



Palou Complete Street Project

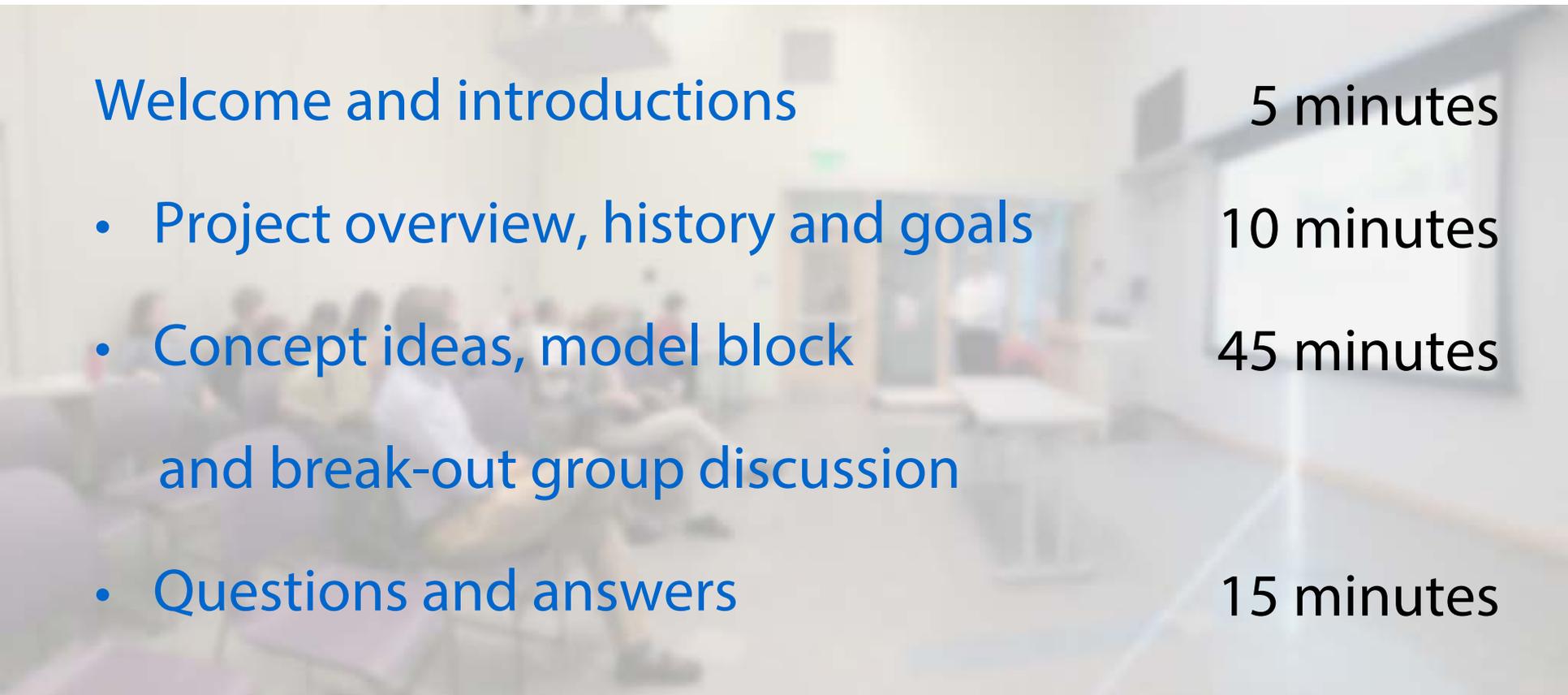
Barneveld Avenue to Crisp Road

Project overview and concept design

Community Meeting #2

May 13, 2015

Agenda

- 
- Welcome and introductions 5 minutes
 - Project overview, history and goals 10 minutes
 - Concept ideas, model block and break-out group discussion 45 minutes
 - Questions and answers 15 minutes

Project Team

SAN FRANCISCO PUBLIC WORKS

Oscar Gee, Project Manager

Marci Camacho, Project Management Assistant

Bo Sousa, Streets and Highways

Bill Bulkley, Landscape Architect

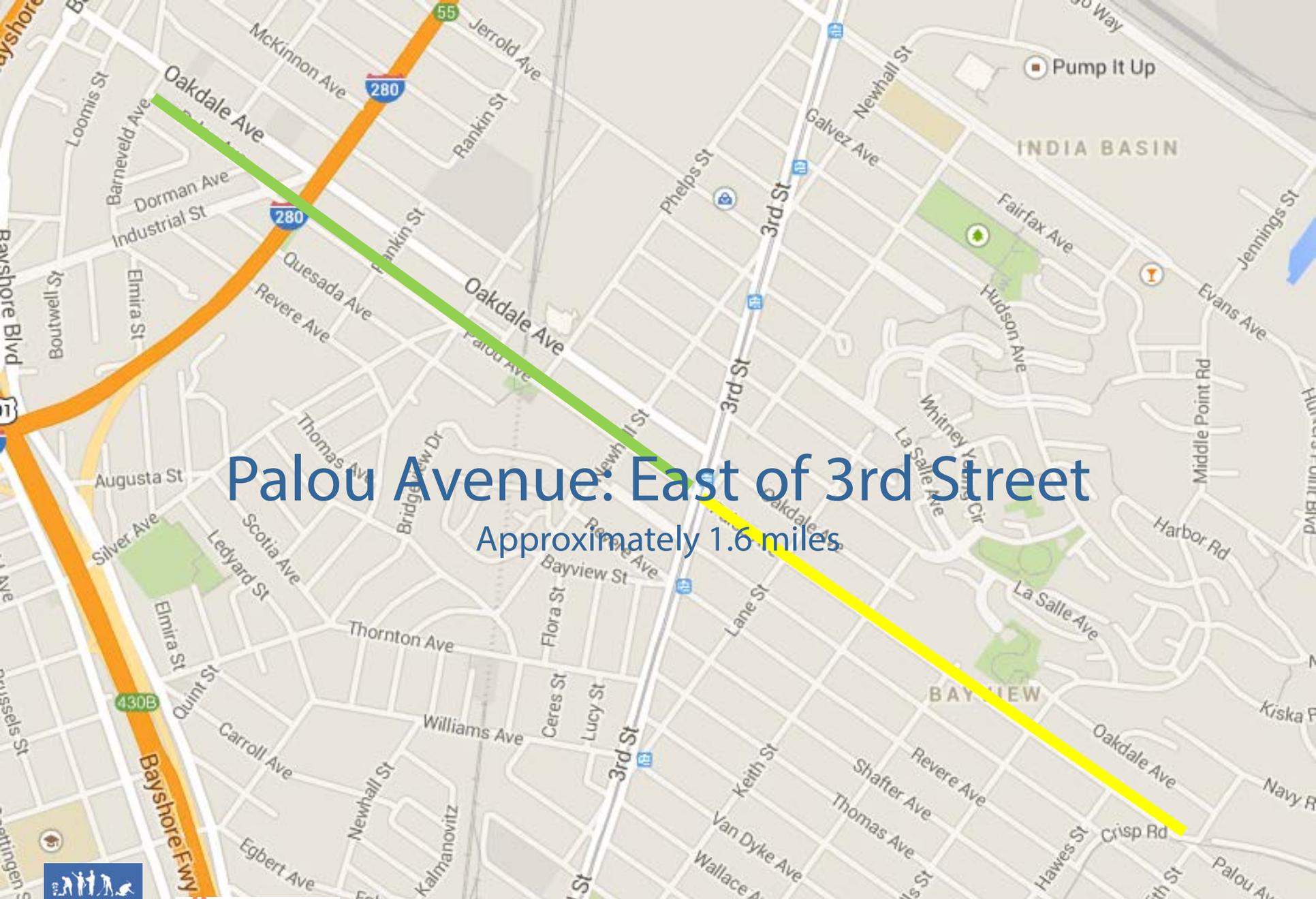
Kevin Quach, Landscape Architecture

Julian Pham, Public Affairs

MUNICIPAL TRANSPORTATION AGENCY

Felipe Robles, Transportation Planner





Palou Avenue: East of 3rd Street

Approximately 1.6 miles

Schedule

Current – June 2015

July 2015 – Fall 2015

Spring 2016 – Spring 2017

planning phase

design phase

construction

Next meeting presentation of Conceptual Plan: **July**

Overall Project Budget

Streetscape budget (2011 Prop B funds): **\$3.68 million**

Paving budget: **\$3.45 million**

Sewer budget: **\$1.9 million**



Improve pedestrian safety



Provide traffic calming



Greening

Review pedestrian safety, traffic calming, greening, and improved traffic times project goals with guiding policies from:

- Better Streets Plan
- Complete Streets Policy
- Bicycle Plan
- Vision Zero
- Muni Forward
- Walk first
- Green Connections
- Candlestick & Hunters Point Shipyard long term plan

Design Considerations

Pedestrian improvements and amenities at possible intersections of: Quint-Silver, Dunshee, Phelps, Newhall, 3rd, Lane, Keith, Jennings, Ingalls, Hawes, and Crisp-Griffith.

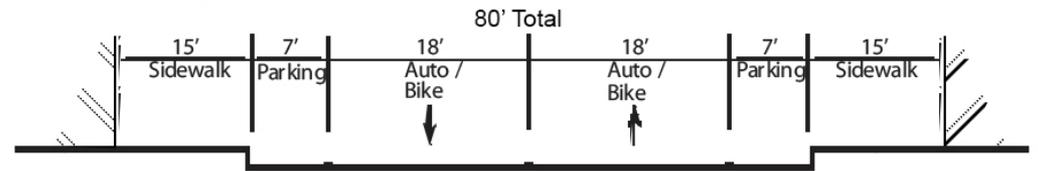
Improve visibility at all 4-way stops

Enhance bus shelters with “Next Bus” system

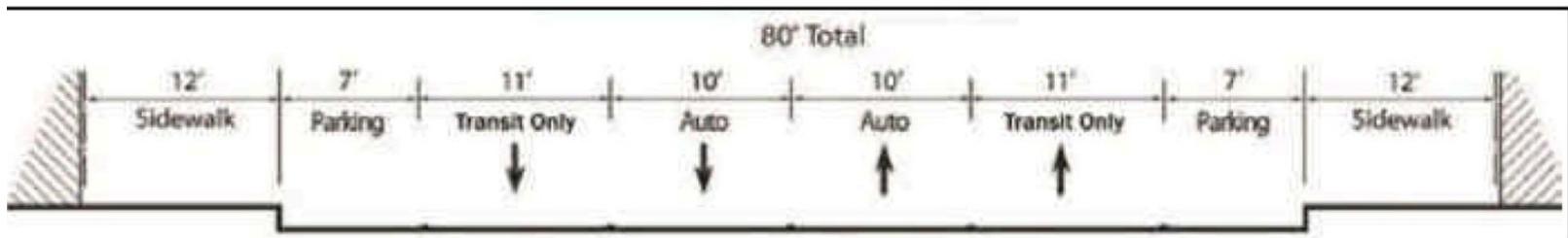
Streetscape improvements: Street trees and plantings

Review Candlestick Park-Hunter’s Point Shipyard and Bayview Transportation Improvement Plan from 3rd to Crisp.

Candlestick Park-Hunter's Point Shipyard Bayview Transportation Improvement Plan Palou Avenue from 3rd to Crisp



Existing Palou street section



Proposed Palou street section



Repaving



Curb ramps



Pedestrian improvements



Landscaping

Key elements of the project

Crosswalks treatments



Pedestrian and bus bulbouts

Design Elements



Joint Utility Pole



Bus stop improvements

Planting



Street trees

Summary of Community Meeting #1 Feedback

Pedestrian safety, traffic and parking:

1. Improve visibility at intersections for cars and pedestrians
2. Improve the function of the 5 way at Quint/Silver intersection for drivers and pedestrians
3. Cars go in the wrong lane to get around the buses, even at Lane and Keith where it is 2 lanes wide.
4. Cars are parked to the intersections which make it so hard to see
5. There are trees at the street corners that impair visibility
6. It is really hard to pull out of driveways.

Summary of Community Meeting #1 Feedback

Block and intersection specific comments:

1. Newhall to 3rd (1600 block)- How to make more functional and help with queuing buses and vehicles
2. At 3rd Street, the pedestrians don't abide by traffic lights- they just run across the street to catch their buses without paying attention
3. 3rd to Lane: Cars parking on sidewalks
4. 3rd to Jennings (1300 block):We need to slow down the traffic here.
5. High travel speeds occur on the wide lanes.
6. Jennings to Ingalls (1200 block):This has a blind crest at the top, which creates many close calls. We need a speed bump to slow traffic down.

Summary of Community Meeting #1 Feedback

Community connection opportunities at:

1. Community Garden and Phelps Mini Park
2. Vacant lot(s) at Jennings

Greening Opportunities to break up the pavement

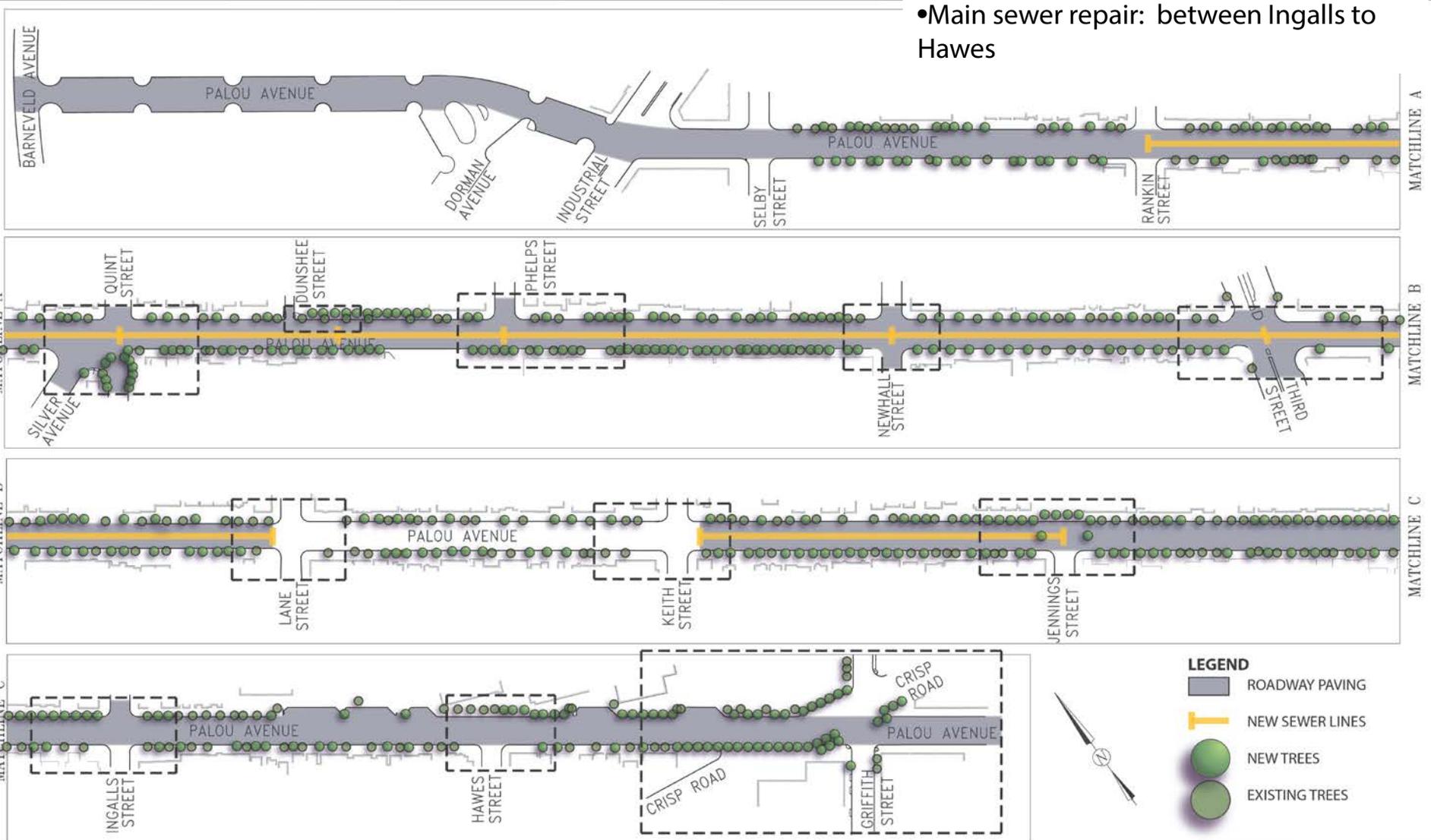
1. We need extra effort in greening to offset all this traffic and pollution from buses and cars.

For complete community meeting notes, visit www.sfpublicworks.org/palou

Key plan for intersection concepts

Sewer work not shown on Key Plan:

- Side sewer lateral replacement between Jennings to Ingalls
- Main sewer repair: between Ingalls to Hawes



Quint – Silver

Details

Concept: reduce 5-way intersection to 4-way with cul-de-sac.

Vision Zero: Not on list

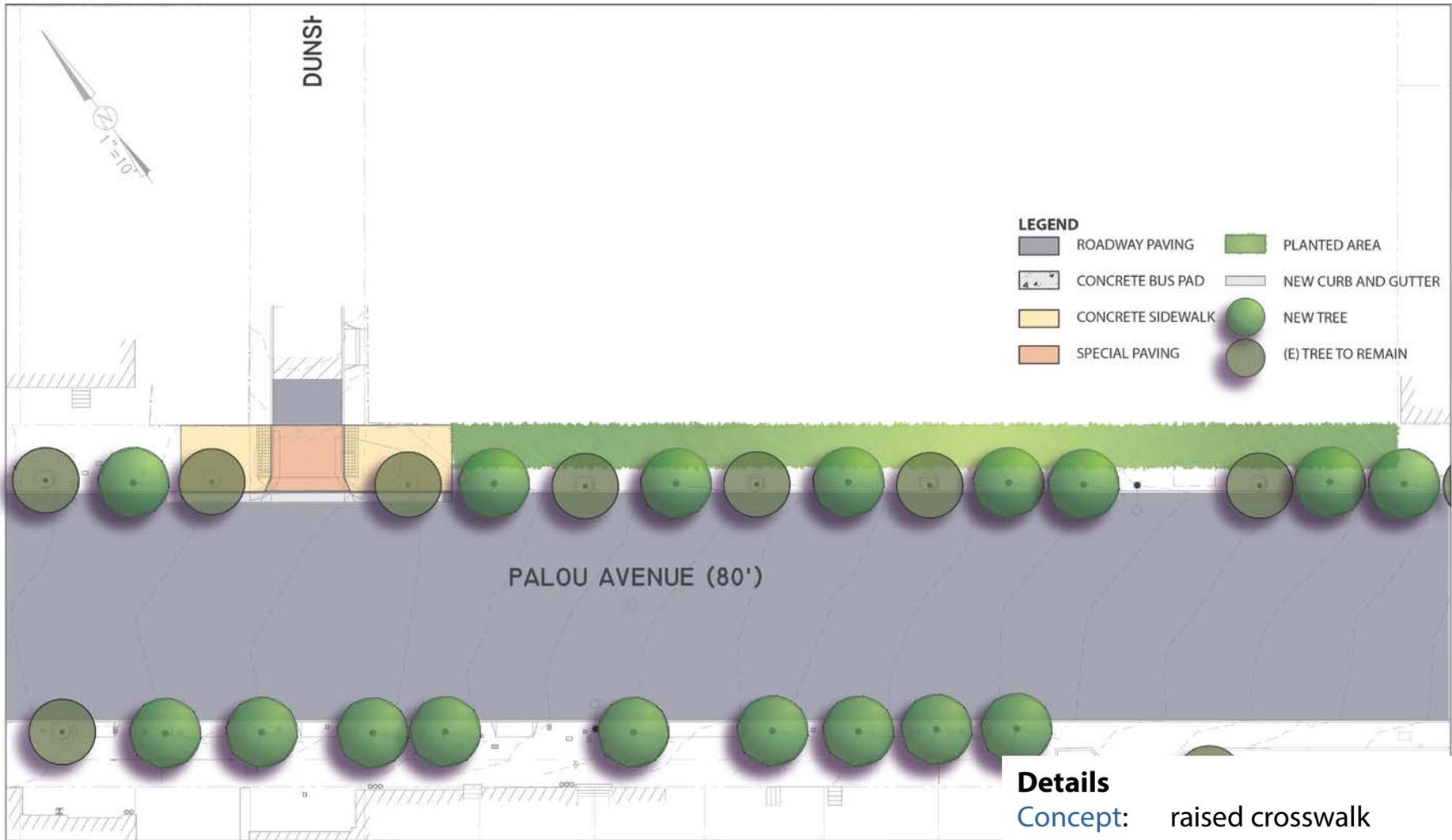
Collision report: 1 collision, 1 death, vehicle/pedestrian

High costs: \$\$

Utility relocation: none



Dunshee Street

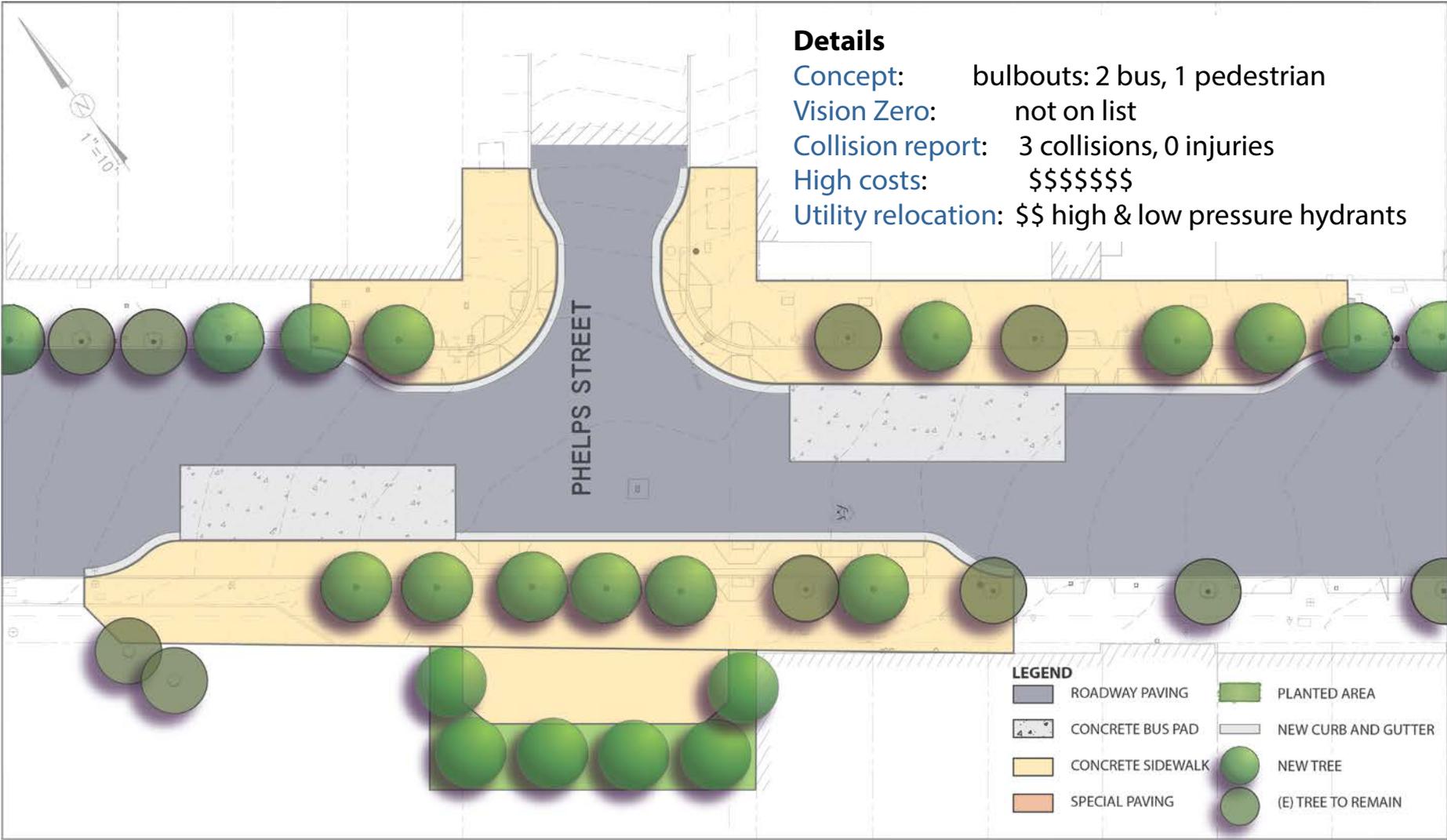


Details

Concept:	raised crosswalk
Vision Zero	not on list
Collision report	1 vehicle, 1 injury
High costs	\$
Utility relocation	none



Phelps Street



Details

Concept: bulbouts: 2 bus, 1 pedestrian

Vision Zero: not on list

Collision report: 3 collisions, 0 injuries

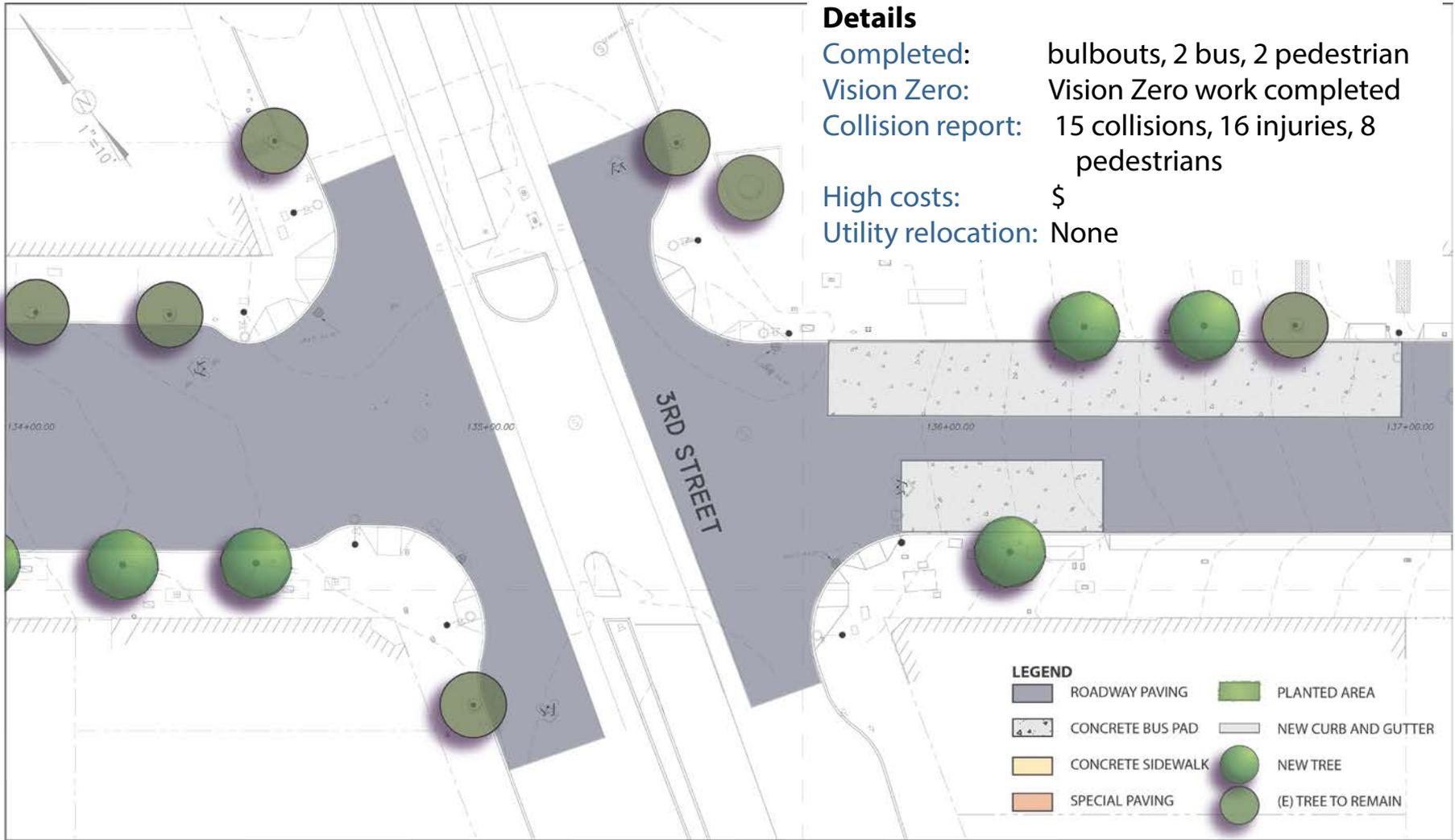
High costs: \$\$\$\$\$\$

Utility relocation: \$\$ high & low pressure hydrants

Newhall Street



3rd Street



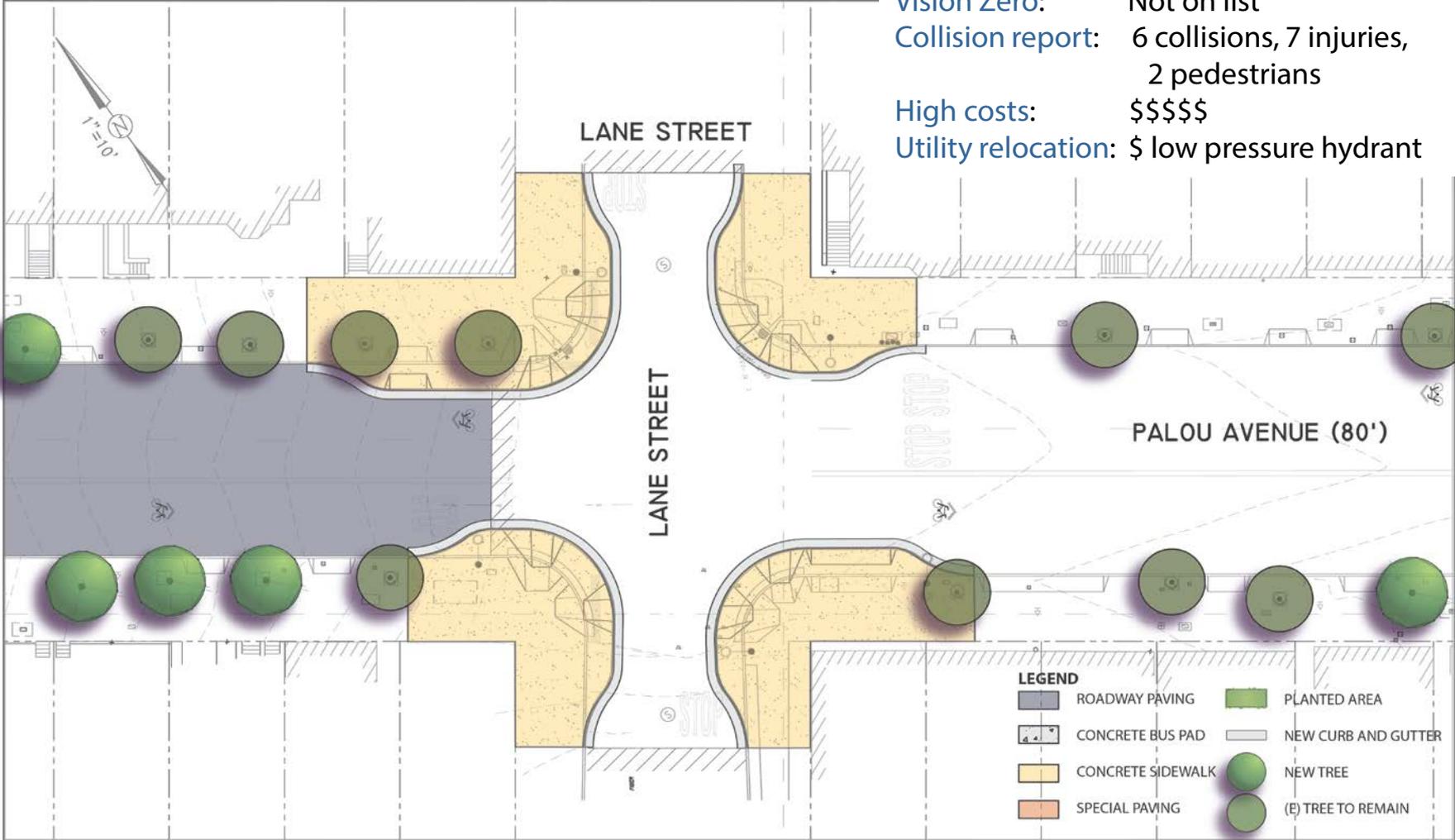
Details

Completed: bulbouts, 2 bus, 2 pedestrian
 Vision Zero: Vision Zero work completed
 Collision report: 15 collisions, 16 injuries, 8 pedestrians
 High costs: \$
 Utility relocation: None

Lane Street

Details

- 2014: new paving and curb ramps
- Concept: 4 pedestrian bulbouts
- Vision Zero: Not on list
- Collision report: 6 collisions, 7 injuries, 2 pedestrians
- High costs: \$\$\$\$\$
- Utility relocation: \$ low pressure hydrant



Keith Street

Details

Concept: bulbouts: 2 bus, 2 pedestrian

Vision Zero: on list

Collision report: 6 collisions, 4 injuries, 1 pedestrian

High costs: \$\$\$\$\$\$

Utility relocation: \$ low pressure hydrant



Jennings Street

Details

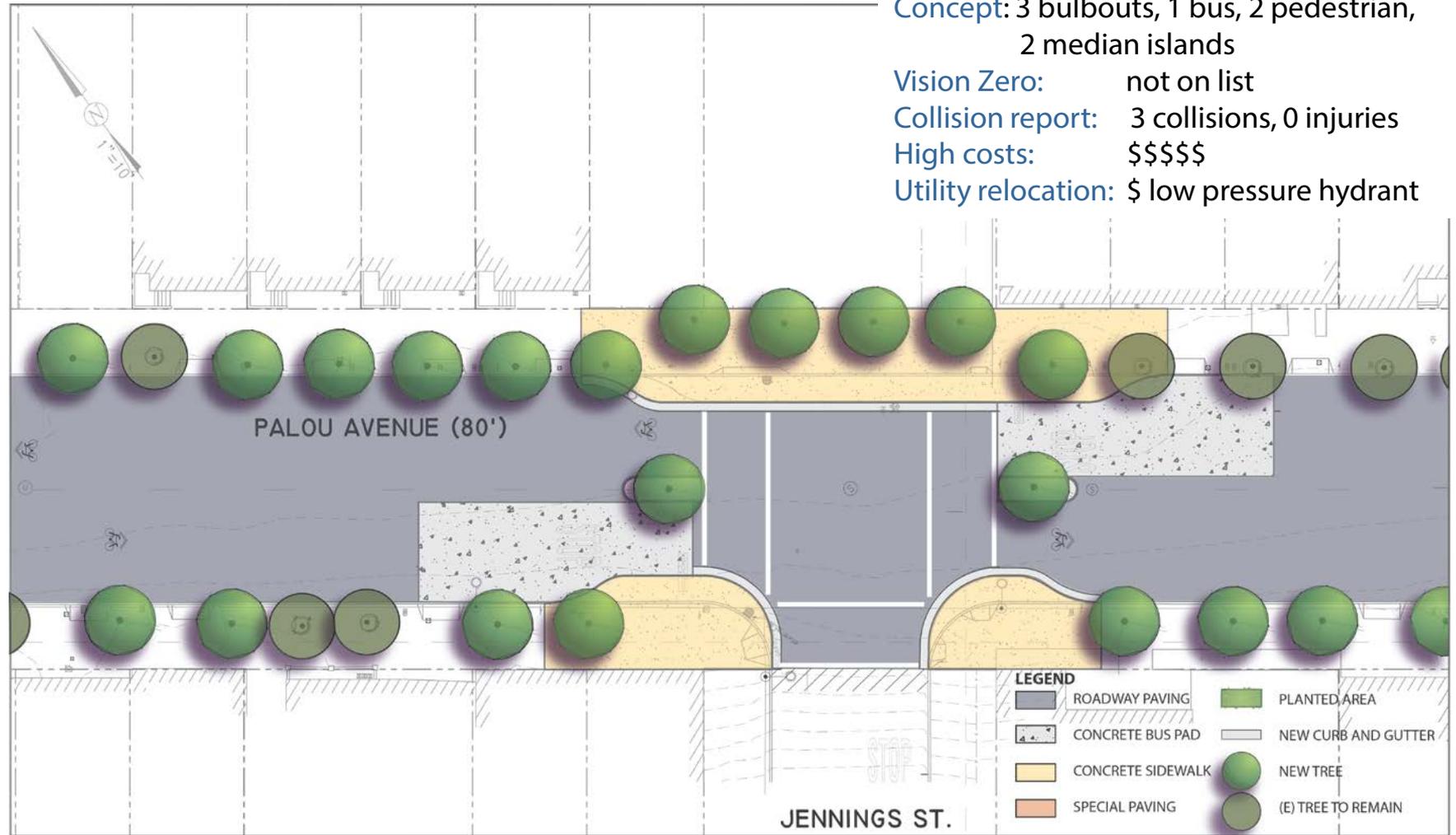
Concept: 3 bulbouts, 1 bus, 2 pedestrian, 2 median islands

Vision Zero: not on list

Collision report: 3 collisions, 0 injuries

High costs: \$\$\$\$\$

Utility relocation: \$ low pressure hydrant



Ingalls Street

Details

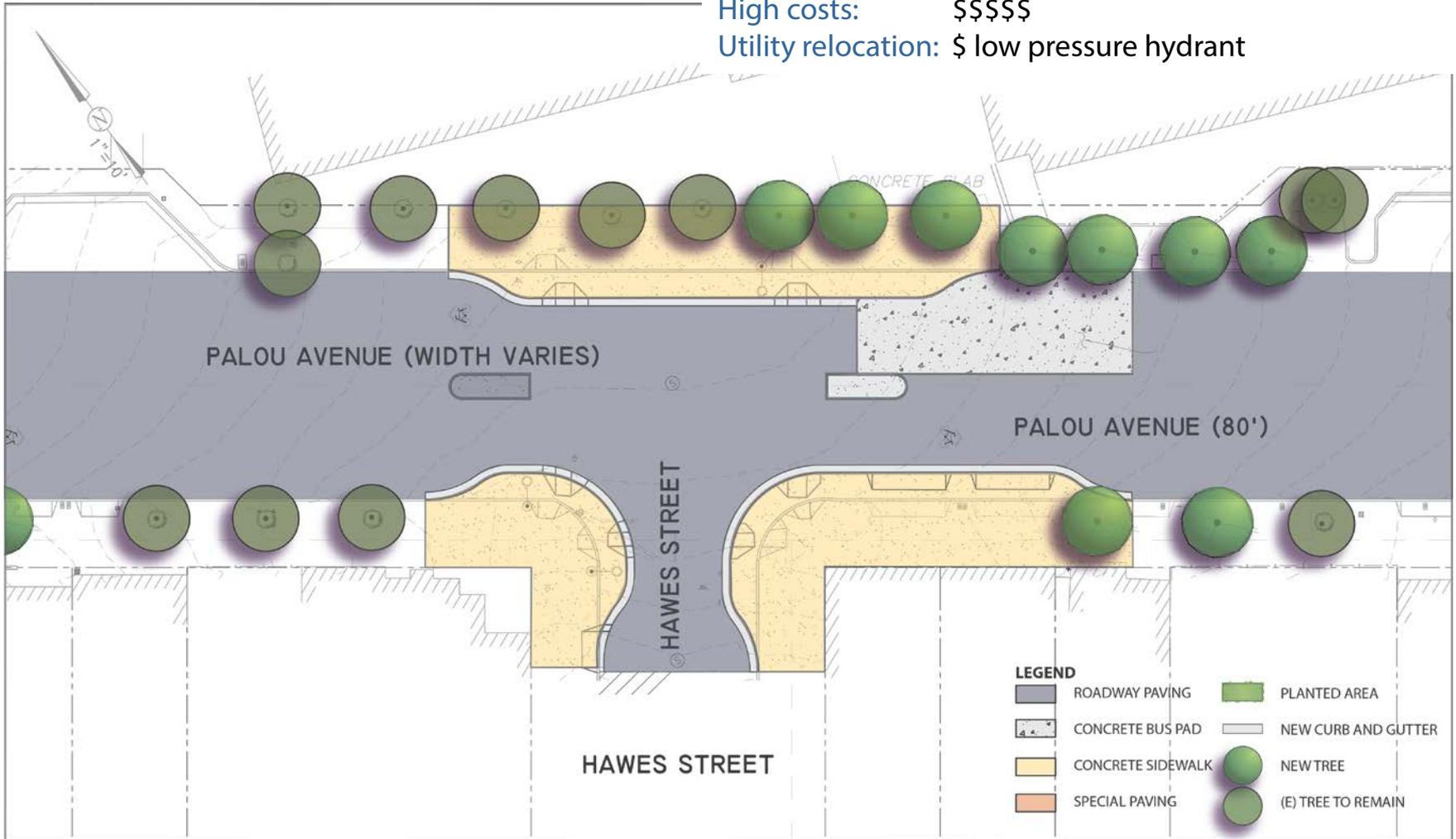
Concept: 2 pedestrian bulbouts, 2 curb ramps
 Vision Zero: not on list
 Collision report: 3 collisions, 3 injuries
 High costs: \$\$\$
 Utility relocation: none



Hawes Street

Details

- Concept: 3 bulbouts, 1 bus, 2 pedestrian, 2 median islands
- Vision Zero: not on list
- Collision report: 3 collisions, 0 injuries
- High costs: \$\$\$\$\$
- Utility relocation: \$ low pressure hydrant



Crisp - Griffith

Details

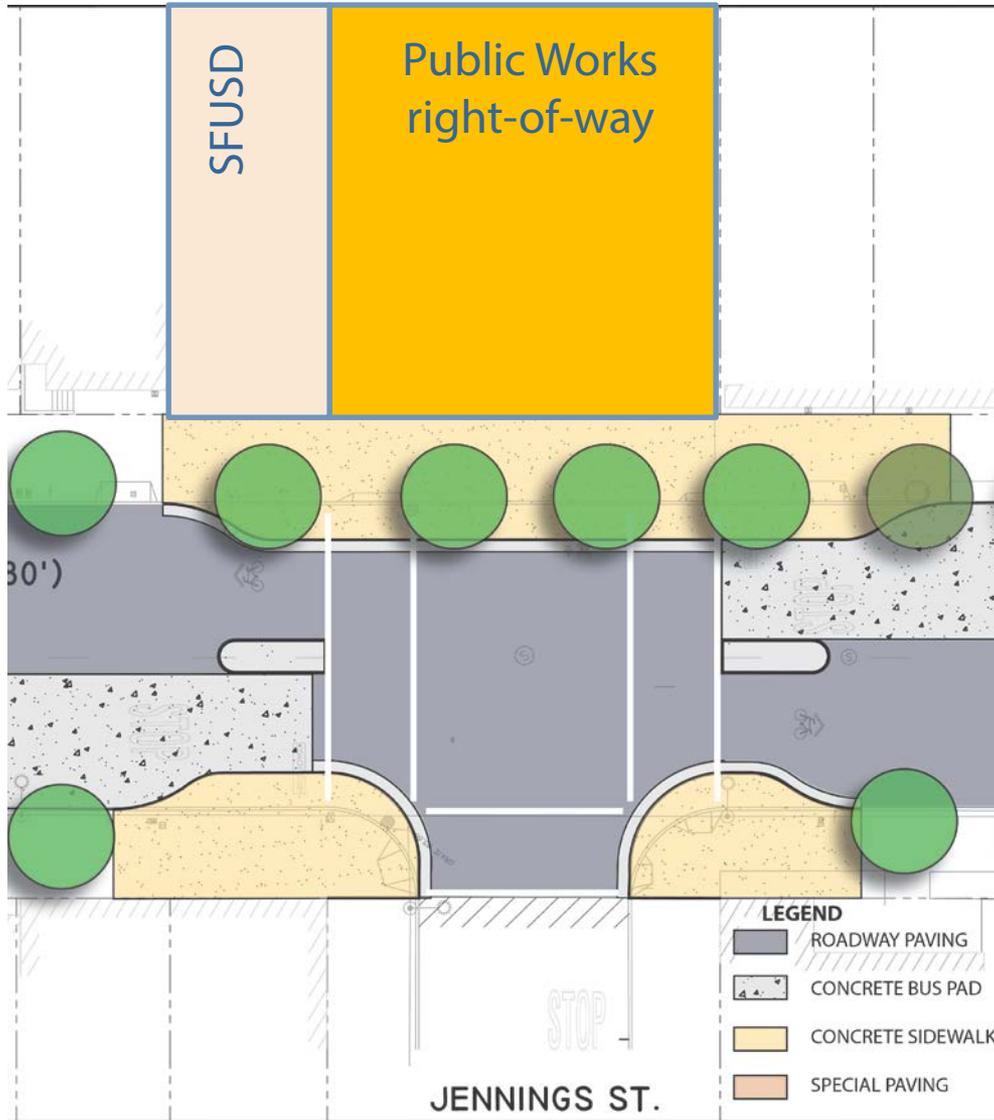
Concept: to reduce the 5-way intersection into a 4-way intersection with cul-de-sac

- Vision Zero:** not on list
- Collision report:** 2 collisions, 0 injuries
- High costs:** \$\$\$\$\$\$
- Utility relocation:** None

Remove railroad tracks



Possible Model Block Opportunity: Jennings



At the last community meeting, the community expressed interest in vacant lots at Jennings:

- Public Works right-of-way at Jennings
- San Francisco Unified School District parcel

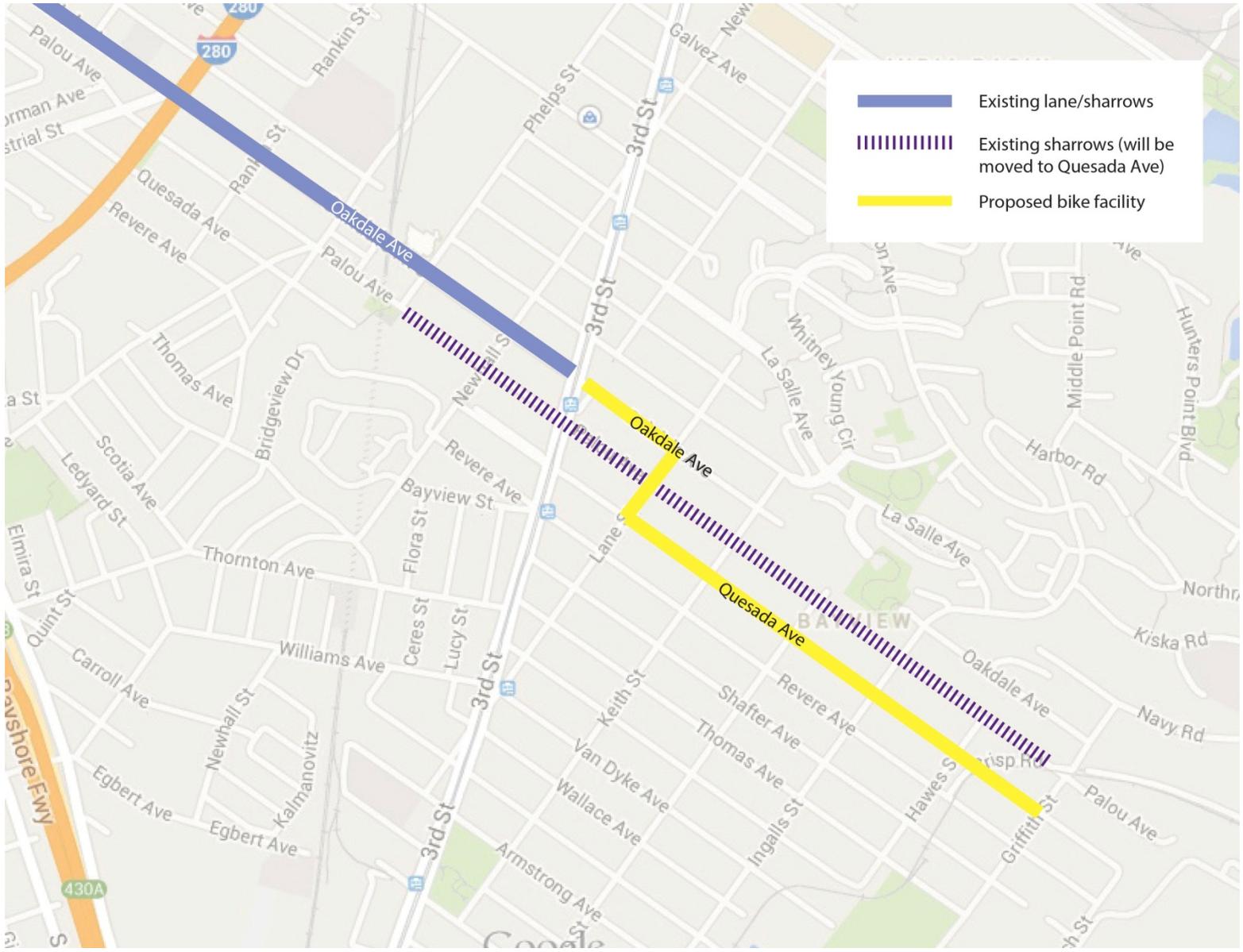
Community would like the opportunity to create a special place along Palou:

All or part of the lot could be used for a mini-park, plaza, sitting area, as well as educational, recreational and artistic functions

Opportunities available:

- OCII grant for \$450,000 construction funding
- Challenge Grant for funding to help with model block project
- SFUSD as a community partner in programming, connecting the school to the greater neighborhood, and potentially for the additional parcel
- Foster community building and stewarding to develop ideas for the lot plan and coordinate with neighbors to make it happen

SFMTA proposed bike route to improve safety



SFMTA proposed bus route

23 Monterey

Faster, more direct trips through Bayview
Safer, more comfortable streets for walking and waiting

PROPOSED CHANGES

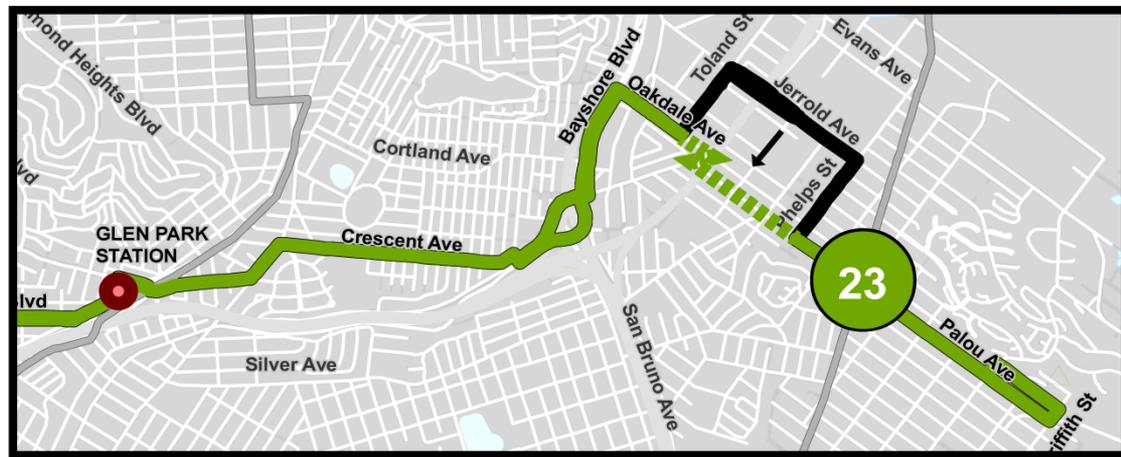
Reroute 23 Monterey 3 blocks south, off Jerrold Ave and onto Palou Ave

EXPECTED OUTCOMES

Reduce travel time and improve reliability by minimizing twists and turns

Increase ridership by moving line closer to high-demand residential areas, and away from low-demand industrial areas

Improve the walking, waiting, and riding experience for customers by taking advantage of streetscape improvements along Palou Ave



BY THE NUMBERS

900

Average weekday boardings between Griffith St and Bayshore Blvd

10%

Percent of Bayview customers who use a Jerrold Ave stop

20

Typical travel time between Griffith St and Bayshore Blvd

5

Minutes required to serve the Jerrold Ave detour

The Jerrold Ave detour adds over 5 minutes through Bayview (25% of travel time), but serves only 10% of Bayview customers



Title VI of the Civil Rights Act of 1964 states

- Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.
- San Francisco Public Works wants to ensure that residents and communities impacted by this project have been included in the decision making process.
- Participation in the Title VI questionnaire assists SFPW in assuring that we have an effective and representative community outreach program

Discussion and questionnaire

- What are your preferred improvements?
- How would you rank the top 6 intersections? (#1 being top priority)

Quint-Silver _____

Dunshee _____

Phelps _____

Newhall _____

3rd _____

Lane _____

Keith _____

Jennings _____

Ingalls _____

Hawes _____

Crisp-Griffith _____

- Are there any other improvements you would like to see?
- What would you like to see at the Model Block if the grant is approved?

Questions?

Thank you for participating tonight!

