

THIS PRINT COVERS CALENDAR ITEM NO.: 14

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving parking and traffic modifications on Lower Great Highway between Lincoln Way and Sloat Boulevard to improve comfort and safety for pedestrians as part of the Lower Great Highway Pedestrian Improvements (Near-Term) project.

SUMMARY:



- This project will establish pedestrian visibility zones (daylighting), painted safety zones, and back-in angled parking to ensure pedestrian visibility and comfort.
- These measures are near-term improvements focused on improving pedestrian visibility and traffic calming. Additional medium-term traffic calming improvements are still in development and will result in a separate item to this Board.
- The SFMTA has determined that the proposed Lower Great Highway Pedestrian Improvements (Near-Term) project is categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTA Board Resolution
2. Lower Great Highway Pedestrian Improvements Project (Near-Term) – Map
3. Lower Great Highway Pedestrian Improvements Project (Near-Term) – Angled Parking Detail

APPROVALS:

DATE

DIRECTOR		10/9/2018
SECRETARY		10/9/2018

ASSIGNED SFMTAB CALENDAR DATE: October 16, 2018

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PURPOSE

Approving parking and traffic modifications on Lower Great Highway between Lincoln Way and Sloat Boulevard to improve comfort and safety for pedestrians.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following goals and objectives in the SFMTA's Strategic Plan and Transit First Policy Principles:

Strategic Plan Goals/Objectives

Goal 1: Create a safer transportation experience for everyone.

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Goal 1: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.2: Enhance and expand use of the city's sustainable modes of Transportation.

Transit First Principles

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle, and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

DESCRIPTION

The Lower Great Highway Pedestrian Improvements (Near-Term) project was born out of concerns that the SFMTA and Supervisor Tang office heard from residents of Lower Great Highway. The community raised concerns regarding lack of visibility when crossing the street to get to and from the extensive neighborhood open spaces and major destinations of Ocean Beach and Great Highway Trail. As well, Lower Great Highway attracts additional vehicular traffic when Great Highway is closed for sand removal; this can occur up to 100 days per year. Between 2011 and 2016 there were four documented pedestrian injuries on Lower Great Highway. This project is intended to proactively respond to the community concerns for a safer and more comfortable pedestrian environment.

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In early 2018, the SFMTA, in coordination with Supervisor Tang's office, successfully applied for San Francisco County Transportation Authority (SFCTA) Neighborhood Transportation Improvement Funds. The project scope was divided into near-term and medium-term projects, with the near-term project focusing on pedestrian visibility and some traffic calming elements.

Medium-term traffic calming improvements are still in development and will result in a separate item for consideration by this Board.

Project Location

The project area consists of a two-mile segment of Lower Great Highway between Lincoln Way and Sloat Boulevard. Lower Great Highway runs parallel to the east of Upper Great Highway, a major arterial. When Upper Great Highway closes due to sand removal, much of the traffic diverts to Lower Great Highway. The existing street configuration is one lane in each direction, with 48th Avenue forking off Lower Great Highway just south of Taraval Street, and La Playa Street forking off just south of Kirkham Street. The street has a 40-foot right of way with parking on both sides; there are approximately 780 on-street parking spaces on Lower Great Highway.

Of the 18 intersections in the project area, ten are stop controlled for vehicles on Lower Great Highway (Lincoln Way, Judah, Kirkham, Lawton, Noriega, Pacheco, Rivera, Taraval, and Vincente streets, and Sloat Boulevard) while eight are uncontrolled for vehicles on Lower Great Highway (Irving, Moraga, Ortega, Quintara, Santiago, Ulloa, Cutler, and Wawona streets).

Project Elements

The following elements compose the near-term project:

- 31 pedestrian visibility zones (daylighting) are proposed to be installed in front of the vast majority of crosswalks – marked and unmarked – across Lower Great Highway. These red zones will ensure adequate visibility between pedestrians and approaching vehicles. Pedestrians crossing Lower Great Highway, including children and seniors, are traveling to or from Ocean Beach and the Great Highway path or parking spaces on the west side of Lower Great Highway. 20 of these zones will be standard red zones, while 11 will also have painted safety zones (see below). In total, the pedestrian visibility zones would result in a reduction of 32 parking spaces through the 2-mile corridor.
- 15 painted safety zones (PSZs) at locations with new and existing pedestrian visibility zones (above) are proposed for the vast majority of right turns off Lower Great Highway and the right turn from Sloat Boulevard onto Lower Great Highway. These PSZs provide the benefits of pedestrian visibility zones while also slowing down vehicles as they make right turns. These do not require SFMTA Board approval, but are listed for informational purposes.
- 47 back-in angled parking spaces are proposed on the west side of Lower Great Highway between Kirkham and Lawton streets. Back-in angled parking serves to narrow the

roadway, calming traffic. Angled parking was initially proposed to be part of the medium-term project, but was instead proposed as a near-term measure after hearing concerns regarding parking reduction at the first SFMTA Engineering Public Hearing. Compared with the existing parallel parking, back-in angled parking would result in a net gain of 18 parking spaces between Kirkham and Lawton streets.

In total, the Lower Great Highway Pedestrian Improvements (Near-Term) project would result in a net reduction of 14 parking spaces along the two mile, 18-intersection corridor. The near-term project additionally includes new speed limit signage, additional signage directing diverted Upper Great Highway traffic to use Sunset Boulevard, new marked crosswalks at Lawton Street, and refreshed roadway striping and curb paint.

Approval of the following parking and traffic modifications is required to support the project:

- A. ESTABLISH – RED ZONE - Lower Great Highway, east side, from Lincoln Way to 20 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Irving to 20 feet southerly (Painted Safety Zone, in existing 20' RZ); Lower Great Highway, east side, from Kirkham Street to 27 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Lawton to 20 feet southerly (Painted Safety Zone, in existing 20' RZ); Lower Great Highway, east side, from Moraga Street to 21 feet southerly (Painted Safety Zone, in existing 21' RZ); Lower Great Highway, east side, from Noriega Street to 24 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Ortega Street to 22 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Pacheco Street to 14 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Quintara Street to 14 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Rivera Street to 20 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Santiago Street to 20 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Vicente Street to 20 feet southerly (Painted Safety Zone, extends existing 10' FH RZ to 20'); Lower Great Highway, east side, from Cutler Street to 18 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Wawona Street to 10 feet southerly (Painted Safety Zone, in existing 10' FH RZ); Lower Great Highway, east side, from Sloat Boulevard to 54 feet northwesterly (Painted Safety Zone); Lower Great Highway, west side, from Kirkham Street to 20 feet northerly; Lower Great Highway, west side, from Kirkham Street, south crosswalk, to 20 feet northerly (in intersection); Lower Great Highway, west side, from Moraga Street to 20 feet northerly; Lower Great Highway, west side, from Moraga Street, south crosswalk, to 20 feet northerly (in intersection); Lower Great Highway, west side, from Noriega Street to 20 feet northerly; Lower Great Highway, west side, from Noriega Street, south crosswalk, to 20 feet northerly (in intersection); Lower Great Highway, west side, from Ortega Street to 20 feet northerly; Lower Great Highway, west side, from Ortega Street, south crosswalk, to 20 feet northerly (in intersection); Lower Great Highway, west side, from Pacheco Street to 20 feet northerly; Lower Great Highway, west side, from Pacheco Street, south crosswalk, to 20 feet northerly (in intersection); Lower Great Highway, west

side, from Quintara Street to 20 feet northerly; Lower Great Highway, west side, from Quintara Street, south crosswalk, to 20 feet northerly (in intersection); Lower Great Highway, west side, from Rivera Street, south crosswalk, to 20 feet northerly (in intersection); Lower Great Highway, west side, from Santiago Street to 20 feet northerly; Lower Great Highway, west side, from Santiago Street, south crosswalk, to 20 feet northerly (in intersection); Lower Great Highway, west side, from Taraval Street to 20 feet northerly; Lower Great Highway, west side, from Taraval Street, south crosswalk, to 20 feet northerly (in intersection); Lower Great Highway, west side, from Vicente Street to 20 feet northerly; Lower Great Highway, west side, from Vicente Street, south crosswalk, to 20 feet northerly (in intersection); Lower Great Highway, west side, from Sloat Boulevard to 20 feet northerly

- B. ESTABLISH - 45 DEGREE ANGLED PARKING - Lower Great Highway, west side, from Kirkham Street to 22 feet north of Lawton Avenue

STAKEHOLDER ENGAGEMENT

From its inception, the Lower Great Highway Pedestrian Improvements (Near-Term) project has been a community-driven project. It arose out of concerns community members expressed both to Supervisor Tang's office and the SFMTA. Those concerns were used to develop the scope of the near-term improvements.

Open Houses

Two open houses were held for the SFMTA to receive feedback on the project proposals. The first was held on April 20, 2018 at Sunset Cooperative Nursery with approximately 45 community members in attendance; approximately 800 mailers were sent notifying community members about this event. A second Open House was held on September 12, 2018 at Sunset Cooperative Nursery with approximately 40 community members in attendance; approximately 1700 mailers were sent notifying community members about this event.

Community Events

The SFMTA participated in a neighborhood walkthrough with members of the La Playa Park Coalition, presented the near-term proposal and collected feedback at a People of Parkside and Sunset (POPS) board meeting, met with a representative from the Outer Parkside and Sunset Residents Association (OSPRA), and gave a project presentation at OSPRA's District 4 Supervisor Race Candidates Forum. Project staff was in attendance to answer questions about the project at the Vision Zero District 4 Office Hours event at the Sunset Neighborhood Beacon Center's food pantry.

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Public Hearing – July 20, 2018

On July 20, 2018, 13 community members gave comments, in addition to 50 email comments received. Community members supporting the proposed improvements generally cited the lack of visibility in crossing Lower Great Highway, unsafe driving, and instances of vehicles running stop signs. Several indicated the parking reduction was an acceptable tradeoff for safety improvements.

Community members who opposed the improvements focused on the proposed reduction in parking spaces. Some said the proposed improvements and corresponding parking reduction were unneeded, while others understood the reasoning behind the improvements but did not feel the degree of parking reduction was an acceptable tradeoff. Several community members wanted exploration of alternative measures, like additional stop signs and marked crosswalks. Others felt there was not adequate notification about the overall project and opportunities for feedback.

Overall, concerns about parking reduction were the major theme in the majority of Public Hearing comments.

Response to Feedback

As a result of feedback heard at the July 20, 2018 Public Hearing, staff revisited the project proposal, removing side-street pedestrian visibility zones and including back-in angled parking recommendations in order to reduce the total number of parking spaces reduced along the corridor. The original proposal would have resulted in a reduction of 40 parking spaces through the corridor; the revised proposal lowered the net number of parking spaces removed to 14 through the corridor.

Public Hearing – September 14, 2018

At the September 14, 2018 Public Hearing, 10 community members gave comment, in addition to 14 email comments received in advance of the hearing, and 12 comments collected at the September 12, 2018 Open House. Community members in support again cited visibility issues and unsafe driving as reasons for supporting the proposed improvements; some indicated the revised proposal appropriately balanced safety improvements with parking impacts. A few comments indicated that outreach and notification had improved.

Community members opposed to the project again cited parking concerns. Some indicated that while the revised proposal was an improvement, they still opposed any degree of parking loss. Several opposed measures that reduced parking but supported the proposed angled parking. A few comments expressed concern about the interaction between vehicles entering and exiting the back-in angled parking and through traffic. One comment opposed the project due to the reduction in proposed pedestrian visibility zones from the original proposal.

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Overall, comments about the revised near-term proposal were far more balanced in terms of those supporting the proposal and those opposed to parking reductions.

ALTERNATIVES CONSIDERED

An alternative was considered and presented to the community that included additional pedestrian visibility zones on side streets and would have deferred angled parking implementation to the medium-term project.

Based on community concerns related to parking reduction, the side street visibility zones were removed to focus on visibility for pedestrians traveling across Lower Great Highway, and back-in angled parking was added to the near-term project, both to calm traffic and offset parking reductions.

A “no-build” alternative was not considered, as this would not address the community’s concerns related to pedestrian visibility and traffic calming.

FUNDING IMPACT

Both the near-term and medium-term projects are funded by \$250,000 from the Neighborhood Transportation Improvement Program (SFCTA). The planning and design budget of the near-term project is approximately \$35,000 and the near-term construction budget is approximately \$110,000.

ENVIRONMENTAL REVIEW

The proposed Lower Great Highway Pedestrian Improvements (Near-Term) project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for existing facilities as defined in Title 14 of the California Code of Regulations Sections 15301.

On September 21, 2018, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2018-013052ENV) that the proposed Lower Great Highway Pedestrian Improvements (Near-Term) project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action as defined by the S.F. Administrative Code. A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

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OTHER APPROVALS RECEIVED OR STILL REQUIRED

None.

RECOMMENDATION

SFMTA staff recommends approval of various parking and traffic modifications, as set forth in Items A and B above, on Lower Great Highway between Lincoln Way and Sloat Boulevard to improve pedestrian safety and comfort.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Lower Great Highway Pedestrian Improvements (Near-Term) project is a quick-implementation pedestrian visibility improvement and traffic calming project on Lower Great Highway between Lincoln Way and Sloat Boulevard; and,

WHEREAS, The project was initiated in response to community concerns around lack of pedestrian visibility and traffic calming; and,

WHEREAS, The project will implement pedestrian visibility zones (daylighting), and back-in angled parking; and,

WHEREAS, SFMTA staff recommend parking and traffic modifications to improve pedestrian visibility and calm traffic, including the following:

- A. ESTABLISH – RED ZONE - Lower Great Highway, east side, from Lincoln Way to 20 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Irving to 20 feet southerly (Painted Safety Zone, in existing 20' RZ); Lower Great Highway, east side, from Kirkham Street to 27 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Lawton to 20 feet southerly (Painted Safety Zone, in existing 20' RZ); Lower Great Highway, east side, from Moraga Street to 21 feet southerly (Painted Safety Zone, in existing 21' RZ); Lower Great Highway, east side, from Noriega Street to 24 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Ortega Street to 22 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Pacheco Street to 14 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Quintara Street to 14 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Rivera Street to 20 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Santiago Street to 20 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Vicente Street to 20 feet southerly (Painted Safety Zone, extends existing 10' FH RZ to 20'); Lower Great Highway, east side, from Cutler Street to 18 feet southerly (Painted Safety Zone); Lower Great Highway, east side, from Wawona Street to 10 feet southerly (Painted Safety Zone, in existing 10' FH RZ); Lower Great Highway, east side, from Sloat Boulevard to 54 feet northwesterly (Painted Safety Zone); Lower Great Highway, west side, from Kirkham Street to 20 feet northerly; Lower Great Highway, west side, from Kirkham Street, south crosswalk, to 20 feet northerly (in intersection); Lower Great Highway, west side, from Moraga Street to 20 feet northerly; Lower Great Highway, west side, from Moraga Street, south crosswalk, to 20 feet northerly (in intersection); Lower Great Highway, west side, from Noriega Street to 20 feet northerly; Lower Great Highway, west side, from Noriega Street, south

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- B. ESTABLISH - 45 DEGREE ANGLED PARKING - Lower Great Highway, west side, from Kirkham Street to 22 feet north of Lawton Avenue; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and,

WHEREAS, The proposed Lower Great Highway Pedestrian Improvements (Near-Term) project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for existing facilities as defined in Title 14 of the California Code of Regulations Sections 15301; and,

WHEREAS, On September 21, 2018, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2018-013052ENV) that the proposed Lower Great Highway Pedestrian Improvements (Near-Term) project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S.F. Administrative Code; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; therefore be it,

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RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications, as set forth in Items A through B, to improve pedestrian visibility and calm traffic on Lower Great Highway from Lincoln Way to Sloat Boulevard as part of the Lower Great Highway Pedestrian Improvements (Near-Term) project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 16, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2

Lower Great Highway Pedestrian Improvements Project (Near-Term) – Map

Red Visibility Zones - 20 locations
One parking space removed per location

Painted Safety Zone (PSZ) - 11 locations
One parking space removed per location except at Sloat Blvd where two are removed

Painted Safety Zones (PSZ) - 4 locations
No parking removed

25 mph Infill Speed Limit Signage - 2 locations

Back-In Angled Parking (West side of road only)
Net gain of 18 spaces

New marked crosswalks - Kirkham Street



Lower Great Highway Pedestrian Improvements Project
Proposed Near-Term Improvements



Enclosure 3

Lower Great Highway Pedestrian Improvements Project (Near-Term) – Angled Parking Detail

