

# Parkmerced

## **Parkmerced Vision**

### **Parent Community Meeting: Brotherhood Way Streetscape Improvements November 21, 2019**

#### **Summary of Presentation and Q&A/Discussion from November 21, 2019**

The following is a summary of questions and comments noted during the November 21 Parent Community Meeting with parents and students of St. Thomas More, KZV Armenian, and Brandeis schools along Brotherhood Way. The Parent Community Meeting was designed to inform the community about the Parkmerced project and more specifically focused on the proposed streetscape improvements along Brotherhood Way, including the removal of an existing pedestrian bridge and a new intersection at Chumasero Dr with dedicated pedestrian and bicycle infrastructure. The meeting was held at St. Thomas More School, 50 Thomas More Way in San Francisco. The meeting was attended by approximately 75 people affiliated with St. Thomas More, KZV Armenian, and Brandeis schools.

Since early 2007, Parkmerced has held over 650 meetings with residents, neighbors, and stakeholders to discuss the design and implementation of the Vision Plan.

#### **Presentation Outline**

- Welcome
- Community Outreach
- San Francisco Better Streets Plan/Vision Zero
- Parkmerced Vision Overview
- Brotherhood Way Streetscape Improvements
- Brotherhood Way/Chumasero Drive Intersection Modifications and Improvements
- Discussion

The full presentation can be viewed on the Outreach page of the project website, [parkmercedvision.com](http://parkmercedvision.com), under Community Presentations. For more information, please email [info@parkmercedvision.com](mailto:info@parkmercedvision.com)

#### **General Commentary to the Removal of the Pedestrian Bridge**

- The intersection improvements at Chumasero Dr and Brotherhood Way are great, but I am concerned with the safety of the intersection without the bridge. Why not have both the improvements and the bridge?
- Would you want your kid crossing the street as it is proposed?
- A new pedestrian bridge should be constructed if the existing pedestrian bridge is being taken down.
- A crossing guard should be provided during school commute times/school hours.
- Just make the existing bridge better.
- Seniors from Alma Via currently use the bridge and it is the safest option for them to cross.
- Another signalized intersection along Brotherhood Way is concerning; there is already confusion when exiting The Brandeis School/Calvary Armenian Congregational Church.
- Designing a new bridge should be in your scope.
- If the original intent of the pedestrian bridge was to provide safe crossing of Brotherhood Way, then it is probably there for a reason.
- Will improved traffic signals actually do anything? What price is being paid for doing zero harm?

- A new pedestrian bridge should be added to the scope of the street improvements before permits are approved.
- In the mornings if a student is running late to school, wouldn't they just run out into the intersection? What is going to stop a car from blowing through a red light?
- Can in-road lights be installed?
- Keep intersection where it is and work on bridge redesign.

### **Existing Pedestrian Bridge/Alternatives**

#### **What role does the City play in this proposal if the City owns the bridge? Whose responsibility is it?**

It is the City, Parkmerced, and the community's responsibility to come to agreement on how to move forward.

#### **Why is there only one proposal (to remove the pedestrian bridge)?**

One of the purposes of the Parent Community Meeting is to hear feedback from the community on alternatives they would like to see explored.

#### **What is wrong with the existing pedestrian bridge? If the ramps are not compliant with code requirements, why not just replace the ramps?**

Replacing the ramps is something that can be looked into. Currently the bridge is owned by the City and is a non-compliant structure. It does not meet American with Disabilities Act (ADA) requirements nor does it meet 2019 seismic code requirements. Additionally, retention of the bridge column in the sidewalk would reduce visibility of pedestrians and vehicles coming in and out of the intersection, creating a line of sight issue for drivers at Chumasero Dr and Brotherhood Way. Retention of the bridge would block new proposed traffic signals as the traffic signal mast arms are approximately the same height as the bridge deck.

#### **Can the bridge be upgraded to make it compliant with the American with Disabilities Act (ADA) requirements?**

We can look into whether this is feasible.

#### **Can there be an underground crossing (tunnel) instead?**

This is not something that has been looked at, but we can look into this to see if it is feasible. There would be other safety concerns that would have to be taken into consideration.

### **Traffic Flow and Parking**

#### **How many lanes are proposed on Brotherhood Way?**

It is proposed to be two lanes in each direction except between Junipero Serra Blvd interchange and Summit Way, where a third lane has been added to address traffic flows from the Junipero Serra Blvd interchange and improved access to both Parkmerced and 800 Summit. The current width of the lanes on Brotherhood Way well exceed the City's current requirements, which allows for an additional lane without having to widen the street.

#### **What are the proposed widths of the traffic lanes on Brotherhood Way?**

They range from 10 to 11 feet.

#### **Are you making any changes to the overall street width if you're narrowing, but also adding lanes at certain locations?**

The existing lanes on Brotherhood Way are wide and will be narrowed to conform to City standards, thereby providing room for an additional lane from the Junipero Serra Blvd interchange

to Summit Way with no change to the existing curb-to-curb width. From 800 Summit to Lake Merced Blvd., the current proposal includes widening the sidewalk along the northern edge into the existing roadway to accommodate a new landscaped buffer, sidewalk and multi-use path. The narrowed lanes along this segment will slow vehicular traffic while maintaining existing capacity. This would result in a comparable condition to what was constructed in front of 800 Summit.

**How many signalized intersections will there be from Lake Merced Blvd. to St. Charles Ave after the improvements have been constructed along Brotherhood Way?**

There will be 6 signalized intersections total along Brotherhood Way between Lake Merced Blvd and St Charles Ave at: (1) Lake Merced Blvd, (2) Holy Trinity Greek Orthodox Church, (3) The Brandeis School/Calvary Armenian Congregational Church, (4) Summit Way, (5) Proposed - Chumasero Dr (6) Thomas More Way and (7) St. Charles Ave Pedestrian crossing.

**Why does the intersection need to be relocated in the first place? Why not leave it as is?**

Prior to approval of the Parkmerced Vision Plan in 2011, multiple alignment options for the intersection at Chumasero Dr at Brotherhood Way were considered with our consultants and the City, including maintaining its existing alignment. The option presented today was determined to be the best option for prioritizing at-grade crossings for pedestrian and bicycles and accessibility (ADA). The realignment of Chumasero Dr provides for greater distance between the Junipero Serra Blvd interchange and the proposed intersection allowing for better driver sight lines at the intersection, which means additional improved driver reaction times and greater stopping distances. Those changes help create a safer environment for pedestrians and cyclists than its current location. Retaining an access point in and out of Parkmerced at this location is also necessary to improve and control traffic flow and safety.

**Was the intersection of Brotherhood Way at Arch St studied?**

Yes, the intersection of Brotherhood Way at Arch St was studied as part of the Parkmerced EIR's Transportation Impact Study. The scope of the EIR was developed and approved by the City and analyzed most intersections within the immediate vicinity of Parkmerced.

**With the proposed growth of Parkmerced, how will Parkmerced be addressing parking challenges?**

Parkmerced will be increasing the number of off-street parking spaces for Parkmerced residents as additional buildings are constructed, allowing for up to 1 new parking space for every new home added. Additionally, the Muni M-Ocean View realignment through Parkmerced will provide safe, and convenient access to SFMTA's Metro system, at Parkmerced's cost. Furthermore, Parkmerced will provide a Community Shuttle to Daly City BART and Westlake Shopping Center to reduce the number of overall vehicle trips of current and future Parkmerced residents. Lastly, and to improve traffic flow in and around Parkmerced, additional signalized intersections are being added to provide relief to the bottlenecks that exist at the limited entries/exits to Parkmerced today. The SFMTA will be programming all signals so that they are synchronized for optimal traffic flow.

**Pedestrian and Bicycle Improvements**

**How does the proposed intersection realignment and improvements actually help?**

North-south at-grade pedestrian crossings at this location do not exist today. The new intersection will include new at-grade crossings, accessible and code-compliant wheelchair/disabled curb ramps at each crosswalk, high contrast crosswalks, dedicated bike crossings, and state of the art traffic signals. New pedestrian crossing signals will be push-button activated and programmed with a leading pedestrian interval (LPI). LPI means that pedestrians will get a WALK signal first

while all vehicular traffic is stopped; this provides people crossing with a head start, helping them establish their right of way in the crosswalk and improving visibility to drivers.

**Why is the cycle track (a dedicated two-way bike path) on the northern edge of Brotherhood Way?**

The cycle track is located on the northern edge of Brotherhood Way as was originally proposed and approved in the Parkmerced Vision Plan and immediately adjacent to Parkmerced's property. We can look into whether a southern alignment of the cycle track is feasible with the City.

**Is the new sidewalk and cycle track (dedicated two-way bike path) part of the Parkmerced scope?**

Yes. The proposed cycle track is being proposed as it was original envisioned and approved in the Parkmerced Vision Plan. A bike connection along Brotherhood Way was further identified as part of San Francisco's Bike Plan (2009). All streets in and around Parkmerced will be redesigned and reconfigured to comply with the City's Better Streets Plan and the Parkmerced Design Standards & Guidelines. This means designing and building streets that prioritize pedestrians, cyclists, and public transportation. Additionally, new and improved pedestrian and bicycle connections to and from Lake Merced, SFSU, OMI/METNA, and Brotherhood Way will be created.

**General/Misc.**

**Who approved the Parkmerced Vision Plan in 2011?**

The Parkmerced Vision Plan was approved by the San Francisco Board of Supervisors in 2011 following roughly 5 years of community outreach and City collaboration.

**The Parkmerced Environmental Impact Report (EIR) was approved in 2011. Does it need to be updated?**

No. An EIR prepared under the California Environmental Quality Act does not expire and does not require updates after certification. Also, the EIR analysis analyzes conditions 30 years out.

**Have the proposed buildings at 95-99 Chumasero Dr been approved?**

Yes. Design Review Approval for 95-99 Chumasero Dr was approved in 2016/2017. Building Site Permits were approved in 2018.

**Is the only reason the intersection of Chumasero Dr and Brotherhood Way is being relocated to construct an additional building near the existing 55 Chumasero?**

No. Previous iterations of the Parkmerced Vision Plan had accommodated the same number of buildings when analyzing variants of the intersection relocation and Chumasero Dr realignment, including leaving it in its current location. The safety benefits of relocating the intersection dictated the final alignment and location.

**How many trees have been removed so far?**

A specific number is not available however, the City requires a minimum of 1 tree to be planted for every tree that is removed. In Phases 1A and 1B, roughly 3 trees for every 1 tree removed will be planted.