

# Bayview Hunters Point Neighborhood Transportation Plan



## Welcome to the Community Roundtable!





# ABOUT THIS STUDY – Bayview Hunters Point Neighborhood Transportation Plan (NTP)

## *A Community-Based Study of Transportation Needs and Priorities in Bayview Hunters Point*

### Study Purpose

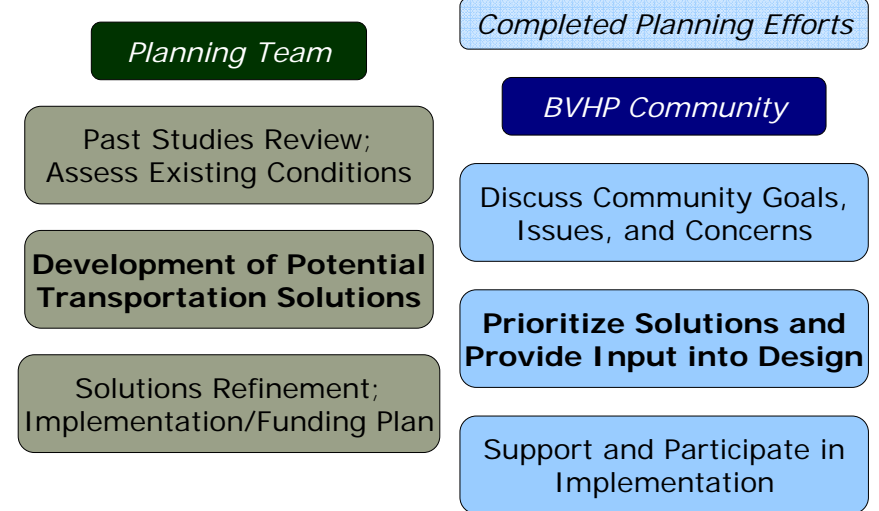
- ❖ Work with community members to **identify high-priority transportation needs** affecting Bayview Hunters Point
- ❖ Build on past planning and visioning efforts, including the Revitalization Concept Plan and the Redevelopment Plan
- ❖ Provide technical support to examine issues **not being addressed by other efforts** or plans
- ❖ Focus on **near-term solutions** with community support
- ❖ Develop projects for grant funding within the next few years
- ❖ **Equip the neighborhood** to advocate for and participate in the implementation of priority transportation solutions
- ❖ Coordinate with related efforts and **reinforce community support** for other improvements

### About the Transportation Authority

The Transportation Authority is San Francisco’s planning, funding, and coordination agency for transportation. The Authority’s responsibilities include

- ❖ Administration and oversight of the Prop K transportation sales tax program, which was approved by 75% of San Francisco voters in 2003
- ❖ Development of the San Francisco Countywide Transportation Plan
- ❖ Preparation of technical studies and plans, including corridor studies, neighborhood plans, and policy reports
- ❖ Partnering with City and regional agencies to coordinate transportation initiatives in San Francisco
- ❖ Advancing San Francisco’s transportation priorities at the regional, state, and federal levels
- ❖ Monitoring transportation system performance

### Study Process



The Transportation Authority’s NTP program is a **collaborative process** that depends upon the meaningful participation of community stakeholders, including residents, businesses, and community-based organizations and institutions.

### NTP Program and Study Funding

The Transportation Authority’s neighborhood transportation planning (NTP) program is an outgrowth of the 2004 San Francisco Countywide Transportation Plan, which identified the need to utilize community-based planning in order to identify and build consensus on neighborhood transportation needs and appropriate solutions. Prop K provides significant funding to respond to neighborhood transportation needs through planning, design, and implementation of transit, traffic calming, pedestrian and bicycle safety and circulation, parking management, and streetscape improvements. The NTP program also aims to build the capacity of neighborhood-level stakeholders and community-based organizations to understand and participate meaningfully in the transportation planning process.

The Bayview Hunters Point NTP is one of several studies that the Authority has undertaken or will undertake as part of the Community-Based Transportation Planning (CBTP) program sponsored by the San Francisco Bay Area’s regional transportation planning and funding agency—the Metropolitan Transportation Commission (MTC). In each of the Bay Area’s nine counties, the county Congestion Management Agency (CMA) leads implementation of the CBTP program. The Transportation Authority is San Francisco’s CMA.

The Bayview Hunters Point NTP is funded by MTC, the California Department of Transportation (Caltrans), and Prop K.



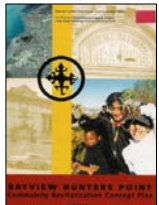
# BACKGROUND – Past Studies, Coordination, and Approach

*Many other transportation and land use initiatives are underway in Bayview Hunters Point.*

## Key Completed Bayview Hunters Point Studies

The neighborhood plan builds on the technical work and community outreach by **past planning and visionary efforts**. Key completed studies include:

- ❖ Bayview Connections Urban Open Space Plan (1999)
- ❖ Bayview Hunters Point Community Revitalization Concept Plan (2000)
- ❖ Oakdale Caltrain Station Feasibility and Station Concept Study (2005)
- ❖ Bayview Hunters Point Redevelopment Plan (2006)
- ❖ Bayview (East of Third) Traffic Calming Plan (2007)
- ❖ Bayview Hunters Point Pedestrian Safety Plan (2007)
- ❖ Cargo Way/Bay Trail Conceptual Design Study (2008)
- ❖ Bayview Hunters Point Diesel Pollution Reduction Plan (2009)



## Major Findings from Past Studies

Recent planning efforts in the community have taken various forms. However, certain broad and recurrent themes have emerged, including:

- ❖ Public transportation **does not adequately serve the neighborhood**, and regional transit connections are especially deficient
- ❖ Substantial **opportunities exist to improve streets**, particularly where right-of-way is significant
- ❖ Pedestrian conditions, both in terms of street environment and **public safety**, are a major concern
- ❖ Industrial land uses impact adjacent areas, both from **truck traffic and emissions**
- ❖ The neighborhood's **network of bicycle routes** should be expanded and improved and amenities should be provided for bicyclists

## Other Initiatives Currently Underway

The Transportation Authority (SFCTA) is coordinating with other agencies and projects currently in progress in Bayview Hunters Point, including:

- ❖ Bayview Transportation Improvements Project (Truck Routing) – DPW
- ❖ Bi-County Transportation Study – SFCTA
- ❖ India Basin Shoreline (Area C) Planning – SFRA & Planning Department
- ❖ Candlestick Point and Hunters Point Shipyard Transportation Plan – MOEWD
- ❖ Caltrain Oakdale Ridership Study and System Analysis – SFCTA & Caltrain

## Focusing the NTP's Activities on Key Issues

**Community Priority**  
How frequently do community members mention this transportation issue? Is change desired?



**Level of Need**  
How severe are the conditions to be addressed? Do they disproportionately affect vulnerable groups?

**Time Horizon for Improvements**  
Could the issue be addressed in the near- to mid-term (1-5 years)?



**Extent Not Addressed by Other Efforts**  
Many planning studies and implementation efforts are underway in the Bayview. Are additional technical studies and development of solutions warranted to address this transportation issue?

# COMMUNITY ENGAGEMENT and INPUT

Public involvement efforts focused on small-scale, direct outreach to a range of stakeholders

## Thus far, we have directly engaged over 200 individuals

- ❖ Youth
- ❖ Seniors
- ❖ Bayview Merchants, Rotary Club
- ❖ PAC
- ❖ Bayview Police Station
  - Patrol Officers
  - Presentations at Monthly Community Meetings
- ❖ Community-Based Organizations (CBOs) and Service Providers



Lunchtime focus group at the Multipurpose Senior Center

## Collaborative Engagement

### Youth Involvement

Partnership with Literacy for Environmental Justice (LEJ), including hosting a youth-led workshop on transportation challenges faced by youth in Bayview Hunters Point.

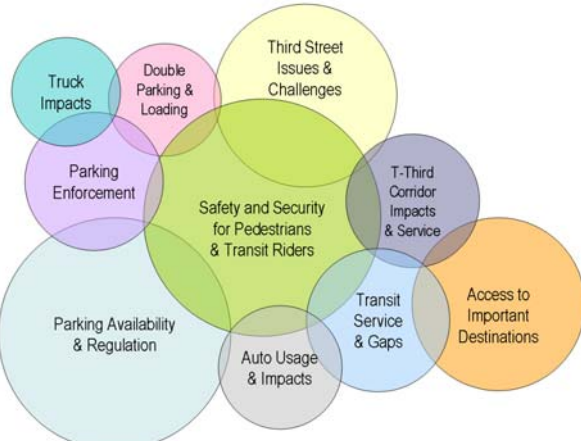


### Bayview MAGIC (BMAGIC) Community Collaborative

Working with Bayview Hunters Point service providers to investigate transportation barriers faced by CBOs and develop community-based solutions.

The outreach approach for the Neighborhood Transportation Plan is intended to encourage perspectives from a diverse cross-section of the community and to **translate local knowledge and experience into the development of solutions.**

## Transportation Issues Raised by Community Members



Members of the community have raised an array of transportation-related concerns. These transportation issues are inter-related, with public safety concerns underlying many of the community's challenges.

- ❖ Walking is not a **safe or pleasant** way to travel
- ❖ It is difficult to get around or go beyond Bayview Hunters Point without a car
- ❖ Muni service is often **infrequent and unreliable**, particularly beyond Third Street
- ❖ On-street **parking is scarce for everyone** and sidewalk parking is a major concern
- ❖ Regional transit access is very poor
- ❖ Auto and truck traffic negatively impacts residential streets
- ❖ Implementation of T-Line has brought **new concerns and challenges** to Third Street

## Neighborhood Transportation Plan Focus

The NTP is analyzing and developing solutions for the following high-priority community issues:

- ❖ **On-street parking** availability and management
- ❖ **Third Street** conditions, particularly for pedestrians
- ❖ **Mobility options** for those with limited auto access

The NTP is also coordinated with other agencies and initiatives:

- ❖ Reinforce community support for other priorities

# ON-STREET PARKING

*Curbside spaces are in high demand in certain locations; parking on sidewalks negatively impacts pedestrians.*

## Key Community Input

- ❖ On-street parking is scarce for everyone
- ❖ Third Street parking access is critical for local businesses
- ❖ Illegal parking activity negatively impacts pedestrians
- ❖ Parking regulations are not consistently enforced
- ❖ Many households rely upon curbside space to store multiple vehicles



## Neighborhood Context

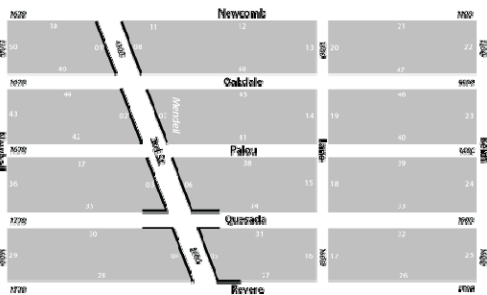
Bayview Hunters Point has unique transportation conditions and parking demands. Key factors include:

- ❖ Large average household size, higher automobile ownership/use
- ❖ Limited transit service beyond Third Street
- ❖ Mix of commercial, industrial, residential, institutional uses
- ❖ Public safety and crime concerns, particularly after dark

## On-Street Parking Occupancy Data Collection

To better understand and quantify on-street parking concerns in the neighborhood, the study team conducted a survey of parking occupancy during two weekday afternoons.

### Survey Area



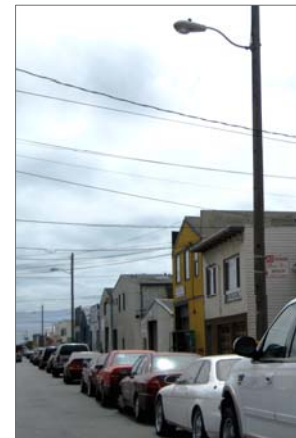
### Survey Area Parking Supply (# of Spaces)

	No Regulation	Metered	Yellow (loading)	Blue (disabled)	Total
Along Third Street	-	49	3	1	53
Other Block Faces	579	21	4	-	604
<b>Total</b>	<b>579</b>	<b>70</b>	<b>7</b>	<b>1</b>	<b>657</b>

## Illegal Parking Activity

Over two afternoons, the following was observed in the Survey Area:

- ❖ 505 instances of vehicles parked on the sidewalk
- ❖ 297 instances of vehicles blocking curb cuts/driveways



### Occupancy of Metered Spaces (highlighted block faces above)

	2:00 - 3:30pm	3:30 - 5:00pm	5:00 - 6:30pm	6:30-8:00pm
Along Third Street	66%	68%	72%	65%
Adjacent to Third Street	40%	40%	57%	50%
<b>All Metered Spaces</b>	<b>57%</b>	<b>60%</b>	<b>68%</b>	<b>61%</b>

### Occupancy of Unregulated Spaces (residential area, generally)

	2:00 - 3:30pm	3:30 - 5:00pm	5:00 - 6:30pm	6:30-8:00pm
North-South Streets	66%	68%	72%	76%
East-West Avenues	93%	93%	99%	103%
<b>All</b>	<b>87%</b>	<b>88%</b>	<b>93%</b>	<b>97%</b>



# THIRD STREET

*A complex corridor that serves as the neighborhood's transportation spine and community center*

## Key Community Input

- ❖ Implementation of the T light rail **has brought benefits** to the community, **but also new challenges**
- ❖ **Signal times are long** and require push-button actuation for a pedestrian cycle, which encourages jaywalking
- ❖ There are **conflicts among various users** of the street, especially where the T-line shares right-of-way with mixed traffic
- ❖ There is a need for **improved parking management** and provision of more loading spaces



## Key Questions

The Transportation Authority is currently working with the Municipal Transportation Agency (MTA) to analyze **challenges and opportunities** in the Third Street Corridor.

- ❖ What are the tradeoffs among the multiple modes of travel using Third Street?
- ❖ Can pedestrian conditions and signal timing be improved?
- ❖ How can transit travel time be improved throughout the corridor?
- ❖ Are there opportunities to improve the management of parking on Third Street?

## Analysis of pedestrian behavior at Third/Oakdale and Third/Quesada

The study team observed pedestrian activity at two busy intersections during two weekday afternoons. The findings indicate that current signalization encourages **unsafe pedestrian behavior**.

- ❖ 7 of 8 pedestrians **do not observe** pedestrian signals
- ❖ Of those that press button, ½ do not wait for green signal
- ❖ 70% of jaywalkers cross "with" traffic (parallel signal is green)
- ❖ More than 60% of jaywalking is across side streets (along Third)
- ❖ Average delay for pedestrians that press button is 33 seconds



## Many Modes Use Third Street

In **one hour**, on a typical weekday afternoon at Third Street and Palou Avenue, there are:

- ❖ 1500 vehicles (along and across)
- ❖ 1400 pedestrians
- ❖ 500 transit boardings/alightings
- ❖ 20 bicyclists (along Third)
- ❖ On-street parking and loading



# MOBILITY BARRIERS AND COMMUNITY-BASED TRANSPORTATION

*Community members without automobile access face significant mobility barriers.*

## Key Community Input

- ❖ It is difficult to get around or go beyond the neighborhood without a car
- ❖ Public transportation is **infrequent and unreliable**, particularly east of Third Street
- ❖ Certain populations and groups face **greater mobility challenges**
- ❖ Some mobility gaps are currently addressed by service providers and community-based organizations.
- ❖ The biggest barriers to improved efficiency and coordination of community transportation are **liability and insurance challenges**



## Community-Based Transportation

Community-based transportation refers to services provided by community organizations and institutions (social service providers, churches, etc.)

- ❖ Coordination can **improve effectiveness and efficiency**
- ❖ Includes:
  - Volunteer driver or escort programs
  - Coordination models, resource-sharing



## Volunteer Driver Programs

Volunteer driver programs provide mileage reimbursement and umbrella insurance for certain trips. Examples:



- ❖ Transportation Reaching People (TRP) – Clackamas Co., OR
  - Recruits, screens, trains, and schedules 125 volunteer drivers



- ❖ Independent Transportation Network (ITN)
  - National non-profit that helps set up volunteer driver programs
  - Drivers are reimbursed or earn credits for future rides



## Transportation Coordination

Transportation coordination organizations provide centralized services for multiple providers. *Ride Connection* of Portland (OR) is an example:

- ❖ Coordinates transportation operations of 33 small CBOs
- ❖ Provides various services to member agencies/providers:
  - Insurance
  - Fundraising
  - Training



## Current Strategies in Bayview

Currently, various **informal and formal strategies** are used to help address mobility gaps in the community:

- ❖ Ridesharing, chauffeuring, carpooling
- ❖ Transportation provided by CBOs for clients, staff
  - Vans, buses, private vehicles
- ❖ BVHP Community Health Shuttle
- ❖ Other community vehicles (churches, etc.)