

Portsmouth Square Community-Based Transportation Plan



San Francisco
County Transportation
Authority

Final Report: October 2020

Acknowledgments

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Table of Contents

INTRODUCTION	5
1. Project Background	5
2. Project Development Process	7
HOW PEOPLE ACCESS PORTSMOUTH SQUARE TODAY	11
1. Pedestrian Travel	11
2. Bicycles and Micromobility	13
3. Automobile Travel and Parking	13
4. Transit Services	17
5. Passenger Loading	17
NEEDS AND CHALLENGES	20
1. Findings from Prior Plans	20
2. Site Visit Findings	21
3. Summary of Needs	30
SOLUTIONS	34
1. Pedestrian Safety	35
2. ADA & Modernization	38
3. Pedestrian Friendly Streets	39
4. Loading	40
5. Cost Estimates	41
RECOMENDATIONS	43
1. Stakeholder Improvement Priorities	43
2. Recommended Solutions	44
3. Implementation	45
4. Monitoring and Evaluation	48

Figures

Figure 1. Portsmouth Square Location and Nearby Destinations	7
Figure 2. Intercept Survey, Chinese Language Version	8
Figure 3. Kearny Street adjacent to Portsmouth Square	10
Figure 4. How Survey Respondents Traveled to Portsmouth Square	12
Figure 5. People on Bicycles on Kearny Street and Sacramento Street	13
Figure 6. Average Parking Utilization, December 2018	14
Figure 7. Weekday Vehicle Entries and Exits	15
Figure 8. Weekend Vehicle Entries and Exits	15

Figure 9. Monthly Total of Daily and Monthly User Entries from May 2017 to May 2020	16
Figure 10. Survey Respondents Concerned about Finding Parking at Portsmouth Square	16
Figure 11. A Tour Bus Loads Passengers in the Street	18
Figure 12. Passengers Board a Private Casino Shuttle	19
Figure 13. Improvements at Kearny and Clay, including Turn on Red Prohibition, Advance Stop Bar and Refreshed Crosswalks	22
Figure 14. Pedestrian Scramble Striping at Kearny Street and Clay Street	22
Figure 15. Missing Directional Curb Ramps at Kearny & Clay Due to Conflicting Inlets and Signal Equipment	23
Figure 16. Missing Curb Ramps at Washington Street Due to Utility Conflicts	24
Figure 17. Washington Street West Crosswalk Cross-Slope Exceeds 2 Percent	24
Figure 18. Dual Turn Lanes into the Portsmouth Square Garage Create a “Double-Threat” for Pedestrians	25
Figure 19. Landscaping and the Plaza Wing Wall Obscure the Sidewalk at the Garage Exit	25
Figure 20. Shadows May Obscure Vehicles Exiting the Portsmouth Square Garage	26
Figure 21. Curb ramps at Garage Driveways are Narrow Due to the Plaza Wing Walls	26
Figure 22. Crosswalk Markings do not Extend to the Curb Ramp Flares	27
Figure 23. Garage Sign and Utility Cabinet Create a Pinch Point Between the Entry and Exit Driveways	27
Figure 24. Pedestrians Walking in the Street	28
Figure 25. Parked Maintenance Vehicle on the South Sidewalk of Washington Street	28
Figure 26. Parked Government Vehicle on the South Sidewalk of Washington Street	29
Figure 27. Street Light Poles Create A Pinch Point on Walter U. Lum Place	29
Figure 28. Stakeholder Feedback from Meeting #1	31
Figure 29. Existing Site Challenges by Category	33
Figure 30. Pedestrian Safety Solutions	36
Figure 31. Blank Out Sign	36
Figure 32. Garage Entry Options	37
Figure 33. ADA & Modernization Solutions	38
Figure 34. Pedestrian Friendly Streets Solutions	40
Figure 35. Loading Solutions	41
Figure 36. Stakeholder Zoom Meeting Breakout Groups	44

CHAPTER 1**INTRODUCTION****1. Project Background**

In 2018, District 3 Commissioner Aaron Peskin recommended that the San Francisco County Transportation Authority analyze existing circulation around Portsmouth Square and engage community members to identify how to improve access to the square and to Chinatown as a whole. This request was spurred by the Portsmouth Square Improvement Project, a project to redesign the square led by San Francisco Recreation and Parks. That project proposes a full redesign of Portsmouth Square, also known as “Chinatown’s Living Room” given its role as a community gathering place.

1.1 PROJECT PURPOSE

The purpose of the Portsmouth Square Community-Based Transportation Plan (CBTP) is to bring residents, community organizations and transportation agencies together to identify the neighborhoods’ most important transportation challenges and develop strategies to overcome them. Specifically, the stakeholder group identified solutions that seek to improve transportation safety and circulation around Portsmouth Square, including access to Chinatown as a whole. This project will also consider how improvements can support the urban design and access objectives of the park redesign.

1.2 NEIGHBORHOOD CONTEXT

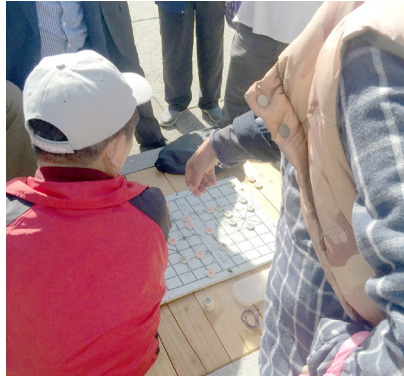
Located in Chinatown, Portsmouth Square is a public park, community meeting space, and parking structure situated on a single square block bounded by Kearny Street, Clay Street, Washington Street, and Walter U. Lum Place. Originally a civic plaza for the Yerba Buena settlement, the square was renamed after the USS Portsmouth in 1846 and is one of San Francisco’s most significant historic, cultural, and civic spaces. Portsmouth Square was the site of San Francisco’s first City Hall and California’s first public school. It was a staging ground and place of refuge after the 1906 earthquake and is now home to countless festivals, parades, and other affirmations of civic and cultural pride.¹

Today, Portsmouth Square is a gathering place for residents and visitors to Chinatown. Over 15 percent of central Chinatown’s² population is over the age of 75 and a similar proportion are disabled. More than 80 percent are low income and over 95 percent are people of color, predominately ethnically Chinese. Fewer than 20 percent own their own vehicle.³ In greater Chinatown, nearly two-thirds of households experience

¹ 2015 SF Planning Portsmouth Square Renovation Project RFP

² Census Tract 611 (which includes Portsmouth Square)

³ American Community Survey 2012 - 2016 data

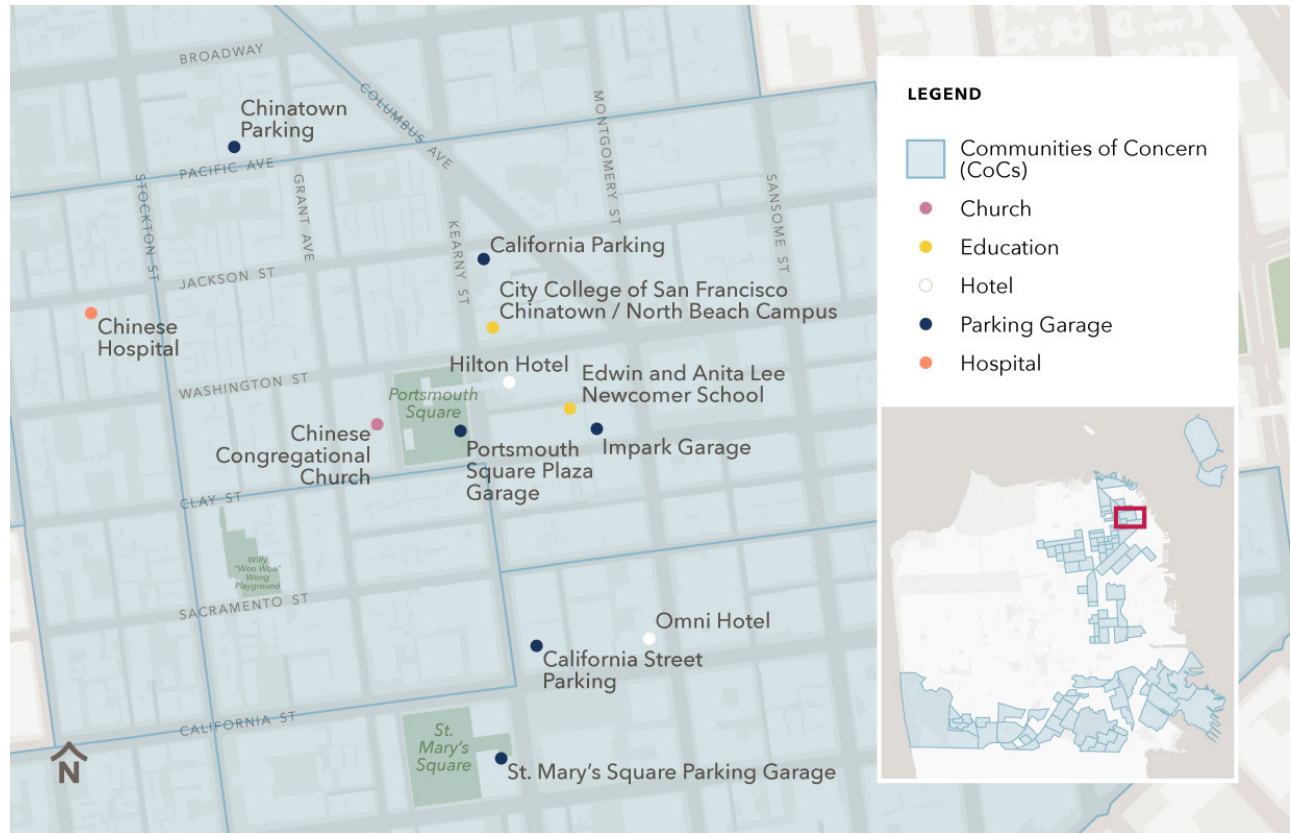


linguistic isolation (i.e., no adults speak English very well), compared to just 12 percent of residents citywide.⁴ The neighborhood is classified by the Metropolitan Transportation Commission and the City of San Francisco as a Community of Concern.

Portsmouth Square is located on the eastern edge of Chinatown between the Hilton Hotel on Kearny Street and the Chinese Congregational Church on Walter U. Lum. The Chinatown/North Beach City College location is at the corner opposite the square at Kearny and Washington; Sterne Preschool is next door on Kearny; and the Edwin and Anita Lee Newcomer School is located on Merchant Street half a block from Portsmouth Square. The Portsmouth Square Plaza Parking Garage is underneath Portsmouth Square, with the entrance and exit facing onto Kearny Street. Other parking garages in the area include the St. Mary's Square Parking Garage, California Parking on Jackson Street, Impark Garage on Clay Street, 550 Kearny Parking Garage on Kearny, Chinatown Parking on Pacific Street, and the Chinese Hospital Parking Garage on Powell Street.

⁴ 2018 SF Planning San Francisco Neighborhoods Socio Economic Profiles (2012 - 2016 ACS data) – Linguistic Isolation: "Household where no one age 14 and over speaks English only or speaks English 'very well.'"

Figure 1. Portsmouth Square Location and Nearby Destinations



Portsmouth Square borders Kearny Street, a major street in the Financial District of San Francisco that carries multiple transportation modes including drivers, transit riders (the 30 Stockton, 8 Bayshore, and the 8AX and 8BX Bayshore Express), pedestrians, and people biking. A multi-level parking garage is located underneath the pedestrian square with vehicular access from Kearny Street. Kearny street has been identified as a Vision Zero High Injury Corridor, indicating a high number of crashes involving severe injuries or fatalities on the street.

2. Project Development Process

2.1 PLANNING PROCESS

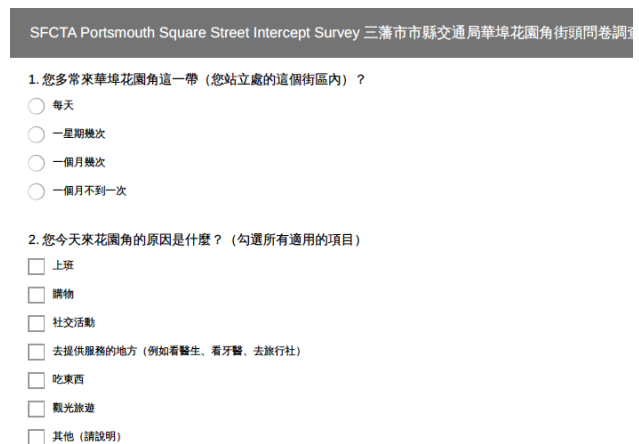
The Transportation Authority partnered with Chinatown Transportation Research and Improvement Project (TRIP), a grassroots transportation planning and advocacy group, to lead in a community-based planning process that included the following steps:

- **Existing conditions.** The project began with a detailed review of past plans and a site survey to assess existing conditions. This process

included conducting counts of pedestrians traveling along Kearny Street and vehicles accessing or exiting the Portsmouth Square Garage. Vehicle counts were also gathered from San Francisco Municipal Transportation Agency (SFMTA) for Kearny Street and Washington Street.

- **Advisory Group.** Guided by Commissioner Peskin’s office, the project team engaged stakeholders including the Chinatown Community Development Center (CCDC), the Portsmouth Square garage management, and the Chinatown TRIP, San Francisco Recreation and Parks Department staff and SFMTA staff.
- **Public and Stakeholder Outreach.** Several methods were used to understand public and stakeholder priorities, including:
 - » An intercept survey was conducted of people walking through and around the park. Surveys were administered by CCDC between July and August 2019. Surveys were available in English and Chinese. 101 people responded to the intercept survey.
 - » A business survey was administered to businesses around the park. A total of 48 responses was received from business owners and employees in this survey.
 - » In partnership with CCDC, a community stakeholder group was convened for two workshops to better understand community needs. The first workshop addressed community goals and challenges. The second workshop addressed priorities for proposed transportation improvements.
- **Transportation Needs.** Using input from stakeholders and the site survey, the team identified and categorized the transportation challenges and needs around Portsmouth Square. Needs were identified for each of the four streets that touch the square, as well as at the major intersections that provide access to the square – Kearny and Washington and Kearny and Clay.

Figure 2. Intercept Survey, Chinese Language Version



- **Concept development.** Based on the challenges identified, the team worked with stakeholders and San Francisco agency staff to develop improvement concepts that would address the needs identified in the prior step. Each potential improvement was documented and vetted with agency staff to ensure feasibility.
- **Prioritization and implementation.** Staff worked with stakeholders to prioritize these concepts and identified approaches to facilitate implementation.

2.2 PRIOR PLANS

This study builds on several recent and ongoing planning efforts that have recommended improvements for the Portsmouth Square area, including:

- **Chinatown Neighborhood Transportation Plan (NTP):** In 2015, the San Francisco County Transportation Authority completed a community-based transportation plan for the Chinatown neighborhood. One of two key objectives of that study was to improve pedestrian safety on Kearny Street, which runs along the east side of Portsmouth Square. Some of the recommendations in the Chinatown NTP have been implemented to date, but several related to Portsmouth Square have not. Both completed and outstanding recommendations from the Chinatown NTP are described below.
- **Portsmouth Square Improvement Project:** The San Francisco Recreation and Parks Department, in partnership with the San Francisco Planning Department, has been leading a process to evaluate options to renovate and redesign Portsmouth Square. A proposed design has emerged from this community-based process and environmental evaluation is underway. The project includes redevelopment of all existing park features including plazas, children's play areas, buildings, pedestrian bridge, landscaping, adjacent streetscape, and associated site work.⁵
- **District 3 Pedestrian Safety Improvements Study:**⁶ Led by SFMTA, this plan engaged the community, the District 3 Commissioner's Office, and other stakeholders to identify multimodal improvements along Kearny Street, including enhancing pedestrian safety and transit performance. This plan recommended installing pedestrian scrambles at Kearny and Washington (now complete, funded by D3 NTIP capital funds) and Kearny and Jackson, consolidating bus stops along Kearny and other improvements not directly adjacent to the square.

⁵ <https://sfrecpark.org/project/portsmouth-square-improvement-project/>

⁶ https://www.sfcta.org/sites/default/files/2020-07/SFCTA_Board_District3PedestrianSafetyImprovementsEnclosure_2020-07-14.pdf

- **Chinatown Pedestrian Safety Needs Assessment and Plan:** Chinatown TRIP has conducted several pedestrian safety and arterial traffic studies in the area, including documenting vehicle speeding and identifying the need for pedestrian scrambles (all-red signalization for vehicles) on Kearny Street.

These plans were used to identify existing challenges and build upon previously proposed transportation improvements.

Figure 3. Kearny Street adjacent to Portsmouth Square



Source: SFMTA District 3 Pedestrian Safety Improvements

2.3 ORGANIZATION OF THE REPORT

The remainder of the report is divided into the following sections:

Chapter 2 summarizes how people travel to and around Portsmouth Square today, including findings from pedestrian and vehicle counts collected for this project and the intercept survey.

Chapter 3 summarizes the challenges and needs identified by prior plans, the stakeholder group, and the site analysis.

Chapter 4 summarizes proposed solutions to those challenges, including cost estimates for the proposed improvements.

Chapter 5 identifies community priorities of the proposed improvements and a potential pathway for implementation.

CHAPTER 2

HOW PEOPLE ACCESS PORTSMOUTH SQUARE TODAY

People access Portsmouth Square using all modes of travel, with pedestrian travel being the most significant mode. Data for this section were drawn from site observations collected on an October 2018 weekday and weekend, from the intercept survey, from site observations, and from data from the garage operator.

1. Pedestrian Travel

Pedestrian travel is the largest share of travel on Kearny St in front of Portsmouth Square. Pedestrian counts were collected on both sides of Kearny Street between Washington Street and Clay Street in both directions of travel. Almost 9,400 pedestrians were observed traveling along Kearny St during daylight hours (7 a.m. to 7 p.m.) on a typical weekday and over 6,500 on the weekend (Table 1). On the weekday when counts were taken, over 1,200 people traversed Kearny Street in the peak hour.

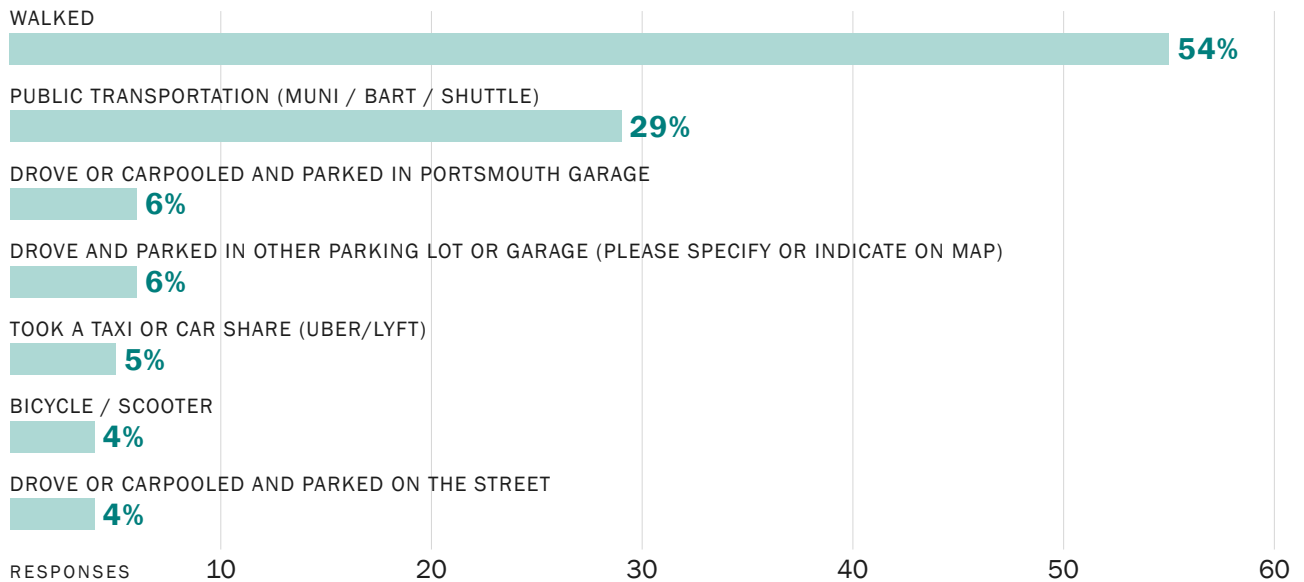
Table 1. Portsmouth Square Pedestrian Counts

	THURSDAY OCTOBER 25TH, 2018 7AM - 7PM				SATURDAY OCTOBER 20TH, 2018 7AM - 7PM			
	KEARNY WEST (PORTSMOUTH SQUARE)		KEARNY EAST (HILTON)		KEARNY WEST (PORTSMOUTH SQUARE)		KEARNY EAST (HILTON)	
	NB	SB	NB	SB	NB	SB	NB	SB
TOTAL	1,831	1,961	3,132	2,443	1,170	1,508	2,216	1,696
HOURLY AVERAGE (7AM - 7PM)	153	163	261	204	98	126	185	141
PEAK HOUR	269 (5 PM)	266 (1 PM)	393 (Noon)	309 (Noon)	139 (6 PM)	201 (1 PM)	229 (3 PM)	198 (1 PM)

Source: Parisi Transportation Group

The intercept survey also confirmed the extensive use of the square by pedestrians. Over 50 percent of visitors to Portsmouth Square arrived by foot with another 30 percent arriving by public transit (Figure 5).

Figure 4. How Survey Respondents Traveled to Portsmouth Square



Source: Intercept Survey

Since 2006, there were 33 pedestrian collisions in the vicinity of Portsmouth Square according to collision data from the Statewide Integrated Traffic Records System (SWITRS). The majority of these happened at the intersection of Clay and Kearny. Of these collisions, two have been fatal. One in 2015 at the intersection of Clay and Kearny, and one in 2011 at the intersection of Kearny and Washington.

Table 2. Pedestrian Traffic Collisions around Portsmouth Square

LOCATION	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
Clay & Kearny	2	1	2	1	1	2	-	-	-	1	-	-	10
Kearny & Merchant St	-	1	-	-	-	-	-	-	-	-	-	-	1
Kearny & Washington	-	1	-	1	-	1	-	-	-	-	1	-	4
Walter U. Lum & Washington	-	1	1	-	-	1	-	-	-	1	-	-	4
Washington & Wentworth Pl	-	-	1	-	-	-	-	-	1	-	-	-	2
Grant Ave & Washington St	-	-	-	1	1	1	1	-	-	-	1	2	7
Clay & Grant	1	1	-	1	-	-	-	-	-	1	-	1	5
Total Collisions in Vicinity	3	5	4	4	2	5	1	0	1	3	2	3	33

Source: Statewide Integrated Traffic Records System

2. Bicycles and Micromobility

Despite a lack of bicycle facilities, there is a steady amount of bicycle and micro-mobility device travel along Kearny (Figure 5). The Chinatown NTP noted that Kearny Street is a high injury corridor for bicyclists. Kearny Street and Montgomery Street are used as a north/south couplet for bicycle travel between Columbus Avenue and Market Street.

Figure 5. People on Bicycles on Kearny Street and Sacramento Street



Source: Parisi Transportation Consulting

3. Automobile Travel and Parking

Based on SFMTA data for 2017, over 1,000 vehicles travel northbound on Kearny Street at Clay Street during both the AM and PM peak hours on a typical weekday, with around one-third of those turning right onto Clay Street.

As part of this study, counts were taken at the Portsmouth Square Garage entry and data from the garage operator to understand how the garage was used. Vehicle activity into and out of the Portsmouth Square Garage was higher on Saturday than during the week (Table 3). Notably, during peak conditions at the garage driveways on Saturday, there are twice as many pedestrians on the west side of Kearny Street as vehicles entering or exiting. Afternoon peak queues at the intersection of Clay Street and Kearny Street were observed to extend to Walter U. Lum Place, suggesting that the transit-only lane does not cause excessive vehicle queuing.

Table 3. Portsmouth Square Garage Vehicle Entries and Exits

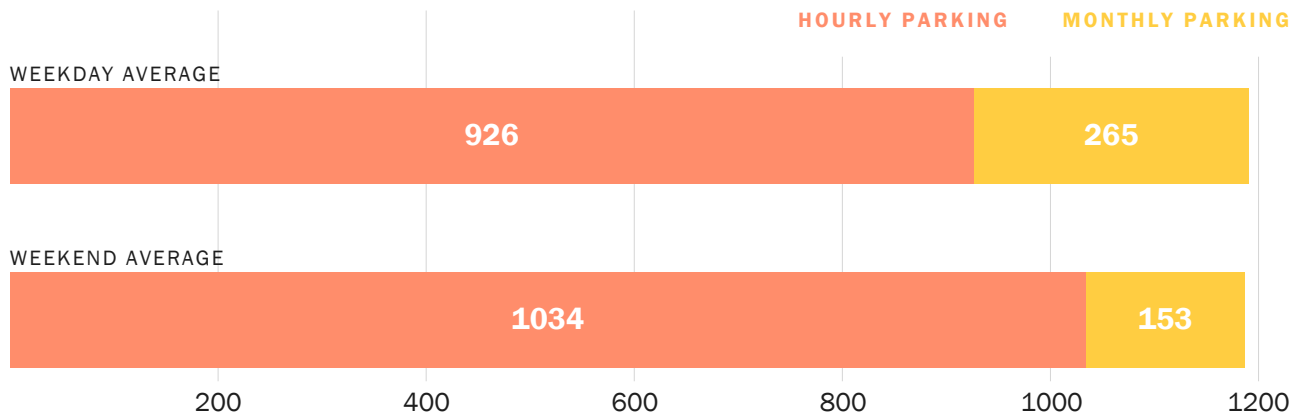
	WEEKDAY (THURSDAY, OCTOBER 25, 2018)			SATURDAY (OCTOBER 20, 2018)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Total (7am – 7pm)	935	849	1,784	1,167	963	2,130
Hourly Average	78	71	149	97	80	178
Peak Hour	144 (11 AM)	118 (1 PM)	207 (11 AM)	147 (6 PM)	137 (3 PM)	252 (1 PM)

Source: Parisi Transportation Group

According to data from the garage operator, around 1,200 vehicles park in the garage on both weekdays and weekends (Figure 6). Currently, one of the two entry lanes to the garage is dedicated to monthly pass users, but these users generally represent a minority of all people parking in the garage. Over 20 percent of people parking in the garage use a monthly pass, while fewer than 15 percent of people parking on a weekend use a monthly pass.

Providing discounted weekly or monthly parking is prohibited in most dense, mixed-use areas without a conditional use permit per the San Francisco Planning Code, section 155.⁷ This prohibition on weekly and monthly discount rates has not been applied to garages built before 1985, when the law was written.

Figure 6. Average Parking Utilization, December 2018

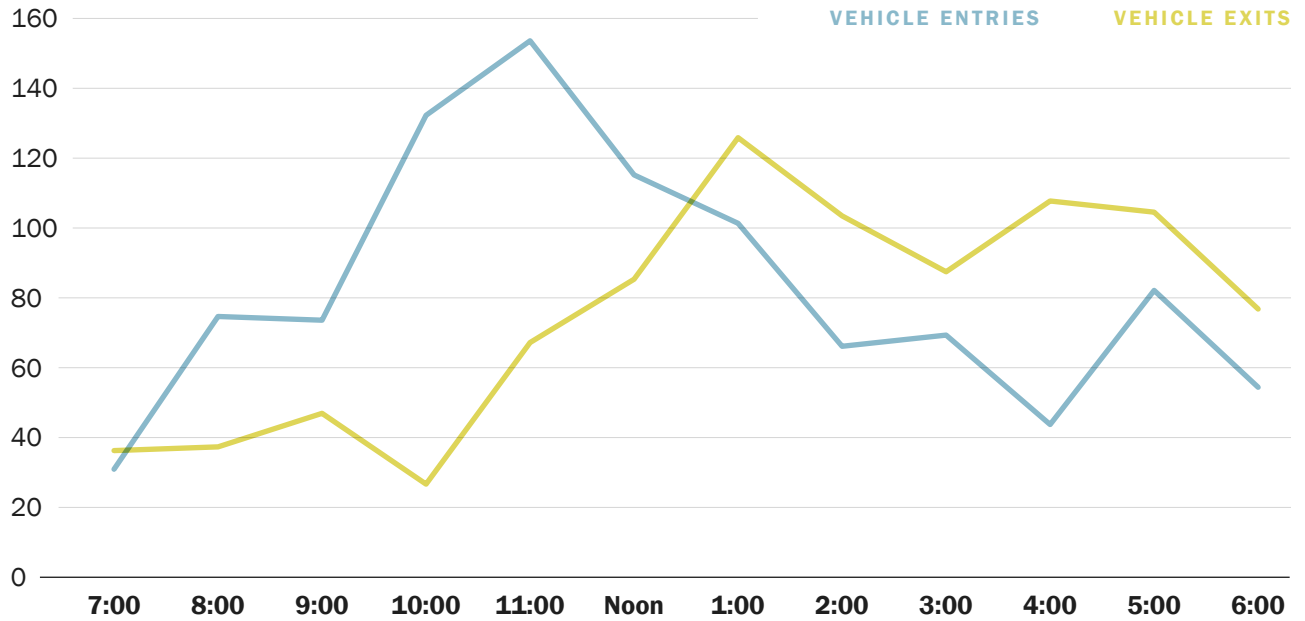


Source: Portsmouth Square Garage

⁷ **Parking Pricing Requirements.** To discourage long-term commuter parking, any off-street parking spaces provided for a structure or use other than Residential or Hotel in a C-3, DTR, SPD, MUG, WMUG, MUR, CMUO, WMUO, or MUO District, whether classified as an accessory or Conditional Use, that are otherwise available for use for long-term parking by downtown workers shall maintain a rate or fee structure for their use such that the rate charge for four hours of parking duration is no more than four times the rate charge for the first hour, and the rate charge for eight or more hours of parking duration is no less than 10 times the rate charge for the first hour. Additionally, no discounted parking rate shall be permitted for weekly, monthly, or similar time-specific periods.

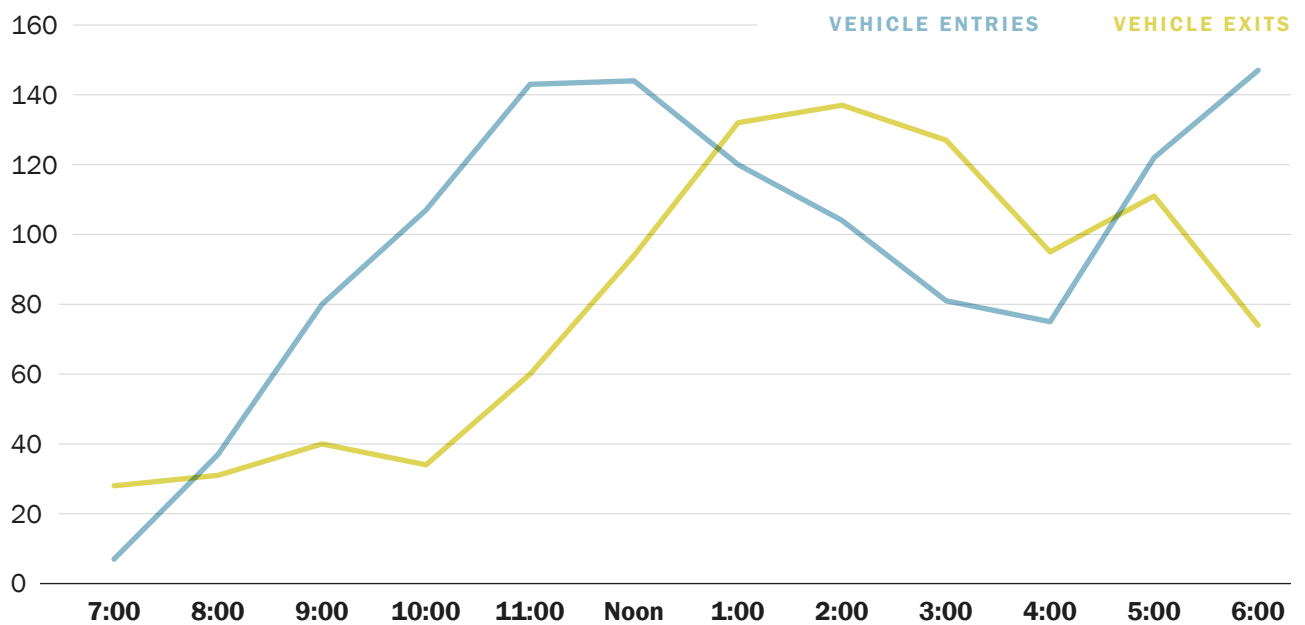
Vehicle entries to the garage peak in the mid-day on both weekdays (Figure 7) and the weekend (Figure 8). Total entries have declined a small amount from year to year since 2017 before declining rapidly in 2020 due to the COVID-19 pandemic (Figure 10).

Figure 7. Weekday Vehicle Entries and Exits



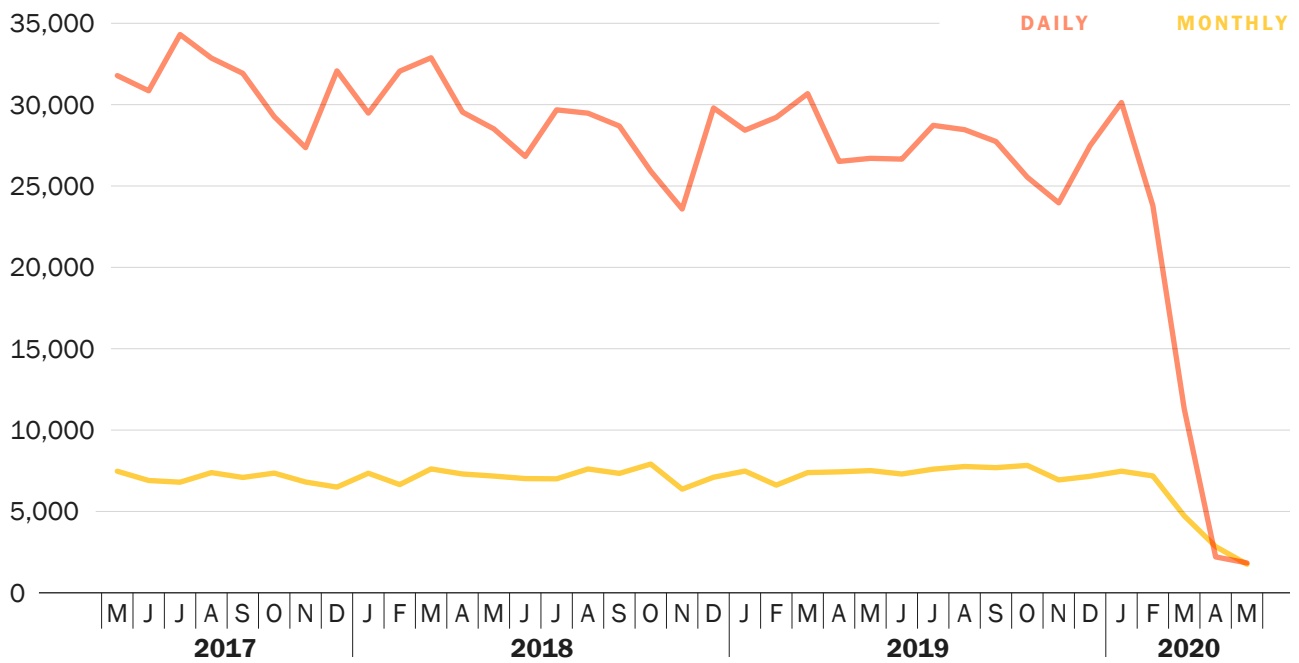
Data collected on Thursday October 25th, 2018
 Source: Parisi Transportation Consulting

Figure 8. Weekend Vehicle Entries and Exits



Data collected on Saturday October 20th & Saturday November 10th, 2018
 Source: Parisi Transportation Consulting

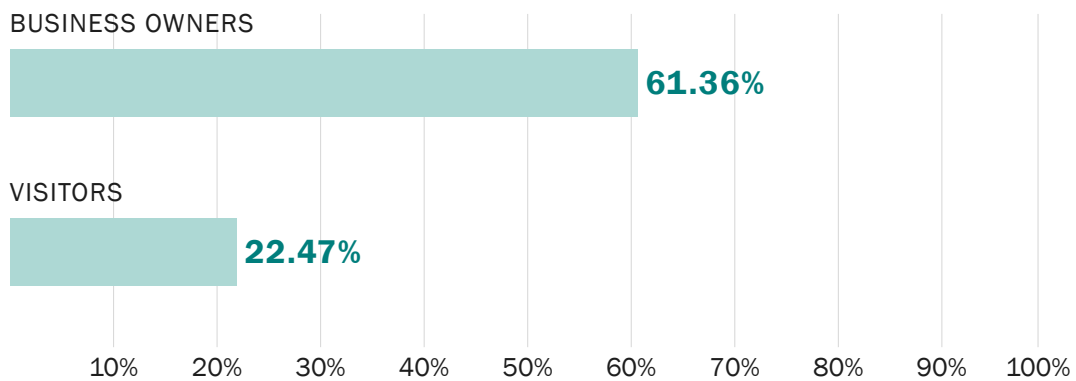
Figure 9. Monthly Total of Daily and Monthly User Entries from May 2017 to May 2020



Source Portsmouth Square Garage

The intercept and business surveys provided information about the relative importance of parking as a concern for each group. Overall, parking appears to be much less important to visitors than to businesses, with 62 percent of business owners indicating that they are “highly concerned” about the difficulty of finding parking at Portsmouth Square and only 22 percent of visitors expressing the same concern (Figure 10). Similarly, just 4 percent of visitors indicated that improvements to the cost or quality of parking would encourage them to visit the area more.

Figure 10. Survey Respondents Concerned about Finding Parking at Portsmouth Square



4. Transit Services

Core parts of Muni's transit network travel adjacent to Portsmouth Square, including the 1 California route that travels east on Clay Street and the 8AX and 8BX that travel north on Kearny Street. As noted above, just under 30 percent of people take transit to get to Portsmouth Square according to the intercept survey conducted for this project.

5. Passenger Loading

Passenger loading is an important element of travel around Portsmouth Square due to both adjacent land uses (Portsmouth Square, the Hilton Hotel, and the Chinese Cultural Center) and the design of the streets. This section describes where loading is permitted on the street today and current loading activity from casino shuttles, tour buses, and other uses.

5.1 STREET LOADING ZONES

The only designated full time loading zone in the area is the curb lane in front of the Hilton Hotel. However, both Kearny Street and Clay Street have flexible curb lanes that are used as travel lanes in peak periods and parking or loading lanes at other times. Specific examples include:

- The easternmost (right side) lane on Kearny Street between Commercial Street and California Street is a travel lane from 3 p.m. to 7 p.m. and is otherwise used for commercial or passenger loading. From 3 p.m. to 7 p.m., several casino shuttles drop off passengers in this lane.
- The south side of Clay Street between Powell Street and just past Montgomery Street is a bus and taxi lane from 7 a.m. to 9 a.m. and 3 p.m. to 6 p.m. and is otherwise parking lane. Several casino shuttles pick up and drop off passengers at the curb on Clay Street between Kearny Street and Walter U. Lum Place during these hours.

5.2 TOUR BUSES

Tour buses (primarily the Big Bus) make frequent stops at a designated stop in front of the Hilton Hotel, as often as once every 15 minutes during the day. When a taxi or TNC vehicle stops in the white zone designated as a Big Bus stop, the bus can no longer access the curb and must load passengers in the street.

Figure 11. A Tour Bus Loads Passengers in the Street



Source: Parisi Transportation Consulting

5.3 CASINO SHUTTLES

Several casinos located outside of the City provide daily shuttles for patrons to travel from the vicinity of Portsmouth Square to their properties. Generally, they load passengers and depart the City by 8:00 a.m., typically returning between 3:30 p.m. and 9:30 p.m. though some return between 4:30 a.m. and 5:30 AM. Some shuttles charge fees for this service, while others are complementary. In most cases, the shuttles are operated by independent contractors, rather than the casinos themselves. None of the shuttles currently pick-up and drop-off in designated passenger loading zones, in part because there are no passenger loading zones provided nearby. Known shuttles include (list is not exhaustive):

Red Hawk: Kearny Street between Sacramento Street and Clay Street, departing 8:15 a.m. and 8:00 p.m. on weekdays and 8:00 a.m. on weekends.

Parkwest: Clay Street between Kearny Street and Walter U. Lum Place, departing 8:15 a.m. daily, returning in the evening. This shuttle routinely picks up in front of R & G Lounge, at a fire hydrant.

Graton: Sacramento Street and Kearny Street, departing at 8:00 a.m. and 8:30 a.m., returning at 3:30 p.m.

River Rock: Kearny Street and Columbus Avenue, departing at 7:45am, 11:00am, and 8:45 p.m.; returning around 2:30 p.m., 5:30 p.m., and 3:30 a.m.

Figure 12. Passengers Board a Private Casino Shuttle



Source: Parisi Transportation Consulting

CHAPTER 3**NEEDS AND CHALLENGES**

Building upon the existing conditions, review of prior plans, and the in-depth site visit, staff identified transportation needs and challenges around Portsmouth Square. This chapter describes categories of need identified from prior plans and the initial stakeholder meeting, reviews where specific needs show up around the square, and summarizes needs across those categories.

1. Findings from Prior Plans

While several plans were reviewed as part of this effort, the Chinatown Neighborhood Transportation Plan (NTP) provides the most comprehensive evaluation of transportation needs around Portsmouth Square and in Chinatown. This study identified several challenges that were directly related to Portsmouth Square:

- Safety concerns at the intersection of Kearny and Clay streets with “frequent conflicts occurring between pedestrians and vehicles entering and exiting the Portsmouth Square garage.”
- High rates of pedestrians crossing outside the crosswalk (20 - 30 instances per hour at Kearny and Clay streets were recorded by the Urban Institute, though this was addressed in a subsequent crosswalk refresh).
- Driver-pedestrian conflicts at the Portsmouth Square garage driveway and the Hilton Hotel garage driveway.
- Insufficient pedestrian crossing time and/or a lack of understanding of crossing time constraints among elderly people.
- Limited pedestrian amenities, such as directional curb ramps and bulb-outs.

In addition, it identified two broader transportation issues along Kearny Street that are relevant to this study:

- Slow speeds for Muni buses (between 6 and 7 miles per hour) on weekdays due to narrow lanes, closely-spaced stops, and conflicts with turning and parking vehicles.
- High rates of bicycle-involved crashes resulting in injury (seven crashes between 2007 and 2012).

Some elements from the Chinatown NTP were implemented since its completion, as described in the findings from the site visit below.

2. Site Visit Findings

The site visit validated prior challenges, confirmed prior investments, and identified challenges around the square that remain unaddressed. This section identifies the following challenges:

- Intersections of Kearny Street at Clay Street and at Washington Street
- Conflicts between pedestrians and vehicles at garage entries and exists
- Parking and loading issues along Clay and Washington Streets adjacent to the square
- The lack of pedestrian amenities along Walter U. Lum Place

2.1 KEARNY STREET INTERSECTIONS WITH CLAY AND WASHINGTON STREETS

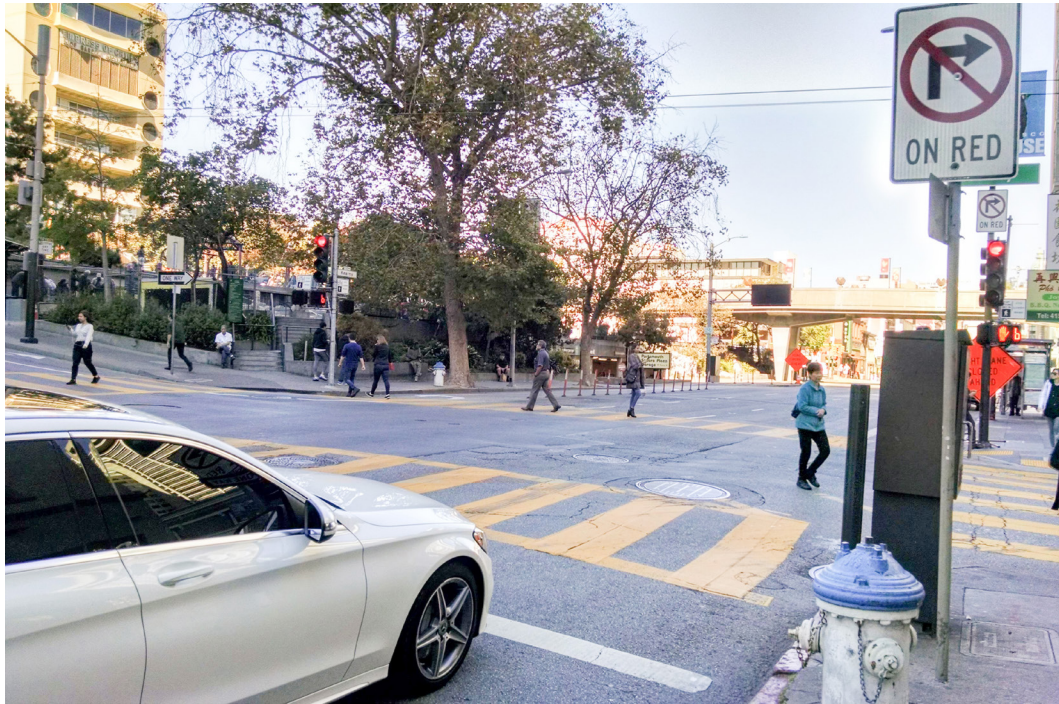
Kearny Street and Clay Street

Since the release of the Chinatown NTP in 2015, the SFMTA implemented several treatments at the intersection of Kearny Street and Clay Street, consistent with the study's recommendations:

- Refreshed school-area yellow high-visibility ladder crosswalks (Figure 13)
- Installed an advanced limit line at northbound Kearny Street (Figure 13)
- Added turn on red light prohibitions for eastbound Clay Street (left turns) and northbound Kearny Street (right turns) (Figure 13)
- Added an exclusive pedestrian-only scramble phase (Figure 14)

Conflicts between pedestrians and vehicles and encroachment by vehicles into the crosswalk were not observed during the site visit and may be a result of these recent improvements.

Figure 13. Improvements at Kearny and Clay, including Turn on Red Prohibition, Advance Stop Bar and Refreshed Crosswalks



Source: Parisi Transportation Consulting

Figure 14. Pedestrian Scramble Striping at Kearny Street and Clay Street



Source: Parisi Transportation Consulting

Several safety and accessibility issues remain unresolved at the intersection, including missing curb ramps in the east-west direction (crossing Kearny Street) due to the presence of storm drain inlets and signal equipment (Figure 15). The storm drain and signal equipment will need to be relocated to accommodate modern curb ramps and bulb outs.

Figure 15. Missing Directional Curb Ramps at Kearny & Clay Due to Conflicting Inlets and Signal Equipment



Source: Parisi Transportation Consulting

Kearny Street and Washington Street

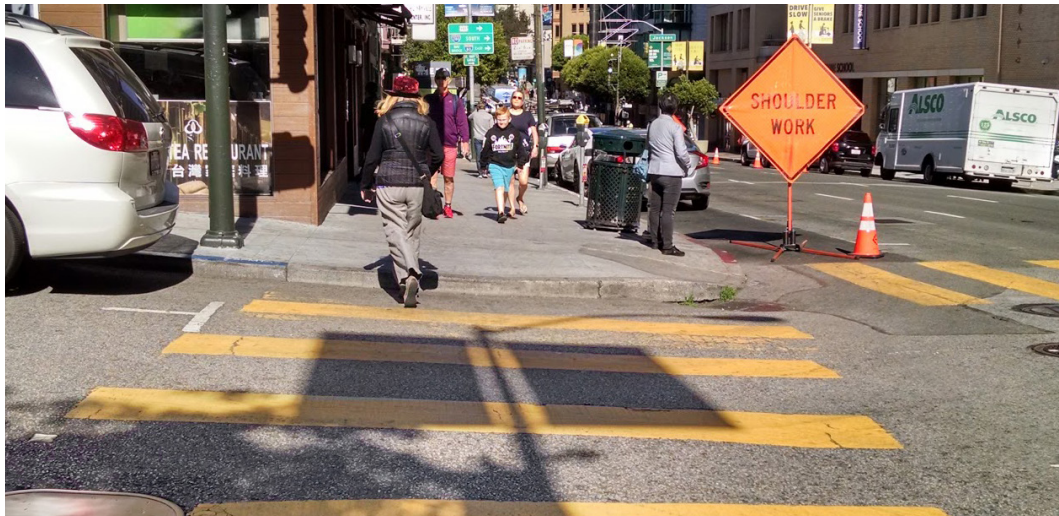
Like Kearny and Clay streets, there are missing directional curb ramps at the northwest and southwest corners of Kearny and Washington streets (Figure 16). Utility poles and manhole covers create conflicts at the southwest corner. The Washington Street west crosswalk also has a cross-slope greater than two percent that should be flattened within the crosswalk.

Figure 16. Missing Curb Ramps at Washington Street Due to Utility Conflicts



Source: Parisi Transportation Consulting

Figure 17. Washington Street West Crosswalk Cross-Slope Exceeds 2 Percent



Source: Parisi Transportation Consulting

2.2 PORTSMOUTH SQUARE GARAGE ENTRY

There are several significant issues at the garage entry, including:

- Conflicts between pedestrians and vehicles at entries and exits
- Narrow curb ramps, sidewalk pinch points, and other outdated pedestrian infrastructure in need of modernization and updating to meet ADA standards

Conflicts at the Entry and Exit

The dual entry lanes into the garage create a “double-threat” situation for the current crosswalk in front of the garage entry (Figure 18). A vehicle in the left entry lane can obscure pedestrians in the crosswalk from a vehicle in the right lane. Additionally, there are no signs warning drivers of pedestrians when entering the garage.

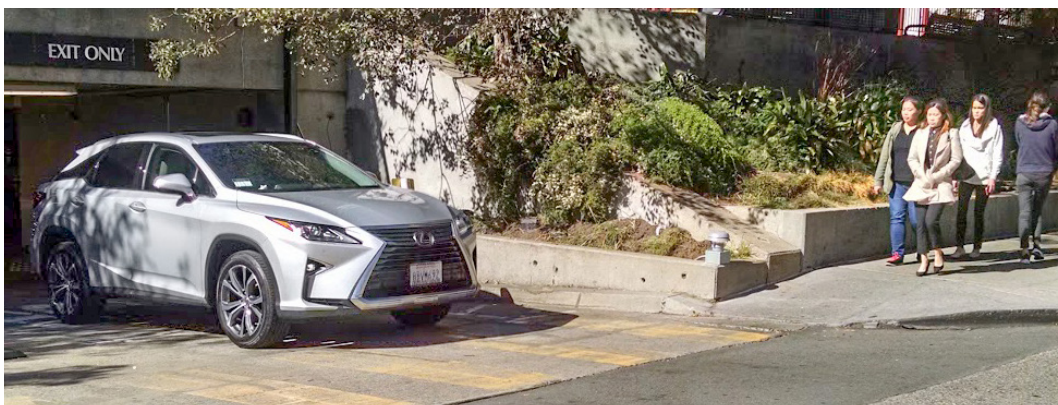
Figure 18. Dual Turn Lanes into the Portsmouth Square Garage Create a “Double-Threat” for Pedestrians



Source: Parisi Transportation Consulting

Pedestrians approaching from the left of the exiting driver are sometimes obscured by landscaping and the plaza wing wall (Figure 19). The exit does have two in-roadway warning signs (R1-6) at the exit driveway but shadows can obscure vehicles as they exit the garage (Figure 20).

Figure 19. Landscaping and the Plaza Wing Wall Obscure the Sidewalk at the Garage Exit



Source: Parisi Transportation Consulting

Figure 20. Shadows May Obscure Vehicles Exiting the Portsmouth Square Garage

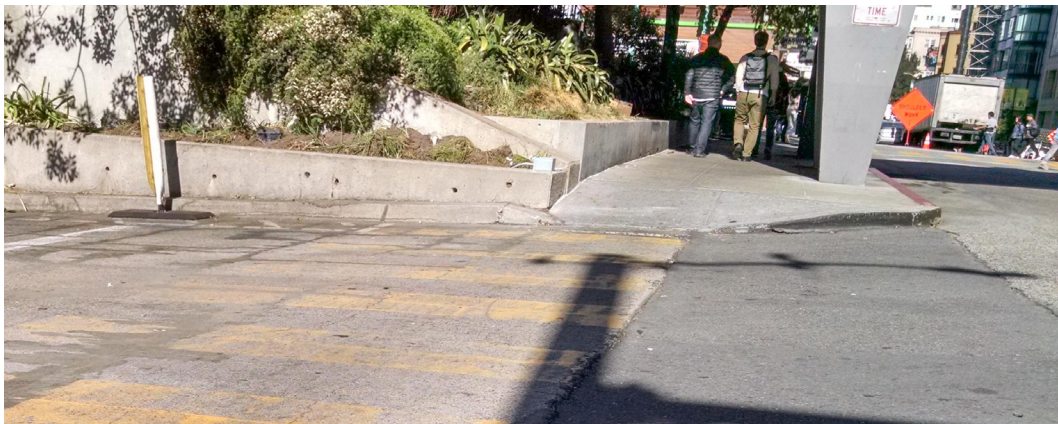


Source: Parisi Transportation Consulting

Outdated Infrastructure

The sidewalk adjacent to the garage also is challenging to navigate for a pedestrian, especially someone with a disability. Curb ramps at the driveways are narrow due to the landscape area and wing walls (Figure 21). Crosswalk markings are faded and do not extend to the curb ramp flares (Figure 22). Crosswalk cross-slopes exceed the ADA standard of 2 percent; the measured cross-slopes were between 4 and 6.5 percent and represent a potential tipping hazard for people in wheelchairs.

Figure 21. Curb ramps at Garage Driveways are Narrow Due to the Plaza Wing Walls



Source: Parisi Transportation Consulting

Figure 22. Crosswalk Markings do not Extend to the Curb Ramp Flares



Source: Parisi Transportation Consulting

The sidewalk between the entry and exit driveways have a 5.5-foot-wide pinch point between the Portsmouth Square Garage sign and the overhead sign equipment cabinet (Figure 23). The sidewalk extends into Kearny Street between the entry and exit driveways, but both curb ramps and crosswalk markings are aligned to the pinch point. Pedestrians that do use the sidewalk extension are not directed back onto the sidewalk and some pedestrians were observed walking in the street (Figure 24).

Figure 23. Garage Sign and Utility Cabinet Create a Pinch Point Between the Entry and Exit Driveways



Source: Parisi Transportation Consulting

Figure 24. Pedestrians Walking in the Street



Source: Parisi Transportation Consulting

2.3 WASHINGTON AND CLAY STREET ADJACENT TO THE SQUARE

Illegal parking by government and maintenance vehicles was observed on the south sidewalk of Washington Street between Kearny Street and Walter U. Lum Place (Figure 25 and Figure 26). The sidewalk is 9.5 feet wide and there is generally adequate room for pedestrians to pass even with the illegally parked vehicles. Illegal parking was not observed on the Clay Street side of Portsmouth Square.

Figure 25. Parked Maintenance Vehicle on the South Sidewalk of Washington Street



Source: Parisi Transportation Consulting

Figure 26. Parked Government Vehicle on the South Sidewalk of Washington Street



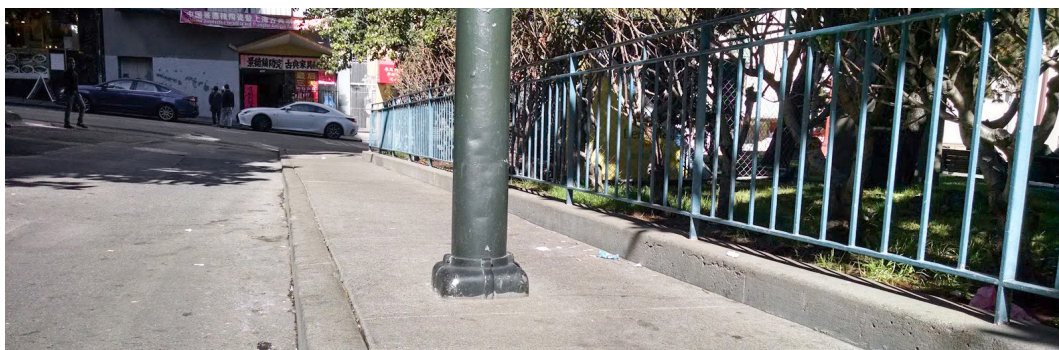
Source: Parisi Transportation Consulting

2.4 WALTER U. LUM PLACE

Walter U. Lum Place is a one-block, two-lane connection between Washington Street and Clay Street that also includes a mid-block curb cut for loading. People driving to the garage from Washington Street typically use Walter U. Lum Place as part of their route. Several retail outlets, other business, and a church are accessed from Walter U. Lum Place. Pedestrian access to Portsmouth Square from Walter U. Lum Place is hindered due to the grade differential of the square and the street.

There were a small number of transportation issues identified along Walter U. Lum Place. The sidewalk on the east side of Walter U. Lum Place is approximately 4.5 feet wide. Two streetlight poles placed in the middle of the sidewalk create pinch points (2.5 feet clear space). People on foot might need to walk into the street and a person in a wheelchair would be unable to pass.

Figure 27. Street Light Poles Create A Pinch Point on Walter U. Lum Place



Source: Parisi Transportation Consulting

2.5 GARAGE ACCESS AND QUEUEING

Historically, vehicle access to the garage has been a challenge. In December 2018, SFMTA installed new software and hardware, including upgraded ticket machines and gates at the Portsmouth Square Garage. A new Parking Access Revenue Control System (PARCS) makes paying faster, improves customer service, and provides enhanced credit card security. The goal of SFMTA PARCS upgrades were to provide clean, safe, and convenient parking to visitors, employees, and business customers.⁸

Despite these upgrades, the garage operator noted ongoing issues with queueing at the entrance during special events and on busy summer weekends. Sometimes during holidays and festivals, the queue wraps around the square, extending onto Walter U. Lum and Washington Streets. The cause of that congestion is, in part, due to the uneven queueing between the two entrances – one for general (daily) and one for monthly parking users, each with its own entry kiosk.

3. Summary of Needs

3.1 STAKEHOLDER PRIORITIES

A first stakeholder workshop was held to define project priorities considering existing conditions and information from the site visit. Co-hosted by Chinatown TRIP, CCDC, and the District 3 Commissioner's office, representatives from each of several community groups convened at the Portsmouth Clubhouse on April 4, 2019.

Participants documented existing transportation issues and identified goals for improving travel to and from Portsmouth Square. The stakeholder group also reviewed draft surveys and questions to ensure that both surveys addressed goals and issues important to the community.

Stakeholders reviewed the challenges identified around the square (Figure 28) and worked in small groups to define priority goals for the study (Table 4).

INVITED STAKEHOLDER GROUPS

- Portsmouth Plaza Parking Corporation
- Self-Help for the Elderly
- Chinese Culture Center
- City College of San Francisco Chinatown
- Chinese for Affirmative Action (CAA)
- Child care services at Portsmouth Square
- Chinatown TRIP
- Chinatown CDC
- St Mary's Preschool
- Sterne School
- Manilatown
- Lee Family Association
- I-Hotel
- North Beach Neighbors
- North Beach Business Association
- Hilton Hotel
- Chamber of Commerce

⁸ <https://www.sfmta.com/blog/parcs-safer-easier-payments-coming-city-owned-parking-garages>

Figure 28. Stakeholder Feedback from Meeting #1

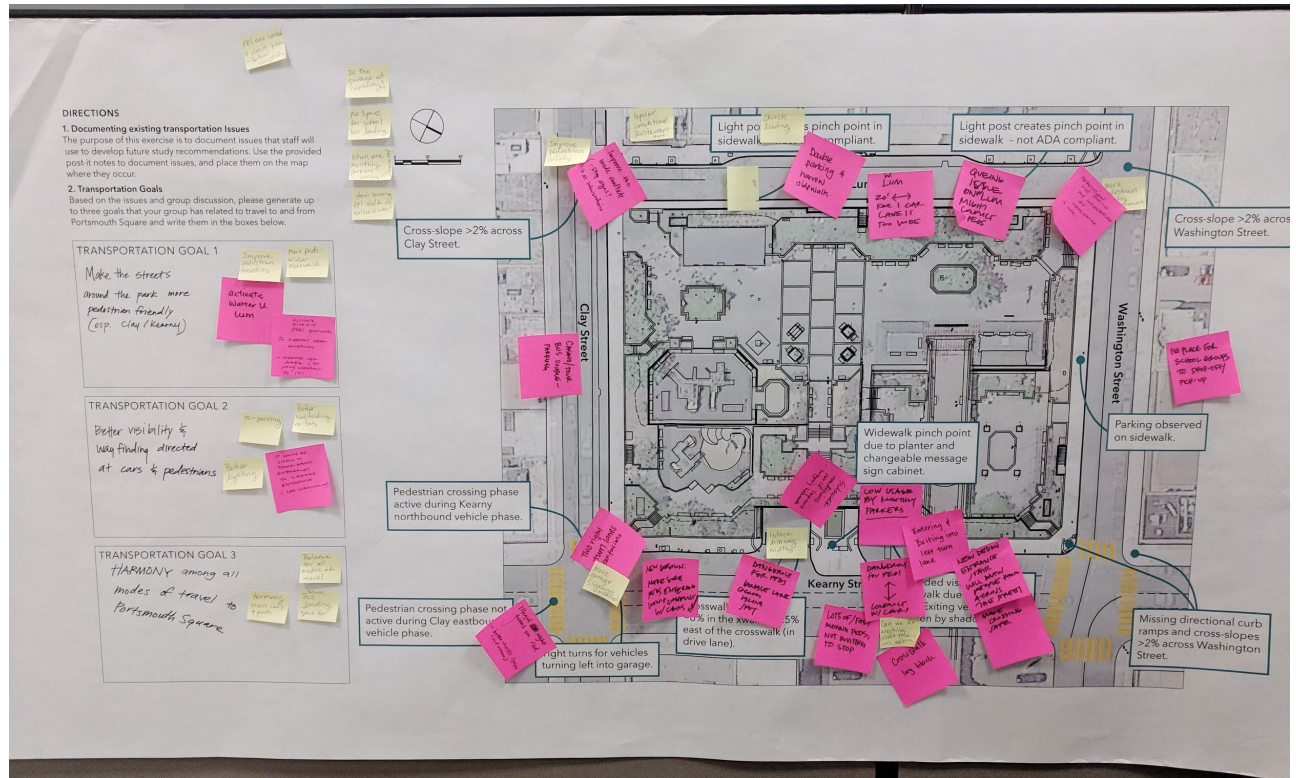


Table 4. Goals Identified in Stakeholder Meeting Breakout Groups

	GROUP 1	GROUP 2	GROUP 3	GROUP 4
GOAL 1	Make the streets around the park more pedestrian friendly, widen sidewalks, activate alley, improve pedestrian amenities	Walkability. Improved Curb ramps, improved crossings, wider sidewalks	Increase pedestrian safety	Public safety and cleanliness and Washington and Kearny
GOAL 2	Improve visibility and wayfinding directed at cars and pedestrians	Safety, security, lighting. Existing lighting is too dim. Improve pedestrian conflicts with turning vehicles. Improve homelessness issues.	Traffic calming → slow cars	More safety improvements and Kearny and Clay (cars turning during scramble, people walking on red)
GOAL 3	Harmony among all modes of travel to Portsmouth square		Easy and pleasant experience to walk around	

Four priority improvement categories were identified based on the feedback received:

Pedestrian Safety. Pedestrian safety emerged as a clear community priority during the workshop. Stakeholders observed double parking and illegal, dangerous behavior from both drivers and pedestrians.

Pedestrian Friendly Streets. Participants also expressed a strong desire for improved pedestrian infrastructure and other measures to create “harmony among all modes of travel to Portsmouth Square”. Some participants also noted public safety issues.

ADA & Modernization. Several participants flagged missing or inadequate curb ramps and related challenges.

Curb use and loading. Loading challenges were observed in select locations around the square – including double parked casino and shuttle buses, and cars parked on the sidewalk next to the square.

Table 5 and Figure 29 summarize the needs and challenges identified from stakeholder coordination and the site visit.

Table 5. Summary of Needs by Category

MAJOR CATEGORY	ISSUES AND CHALLENGES TO ADDRESS
Pedestrian Safety	<ul style="list-style-type: none"> • Double threat pedestrian/auto conflicts at the entrance of garage • At Clay & Kearny, the pedestrian signal is active during the scramble phase, but a two-stage crossing is not possible because the pedestrian phase is not active on Clay during the eastbound vehicle phase • Impeded visibility of sidewalk due to plaza wing wall. Exiting vehicles hidden by shadows
Pedestrian Friendly Streets	<ul style="list-style-type: none"> • Sidewalk pinch point due to planter and changeable message sign cabinet.

MAJOR CATEGORY ISSUES AND CHALLENGES TO ADDRESS

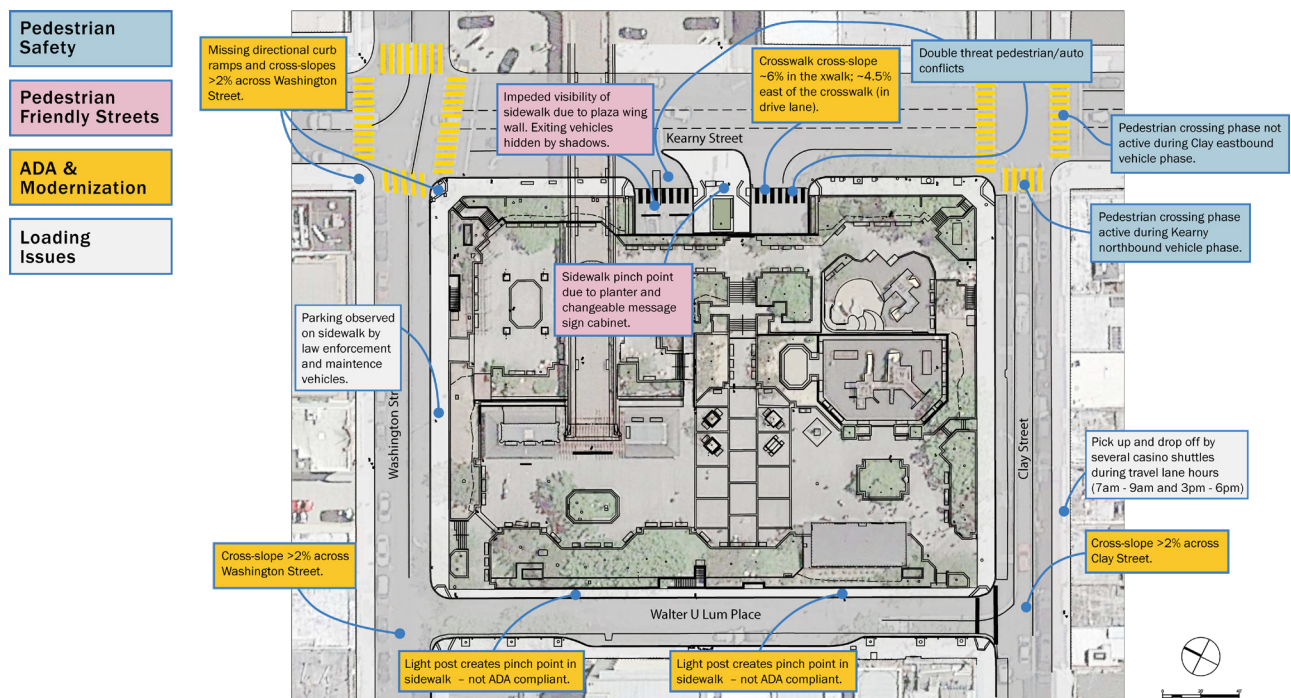
ADA & Modernization

- Missing directional curb ramps and cross-slopes >2% across Washington Street
- Across the garage entrance there is a cross-slope of approximately 6% in the crosswalk; approximately 4.5% east of the crosswalk (in drive lane)
- Cross slope greater than 2% across both Clay and Washington Streets
- Light posts create pinch points in sidewalks on Water U Lum Place (not ADA compliant)

Curb use

- On Washington Street parking observed on sidewalk by law enforcement and maintenance vehicles
- On Clay Street pick up and drop off by several casino shuttles during travel lane hours (7am – 9am and 3pm – 6pm)

Figure 29. Existing Site Challenges by Category



CHAPTER 4

SOLUTIONS

Solutions were developed to address the four challenge areas described above: Pedestrian Safety, Pedestrian Friendly Streets, ADA and modernization, and curb use/loading (Table 6). Together, the solutions in these categories represent a suite of improvements that support safe, efficient, and accessible mobility for all users of Portsmouth Square. Improvements to pedestrian safety and loading zones will also facilitate safe access for ride hailing and micromobility users around Portsmouth Square. Solutions were drawn from existing plans, stakeholder meetings, and the site visit.

Table 6. Solutions by Challenge Area

CHALLENGE AREA	IMPROVEMENT CONCEPTS
Pedestrian Safety	<ul style="list-style-type: none"> • Narrow existing driveways in front of Hilton • Install bulb outs and add lighting at the NW Corner of Kearny and Washington Streets and at the exit and entrance of the garage • Add a pedestrian median between the garage entry lanes (garage entry option 1) or relocate changeable message sign and equipment cabinet (garage entry option 2) • At the intersection of Kearny and Clay: re-time pedestrian crossing distance to 2.5 feet per second (may require a full signal upgrade), upgrade existing “No Right Turn on Red” signs to blank out signs, install bulb outs and consider adding additional lighting • Work with SFPD to increase enforcement of the right-turn-on-red prohibition • <i>**A pedestrian scramble was identified for Kearny and Washington during this study process and was installed in July while this project was ongoing.</i>
General ADA and Modernization	<p>Relocate existing drainage inlets and install new curb ramps at:</p> <ul style="list-style-type: none"> • The two western corners of Washington and Kearny Streets • Walter U. Lum and Washington Street • All corners at Kearny and Clay <p>Install new curb ramps:</p> <ul style="list-style-type: none"> • Across the entrance and exit of the garage • Across Merchant Street along Kearny • Across Walter U. Lum at Clay Street • Add signage on Clay saying “Left Lane parking garage only”
Pedestrian Friendly Streets	<ul style="list-style-type: none"> • Widen sidewalk between the exit for the garage and Washington Street on Kearny • Install soffit luminaire (lighting) under the pedestrian bridge above Kearny • Study the expansion of the citizen Community Ambassador program to weekends and 4 evenings • On Walter U. Lum: widen sidewalk next to the park, raise a portion of the street to sidewalk level consistent with the Portsmouth Square Redevelopment Plan, and consider concrete or colored asphalt to designate the raised crosswalk as a shared space (similar to Hayes Valley treatment). • Consider further sidewalk widening alternative to create a cafe zone
Loading	<ul style="list-style-type: none"> • Install 40 feet of loading zone north of the proposed relocated bus stop on Kearny north of Washington • Increase enforcement of double-parked vehicles stopped in the transit-only lane • Work with casino shuttle operators to ensure they are aware of safe loading and unloading procedures Consider creating written guidance for casino shuttle operators

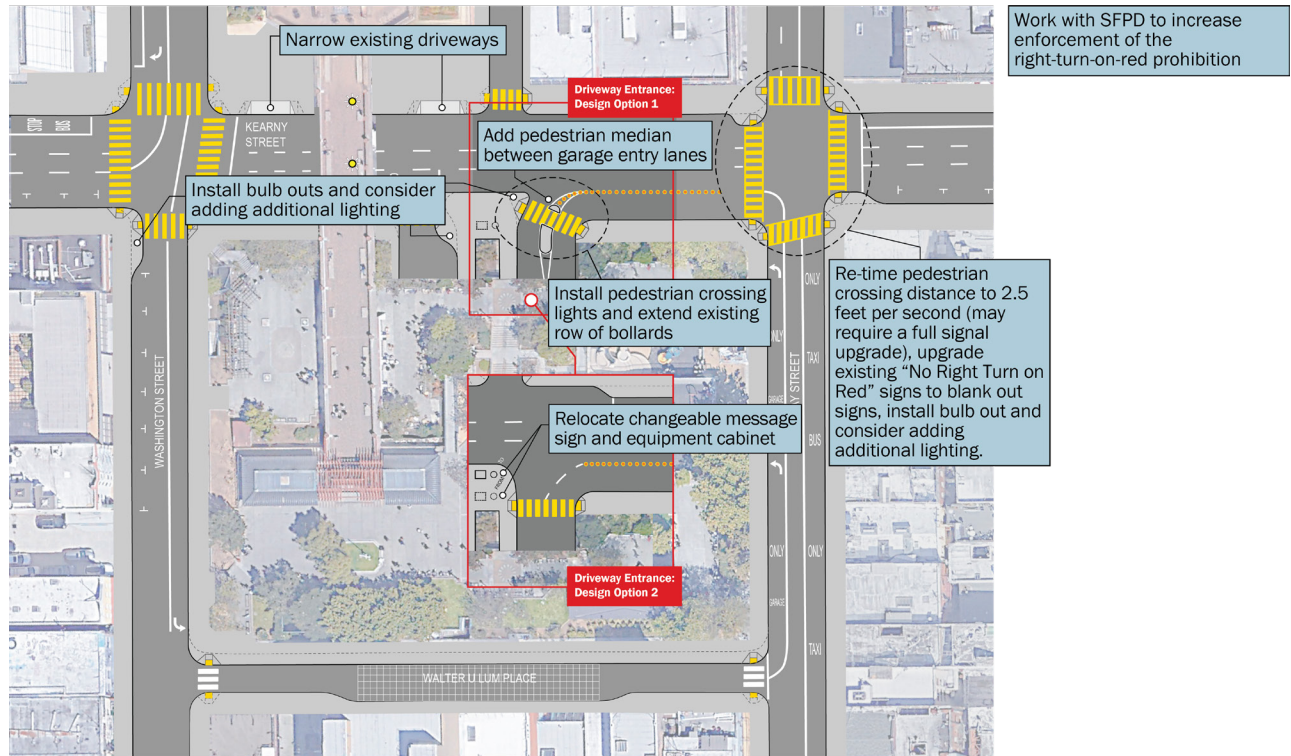
1. Pedestrian Safety

Several solutions focus on improving pedestrian safety, with a focus on reducing the risk of vehicle-pedestrian collisions (Figure 30). Specific improvements include:

- A median island between the two garage entry lanes to provide a safer place for a pedestrian to stop and be visible between lanes. An alternative considered was to move the utility equipment cabinet to improve the visibility of pedestrians.
- Installing bulb outs and new pedestrian crossing lights at the intersection of Washington and Kearny streets.
- Narrowing the existing driveways in front of the Hilton to reduce the risks of pedestrian-vehicle collisions
- Extending the pedestrian crossing time at Clay and Kearny streets to provide sufficient time for slower moving pedestrians and individuals with disabilities to cross the street. This requires re-timing the signal so that the pedestrian crossing distance is 2.5 feet per second, which may require a full signal upgrade.
- Upgrading the existing “No Right Turn on Red” signs to blank out signs (Figure 31) to improve driver compliance with turning restrictions.
- Increase education and enforcement around parking and loading zones as well as right-turn-on-red prohibitions. This will help ensure that all stakeholders are aware of curb-use regulations, minimize double parking, and ensure that loading/unloading is as safe as possible.

A pedestrian scramble was identified for Kearny and Washington during this study process and was installed in July while this project was ongoing.

Figure 30. Pedestrian Safety Solutions



Portsmouth Square Improvements



1.1 GARAGE ENTRY OPTIONS

Two garage entry improvement options were developed to address pedestrian safety crossing concerns while managing the flow of vehicles into the garage (Figure 32). Option 1 includes installing a median island to remove the “double threat” for pedestrians crossing two entry lanes. Option 2 improves the visibility of pedestrians by moving the utility equipment cabinet that may obscure some pedestrians but does not otherwise change the garage entry. A third option to remove one of the access lanes from the street was discussed, but not pursued, due to expected impact on garage operations.

Option 1 provides greater benefits to pedestrians, but speeds of vehicles entering the garage are generally slow, due to the turning movement. Options should ensure the use of both entrances during a ticket vending machine malfunction. The stakeholder working group noted that ticket vending machines malfunction frequently, as did the garage operator.

One solution to manage malfunctions under Option 1 would be for SFMTA to provide a key to the ticket vending machine. This would enable garage staff to manually clear the queue if a ticket machine malfunctions and redirect access, if necessary, to the other lane.

Figure 31. Blank Out Sign

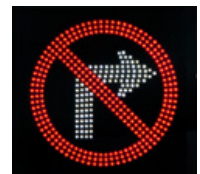


Figure 32. Garage Entry Options

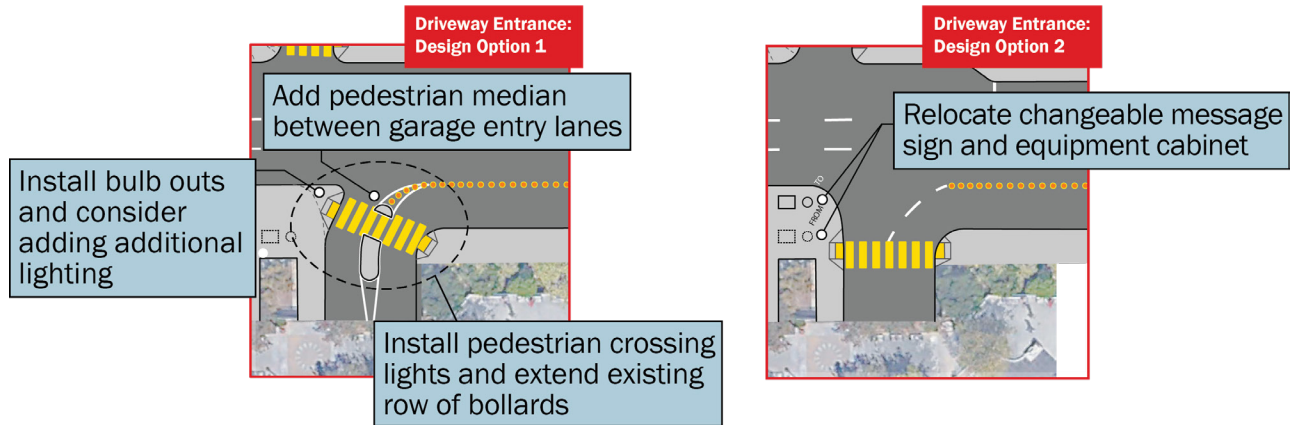


Table 7. Garage Entry Options

ENTRY OPTION 1: ADD CENTER PEDESTRIAN REFUGE ISLAND	ENTRY OPTION 2: MOVE CHANGEABLE MESSAGE SIGN AND CABINET, NO CHANGE TO GARAGE ENTRY
<ul style="list-style-type: none"> • Improved ADA accessibility • Reduced pedestrian exposure and collision risk • Improved drivers yielding • Reduced vehicle speeds entering the garage • Drivers unable to change lanes • Potential operation challenges for garage entry if a ticket machine is down 	<ul style="list-style-type: none"> • Improved ADA Accessibility • Improved pedestrian visibility • No impact to garage operations when one ticket machine malfunctions
<p>Cost & Feasibility: ADA-compliance requires some regrading of the entry driveway at the relocated crosswalk. Does not require modifying plaza wing-walls</p>	<p>Cost & Feasibility: Requires regrading garage entry to provide ADA-compliant crosswalk due to existing cross-slope. May require modifying plaza wing-walls</p>
<p>Cost: \$208,000</p>	<p>Cost: \$375,000</p>

*costs based on unit prices for construction estimates provided by vendors.

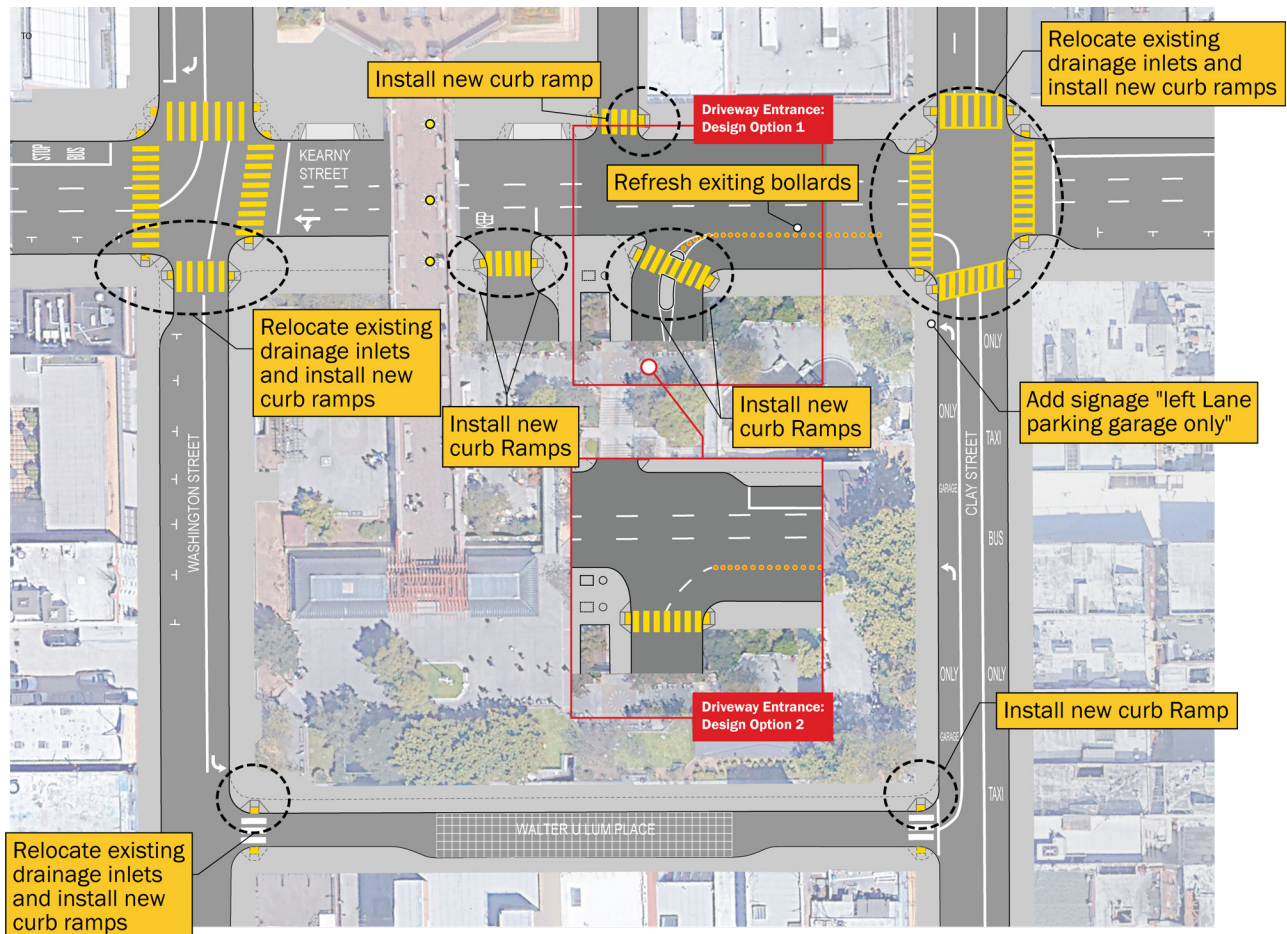
In addition to these two specific design improvement options for the garage, three other related improvements were identified by the stakeholder group:

- Allowing all garage users access to either garage entry would reduce queuing and help manage peak access needs on weekends and during festivals, when monthly users are generally at the lowest level.
- Adding signage on Clay Street approaching Kearny Street that indicates "Left Lane parking garage only" will reduce driver confusion.
- Gathering occupancy data for the Portsmouth Square Garage and adjusting prices to meet a desired occupancy goal will benefit garage operations generally.

2. ADA & Modernization

New curb ramps will help address accessibility challenges around the square. New curb ramps are needed across the entrance and exit of the garage, across Merchant Street along Kearny Street, and across Walter U. Lum Place at Clay Street. Most of these improvements require relocating existing drainage inlets and utility infrastructure (Figure 33).

Figure 33. ADA & Modernization Solutions



Portsmouth Square Improvements

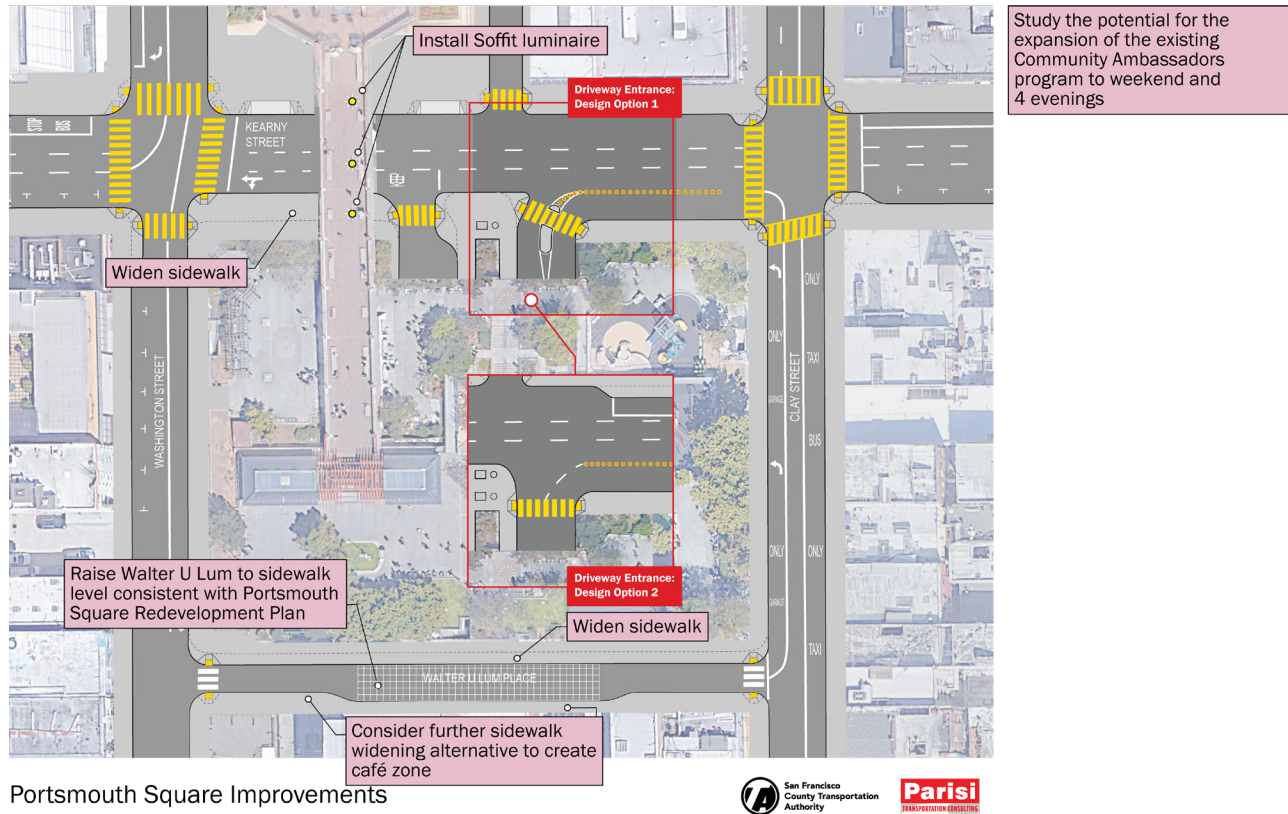


3. Pedestrian Friendly Streets

Improvements to make the streets around the square more friendly to pedestrians include improvements to lighting, sidewalk widening in several locations, and programmatic solutions to make the square more attractive to visitors. Specific solutions include:

- Adding lighting to help increase personal safety, a need that was consistently voiced by community members.
- Widening sidewalks on Kearny Street and on Walter U. Lum Place to provide more space for pedestrians, while making the Portsmouth Square area easier to navigate for people with mobility challenges. These solutions also help reduce the risks of pedestrian-vehicle collisions.
- Creating a raised speed table between Walter U. Lum Place and Portsmouth Square as identified in the Portsmouth Square Improvement Project. This will make Walter U. Lum Place more of a shared space with low speeds and is intended to better connect the business to the square. This proposed solution may need to further address the loading zone along the west side of Walter U. Lum Place.
- Expanding the citizen Community Ambassadors' program to weekends and four evenings would increase cleanliness and pedestrian safety and security in and around the square. Both stakeholders and the intercept survey noted concerns about personal security that could be addressed by an expanded program.

Figure 34. Pedestrian Friendly Streets Solutions



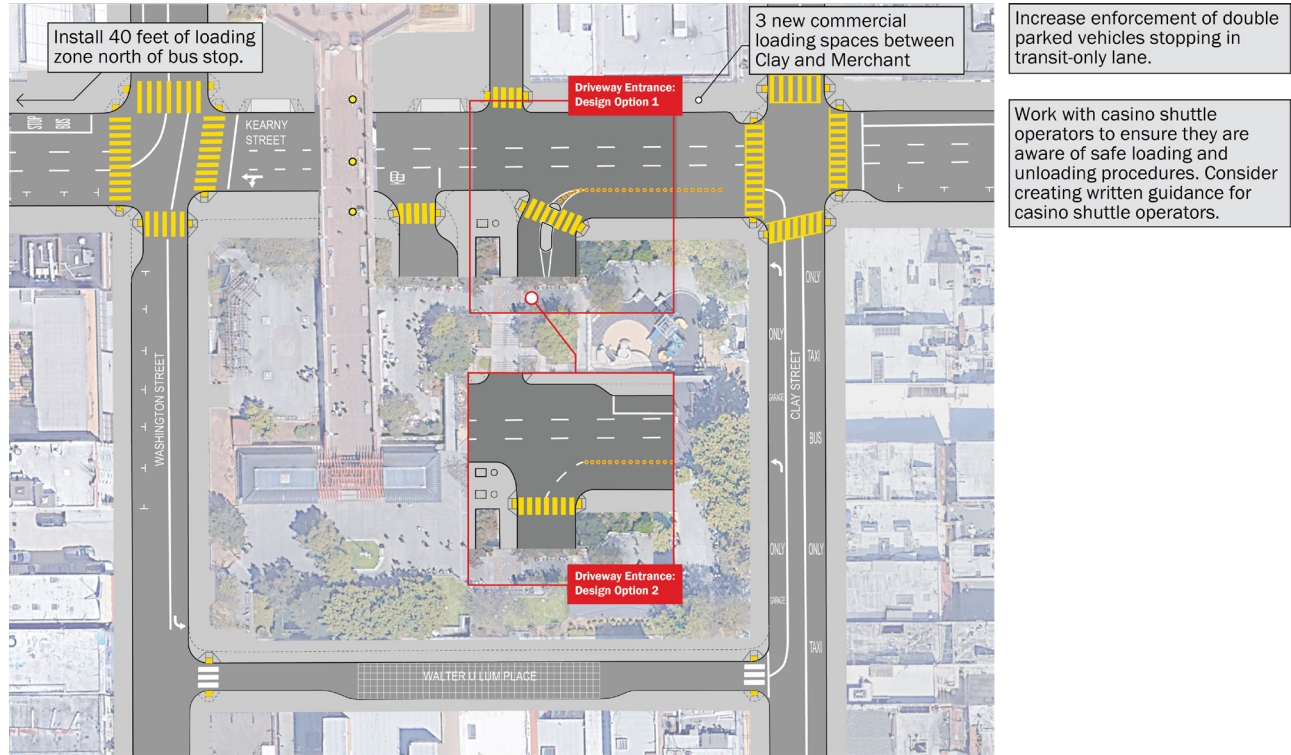
4. Loading

Additional passenger and commercial loading space would reduce unsafe loading behavior. SFMTA has proposed to install 40 feet of loading space in conjunction with the relocation of a bus stop to Kearny Street and Washington Street (Figure 35). The recently adopted District 3 Pedestrian Safety Improvements Study called for bus stop consolidation along Kearny Street to improve transit travel times. This would include relocating the bus stop from Clay and Kearny streets to the north side of Washington Street in front of City College and removing the bus stop at Kearny and Jackson streets. This proposed consolidation would remove two yellow metered commercial loading spaces in front of City College but add new loading zones at the north end of Kearny Street at Jackson Street and add at least three spaces between Clay and Merchant streets. This would provide a net increase of at least three commercial loading spaces within the study area.

Working with San Francisco Police Department (SFPD) to increase enforcement of double-parked vehicles stopped in the transit-only lane will help reduce vehicle conflicts and increase transit speeds during the peak periods. Finally, working with casino shuttle operators to provide education about safe loading and unloading procedures and creating written guidance for casino shuttle operators will help

reduce stopping in travel lanes and associated unsafe pedestrians crossing to access the casino vehicles.

Figure 35. Loading Solutions



Portsmouth Square Improvements



5. Cost Estimates

Table 8 identifies the estimated cost of each of the proposed solutions identified in this chapter. The total cost to implement all solutions with garage option 1 is \$5.6 million, including allowances for design, contingency, and construction engineering. The total including garage option 2 is \$5.8 million.

Table 8. Cost Estimates for Identified Solutions

CATEGORY	LOCATION	DESCRIPTION	ESTIMATED COST
Pedestrian Safety & ADA & Modernization	Kearny/Washington Intersection	Corner Curb Extension (Bulb-out) and Drainage	\$100,000
Pedestrian Safety	Kearny/Washington Intersection	Retrofit Traffic Signal	\$1,000,000
Pedestrian Safety	Kearny/Clay Intersection	Corner Curb Extension (Bulb-out)	\$200,000
Pedestrian Safety	Kearny/Clay Intersection	Retrofit Traffic Signal	\$1,000,000
ADA & Modernization	Kearny Street Mid-Block	Sidewalk	\$80,000
ADA & Modernization	Kearny Street Mid-Block	New Curb and Gutter	\$10,000
ADA & Modernization	Kearny Street Mid-Block	Curb Ramp	\$90,000
ADA & Modernization	Kearny Street Mid-Block	Corner Curb Extension (Bulb-out)	\$200,000
ADA & Modernization	Kearny Street Mid-Block	Continental Crosswalk	\$7,000
ADA & Modernization	Kearny Street Mid-Block	Flexible Delineators	\$6,000
Pedestrian Friendly Streets	Kearny Street Mid-Block	Partial Driveway Reconstruction (Hilton Hotel)	\$15,000
Pedestrian Friendly Streets	Under Pedestrian Bridge	Soffit Lighting (under bridge)	\$100,000
Pedestrian Friendly Streets	Walter U. Lum Place	Sidewalk	\$500,000
ADA & Modernization	Walter U. Lum Place	Continental Crosswalk	\$3,000
ADA & Modernization	Walter U. Lum Place	Curb Ramp	\$30,000
Pedestrian Safety	Perimeter around Portsmouth Square	Lighting around the perimeter of Portsmouth Square (Pedestrian-scale lighting)	\$300,000
Subtotal			\$3,641,000
Garage Entry Option 1 Add Pedestrian Refuge Island (Pedestrian Safety & ADA & Modernization)	Portsmouth Garage Entry	Pedestrian Refuge Island	\$25,000
		Re-grade Garage Entry and Exit	\$50,000
		Curb Ramp	\$60,000
		Continental Crosswalk	\$3,000
		Subtotal: Entry Option 1	\$138,000
		Contingency (20%)	\$28,000
		Construction Engineering (10%)	\$14,000
		PS&E (20%)	\$28,000
		Total: Entry Option 1	\$208,000
		TOTAL with Garage Option 1	\$3,779,000
TOTAL Including Contingency, PS&E, Construction Engineering	\$5,670,000		
Garage Entry Option 2 No Change to Garage Entry; Move Changeable Message Sign and Cabinet (Pedestrian Safety & ADA & Modernization)	Portsmouth Garage Entry	Relocate Changeable Message Sign and Cabinet	\$100,000
		Re-grade Garage Entry and Exit	\$50,000
		Optional: Modify Wing-wall at Garage Entry/Exit	\$100,000
		Subtotal: Entry Option 2	\$250,000
		Contingency (20%)	\$50,000
		Construction Engineering (10%)	\$25,000
		PS&E (20%)	\$50,000
		Total: Entry Option 2	\$375,000
TOTAL with Garage Option 2	\$3,891,000		
TOTAL Including Contingency, PS&E, Construction Engineering	\$5,837,000		

Source: Parisi Transportation Consulting
 *costs estimates based on unit prices from vendor construction cost estimates, reviewed by SFMTA and Transportation Authority staff.

CHAPTER 5**RECOMENDATIONS**

This chapter identifies recommendations for the study reflecting stakeholder feedback on the proposed solutions identified in the prior chapter.

1. Stakeholder Improvement Priorities

The second stakeholder workshop, held in August, gathered input on improvement priorities. Due to the COVID-19 pandemic, the second stakeholder workshop was held virtually, including a general presentation of the challenges and solutions and group discussion in virtual breakout rooms.

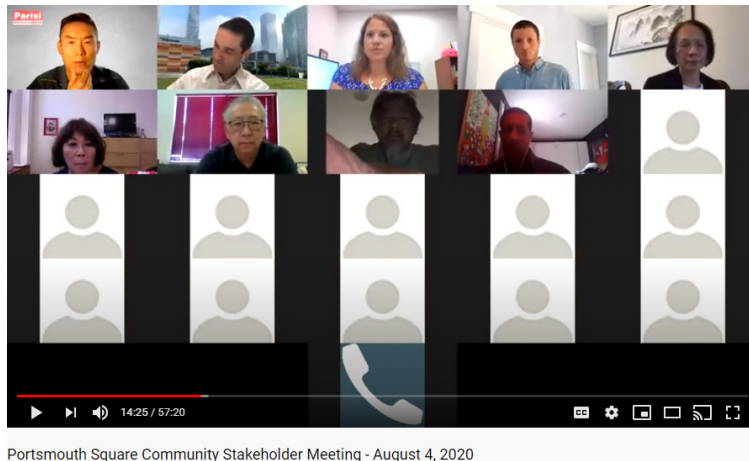
Staff requested stakeholder input on the following questions:

- Which category of improvements are most important to you? Are any specific improvement concepts especially important to you?
- Which garage configuration do you prefer?
- Is there anything else you would like to say about the proposed Portsmouth Square improvements?
- What improvement concepts were identified as the most important?
- What improvement concepts were identified as a lower priority?
- Is there anything missing from the list of improvement concepts?

Overwhelmingly the stakeholder group cited the pedestrian safety recommendations as the most important priority, especially related to vehicle and pedestrian conflicts at the garage entrance and exit. Participants also supported upgrading intersections to meet ADA requirements, and adding signage in the area to help guide circulation of both cars and pedestrians.

Two garage options were presented to the stakeholder group. Overall, the group preferred the first option, but with modifications that minimize disruption to garage options when one of the ticket vending machines malfunctions. One simple solution is for SFMTA to provide a key to the garage operator for the ticket vending machines.

Figure 36. Stakeholder Zoom Meeting Breakout Groups



2. Recommended Solutions

The second stakeholder meeting identified priorities for improved pedestrian safety and wayfinding around the square. Participants preferred option 1 for the garage improvement.

Table 9. Recommended Solutions based on Community Prioritization

CATEGORY	LOCATION	DESCRIPTION	ESTIMATED COST
Pedestrian Safety & ADA & Modernization	Kearny/Washington Intersection	Corner Curb Extension (Bulb-out) and Drainage	\$100,000
Pedestrian Safety	Kearny/Washington Intersection	Retrofit Traffic Signal	\$1,000,000
Pedestrian Safety	Kearny/Clay Intersection	Corner Curb Extension (Bulb-out)	\$200,000
Pedestrian Safety	Kearny/Clay Intersection	Retrofit Traffic Signal	\$1,000,000
ADA & Modernization	Kearny Street Mid-Block	Sidewalk	\$80,000
ADA & Modernization	Kearny Street Mid-Block	New Curb and Gutter	\$10,000
ADA & Modernization	Kearny Street Mid-Block	Curb Ramp	\$90,000
ADA & Modernization	Kearny Street Mid-Block	Corner Curb Extension (Bulb-out)	\$200,000
ADA & Modernization	Kearny Street Mid-Block	Continental Crosswalk	\$7,000
ADA & Modernization	Kearny Street Mid-Block	Flexible Delineators	\$6,000
ADA & Modernization	Walter U. Lum Place	Continental Crosswalk	\$3,000
ADA & Modernization	Walter U. Lum Place	Curb Ramp	\$30,000
Pedestrian Safety	Perimeter around Portsmouth Square	Lighting around the perimeter of Portsmouth Square (Pedestrian-scale lighting)	\$300,000
Pedestrian Safety & ADA & Modernization	Garage Entrance	Option 1	\$208,000
TOTAL			\$3,234,000
TOTAL with Contingency, PS&E, Construction Engineering			\$4,851,000

*costs based on unit prices for construction estimates provided by vendors, reviewed by SFMTA and Transportation Authority staff.

3. Implementation

Implementation of this project will depend on available funding and timing of funds. For this project, potential sources of funding include but are not limited to:

- General Obligation Bond on the November 2020 Ballot
- Proposition K Transportation Sales Tax
- Proposition AA Vehicle Registration Fee
- Prop B General Funds
- SFMTA operating funds
- Traffic Congestion Mitigation Tax
- Transportation Fund for Clean Air
- Active Transportation Program
- One Bay Area Grant Cycle 3
- Highway Safety Improvement Program
- San Francisco Lifeline Transportation Program
- SB 1 Local Partnership Program
- Private Contributions

3.1 GENERAL OBLIGATION BOND

San Francisco voters passed Proposition A on the November 2020 ballot, a General Obligation Bond that dedicates \$50 million to open space improvements in Chinatown. This funding is anticipated to be used for the proposed redesign of Portsmouth Square, including proposed street safety improvements from this project, pending environmental clearance.

Solutions that are either within the curb line of the Portsmouth Square block or are curbs that connect to Portsmouth Square can be incorporated into the Portsmouth Square Park redesign project. The San Francisco Recreation and Parks Department is currently leading environmental review for this project and San Francisco Public Works is reviewing accessibility.

3.2 OTHER LOCAL FUNDING SOURCES

Several other local sources are available that may be able to fund priorities from this plan.

- Proposition K Transportation Sales Tax: Many of the recommended improvements would be eligible under Proposition K funding categories. These include New Signals and Signs, Traffic Calming, Pedestrian Circulation and Safety, Curb Ramps, and Transportation Demand/Parking Management. Proposition K Neighborhood Transportation Improvement Program (NTIP) capital funds are often used to fund improvements as recommended through NTIP planning studies. While all available District 3 capital funds have been allocated towards other improvements in the district, including some improvements identified in the Kearny Street Multimodal Improvement Plan that was adopted in July, the Board may choose to approve a subsequent cycle of the NTIP program in the future.
- Proposition AA Vehicle Registration Fee funds could be used to fund lighting and other recommendations listed in the Pedestrian Friendly Streets and Pedestrian Safety categories. These recommendations are eligible, but funds may not be available until fiscal year 2022/2023 when the Proposition AA Vehicle Registration Fee Strategic Plan is expected to be updated. However, because this fund is a pay as you go program, if earlier projects are completed under budget or canceled, funds may be available sooner.
- SFMTA administered funds, including Proposition B General Fund and SFMTA operating funds, may be able to fund some recommendations, especially if there are opportunities to incorporate recommendations into other proposed projects. For example, as SFMTA seeks to implement the bus stop consolidation identified within the Kearny Street Multimodal Improvement Plan, it may be able to implement the proposed loading changes. SFMTA is also working on implementing the Curb Management Strategy that could present an opportunity to implement loading recommendations through a pilot program.
- As a new fund source, project priorities are still being developed for the Traffic Congestion Mitigation Tax (TNC Tax); however, many pedestrian safety projects are eligible for this source.
- The Transportation Fund for Clean Air supports bicycle, pedestrian, and other transportation projects that help clean the air by cost effectively reducing motor vehicle emissions. The Transportation Authority is the designated County Program Manager for San Francisco and dedicates approximately \$750,000 annually to projects

3.3 LEVERAGING FEDERAL, STATE, AND REGIONAL FUNDING

Finally, federal, state, and regional funding sources may be available to support specific project goals. The following grant programs have prioritized safety and modernization in the past and may align with the recommendations from this plan. However, program guidelines are routinely updated and would need to be verified before applying for grants.

- The California Active Transportation Program competitive grant may be a good source to apply for select items within Pedestrian Safety and Pedestrian Friendly Streets recommendations, however, the project team will have to demonstrate numerically that these recommendations increase safety benefits and would lead to increased pedestrian travel around Portsmouth Square. The next call for projects is expected in 2022 with funds available in fiscal years 2023/2024 – 2026/2027.
- The One Bay Area Grant program enables counties to invest federal funds particularly in areas that local governments have identified and approved for future growth. Projects include local street and road maintenance, streetscape enhancements, bicycle and pedestrian improvements, transportation planning, Safe Routes to School projects, and more. The next funding cycle is expected to cover fiscal years 2022/23 – 2026/27.
- The Highway Safety Improvement Program (HSIP) is a federal program that can fund safety improvements on local roads. Eligible project types include intersection safety improvement and improvements for pedestrian or bicyclist safety or safety of persons with disabilities. Applicants must complete a benefit/cost analysis. Caltrans conducts calls for projects every 1 – 2 years to distribute HSIP funding and recent calls have awarded approximately \$150 – 200 million.
- San Francisco's Lifeline Transportation Program utilizes funding from the Metropolitan Transportation Commission to fund projects that address transportation gaps or barriers identified in community-based transportation plans or other local planning efforts in low-income neighborhoods, which could make it a good fit for projects that service Chinatown. The next call for projects could occur in 2021, depending on available revenues.
- SB1 Local Partnership Program funds are available to jurisdictions with voter approved measures that fund transportation local funding programs, such as Propositions K and AA. The California Transportation Commission gives higher priority to projects that are more cost effective, can commence construction earlier, and improve safety and current system conditions, among other factors. The next call for projects for the competitive program is expected in 2022.

- Private funds. The project team should explore partnerships with businesses and developers with an interest in improving street conditions in Chinatown.

3.4 TIMELINE

Transportation Authority staff have been coordinating with San Francisco Recreation and Parks Department staff to incorporate the recommendations of this study into the Portsmouth Square park re-design project. In March, the Portsmouth Square design team began work on the schematic design and an environmental process is currently underway. If approved by the voters in November, the park re-design project would have the funding needed to move most of the recommendations from this plan forward concurrent with the development of the park. If the ballot measure is not approved by the voters, staff will seek other appropriate funding to advance the recommended improvements.

4. Monitoring and Evaluation

As the Congestion Management Agency, the Transportation Authority helps prioritize plan recommendations for implementation. Transportation Authority staff will continue to monitor and work with San Francisco Recreation and Parks Department staff to ensure that the recommended solutions are incorporated into the schematic design.