



SFMTA
Municipal
Transportation
Agency

WACBTP Implementation

Market-Octavia CAC
8.21.17

Hello! I'm Adrian Leung, the project manager for the Implementation Phase of the Western Addition Community-Based Transportation Plan. Thanks for the opportunity to present a project status update today.

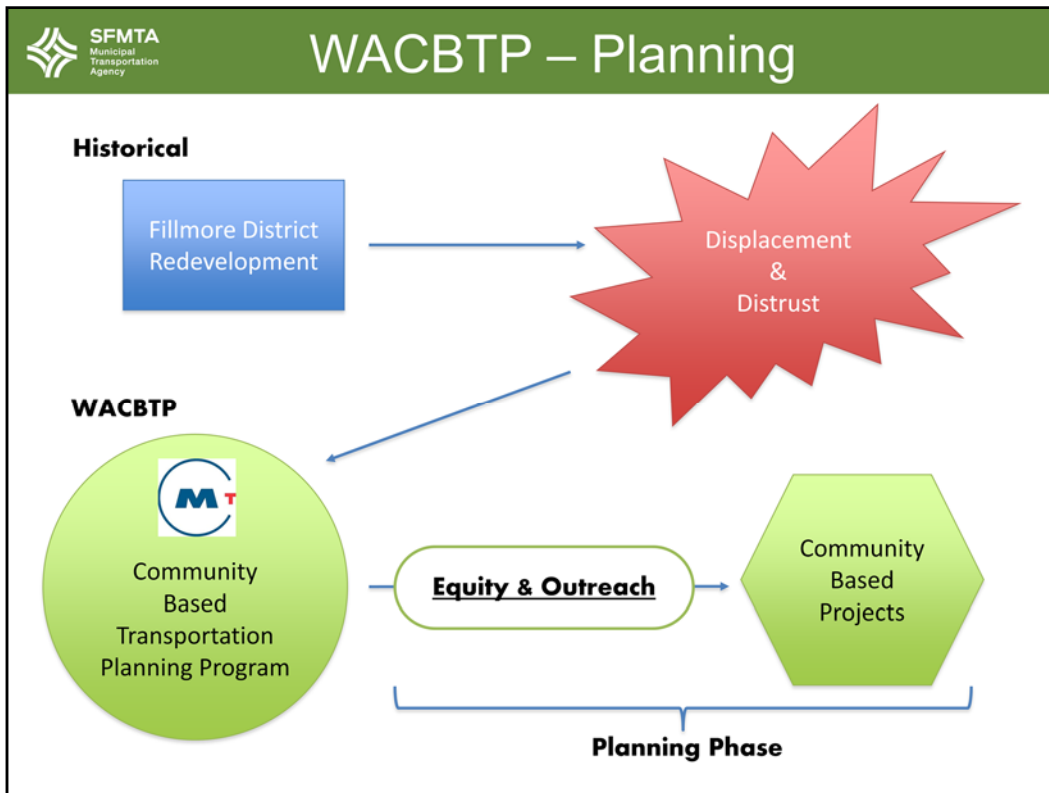
Western Addition Community Based Transportation Plan (CIP ST 101)

- Planning Phase
 - Entrenched distrust for City agencies
 - Identified numerous community-endorsed projects

- Implementation Phase
 - Near Term -Livable Streets
 - Intersection Improvements
 - Medium Term -SSD
 - Signal Projects
 - Golden Gate Ave Road Diet
 - Western Addition Bicycling Working Group
 - Long Term -MTA, PUC, PW, Planning, Rec & Park

Because we're keeping this tight, I wanted to get this summary slide in there up front. This is the takeaway slide that encapsulates the project.

This update will provide some very brief background about the planning phase, and then go into detail on the various efforts involved in Implementation.



I won't go into too much history, but it's important to understand that the circumstances in the Western Addition community arise directly in response to Fillmore District over the second half of the 20th century. Massive deliberate displacement of a vibrant African American community and broken promises of improvements have led to an entrenched distrust for all city agencies.

In the 2000s, a regional push for Community Based Transportation Planning focused on communities of concern (i.e. communities of color and low-income). The Western Addition is one of those neighborhoods—in fact the most central in SF. These efforts centralized the need for equity and outreach, which meant a close touch with community, and a genuine effort to build trust and translate the needs and desires of the community into the Plan. From that good work, a number of projects were identified and endorsed by the community.

Identified Projects and Improvements					
Transit	Livable Streets	Special Projects	Recreation and Parks	PW	PUC
Bus reliability	Intersection Improvements	Rectangular Rapid Flashing Beacons (Buchanan & Octavia)	Buchanan Mall Intersection Improvements	Sidewalk Repair	Street Lighting
On-board interactions	Turk St Edge Lines	Ped Countdown Signals	Margaret Hayward Playground and Laguna St Improvements	O'Farrell Curb Ramps & Pavement	
More frequent evening and weekend services	Golden Gate Road Diet	Other Signal Modifications			
Bus Amenities	WA Bicycling Working Group				

Here is a table of all the identified projects mentioned in the WACBTP. You'll quickly notice that many of these are beyond the purview of the MTA.

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Bus Amenities	WA Bicycling Working Group				

Near
Medium
Long
Concurrent

So, in prioritizing and scheduling them, we've been very careful in what we've promised.

Projects with other agencies



Buchanan Mall and Intersections



Margaret Hayward Playground Redesign &
Laguna Bulbs and Angled Parking



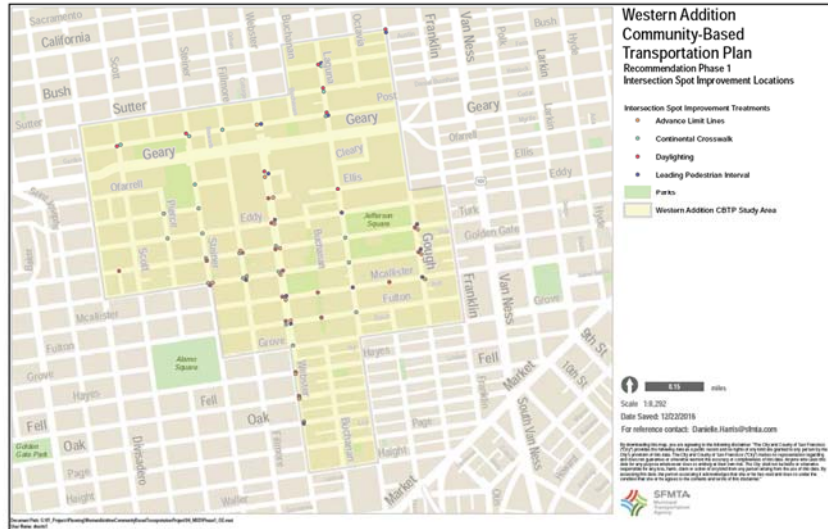
Sidewalk Repair
O'Farrell Improvements



Street Lighting

Anything that requires coordination with another agency, we've classified as Long Term, and we've managed community expectations in that they know these are not wholly within the MTA's jurisdiction. Some of these sister agencies are intent on completing their projects, but they're still a few years out. Others may require Herculean effort. When I started here, someone told me that Street Lighting was the Holy Grail of city infrastructure. We'll continue to work on these efforts through periodic coordination, but again, the public knows we are not solely responsible for these improvements.

- Intersection Improvements (WFQE Toolkit)
- Turk St Edge Lines



Livable Streets is responsible for near and medium-term efforts. The Near-Term work is straightforward. Intersection improvements are the same quick and effective measures we've been rolling out for WalkFirst. The Livable Streets staff who helped in the planning phase created a list of exactly where these improvements would go. Turk St edge lines are a paint only treatment that the community chose expressing a desire to retain all parking on Turk St. We were ready to roll out these work orders, except we've lost the teammate who was primarily responsible for that workload.

- Signal Work – PCS, RRFBs, and other modifications



- Golden Gate Road Diet



- Western Addition Bicycling Working Group

For medium term, one big chunk is Signal Work. Chava did an excellent job in lining up the right people so that this work is in the queue to be its own Signal Projects contract. This means we'll be taking advantage of the standard MTA path for detailed design and construction. We've already handed a list of intersections over to that group.

Technical

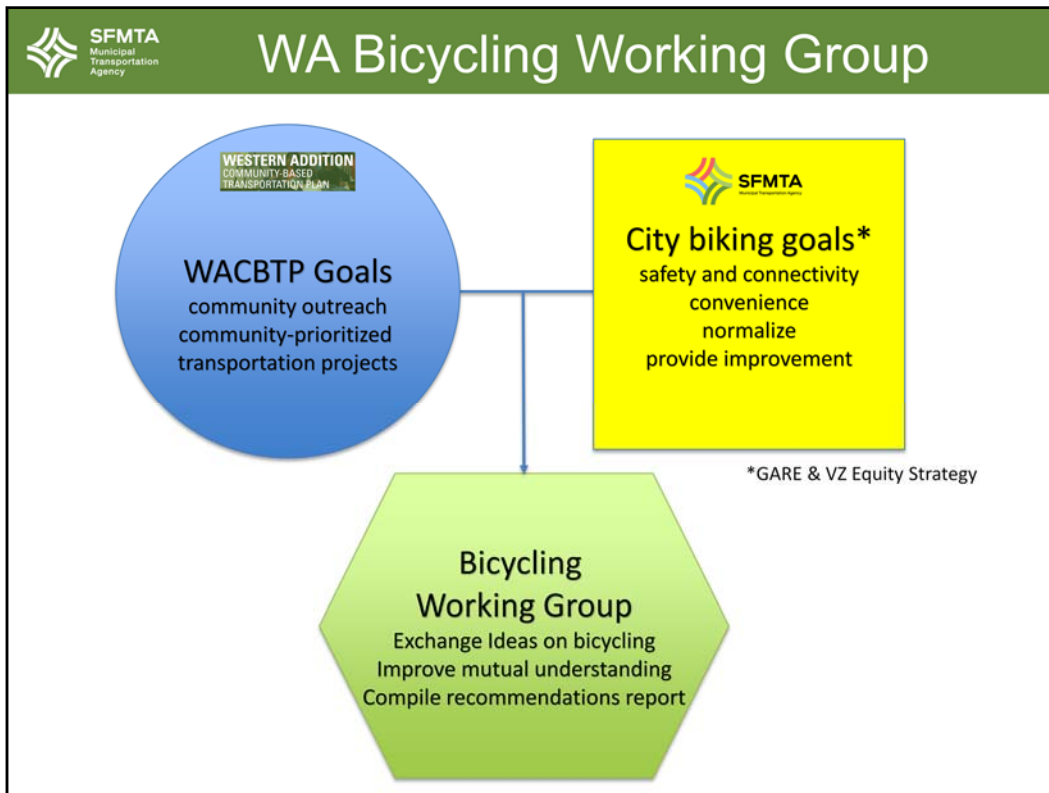
- 3 Travel Lanes → 2 travel lanes + bikeway? (No OCS!)

Project

- Outreach - equitable and trust-building
- Develop Alternatives
- Present Alternatives and Select - meetings & open houses



A medium term corridor project, the community generally endorsed the Golden Gate Road Diet concept, reducing the travel lanes from 3 to 2 and providing a bikeway. The project is straightforward in that we develop alternatives, present them and help the community select one. This all needs to be done with the close-touch outreach carried over from the Planning phase. However, since this project is more focused, we need to get more granular in these efforts, talking to more groups along the corridor, which include churches, schools, housing projects, neighborhood associations, and senior centers. There are foreseeable complications. There's Sunday church parking on alternate sides of the two blocks west of Fillmore, and while we presented a buffered bike lane in the planning phase, there is already discussion of a protected lane (from both advocates and internal staff).



Though not explicitly in the list of planned projects, staff felt the need for the Bicycling Working Group based on comments we heard during that process. There was a pronounced feeling by most of the black residents that the bicycling infrastructure improvements were for outsiders, not them. Bicyclists were viewed as the same as cut-through vehicle traffic—that is people who traveled through the neighborhood, and not to it, oftentimes disrespectfully, not ceding the right of way to pedestrians. For me, it became clear that, with incoming bike improvements from this project, like Golden Gate, but also other efforts, like Bike Share, or in the long view for something on Turk St, we needed to unpack these feelings, or otherwise we'd be ramming projects down their throat and meet with more pushback. The idea of this is a working group as an exchange place for discussion. The end product is a report that is meant to help guide the city on how to meet the needs of the community with regards to bicycling improvements and programs. We held a preliminary recruitment event after reaching out to a lot of organizations, but the turnout wasn't particularly great.

Initial concept

- Weekends
- Food and child care?
- Focus group
- Monthly meeting
- Recruitment



Next Direction

Outreach consultants

- Community Organizer Leaders for Recruitment
- Facilitators sensitive to
 - bicycling transportation
 - communities of concern

We wanted this exchange group to meet community availability needs as much as possible. And our community contacts recommended that we come up with an idea and float it at a recruitment kind of event to see how people felt and hopefully develop some interest. We thought of a monthly meeting



Bus reliability
On-board interactions
More frequent evening and weekend services
Bus Amenities

- Concurrent Effort
 - Partnering on outreach
 - Informing residents about Transit changes

The WACBTP also identified community desired improvements for transit. MuniForward has implemented related improvements during the Planning Phase. Because of the neighborhood's sensitivity, the Transit Equity Strategy reached out to me to assist in their outreach. I agreed to present their ideas, but I've also been circling them back to the WACBTP conclusions. The next steps are bringing Tracey Lin on board so that she can develop relationships with the community too.

- Near Term Intersection Improvements
- Signal Project Work
- WABWG Consultant Scope Development
- Golden Gate Ave Road Diet Existing Conditions