Alameda Boulevard, along with St. Charles Avenue connecting across I-280 to Daly City BART Station.

Let's pause here for our first poll. Just going to ask, sort of what brings you to this area so that we can get a sense of who is in the room. I'd also encourage you to drop some answers in the chat. You know there are a lot of reasons that folks come through this area, and we're looking to understand sort of the whole range of reasons that you all spend time here and have chosen to join us today.

We bring up these polls sort of but a couple of points throughout this presentation. But we're also working towards breakout groups, and those breakout groups and sort of live discussion will be the focus of the second half. There will be an opportunity to sort of share more detail about any of these answers that you'd like or or any other thoughts that you have outside the structure of these individual questions.

Looks like we have a lot of folks & residents who live within the area, a lot of people traveling to BART, shopping, using parks, parks and also traveling through the area for other reasons. That makes a lot of sense.



Okay, I'm gonna keep moving and talk a little about what we're hoping to accomplish today. And what about the study area has led us to this point. The Brotherhood Way, Safety and Circulation Plan has roots in San Francisco's long range planning process, called Connect SF. Connect SF laid out a 30 year vision for transportation within San Francisco. Hopefully, some of you were aware of or involved in that effort. It wrapped up about a year and a half ago. More specifically, the streets and freeways strategy contained in Connect SF identified this neighborhood as part of our city that needs safety, circulation and connectivity improvements. Our effort today is the next step in the planning process.

We've heard strong feedback from community members so far through this effort, and others about the needs to reduce speeding, improve safety, improve connectivity, and support neighborhood assets. The purpose of this effort is to develop short and long-range concepts which improve transportation and address those concerns. I'll share more about our study process shortly. But first I want to mention a few related efforts that we're coordinating with. It's important to acknowledge that nothing in this city happens in a vacuum. We're coordinating with other planning exercises and guiding city policies.

This is San Francisco's commitment to end serious and fatal traffic violence on our roadways. The SFMTA is also working on an active community plan right now which will recommend a new city-wide network of paths for people using bikes, scooters, wheelchairs, or other rolling devices within our study area. The SFMTA has a project to improve pedestrian safety specifically at the intersection where Brotherhood, Alemany, Sagamore, and Orizaba converge, and we actually have some representatives from SFMTA on the call today. The San Francisco Public Library is also looking to build a new branch library for the community, potentially at the intersection of Brotherhood and Sagamore.

Finally, this is an older plan. But the SF Planning Department's Green Connections Plans identify Brotherhood Way as an important corridor for transportation connections to parks and green space. You'll also see the intersection of Chumasero Drive and Brotherhood highlighted to acknowledge the major development has plans to add new development west of our study area and improve transportation at that intersection, along with the stretch of Brotherhood out to Lake Merced.

But bringing the focus back to our study. I'd like to talk about our expected timeline and process. This is our first round of outreach, and there will be additional opportunities to weigh in this first round of outreach is focused on refining study goals and learning about specific transportation challenges that community members experience. In addition to this town hall, we have an online survey and interactive map, and I'll plug that in a moment. We also have a community walk around the neighborhood scheduled for December 16th.

Findings from this round of outreach will inform the development of 3 alternatives which will be brought back to the community in the spring of next year for input. following that second round of outreach we'll use feedback. We've heard, to refine the concepts down to 2 final



alternatives which will be brought out for a third round of outreach. All of this is built towards recommendations and the final report in early 2025.

So I'm going to pass the mic to Erin in a moment so that she can share some of the things we've learned from our data collection efforts. But before I do, I'm going to plug our online survey and interactive map which I just mentioned on the previous slide. It's available at SFCTA.org/brotherhood. Your neighbors and community members have already added over a hundred pins to our interactive map. So please take a look, see what they've said, and share your own perspective. You can also sign up for our December 18th walking tour on the website, which once more is SFCTA.org/brotherhood.

Erin Ferguson: I'm gonna be presenting the existing data that we collected in the project area. This includes recent collisions with existing walking, biking and transit routes. vehicle speeds, and vehicle travel patterns. I'll then wrap up with a summary of key themes we heard while speaking with several community based organizations over the last few months.

As David mentioned, Vision Zero and safety are important at a citywide level as well as an important issue to community members here in this project area. With this in mind, we evaluated the collision history in the project area to understand which locations have historically posed the greatest safety risk to people traveling

The map on this slide shows the location of reported injury collisions from the last 5 years. Injury collisions are collisions in which one or more individuals were hurt. The color indicates the severity of the injuries sustained, and the shape indicates the mode of travel for the parties involved.

The injuries are the result of people driving, colliding with either other drivers or colliding with people who are walking or biking. As you look at this map, you can see approximately one third of the collisions involved a person walking or biking. And we know that people who are walking or biking, or generally somebody who's not traveling in a motor vehicle are more vulnerable to injuries when they're out using our streets.

The collisions that we're showing are primarily concentrated where there are conflict points at intersections, so conflict points are where a vehicle's path crosses with a person's path who's walking through the intersection, for example. and while the intersection of Brotherhood, Alemany and Sagamore have the highest number of collisions, we also see severe collisions happening at the intersections of Brotherhood Way with Arch and Chumasero.

We also know that safety on our roadway is influenced by how the roads are built, as well as how people use them. So in the next several slides I'm going to present some of the key challenges people face when walking, biking, and riding transit within the project area.

The project area includes several barriers to the north and south that limit where people can walk. There are infrequent opportunities for people to cross the grade separated portions of highway one and interstate 280. It's also difficult to cross Brotherhood Way and Alemany Boulevard because of the multiple vehicle lanes and speeds of traffic.



This map indicates which crossing locations have a history of collisions based on the data from the previous side slide. These locations also have roadway geometry that make it easier for vehicles to drive at faster speeds and that reduces the comfort and safety for people walking measures that slow vehicle speeds and improve the visibility of people walking are ways in which we can help address those safety issues.

So, consider biking. There are limited low stress bicycle routes through the project area. What this means is that the kind of where people can bike is limited to the protected bikeways on Brotherhood Way, and the bike lanes on Sagamore as the only dedicated facilities.

St. Charles Avenue is the primary North South bicycle route through the project area and is a local access street designed for slower vehicle speeds. There's also a mid-block traffic signal at St. Charles and Brotherhood Way which allows people to safely cross Brotherhood Way. We also know, though, that the ramps on both sides of Brotherhood Way are not aligned Well to make that an easy cross, that crossing for people biking.

Other crossing points present similar challenges to what we looked at for people walking where there's multiple lanes or just limited opportunities to cross additional low stress bike facilities that could be added to allow would need to be added to allow people of all ages and abilities to bike through the project area.

So, looking and thinking about existing transit service. The project there is primarily served by local transit routes that travel in Alemany and Brotherhood. There are also higher frequency transit routes at the edge of the project area, however, reaching those routes, the M Line, the 28R, 14R, or accessing BART, requires crossing Brotherhood Way or Alemany for most residents and most people within the project area and this presents a barrier for transit riders similar to what we saw in terms of barriers related to walking and being able to to cross those larger streets.

On the next slide, we'll look at vehicle speeds during the midday period. This map presents the average vehicle speeds along each street in the project area for a midweek midday time period. This data is from a source called Enriches, which is a big data vendor that the city frequently uses to monitor and understand travel patterns. This map shows the midday vehicle speeds. We know from research in the industry that collisions are much less likely to result in severe injuries or death. If vehicles are traveling 25 miles per hour or slower, slowing vehicle speeds while still allowing people to travel through an area helps improve safety for everyone. However, the speed limits in our project area are 35 miles per hour on Brotherhood Way, and stretches of Alemany Boulevard, and we can see from this map there are places within the project area where motorists are exceeding those speed limits as well.

One particular area of concern we've heard from residents, and that also shows up on this map, is the speed at which vehicles are traveling on Alemany Boulevard, west of St. Charles Avenue. This segment of Alemany connects to Highway 1 on and off ramps and drivers exceed this speed limit as they approach or depart from the highway, which can make for very challenging crossing there at St. Charles Avenue and Alemany.



This is similar information, but looking at the evening weekday period, and the data here show that the prevailing vehicle speeds don't change substantially between the midday and the evening peak hours. And this suggests that the project area doesn't experience severe rush hour levels of congestion that would reduce vehicle speeds substantially or reduce them over an extended period of time so similar type of behavior throughout the weekday.

In the following 2 slides we'll look at vehicle travel patterns. This is another data point that's important as we look at ways to improve the project area. This slide presents the traffic volumes during the morning commute period in the following slide. We'll look at the evening commute period. The thickness of the green and yellow lines indicate the relative number of cars traveling in each direction on Alemany and Brotherhood Way. What we see from this data, indicates that Alemany Boulevard is used to access Interstate 280 for both residents living within and outside of the Project Area. Brotherhood Way, on the other hand, appears to be used primarily by people that are passing through the neighborhood to destinations to the East and West. This includes many drivers who are using Brotherhood Way. The most direct connection between Interstate 280 and Highway 1 on 19th Avenue. Brotherhood Way today has a little less than 3,000 cars traveling in each direction during the peak period. That's substantially higher than Alemany, which has closer to 1,000 or 1,700 cars in each direction during the peak period. The yeak period. The combination of vehicles without a local destination and higher speeds can impact the quality of life for local residents and collectively can contribute to the risk or collisions that we saw in the previous slide.

This is similar information, but specific to the evening commute period. The data show that traffic volumes on Alemany increase compared to the morning commute period. However, in general, the travel patterns overall don't change substantially between the morning and evening experience.

Finally our team supplemented the data collection with feedback from community based organizations. We started the public engagement process by connecting with METNA, Friends of OMI Mini Parks, Sisterhood Gardens, Oceanview Village Homeowners Association and the 800 Summit Homeowners Association. These conversations were used to establish an initial understanding of community needs in the project area. Some of the most important points that CBOs raised include a desire to improve bike and pedestrian connectivity and safety, expand access to public transportation, improve green spaces, reduce traffic congestion and speeds and address reckless driving.

Now we're gonna transition into another poll. Another question we wanna hear from you about which of these issues are most important to you. While this polls up with a few questions in the chat. I'm wondering if maybe we can start answering a few of those I know. We'll circle back to Q&A here before transitioning to breakout rooms. But I think Alyssa has a good question about whether we have counts for pedestrians and bicycle traffic.

If that, we case, we have collected account data for people walking and people biking in the project area as well as the vehicle counts. We did collect that earlier, slightly, maybe a



month and a half ago or so before the holiday season was upon us. And we're summarizing that data, and that will be a part of future reports and information that we can share.

David Long: I can just answer out loud a question that I already typed the answer to as well. Laura previously asked whether the data that we've presented on vehicle speeds was pre or post pandemic and I just looked it up to confirm that the time period was between August 2022 and July of 2023. So that's the time period that's being displayed. Hans also asks what the peak period that you referenced as in.

Erin Ferguson: We don't have the specific time of day right at my fingertips. But it is a 2 hour period in the morning and a 2 hour period in the evening. The peak in the evening is 4 to 6 pm.

David Long: Erin, I'll pass back to you to share the results of the survey.

Erin Ferguson: Note the results and move on to our next poll. Yeah, this is great. Appreciate people's input. It definitely seems as though many many people resonate with improving safety at St. Charles and Alemany, improving bicycle, pedestrian connectivity and reducing overall speed of traffic. On our next polling question, it's very similar, but with a little bit of a flip for that last one here we're wondering which community concerns you disagree with. We'll give a few minutes for folks to think about that and respond.

David Long: I'll just note, Claire, your, I think it's more of a comment than a question, but noted in the chat that the speeds that are measured by our data source are definitely dependent on whether or not people stop at that stop sign.

Joe. I see the question in the chat related to the poll. That I can maybe answer. You asked, does decreasing moving traffic violations refer to violations or enforcement? The tools that this plan can bring to bear are mostly design related. So when we talk about decreasing traffic violations, we're talking about designing our roadways differently, so that it is harder for drivers to to speed recklessly or otherwise sort of break traffic laws, we're not likely to talk about sort of police enforcement or increasing enforcement.

Erin Ferguson: Yeah. So maybe a little bit more dispersed in terms of what people disagree with. Or maybe there's more agreement around most things. But seeing some. some input related to decreasing the moving traffic violations and decreasing traffic congestion.

David Long: I think I'm taking the mic back here to talk about draft goals and evaluation approach for this study. Here are 5 draft study goals. This is something that we're really seeking input on at this juncture in our study. Because they're going to be used to inform the development, evaluation and ultimate recommendation of improvements for the area. So very



shortly. We'll be dividing up into breakout rooms to discuss these topics, among others, which would be a great opportunity to provide feedback on these.

But I'd like to sort of explain what we mean by them. First, our first goal here is to prioritize safety. We've heard consistent feedback that safety in the neighborhood needs to be improved, especially at large intersections, including Alemany Boulevard, St. Charles Avenue and Alemany Boulevard and Sagamore Street.

We've heard concerns about dangerous speeding improving safety also aligns with San Francisco's Vision Zero goal and recommendations from the streets and freeway strategy. So we'll develop concepts which use proven safety tools to eliminate or reduce the risk of severe and deadly collisions.

Our next draft goal is to improve neighborhood connectivity. Now, I'm sure it's not news to you all that a network of highways and major roads wind through the area, creating a grid with poor connectivity, especially for pedestrians. We've heard the area described as an island by community members who feel disconnected from the rest of the city. We've heard frustration about how uncomfortable it can be to access destinations, even those relatively nearby, such as Lake Merced. By walking or biking. One thing we learned from our data collection which Erin just presented is that a large majority of vehicle travel on major roads in the area is through trips. In other words, trips which don't start or end within the neighborhood. The concepts will seek to adjust the transportation network to better balance the needs of through traffic with local needs.

Our next goal is to support neighborhood amenities and green space. To us this means recognizing that community members within the neighborhood are actively involved in the maintenance, support, and expansion of treasured community assets. For example, we know that park clean ups are regularly organized by neighborhood groups and undertaken by individual residents. One community organization recently won a grant to install a nature exploration area within the Brotherhood Way greenway and concepts that we develop will complement grass roots efforts like these by supporting and improving access to community assets.

Our next goal is to prepare for the future. San Francisco is expected to grow and face new challenges in the coming decades. The nearby Park Merced development will add over 5,000 units of housing just west of the project area, and we need to make sure we're planning for the mobility needs of those future residents. San Francisco will also be forced to grapple with the effects of climate change, while at the same time reducing greenhouse gas emissions to avoid its worst impacts. The concepts we developed will aim to meet the needs of the neighborhood, both now and into the future.

Our final draft goal here is to demonstrate accountability. And to us this means recognizing that community members who live, work and travel in the area understand their own needs best. The project will engage community members to share their expertise online in person, in language and in a variety of formats.



After working with community members to understand these needs, multiple alternative concepts would be brought forward to address needs for community consideration. The study will follow the guidance of existing city policy which describes best practices and advances established citywide goals. Concepts will also be feasible to finance and construct, ensuring a vision which brings both near term and sustained development to the neighborhood.

With those goals top of mind, let's turn to our evaluation approach. This evaluation approach will guide the rest of the study, and we'll proceed through the following steps. First, we'll start by developing 3 alternative designs based on the community input gathered today, the existing conditions data, the alignment with project goals that I just presented and our other first, our other outreach events during this first round of outreach. We'll bring those 3 conceptual alternatives back out for input during a second round of outreach. We'll then refine those ideas down to 2 final options based on the input, we receive alignment of study goals and a preliminary technical evaluation of traffic circulation and safety.

We'll wrap up the study by selecting the preferred alternative based on a final round of community feedback, additional technical studies and alignment with project goals. With that, we'll now shift to a breakout discussion.

Rylee Edge: I will break everybody out into groups and they will be broken out by language, and then, when I open the rooms, the attendees should be able to click which room that they would like to join, based on their preferred language.

-BREAKOUT ROOMS NOT TRANSCRIBED-

Matt Goyne: Mark was just in the middle of making some great points about one waivers 2 way configurations. But I think I got the key point.

David Long: Okay, I am going to go ahead and share my screen again and ask. Why don't you go first?

Matt Goyne: Great. Well, we had a lot of wonderful location specific feedback that's really helpful. You know a lot of just a lot of concerns around Arch, Brotherhood and running soft science at Alemany, St. Charles, for example, and excitement around the changes coming to Brotherhood and Sagamore.

I think it was the green space, and just understanding how to tie a really good green space along this corridor that could be activated and used by people of all ages, particularly kids, and providing adequate barriers and reducing noise pollution for folks.

That ties together to a lot of the Project goals, and that in general, the project goals sounded good to our group. There's also a connection to green space that places like Lake Merced. There's a lot of families in the audience here, and would love to have, both local and



nearby access more accessible for people walking and biking. And finally, there's a discussion of whether Arch should be 2 way or not, and that's will be a challenging one.

David Long: Our group also had a lot of sort of site specific feedback. Talked about appreciation for the sections of protected bike plans along Brotherhood, but how? They're lacking in some ways, they can be blocked by debris. A lot of conversation also, about that intersection at St. Charles and Alemany, as well as the off ramps from highway one to Brotherhood Way, and how crossing those can be pretty uncomfortable as a pedestrian.

We also had a lot of conversations about the green space. Learned that there is a pretty significant senior community in the neighborhood that takes walks along the Brotherhood Greenway weekday mornings. It really is sort of built into the fabric of a lot of folks every day. The importance of H-MART and Ocean View Village, as well as getting out to recreational opportunities at Lakeside was highlighted.

In terms of goals, we have some more conversation about this sort of desire to make sure that we're accountable. And we talked about what that means, making sure that we are as a study team, transparent and especially transparent about trade offs from the beginning of the process. Notice raised when we talk about these goals in the abstract? It's easy to sort of have folks sign on and say we want all of these things, but when we get down to it there can be trade offs which can be difficult. Part of being accountable means making sure that we are upfront about what those trade-offs look like, and bringing forward multiple different versions of what solutions could look like.

There's also a suggestion to sort of expand the definition of our amenities support goal to include the preservation of green space. And that word preservation. Specifically, I'd say those were kind of the highlights. Some conversations about the prevalence of stop sign running and dangerous driving.

Our last slides are talking about upcoming engagement, and next steps, at which point I'll just express my thanks one more time and let everybody stick around for anybody else who wants to sort of talk more or answer. Put questions in the chat. Rather.

A few notes on upcoming engagement events. We have a community walking tour a week from Saturday. It's gonna start at 11 am. And we'll have a great opportunity to walk around the project area with our team and share details about what is working well and what isn't on an intersection by intersection and block by block level.

You can also share that same information one more time through our interactive map and survey SFCTA.org/brotherhood that'll be available through December 26th.

We're going to convene a working group with representatives from community based organizations in early 2024 to review learnings from this round of outreach as well as results from our data collection. And then, a little further out we have developed transportation concepts which respond to the needs that we've heard tonight. Love our second round of outreach, and you can stay up to date on all of this at SFCTA.org/brotherhood.



As far as immediate next steps, we'll be summarizing input from today's town hall and our upcoming walking tour, finalizing our goals and then beginning to develop those 3 long range alternatives. And with that we'll conclude for the night. I'll just say thanks once again for everybody taking the time. Really appreciate it. If anybody's interested in sticking around myself, the team will spend a few extra minutes hanging out and answering any questions that folks put in the chat.

Rachel Hiatt: Thank you. Everyone. Starting to see attendees drop off.

Kelsey Frost: and for quick access we've dropped in the project website, link as well as the engagement tab for you in the chat.

Jenni Wall: We have a few more questions.

David Long: I'll take them in the order they came in. I see Chris Wong asking whether improvements to the element of dog park we covered under this project. I think the answer is that because the dog park is in our study area we are interested in how our study can support access to that. If it's a community, that's important to you. We are, you know, interested in how this work can support that. I only feel that our study is a transportation study. We won't be sort of diving into what types of furniture are located within the dog park as an example, that'd be something that the recreational Parks Department would handle. But the dog park is about Alemany Boulevard. If there are questions about how we can make accessing the dog park better, or make the ambiance for the park better through things like reducing noise pollution. Those are absolutely the types of things that we would be considering.

Laura, next question, will these slides and presentations be shared on the website. We'll share both the slides and, I believe, full recordings of the Spanish, Cantonese and English versions of this presentation.

Hans, you're asking a question about road safety and what data is available. I'll say that the data does come with some more information. We are working through development of what we're calling our existing and future conditions report, which will be a sort of full collation of all the data that we've gathered in full detail. And if there are major trends about the types of collisions, and whether you know broadside collisions are more likely within the neighborhood. Sort of meaningful trends like that we do. We will be highlighting them if you want to explore what's available for yourself, though I direct you to something called transBASE. The San Francisco Municipal Transportation Department does a lot of work with the Public Health Department to put together a state of the art database about traffic collisions in San Francisco. They're linked with hospital records, and they do have information of, you know, similar to the kind of things that you name. If you search for the San Francisco transBASE, you just Google,



and you'll be able to find that interactive map and click around it yourself, and there's lots and lots of information there.



Site Walking Tour Feedback

OCEANVIEW LIBRARY

The new location of the Oceanview Library at Orizaba Avenue and Brotherhood Way is an Attractive Nuisance. Daily and as often 10 to 20 times a day, cars cross a double yellow line present on Sagamore Street and enter Orizaba Way illegally. The new library location is one block away from an intersection where dangerous side car shows have taken place in the past. At different times of the year, the sun blinds those driving cars beside this new library location, creating a hazardous driving situation. Traffic speeds down Sagamore Street unimpeded because of the poor design of super block created during the time the neighborhood was being constructed. For as many as 4 blocks, in a regular neighborhood, cars travel faster down Sagamore Street than in other neighborhoods. Yesterday, I noticed traffic traveling 45 mph here. Adding to the intrinsic design flaws of the neighborhood is the fact Orizaba Way is especially narrow, causing cars traveling in opposite directions to need to back up or park in a vacant driveway, if space is available, until other cars are free to pass. The addition of a signal light here would cause traffic to back up creating a traffic nightmare similar to what is present at Ocean Avenue and Geneva Avenue beside Highway 280, not far away from this location. Stop lights here also will be difficult to see when the sun shines brightly in the eyes of those driving vehicles at sunset. This fact is the most serious obstacle to a library at this location, being blinded by the sun.

For these reasons and more, this site is dangerous and an unsafe location for a library serving the needs of children. I endorse the Oceanview Library at the IT Bookman and Pilgrim Church location on Randolph Street. This location fosters a nascent downtown in the Oceanview district. The location of a library at Orizaba Avenue and Brotherhood Way fosters no business synergy and is isolated from transportation, especially for the handicapped.

This location is attractive to Mayor London Breed and Supervisor Ahsha Safai because it provides an opportunity for more development on the *Brotherhood Way Greenbelt* in the future.. Both these politicians receive funding from developers in their campaigns for office. Today, 31% of downtown is vacant yet these two politicians push for more development there. 1

1. https://sfstandard.com/2023/11/14/san-francisco-mayoral-hopeful-ahsha-safai-ties-to-sia-tahbazof/

Glenn Rogers, RLALandscape ArchitectLicense 3223cell408 838 9308websitealderlandscapearchitecture.com



Stop 1 - BART Pedestrian Bridge

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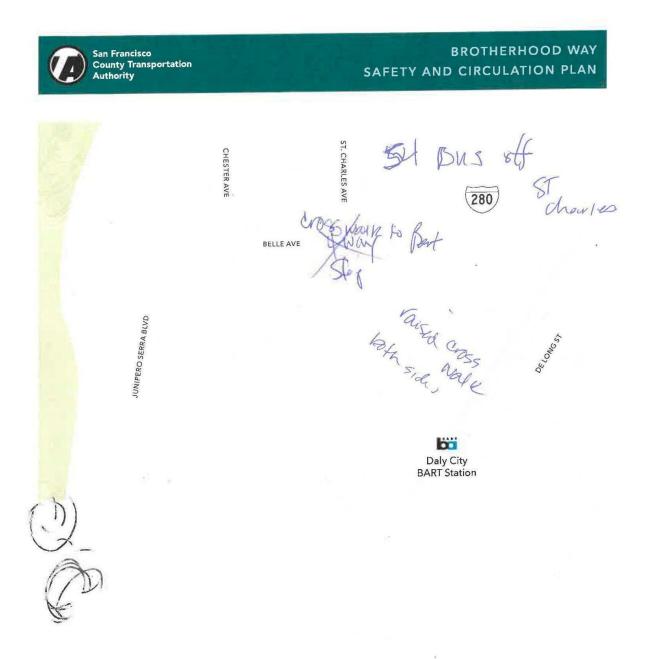
San Francisco County Transportation Authority 1455 Market Street, 22nd Floor, San Francisco, CA 94103 TEL 415-522-4800 EMAIL info@sfcta.org WEB www.sfcta.org



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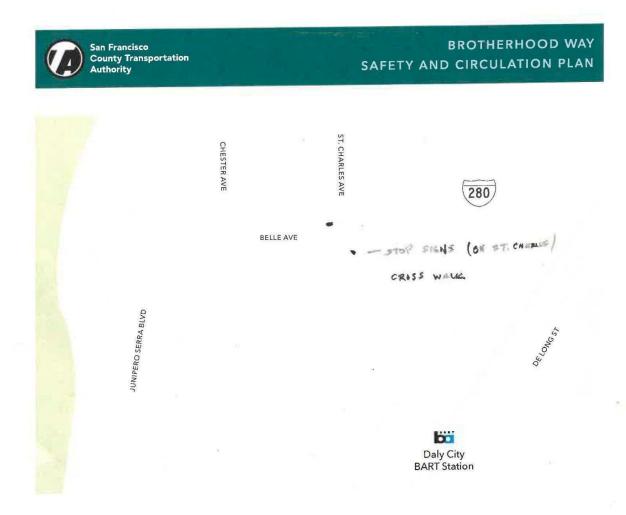
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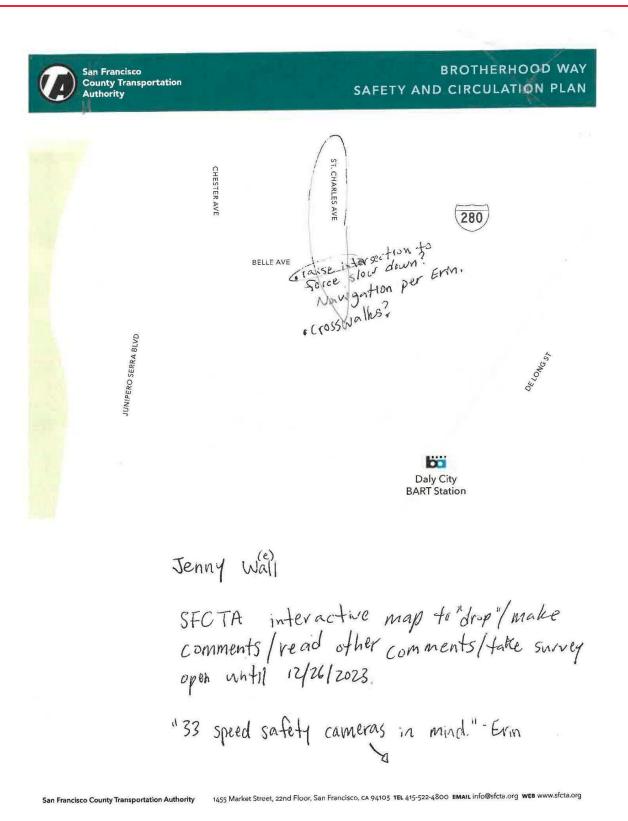






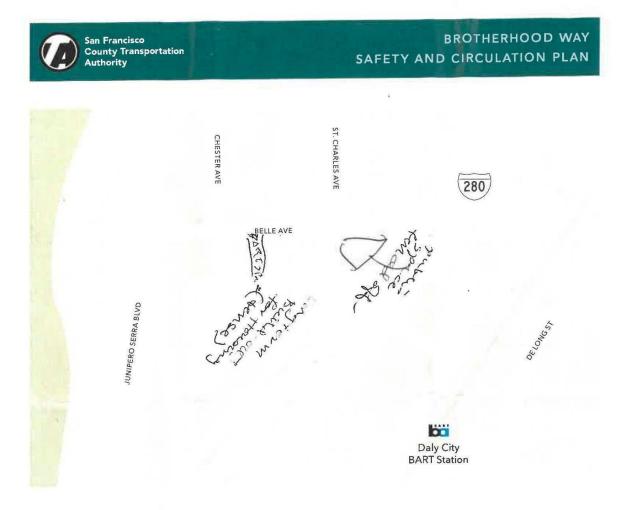








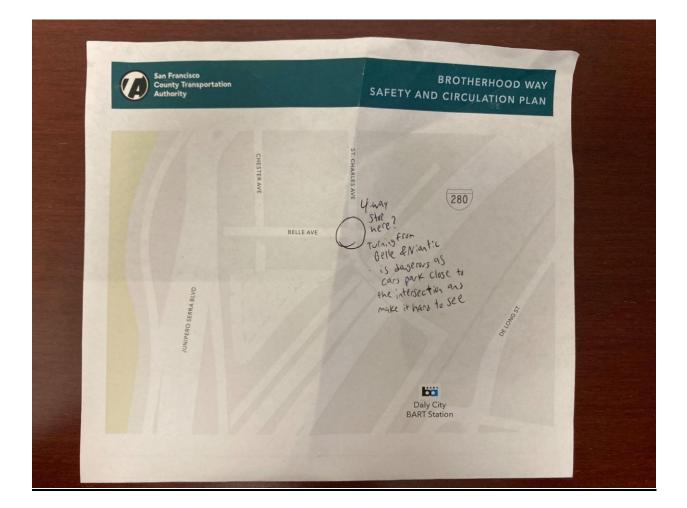






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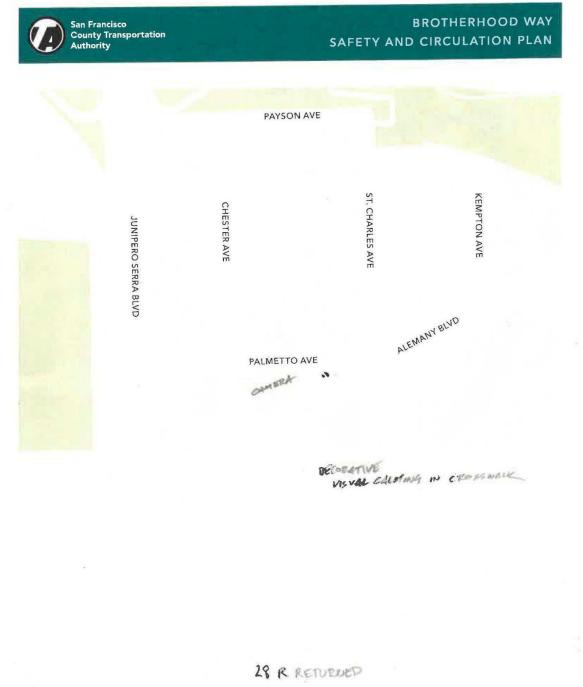






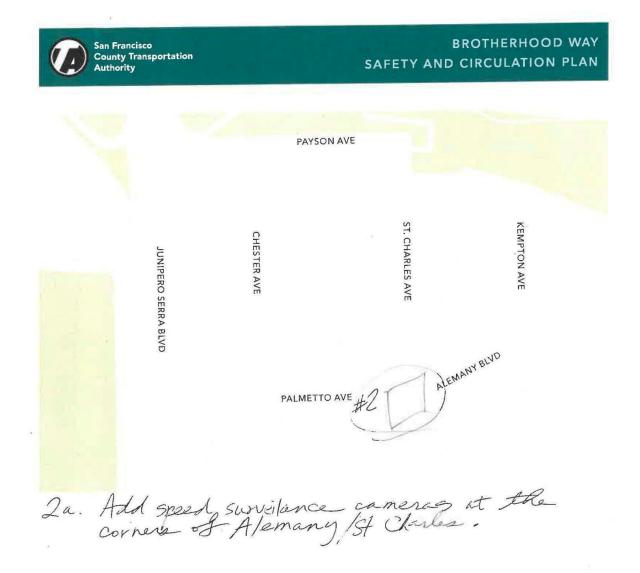


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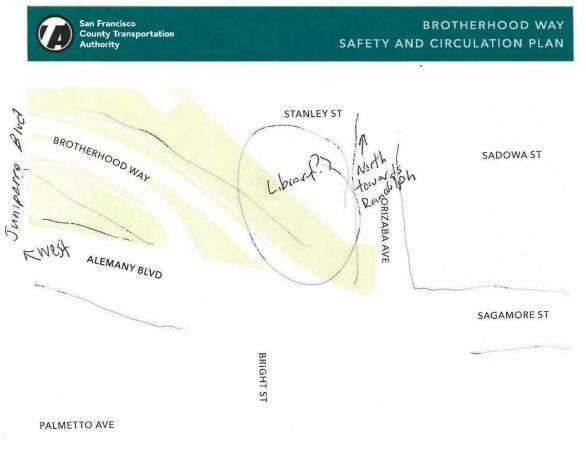
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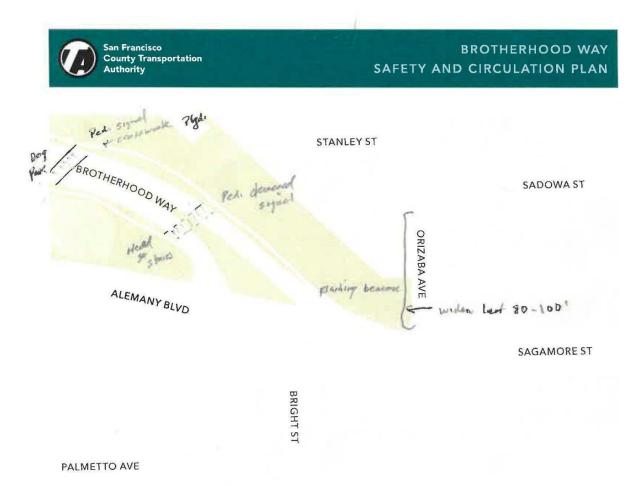
Stop 3 - Alemany and Brotherhood Way





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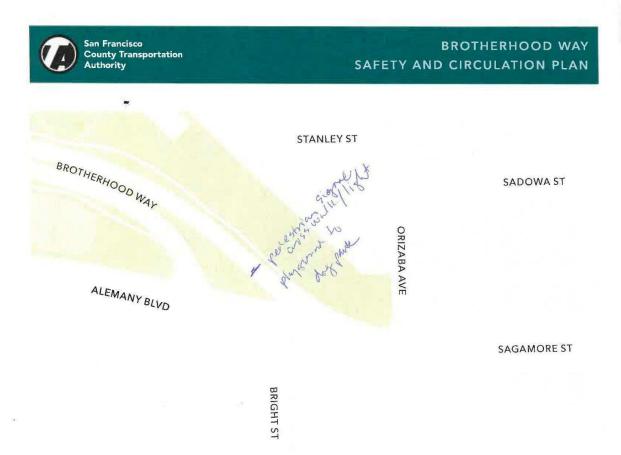






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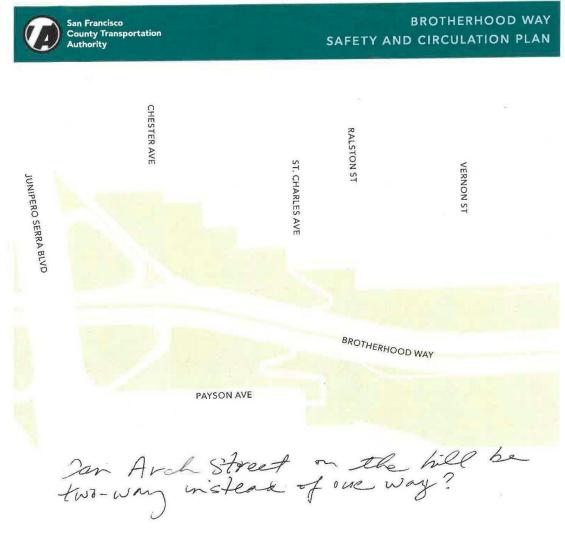




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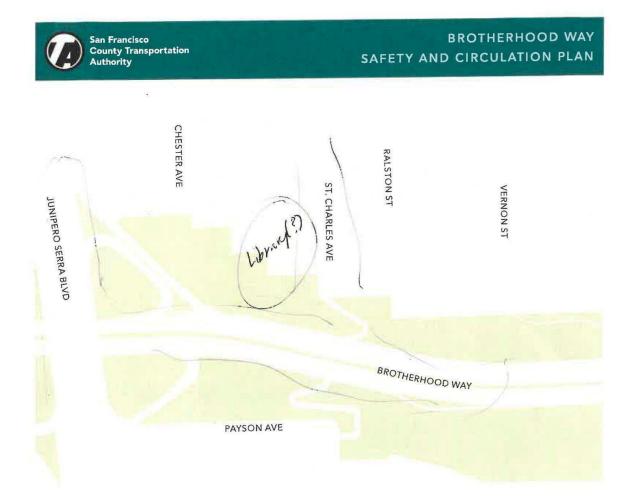


Stop 4 - Brotherhood Way Pedestrian Crossing

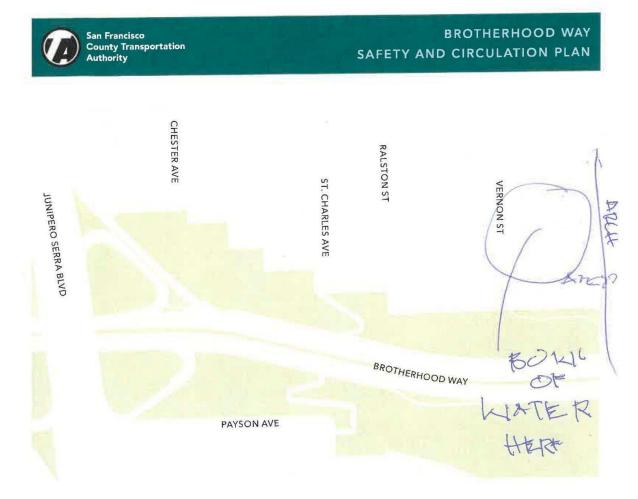












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