



Palou Complete Street Project

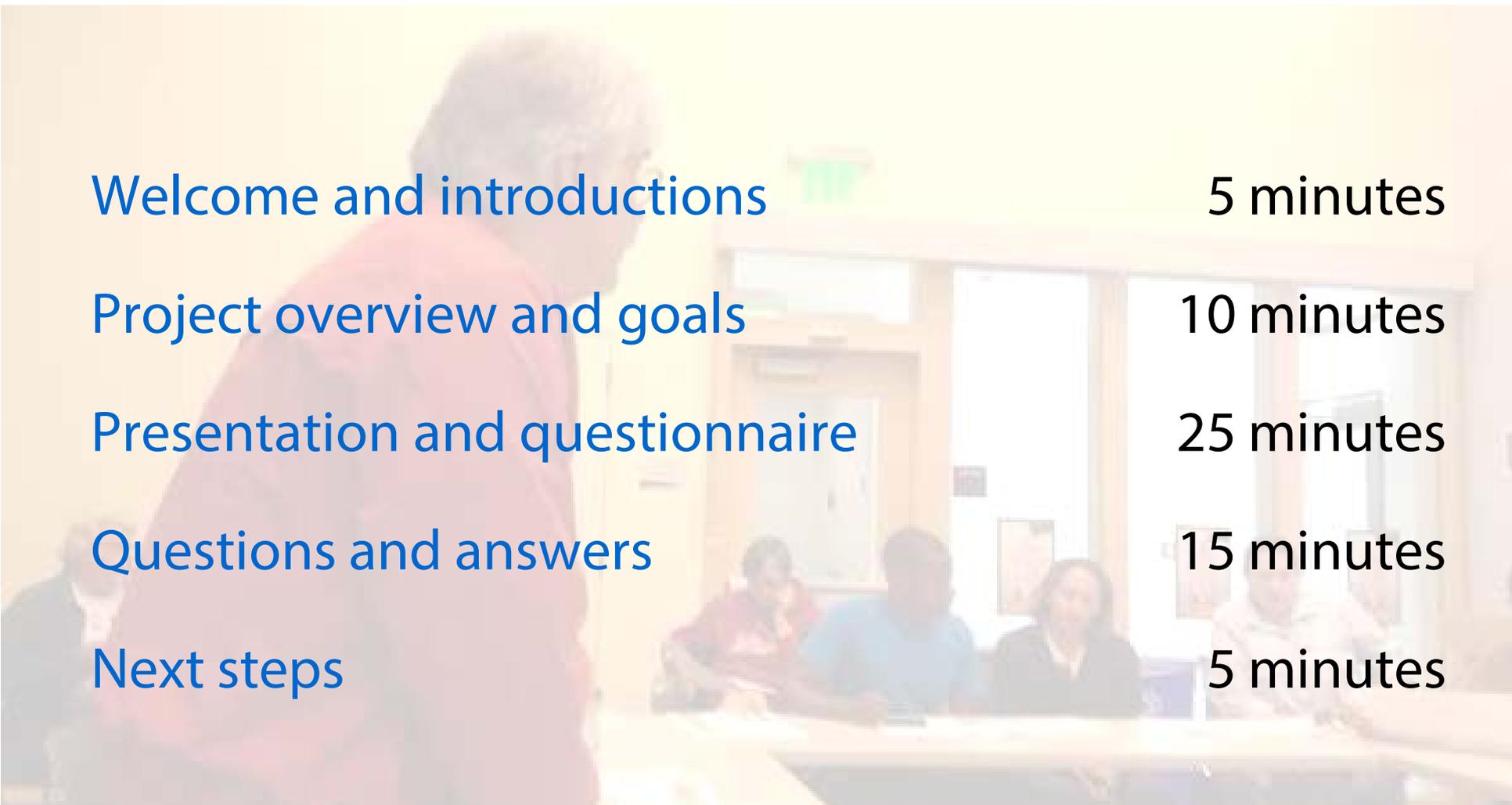
3rd Street to Crisp Road

Project Overview and planning process

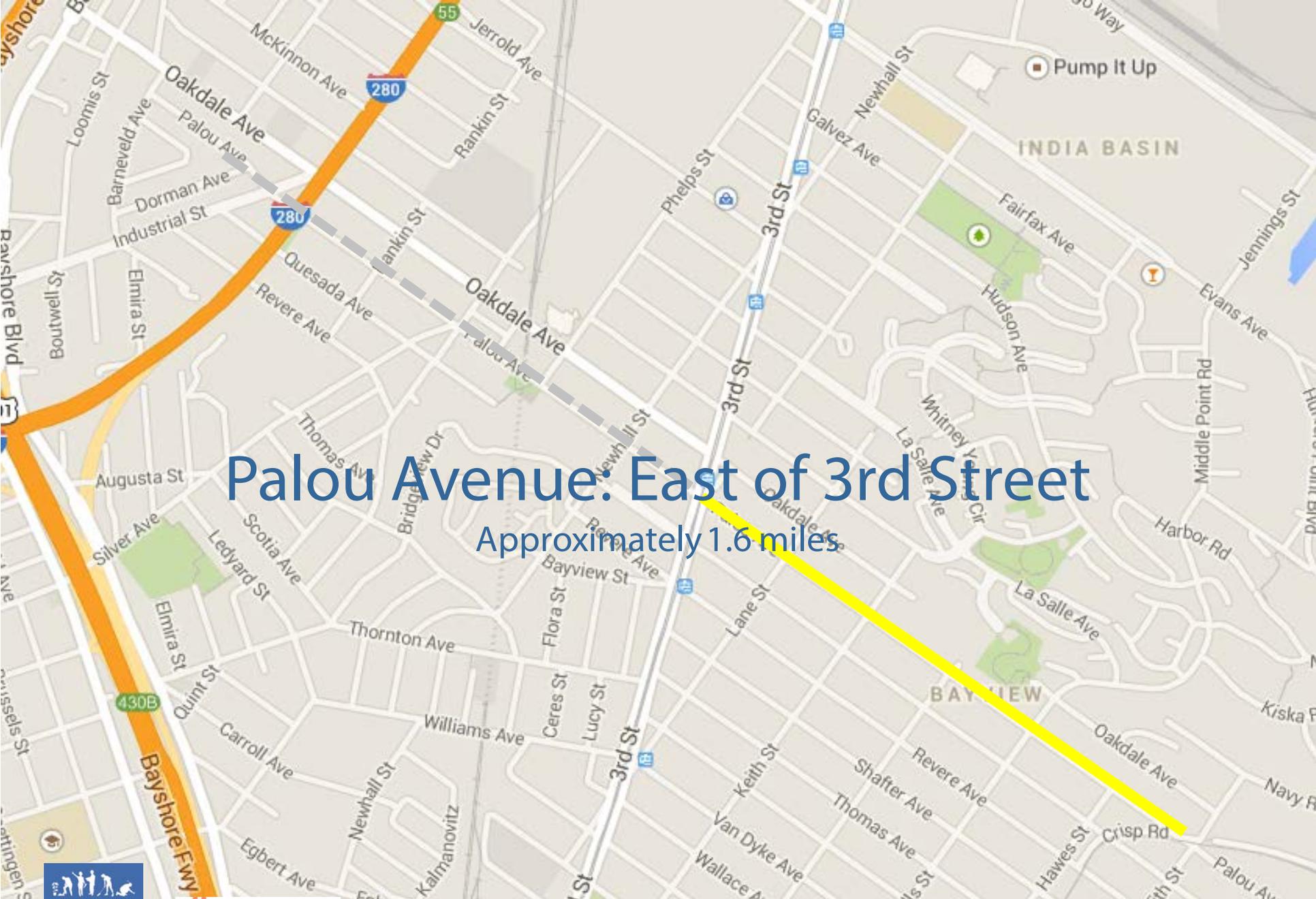
Community Meeting #1

September 4, 2014

Agenda



Welcome and introductions	5 minutes
Project overview and goals	10 minutes
Presentation and questionnaire	25 minutes
Questions and answers	15 minutes
Next steps	5 minutes



Palou Avenue: East of 3rd Street

Approximately 1.6 miles



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
- Muni Forward
- Walk first
- Green Connections
- Candlestick & Hunters Point Shipyard long term plan

OVERALL PROJECT BUDGET:

Streetscape budget (2011 Prop B funds): \$2.4 million

Paving budget: \$3.45 million

Design Considerations

Pedestrian improvements and amenities at possible intersections of: 3rd, Lane, Keith, Jennings, Ingalls, Hawes, and Griffith & Crisp.

Improve visibility at all 4-way stops

Enhance bus shelters with “Next Bus” system

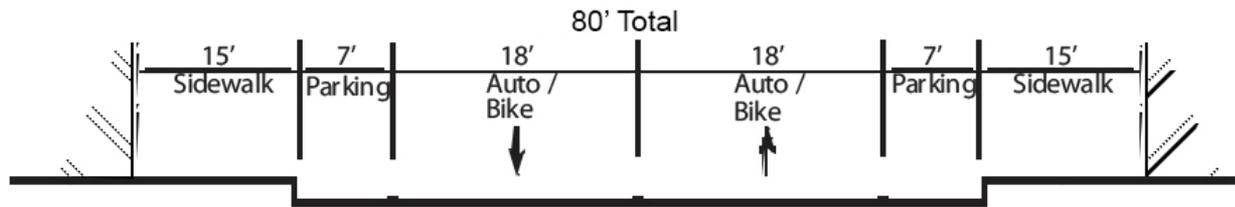
Streetscape improvements: Street trees and plantings

Review CP-HPS and BTI Transportation Plan

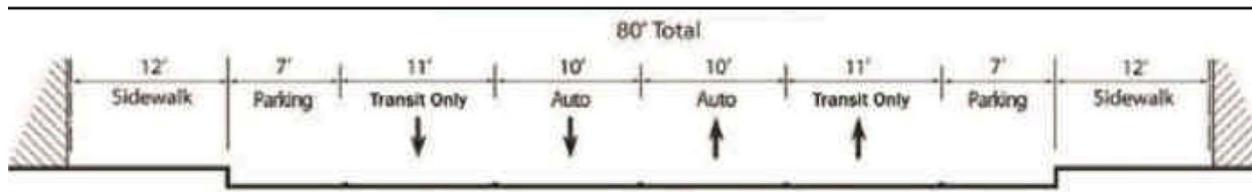
CP-HPS BTI Improvements Palou Avenue



Palou and Keith looking north

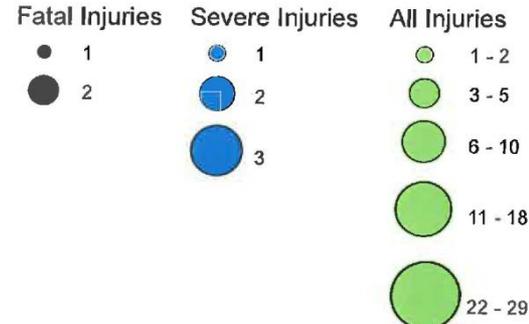
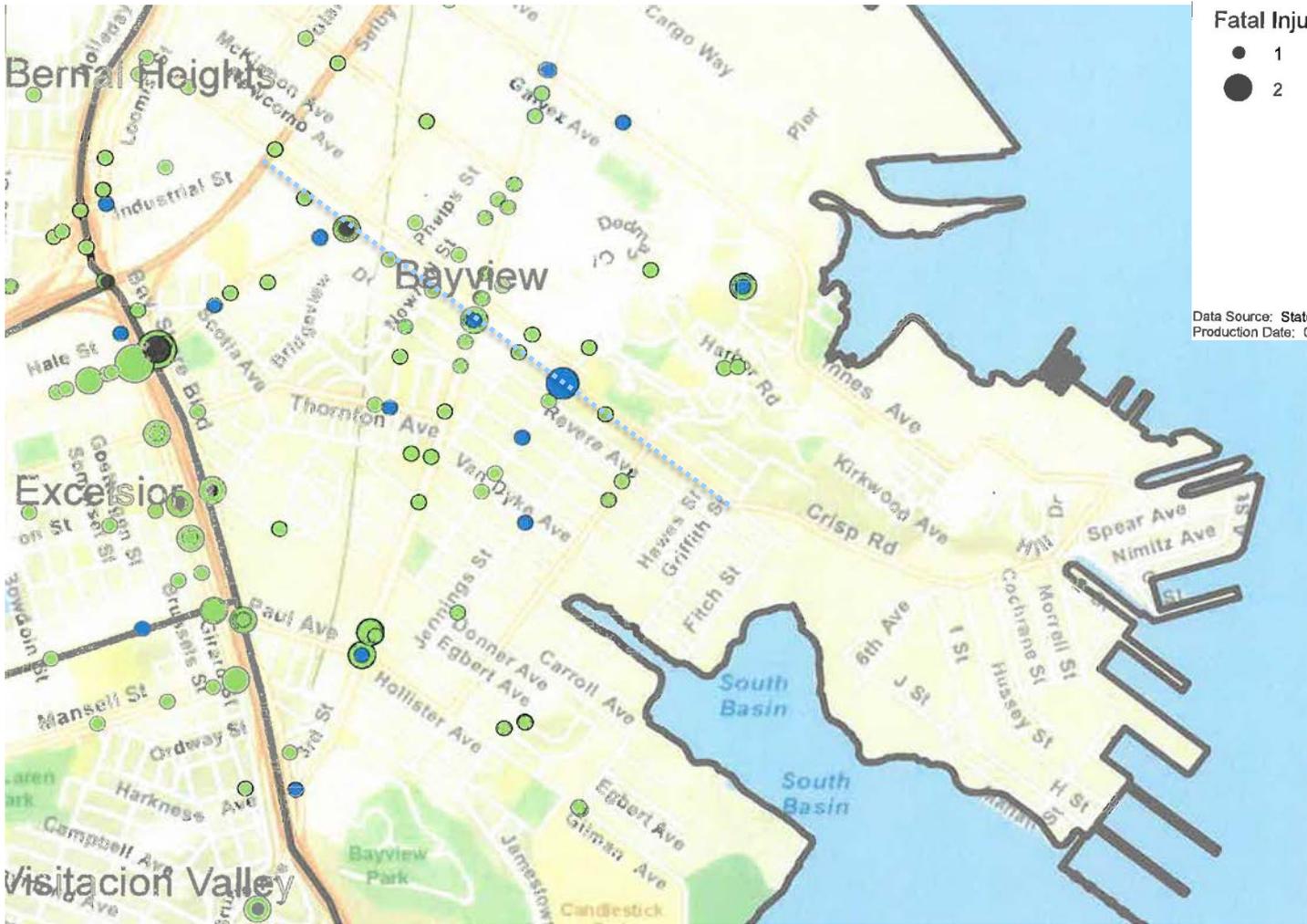


Existing Palou street section



Proposed Palou street section

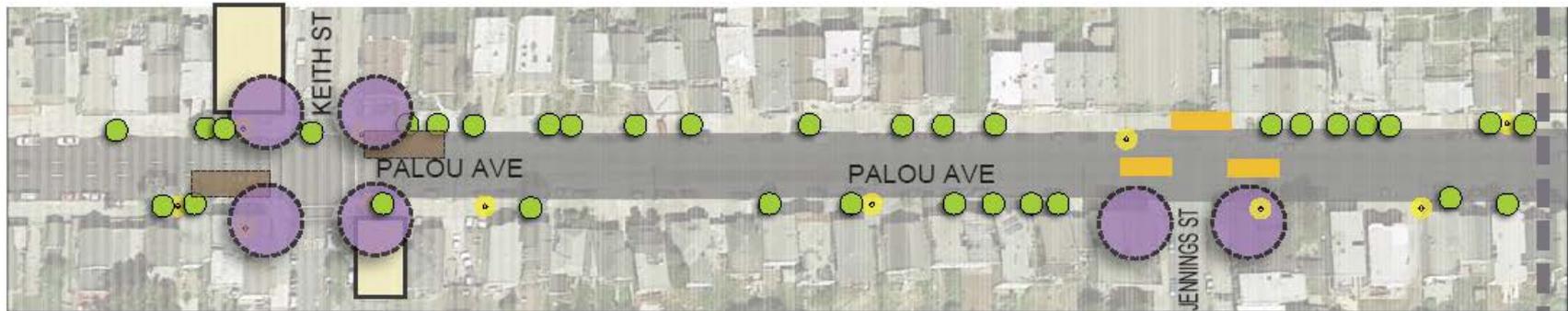
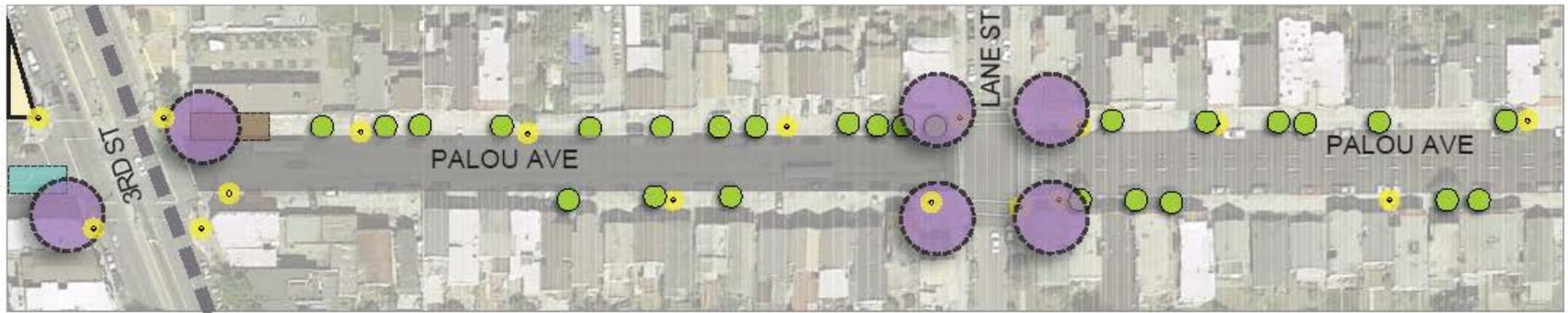
Palou high injury corridor



Data Source: Statewide Integrated Traffic Records System (SWITRS)
 Production Date: 03/28/2011

2005-2009 Pedestrian Injuries in Bayview

3rd Street to Jennings Street



LEGEND

BUS STOP

BUS STOP - (E)

COMMERCIAL - (E)

(E) EXISTING

PEDESTRIAN REST AREA/ BULBOUT

PEDESTRIAN SAFETY

ROAD REPAVING

STREET TREE - (E)

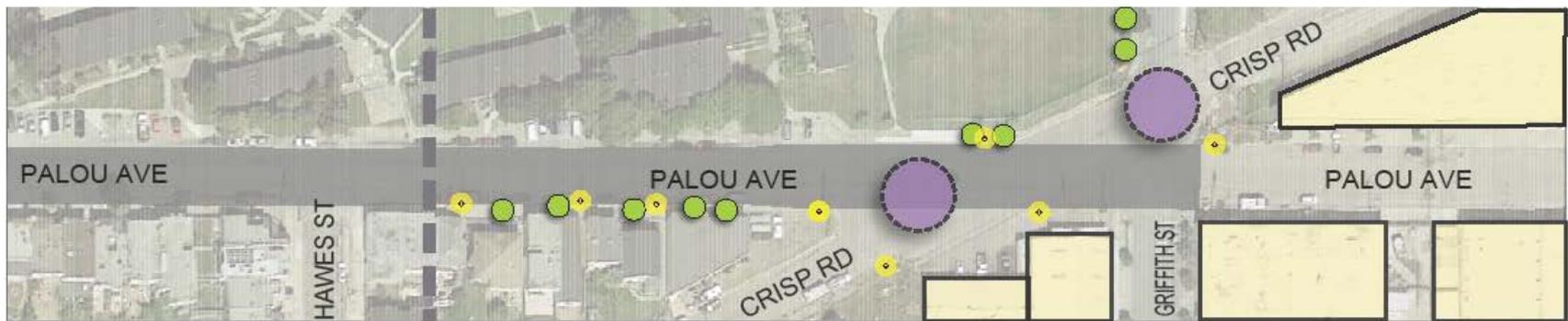
LIGHTING - (E)

MATCH LINE

PROJECT DESIGN GOALS:

- IMPROVE PEDESTRIAN SAFETY
- PROVIDE TRAFFIC CALMING
- ADD STREET TREES
- COORDINATE WITH CANDLESTICK & HUNTERS POINT SHIPYARD
- LONG TERM PLAN

Ingalls Street to Crisp Road



LEGEND

BUS STOP	PEDESTRIAN REST AREA/ BULBOUT	LIGHTING - (E)
BUS STOP - (E)	PEDESTRIAN SAFETY	MATCH LINE
COMMERCIAL - (E)	ROAD REPAVING	
(E) EXISTING	STREET TREE - (E)	

PROJECT DESIGN GOALS:
 IMPROVE PEDESTRIAN SAFETY
 PROVIDE TRAFFIC CALMING
 ADD STREET TREES
 COORDINATE WITH CANDLESTICK
 & HUNTERS POINT SHIPYARD
 LONG TERM PLAN



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

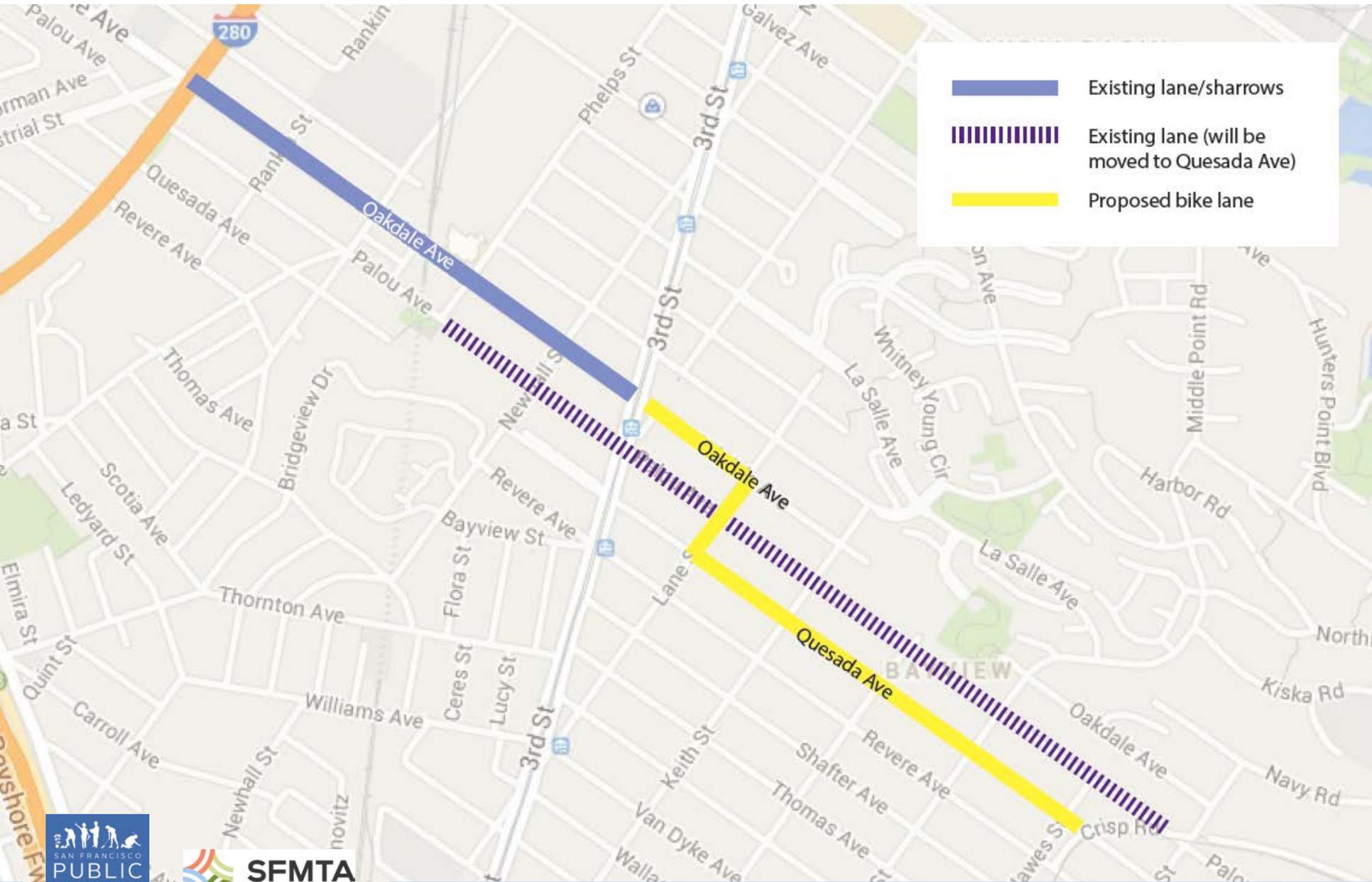


Planting



Street trees

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

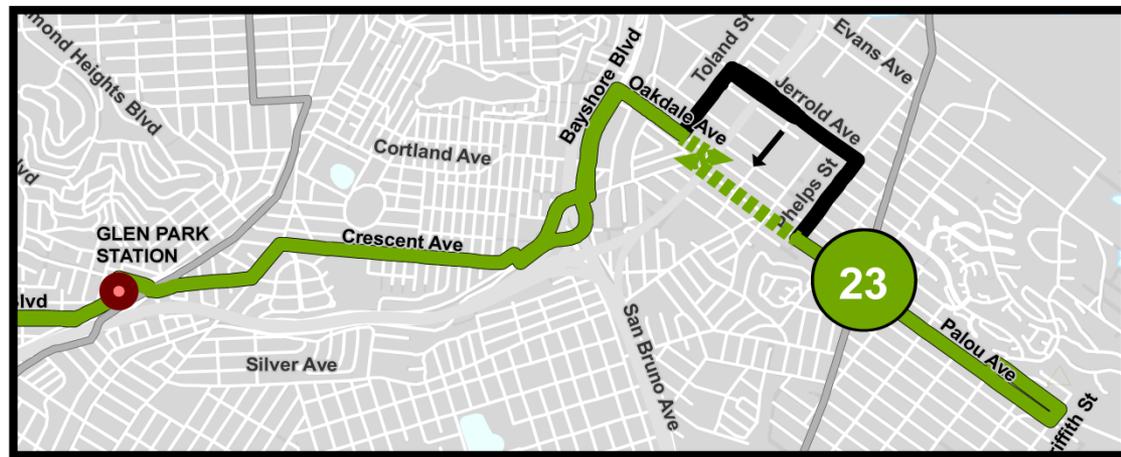
Reroute 23 Monterey 3 blocks south, off Jerrold Ave and onto Palou Ave

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



Adjacent projects

- Quesada: Proposed bike route's goal is to improve bicycle safety
- Oakdale improvements
- Paving improvements
- See FAQ sheet for additional information

Results from 8/28 Community Meeting Discussion

- **Bike Lanes on Oakdale:**
 1. Parking impacts between 3rd and Lane What is the difference between them?
 - a. If you have a bike lane you lose parking
 - b. If you have a sharrow you don't lose parking
- **Other adjacent projects:**
 1. PGE utility replace project Palou to Evans in 2015
- **Newhall to 3rd (1600 block)- How to make more functional and help with queuing buses and vehicles**
- **Opportunity at Community Garden and Phelps Mini Park**
- **Greening Opportunities to break up the pavement**

Pedestrian Safety

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?

Schedule

Streetscape and paving

Current – Oct 2014

planning phase

Nov 2014 – Jul 2015

design

Aug 2015 – Dec 2015

bid / award

Jan 2016 – Jan 2017

construction

Next meeting presentation of Conceptual Plan

Project Team

San Francisco Public Works

Frank Filice, Project Manager

Marci Camacho, Project Management Assistant

Julian Pham, Public Affairs

Municipal Transportation Agency

Chris Pangilinan, Transportation Engineer

Felipe Robles, Transportation Planner



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 DPW in assuring that we have an effective and representative community outreach program

Discussion and questionnaire

What works and what doesn't?

Questions and next steps