

Brotherhood Way Safety and Circulation



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Community Working Group, Meeting #1
March 6, 2024

Agenda

- Welcome, Introductions & Agenda Overview
- Community Working Group Roles and Expectations
- Round 1 Community Engagement Findings
- Goal Updates & Evaluation Framework
- Next Steps

Participants

- David Long, SFCTA
- Erin Ferguson, Fehr & Peers
- Kelsey Frost, D&A Communications
- Rylee Edge, D&A Communications

- Alyssa Cheung, Friends of OMI Mini Parks
- Claire Sanchez, SailAway Cruises & Land Vacations
- Delia Fitzpatrick, OMI-CC
- Hans Wu, 800 Summit
- James Lee, OceanView Village HOA
- Marc Christensen, METNA
- Mariko Davidson, District 11 SFCTA Community Advisory Committee
- Sarah Barz, District 7 SFCTA Community Advisory Committee

Community Working Group Roles & Expectations



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Community Working Group (CWG) Expectations

- Venue to share and discuss study work products and sticky questions with community leaders
- Not a formal Brown Act Body
- Perspective sharing, not voting
- Approximately 4 meetings
 - 1) Findings from round 1 outreach; Goals and Objectives Framework
 - 2) Present three long-term concepts and preliminary evaluation results
 - 3) Findings from round 2 outreach; Present two final alternatives
 - 4) Evaluation results for two final alternatives

Community Working Group (CWG) Expectations

- Show respect, expect respect
- Make room for others to speak
- Assume good intention

Round 1 Community Engagement Findings



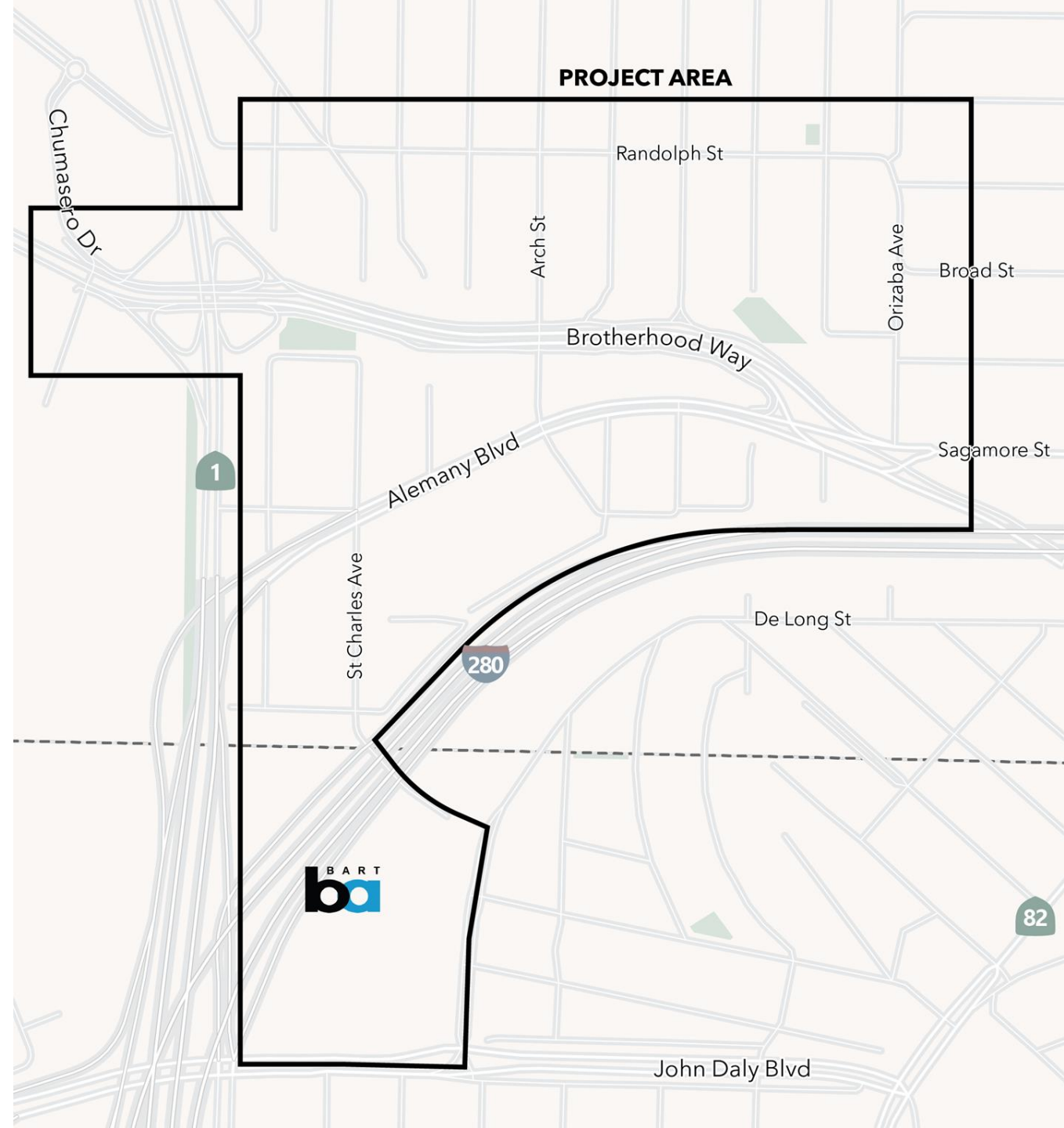
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Project Area

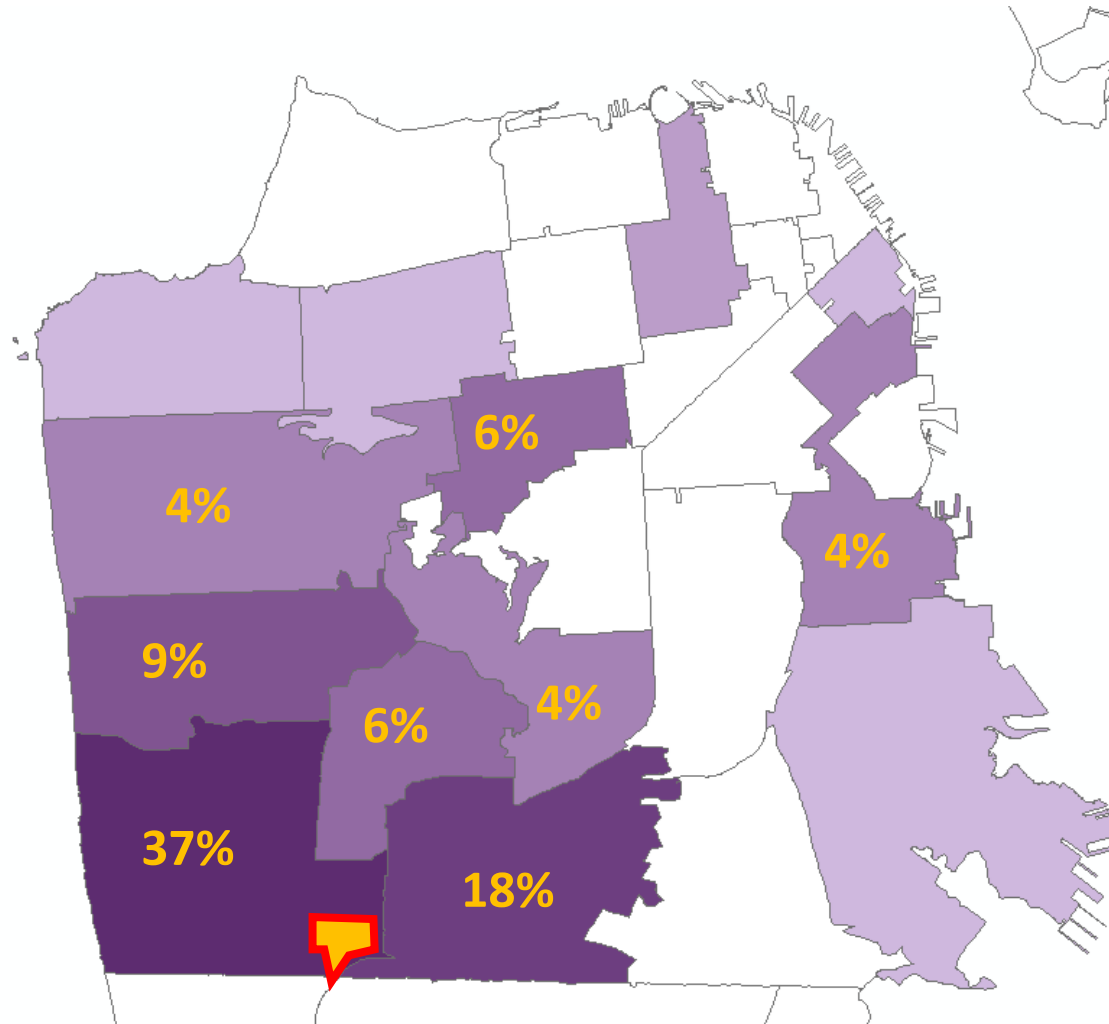
Key Streets

- Brotherhood Way
- Alemany Boulevard
- St. Charles Avenue



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Who We Reached



n=79

- 55% of survey respondents from zip codes containing or adjacent study area, Others concentrated in southwest
- 39% of respondents live within project area (self reported)



Who We Reached

	Survey Respondents	Census Block Group	Zips 94132 + 94112
White	56%	16%	21%
Black	4%	12%	4%
Asian	20%	54%	49%
Other or 2+	13%	18%	26%
Prefer not to say	13%		
Hispanic	17%	15%**	24%**

**Census data uses Hispanic as a modifier to racial categories, not a category itself

Community Input: Key Themes

- High priority intersections:
 - Brotherhood/Alemany/Sagamore
 - St. Charles/Alemany
 - Brotherhood/Arch
- Improve pedestrian and bicyclist connectivity and safety, including to surrounding areas
- Intersection updates to reduce driver confusion, decrease speeds
- Preserve and improve access to the existing greenspace



Alemany Blvd/St. Charles Ave

Findings:

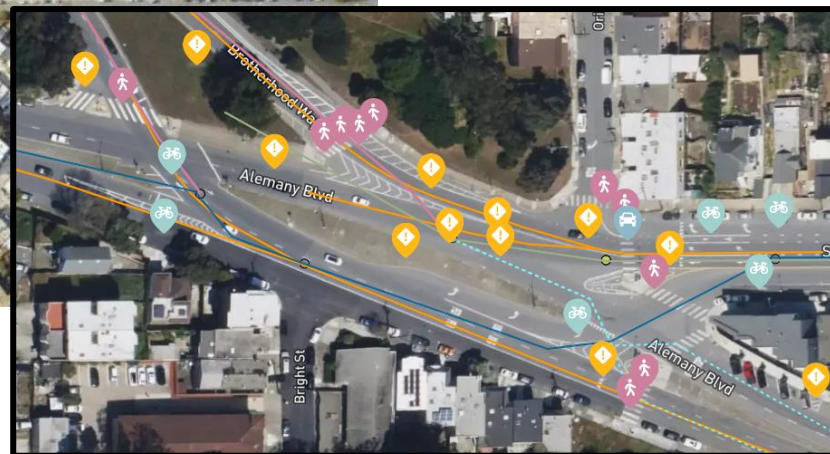
Other Themes

- Top three top challenges:
 - Speeding vehicles (57%),
 - Lack of safe pedestrian crossings (58%),
 - Poor quality or missing bike lanes (44%).
 - Next highest was traffic congestion (29%)
- Urgent need to redesign Brotherhood/Alemany/Sagamore intersection
- Inadequate bicycle and pedestrian facilities esp. insufficiently protection in bike lanes and unsafe pedestrian crossings
- Some interest in expanding public transit, especially as a climate change initiative

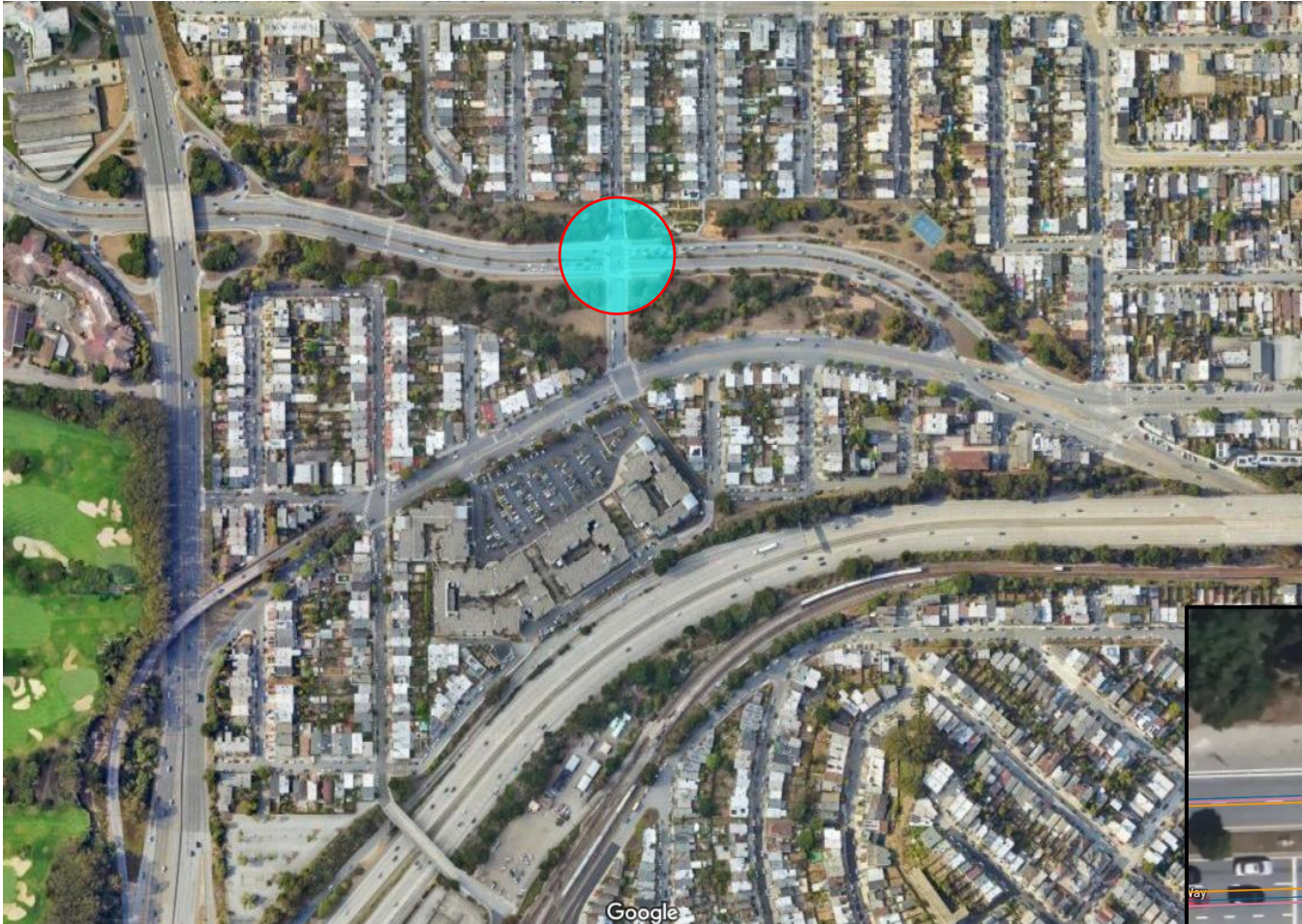
Priorities by Location



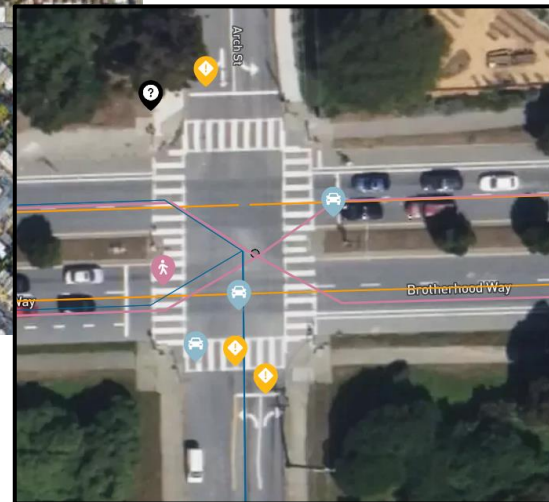
- Pervasive safety concerns for people traveling by all modes
- “Scary”
- “No safe place to cross”
- “This whole intersection needs to be redesigned”
- Bike Lanes disappear



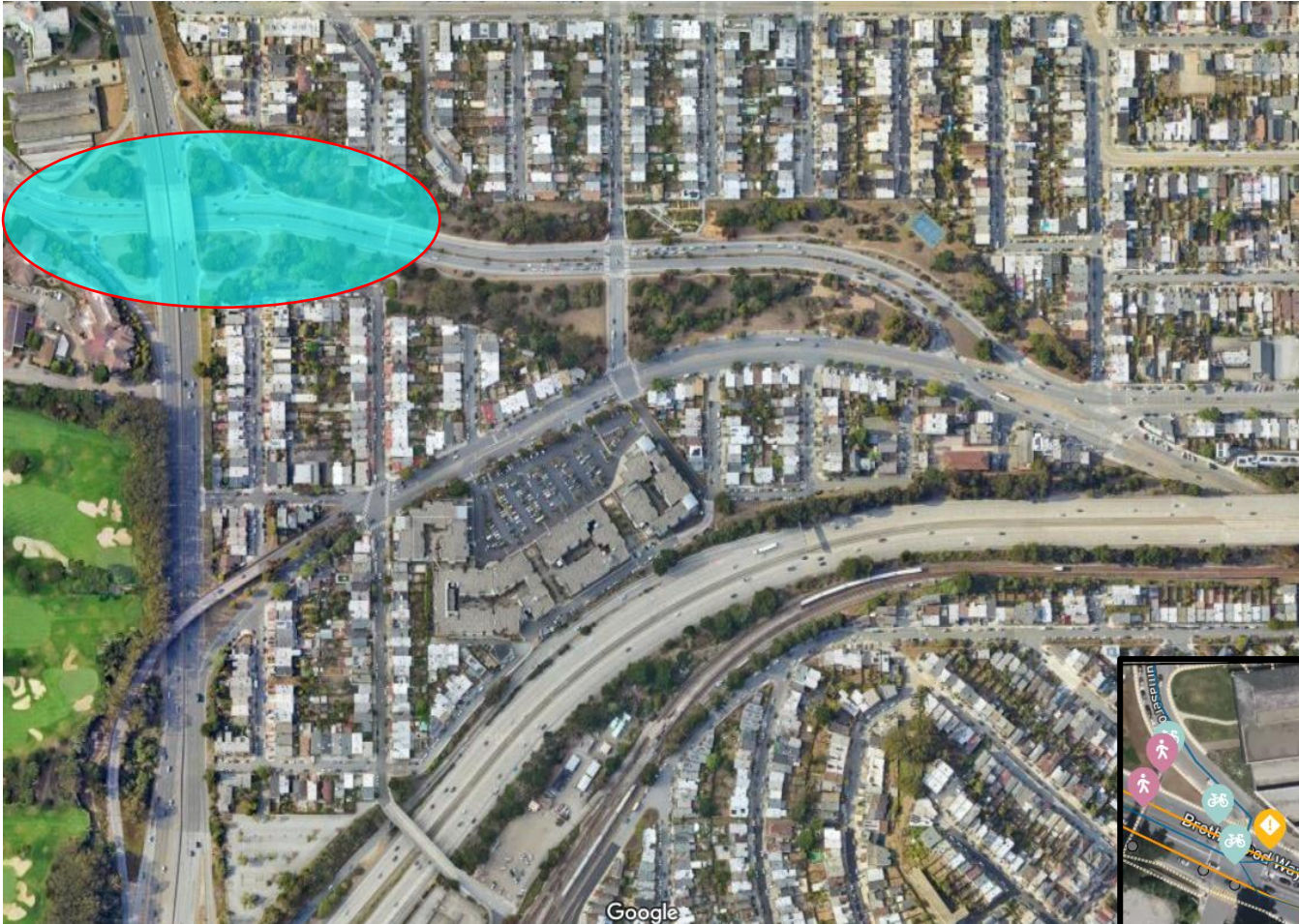
Priorities by Location



- Drivers tend to speed and make dangerous maneuvers here
- Pedestrian trail leading to Vernon St. is frequently overgrown
- Appreciation for Sisterhood Gardens
- Bike lanes insufficiently protected



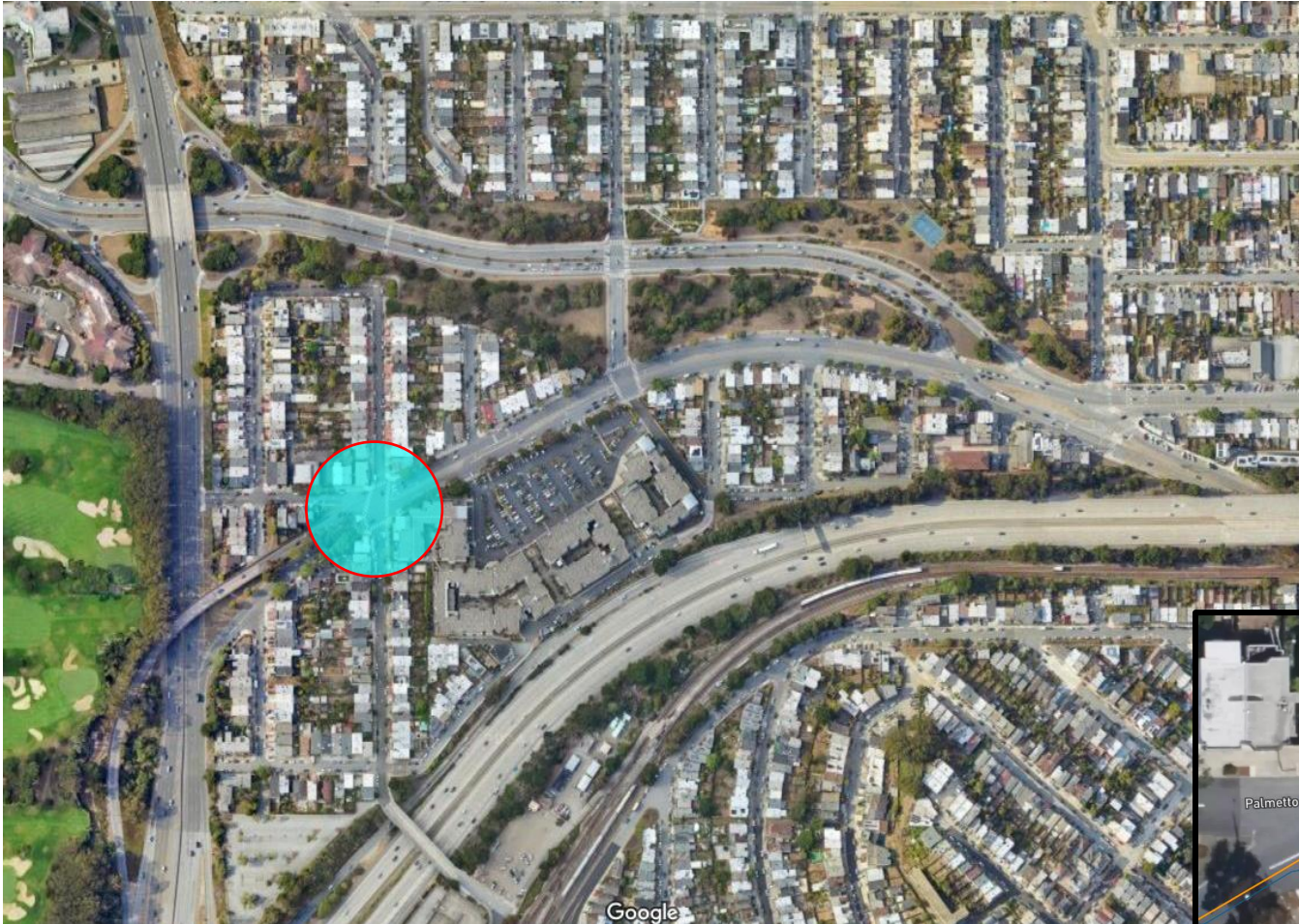
Priorities by Location



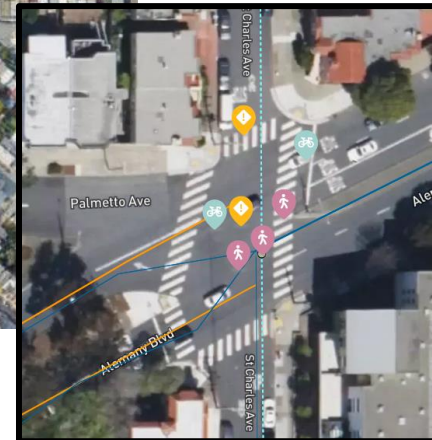
- Drivers don't yield at crosswalks
- Brotherhood crossings are important for BART access but very difficult
- Bike lanes insufficiently protected
- Bike lanes disappear at ramps
- Vehicle congestion west of Hwy1



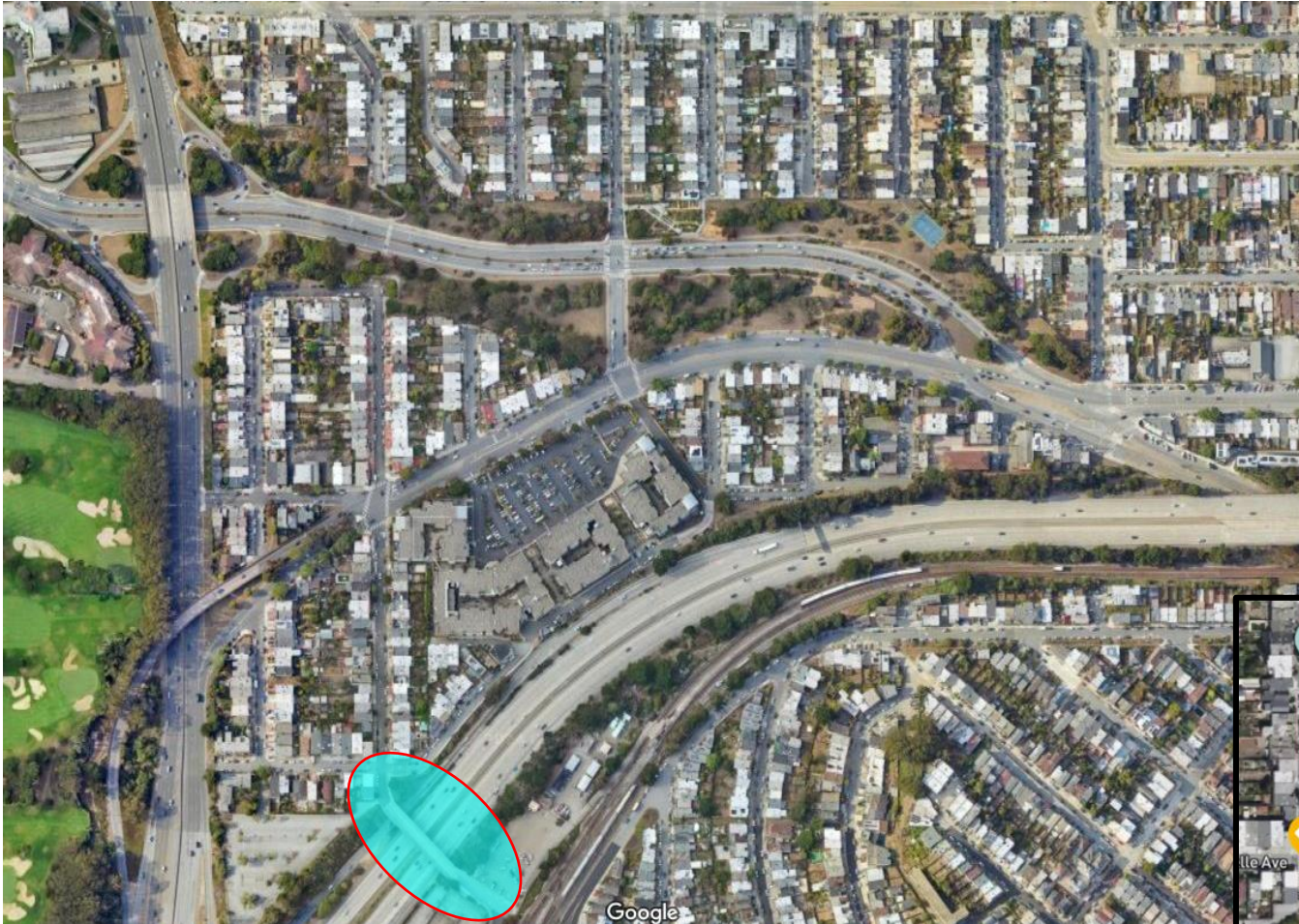
Priorities by Location



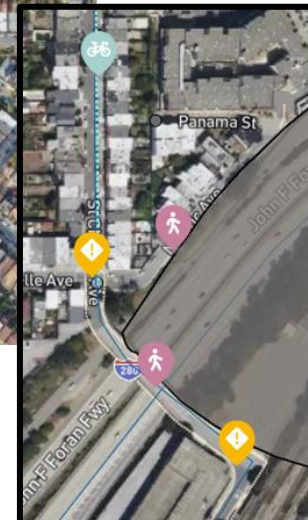
- Drivers don't yield
- Speeding drivers
- Strong desire for traffic calming
- "Dangerous" and "Terrifying" to cross as a pedestrian



Priorities by Location



- Entrance not welcoming to bikes and pedestrians
- Sidewalk too narrow across bridge for pedestrians to pass
- Landscaping is poorly maintained and unwelcoming
- Traffic calming needed approaching bridge

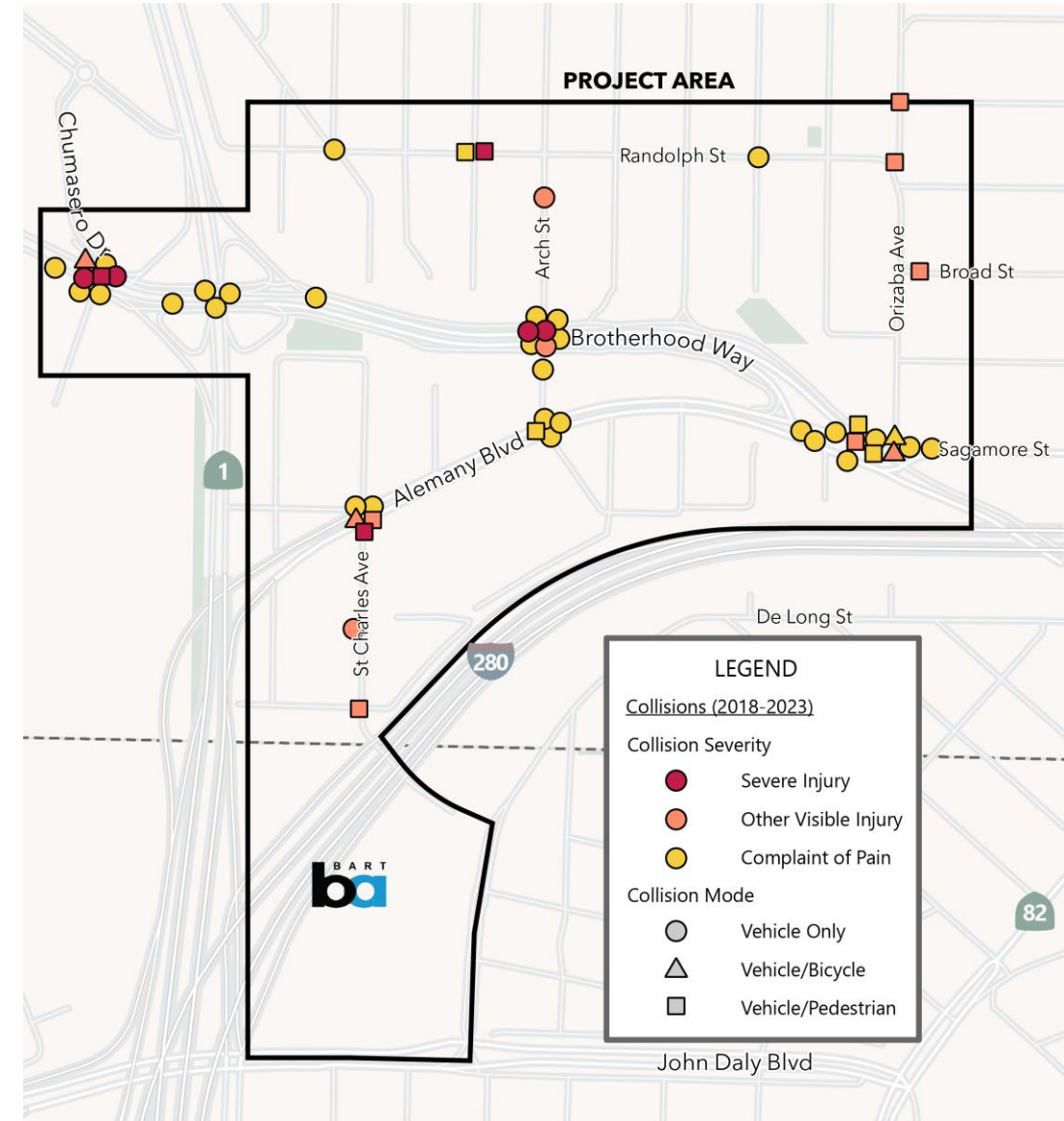


Consistency with Existing Conditions Data

- Safety Data Consistent with Safety Concerns
 - Collisions concentrated at intersections
 - Confusion & collisions at intersection of Alemany/Sagamore/Orizaba/Brotherhood Way
 - Higher speeds, inconsistent compliance, & collisions at Alemany/St. Charles Intersection
- Walking and Biking Needs Consistent with Concerns or Issues Raised
 - Limited places to safely cross Alemany Boulevard & Brotherhood Way
 - Safe crossings critical for accessing transit
 - Incomplete bike facilities in the Project Area



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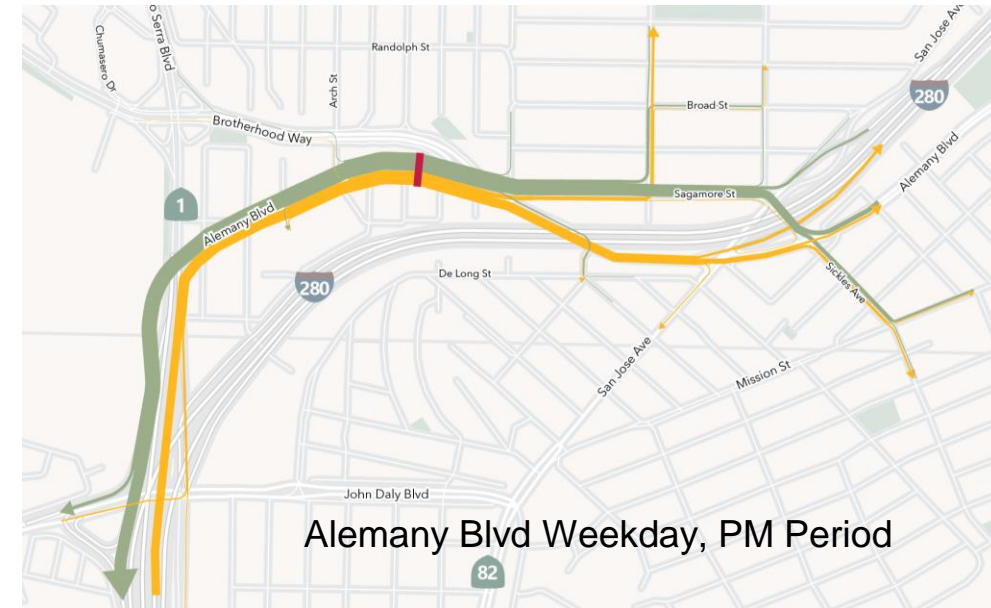


Consistency with Existing Conditions Data

- Open Space Data Consistent with Community Desire for Enhancements
 - Limited access to green space relative to other parts of San Francisco
 - Existing green space is bisected by higher speed street with few crossings
- Traffic Traveling Through Consistent with Residents Observations and Experience
 - Brotherhood Way and Alemany Boulevard primarily serve through trips
 - Few vehicles are turning onto local streets within the Project Area

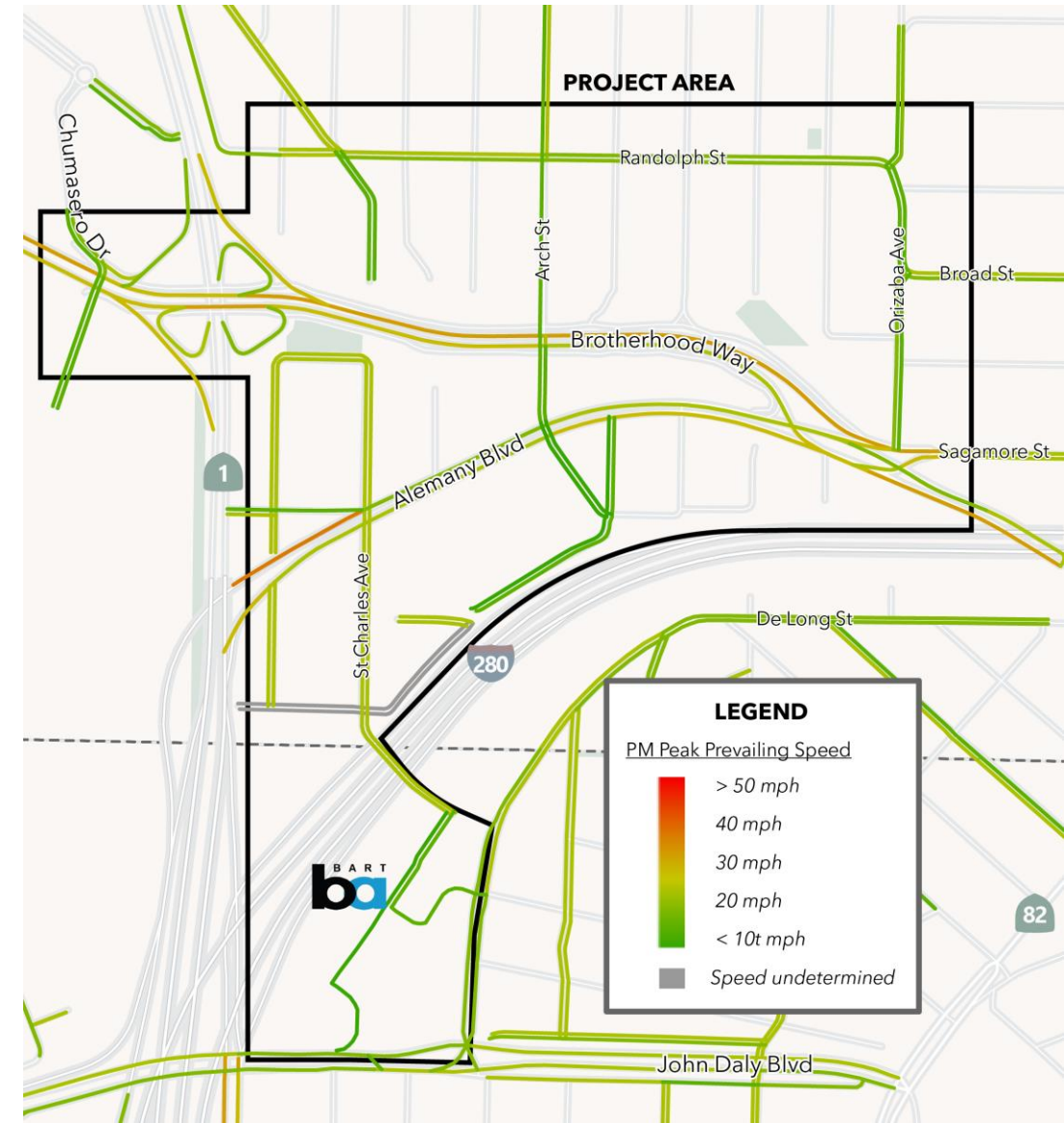


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Differences with Existing Conditions Data

- Congestion: What the data say...
 - Traffic volumes indicate limited to no congestion on Brotherhood Way or Alemany Boulevard
 - Prevailing speed data during the PM peak indicate vehicles are generally traveling at the posted speed limit or in a few instances higher
- Congestion: What we have heard...
 - Some community members have expressed concern about congestion in the Project Area
 - What is your experience and observations?

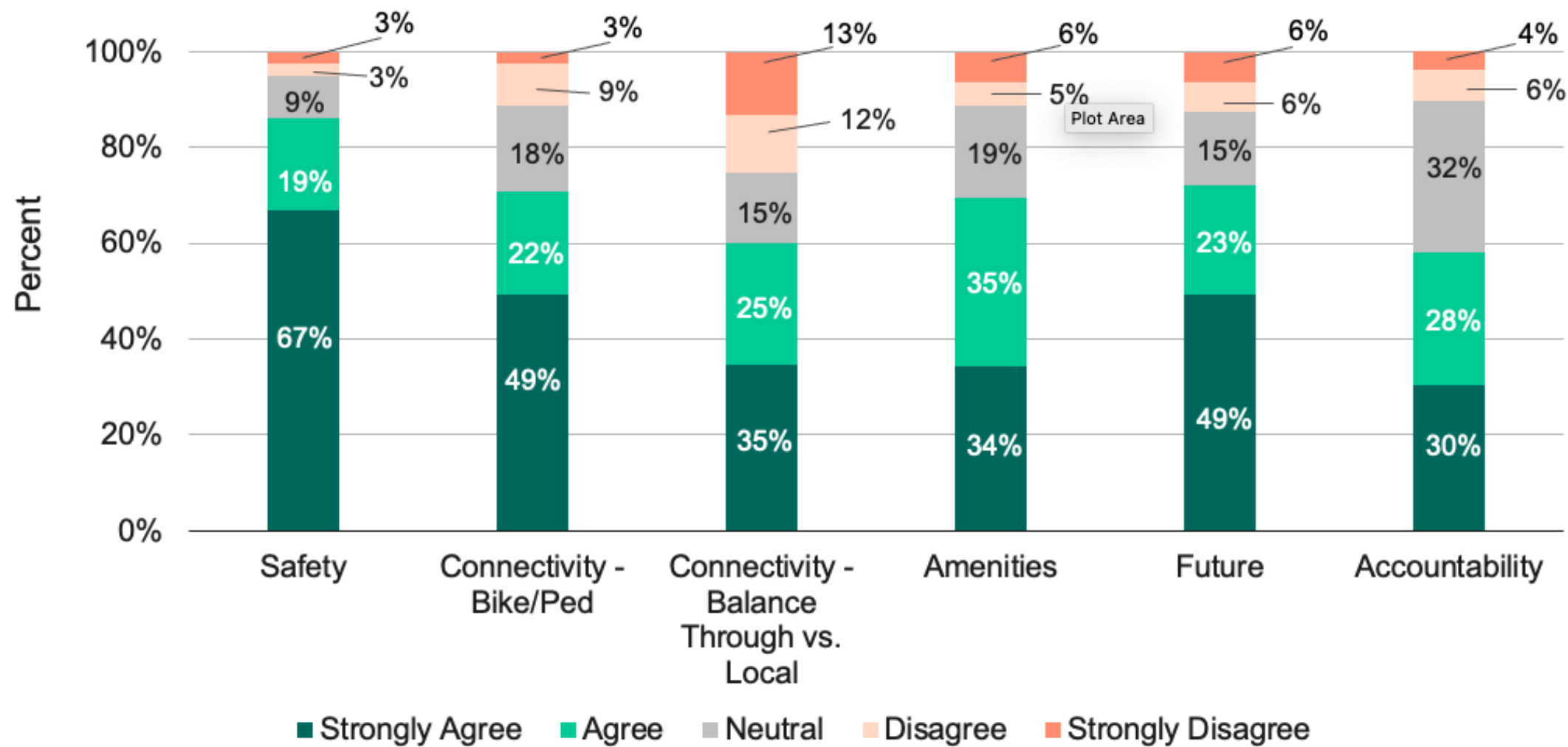


Draft Goals

1. **Prioritize Safety**
2. **Neighborhood Connectivity**
3. **Support Community Amenities & Green Space**
4. **Prepare for the Future**
5. **Demonstrate Accountability**

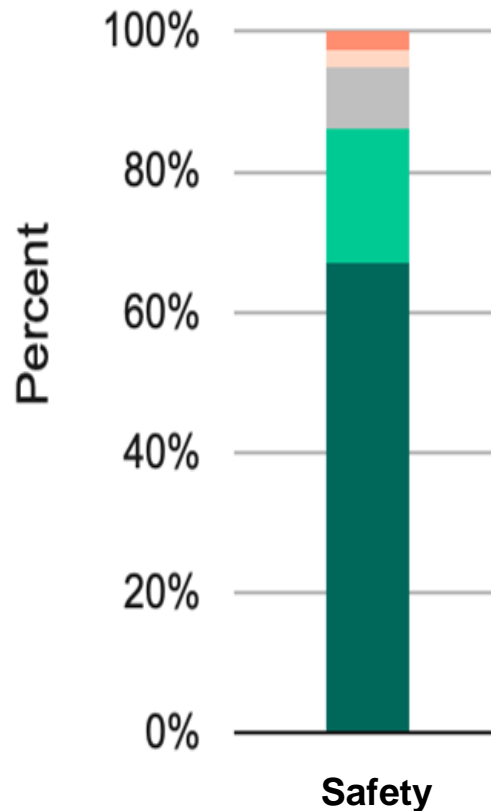


Findings: Goal Support



Findings:

Prioritize Safety

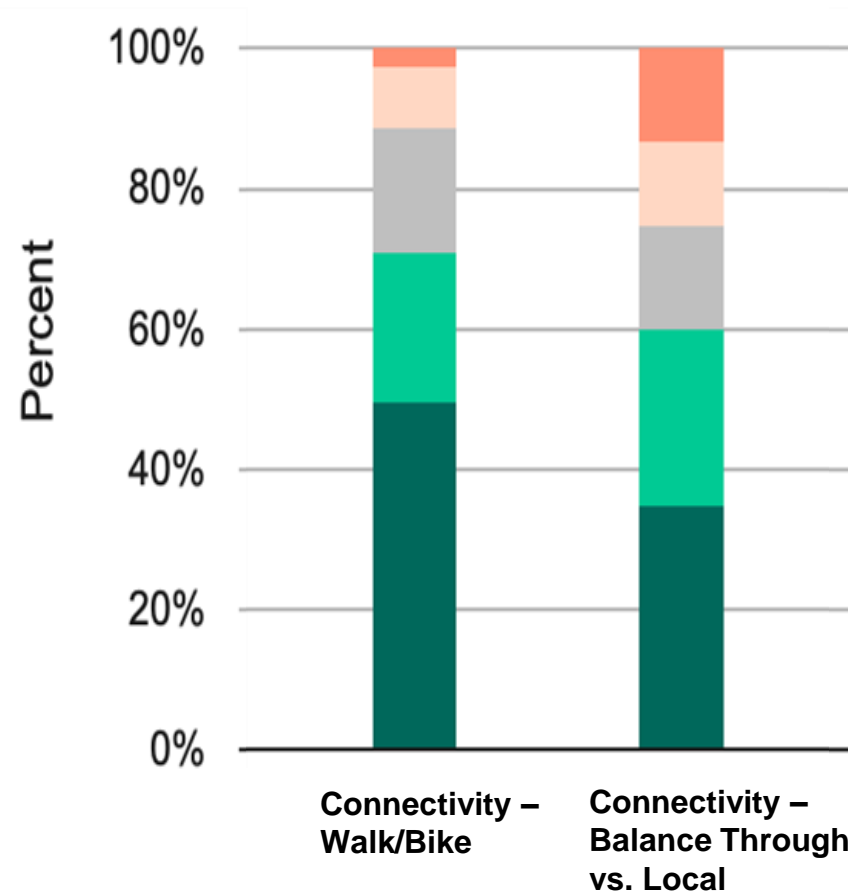


- 86% agree or strongly agree
- Focus on intersections
- Pervasive dangerous driver behavior, especially speeding and failure to yield
- Inadequate protection for people biking
- Lots of location-specific feedback [subsequent slides]

■ Strongly Agree ■ Agree ■ Neutral ■ Disagree ■ Strongly Disagree

Findings:

Neighborhood Connectivity



- Recognition area designed to accommodate drivers without much thought for others.
- Walkability important for the neighborhood
- Many respondents who disagreed with the need to balance local throughput did so because they wanted total focus on walking and biking
- Some shared perspective that SF is privileging young travelers who can walk/bike at the expense of elderly and disabled travelers

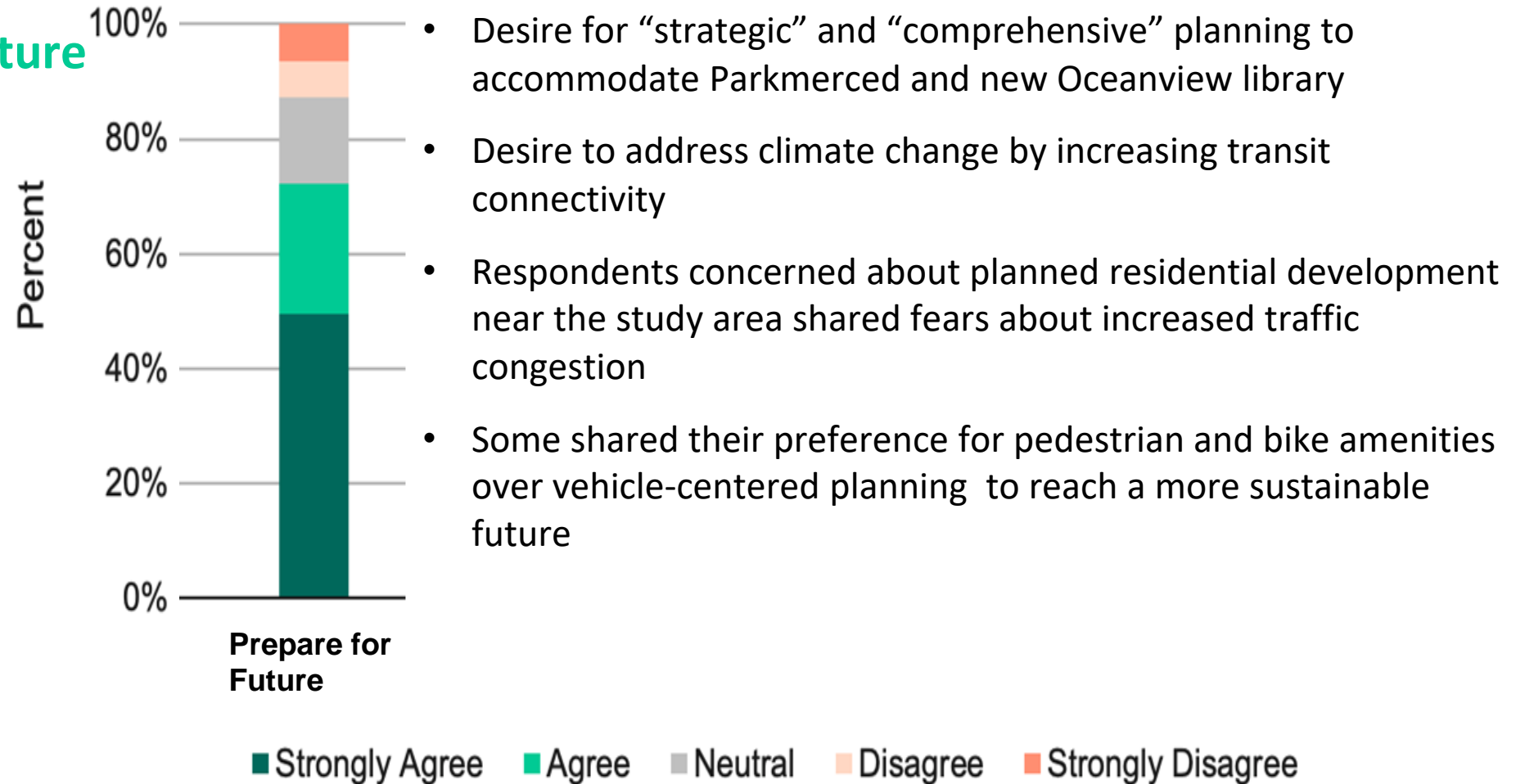
Findings:

Support Community Amenities



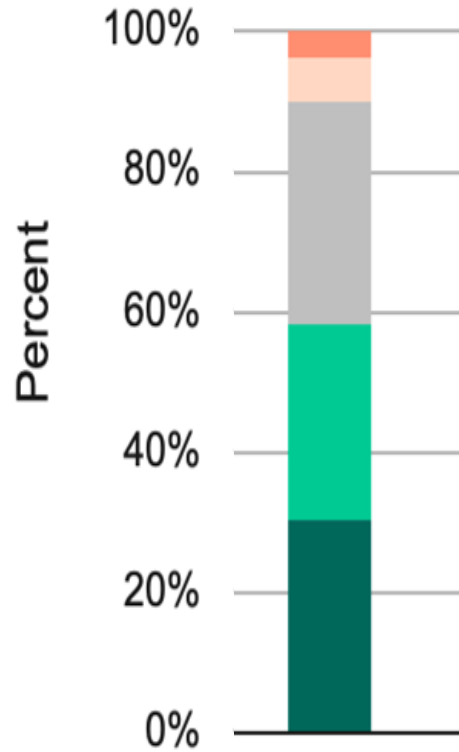
Findings:

Prepare for the Future



Findings:

Accountability



Safety

- Desire for transparency in trade-offs
- Preference for concrete proposals to respond to
- Minority but very vocal desire to exclude people who live outside of the immediate study environs from decision making process (e.g. city-wide advocacy groups should not be consulted, traffic operations along Arch street should be determined only by residents of that street)

■ Strongly Agree ■ Agree ■ Neutral ■ Disagree ■ Strongly Disagree

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Goal & Evaluation Framework Updates



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Goals, Objectives, Performance Measures

Goal	Objective	Performance Measure
Prioritize Safety	Improve safety for people traveling in the project area, including vehicles, transit riders, pedestrians, and bicyclists	<ul style="list-style-type: none">• Number of proven safety countermeasures implemented• Number and severity of conflict points• Vehicle speeds• Compiled Index*

Goals, Objectives, Performance Measures

Goal	Objective	Performance Measure
Improve Connectivity	Make it quicker and more comfortable to access key destinations for people who live within and near the project area, with a focus on walking, biking, and transit.	<ul style="list-style-type: none">• Number and percentage of local destinations available by walking and biking on low stress routes*• Travel times for transit
	Adjust the transportation network to better balance through traffic and local needs	<ul style="list-style-type: none">• Vehicle delay• Percentage and volume of drivers diverted through Equity Priority Communities*

Goals, Objectives, Performance Measures

Goal	Objective	Performance Measure
Support Community Amenities and Green Space	Work with the community to identify community assets and improve access to those assets.	<ul style="list-style-type: none">• Number or percentage of local destinations available by walking and biking on low stress routes [same as connectivity metric, but with a subset of destinations based on Round 1 feedback]
	Support ongoing community efforts to maintain and expand neighborhood assets, such as open space within the community.	<ul style="list-style-type: none">• Contiguous square feet of unprogrammed space

Goals, Objectives, Performance Measures

Goal	Objective	Performance Measure
Prepare for the future	Develop concepts which meet the needs of the neighborhood now and into the future.	<ul style="list-style-type: none">• <i>Process</i> - Apply future-year analysis to performance measures
	Foster climate resilience and support reduced greenhouse gas emissions by enhancing opportunities to travel without a vehicle	<ul style="list-style-type: none">• Number and percentage of local destinations available by walking and biking via low stress routes (metric also appears in connectivity)• Number of climate resilience measures such as bioswales and permeable surfaces



Goals, Objectives, Performance Measures

Goal	Objective	Performance Measure
Accountability	The planning process will be transparent and recommendations will respond to input from community members who live within and near the Project area.	<ul style="list-style-type: none">• <i>Process</i> - Provide multiple opportunities for public engagement• <i>Process</i> - Develop multiple alternative designs for community consideration in an iterative process• <i>Process</i> - Ensure tradeoffs are clear to all stakeholders
	Develop a vision which brings near-term and sustained investment to the neighborhood	<ul style="list-style-type: none">• <i>Process</i> - Develop an implementation plan• <i>Process</i> - Develop both near and long-term improvements• Cost estimates• Potential funding sources• Constructability



Next Steps



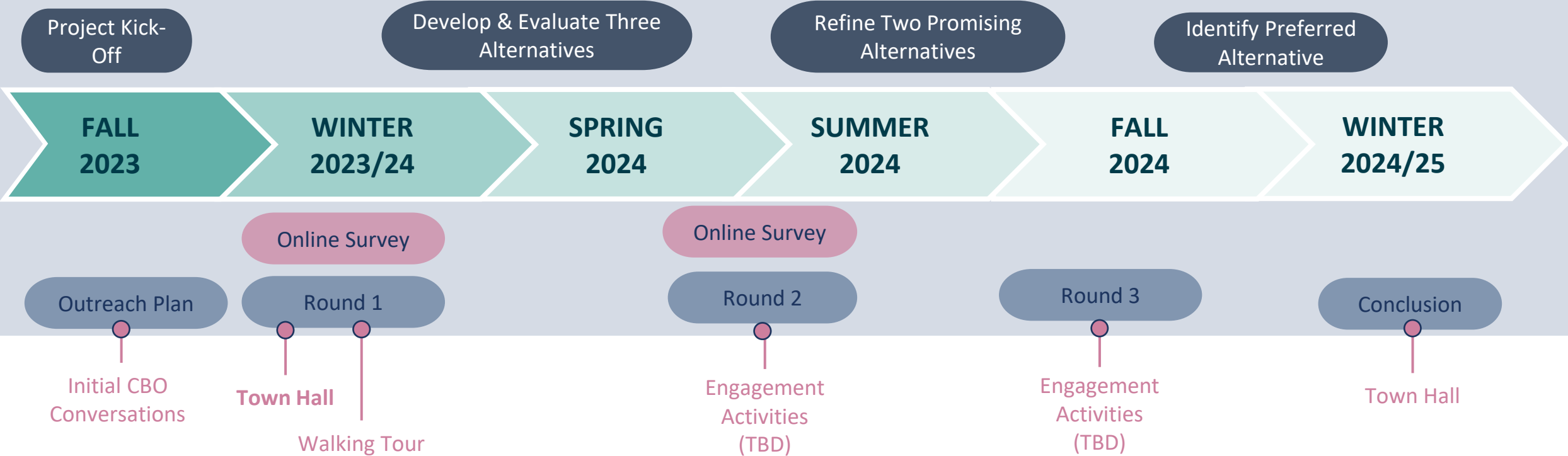
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Concept Development Approach

1. Develop three initial alternative designs based on:
 - Community input from Round 1 engagement
 - Data collection and analysis
 - Alignment with project goals
2. Refine initial designs to two final alternatives based on:
 - Preliminary technical evaluation (measure each concepts' ability to meet project goals using established performance metrics)
 - Community input from Round 2 engagement
3. Select the preferred alternative based on:
 - Community feedback from round 3 engagement
 - Final technical evaluation using established performance metrics

Project Schedule



Next Working Group Meeting

1. Likely May or June
2. Do members prefer remote, or should we try to meet at a venue in the neighborhood?
3. Offer feedback about how this meeting went to the project team –
Kelsey@davisimpact.com david.long@sfcta.org



Other Questions or Comments?



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