Palou Complete Street Project
Barneveld Avenue to Crisp Road
Project overview and concept design
Community Meeting #2
May 13, 2015
Welcome and introductions

• Project overview, history and goals

• Concept ideas, model block

and break-out group discussion

• Questions and answers

5 minutes

10 minutes

45 minutes

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
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

Improve pedestrian safety
Provide traffic calming
Greening

Project Goals
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
Key elements of the project

- Repaving
- Curb ramps
- Pedestrian improvements
- Landscaping
Design Elements

Crosswalks treatments

Pedestrian and bus bulbouts

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.
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 $ 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

Details

Concept: 4 pedestrian bulbouts
Vision Zero: not on list
Collision report: 7 collisions, 4 injury, 1 pedestrian
High costs: $$
Utility relocation: $ low pressure hydrant
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: $$$
Utility relocation: $ low pressure hydrant
Details
Concept: to reduce the 5-way intersection into a 4-way intersection with cul-de-sac
Vision Zero: not on list
Collision report: 2 collisions, 0 injuries
High costs: $$$$$$
Utility relocation: None

Remove railroad tracks
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

**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**
- Average weekday boardings between Griffith St and Bayshore Blvd: 900
- Percent of Bayview customers who use a Jerrold Ave stop: 10%
- Typical travel time between Griffith St and Bayshore Blvd: 20 minutes
- Minutes required to serve the Jerrold Ave detour: 5

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!