

SECOND STREET IMPROVEMENTS PROJECT

OPEN HOUSE

NOVEMBER 30, 2017



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PROJECT OVERVIEW

The Second Street Improvements Project aims to improve safety for everyone traveling on Second Street between Market and King streets. The 24 month construction project will feature numerous safety features, utility infrastructure enhancements and full roadway paving from Market to King.



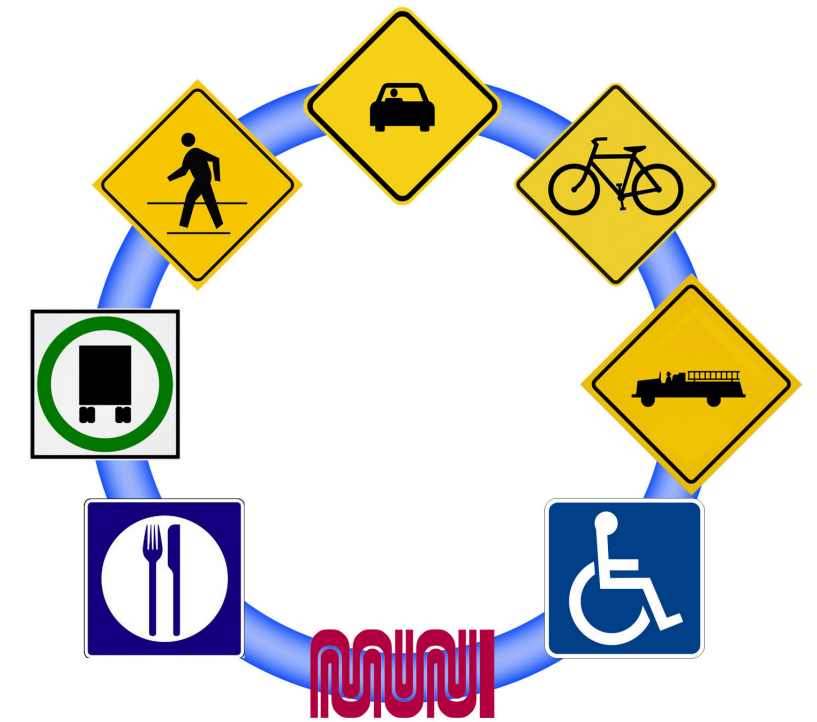
The project covers the full 8-blocks of Second Street including:

- 78 new trees and 73 new streetlights
- 2 sidewalk bulb-outs for pedestrians
- 9 bus boarding islands for Muni
- North & southbound raised bikeway on 6 blocks
- 13 Raised Walkways
- 8 blocks of repaving
- Sewer rehabilitation or replacement on 3 blocks
- Traffic Signal upgrades at 8 intersections
- 2 Intersections with new signals (i.e. South Park/ Natoma)



COMMUNITY-DRIVEN PLANNING

Starting in May 2012, a comprehensive public engagement process began with numerous public meetings involving residents, merchants, and community groups to develop a plan for a safer Second Street. Door-to-door outreach was conducted to every building on Second Street and in total, more than 50 focused meetings were held with Second Street stakeholders.



COMMUNITY-DRIVEN PLANNING

COMMUNITY MEETING 1 | PROJECT REVIEW & PLANNING PROCESS | MAY 2, 2012

OUTCOME: Following the meeting, the project team gathered and analyzed survey data provided by meeting attendees and design cross sections. Out of the 12 groups, there were 24 design cross sections. From those 24 designs, recurring themes were noted and four design options were developed.

COMMUNITY MEETING 3 | PREFERRED OPTION & SURVEY RESULTS | NOV. 2, 2012

OUTCOME: The response to the selection of the One-Way Cycletracks Option was positive, and the majority of attendees were eager to learn more. Concerns ranged from potential traffic congestion to driveway access and vehicles crossing the cycletrack. At this point in the design process, the proposal had been to only widen sidewalks south of Harrison on one side of the block. However, much of the input we received at this meeting urged us to widen sidewalks on both sides of the block, regardless of the effect on parking. Very few, if any attendees expressed concern with the loss of parking.

COMMUNITY MEETING 2 | SELECTING A PREFERRED ALTERNATIVE | SEPT. 20, 2012

OUTCOME: Community member support of the four design options were mixed. However, there was consensus that the four options represented the communities' desires. After the meeting, the project team tabulated the results of the survey filled out by attendees as well as surveys mailed in post-meeting to determine the community's preferred alternative.

COMMUNITY MEETING 4 | ADDITIONAL COMMUNITY OUTREACH | MAY. 23, 2012

OUTCOME: The meeting was well attended and many who were previously unaware of the project were able to see what was being proposed. There was a vocal minority that expressed concern with the left-turn restrictions at major intersections as well as the potential traffic congestion they feared would result from the project. This group consisted of residents adjacent to 2nd Street. The project team assured the group that a full traffic study was being completed for the project and mitigations would be implemented to reduce any potential impacts. The project team also met with these groups individually before and after Community Meeting 4 to address their concerns.

Additionally, there were many meeting attendees who spoke in support of the project during the question and answer portion of the meeting, as well as during one-on-one discussions with the project team as the meeting was closing.

Lastly, the team notified attendees that the environmental review and traffic impact study would be the next phase for the project.



COMMUNITY-DRIVEN PLANNING

ADDITIONAL MEETINGS AND OUTREACH

CYCLETRACK ACCESSIBILITY WORKSHOP

FEBRUARY 25, 2013 | SFMTA Headquarters

Four groups of community members met to discuss cycletracks and their accessibility concerns. Topics included:

- Buffer Width
- Taxi and paratransit access
- Maintenance
- Paving Type
- Wheelchair access
- Visually-impaired access
- Passenger loading
- Planting and landscaping placement
- Loading Areas
- Emergency vehicle access

TENANTS FROM 55 & 101 2ND STREET

JUNE 14, 2013 | 101 2nd Street

The project team and tenants from 55 & 101 2nd Street met to discuss the design concept and related issues including:

- SF Bicycle Plan addition
- Resident demographics
- Surrounding destination pedestrian generators
- Cut and cover work
- Minna direction change
- Paratransit access
- Parking zoning
- Bicycle share
- Environmental review

MAYOR'S OFFICE ON DISABILITY

MAY 20, 2013 | Public Works Offices

The project team and representatives from the Mayor's Office on Disability met to discuss the design concept and related accessibility issues including:

- Cross Slope
- Paratransit access
- Double yellow line crossing
- Parking
- Blue zones
- Boarding island width
- Design refinement

SOUTH BEACH-RINCON-MISSION BAY MERCHANTS

JULY 8, 2013 | South Harbor Comm. Center

The project team and representatives from the SBRMB Merchant Association met to discuss the design concept and related issues including:

- Sidewalk Width
- Angled parking
- Delivery double parking
- Rush hour traffic
- Enforcement
- Reason for bicycle lane
- Buffers

SOUTH BEACH-RINCON-MISSION BAY NEIGHBORHOOD ASSOCIATION

JULY 8, 2013 | South Harbor Comm. Center

The project team and representatives from the SBRMB Neighborhood Association met to discuss the design concept and related issues including:

- Resident street use
- Muni access
- Survey data
- Pedestrian safety
- Left-turns
- Surrounding development integration
- Dialogue between pedestrians and cyclists
- De-emphasizing street use as arterial

ADDITIONAL OUTREACH

- 200 Brannan Tenants
August 17, 2013 | 200 Brannan Street
- Eastern Neighborhoods CAC
May 20, 2013 | SF Planning Department
- San Francisco Fire Department
May 17, 2013 | SFFD Headquarters, 2nd Street
- San Francisco Giants
May 17, 2013 | AT&T Park
- 355 Bryant Homeowners Association
May 7, 2013 | 355 Bryant Street
- Yerba Buena Alliance
November 1, 2013 | CA Historical Society
August 1, 2013 | Museum of Cartoon Art
- Door-to-door outreach
May 2013 | 2nd Street between Market & King 40+ staff hours discussing the project with tenants and owners on 2nd Street
- Intercept Survey
May, 2013 | 2nd Street between Market & King - Interviewed users of 2nd Street



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PROPOSED IMPROVEMENT

Making Second Street a safer, multimodal neighborhood corridor is the driving force of this project.

Safety enhancements include:

- **Raised bikeway** provides a dedicated space for people biking
- **High visibility crosswalks** increase awareness of people crossing
- **Red zones near intersections** increase visibility of pedestrians
- **Shared lane markings** alert motorists to the presence of bicyclists
- **Sidewalk bulb-outs** increase visibility of people walking, slow turning cars and shorten crossings
- **Improved signal timing** creates a safer environment that requires slower speeds
- **Separated turning phases** reduce conflicts between cars and people walking and biking
- **Green bike lanes** provide better comfort for bicyclists by increasing visibility of dedicated roadway

Before & After Renderings of the Street Improvements presented at Community Meeting 4



BEFORE



BEFORE



BEFORE



AFTER



AFTER



AFTER



MORE RELIABLE MUNI



Muni service on Second Street will improve with transit enhancements, including:

- 9 bus boarding islands
 - Reduces delay associated with merging
 - Reduces conflicts between buses and bikes
- Improved bus stop locations helping to minimize delays
- Regular 10-Townsend and 12-Folsom service during construction



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UPGRADED SEWER INFRASTRUCTURE

The Second Street Improvements Project is an opportunity to reinvest in Second Street's infrastructure. Included in this project are paving and sewer enhancements extending from Market to King Streets.

- The oldest sewer pipe on Second Street is 137 years old. It was installed in 1880 and runs from Harrison to Brannan.

This project will bring to the corridor:

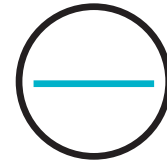
- Newer, larger sewer pipes that will replace existing century-old infrastructure.
- Lining of the existing brick sewer to provide a new sewer wall and extend the life of the existing infrastructure.



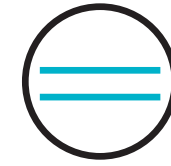
PARKING ON SECOND STREET



10 NEW SHORT TERM PARKING SPACES
61 IMPROVED LOADING ZONES



SPACES REMOVED ON SECOND STREET
 (54% OF SUPPLY)



91% OF PARKING RETAINED IN 1 BLOCK PROJECT RADIUS
46% OF PARKING SUPPLY ON SECOND STREET RETAINED

Why change the current parking conditions on Second Street?

- Promote alternative means of transportation for those who live, work and visit Second Street
- Second Street is located in one of the most transit accessible places in the city that provide services locally and regionally (MUNI, BART, and Caltrain)
- Establish safe roadway space to accommodate all road users on Second Street and meet the goals of this project of creating a multi-modal corridor
- Parking spaces will be re-purposed to improve visibility at intersections, bike facilities, MUNI operations, sidewalk widening, etc
- Provide a safe and connected bike network - the nearest north-south bike routes on The Embarcadero and 5th St
- Provide connections to east-west routes on King Street/The Embarcadero, Townsend Street, Folsom Street, Howard Street and Market Street



COMMERCIAL **ADA** **PASSENGER LOADING** **GENERAL METERING**

Parking space notations are diagrammatic and may not definitively reflect the approved parking legislation.

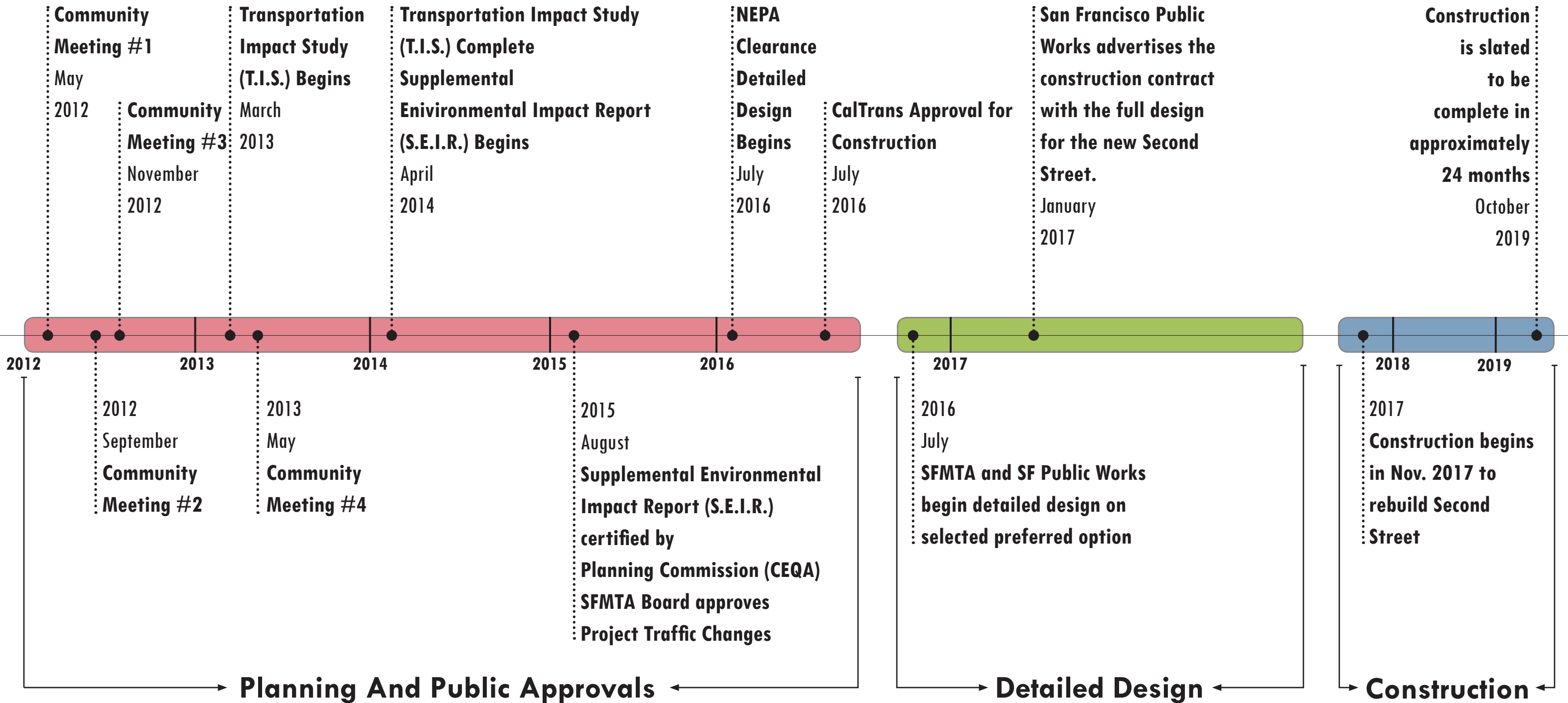


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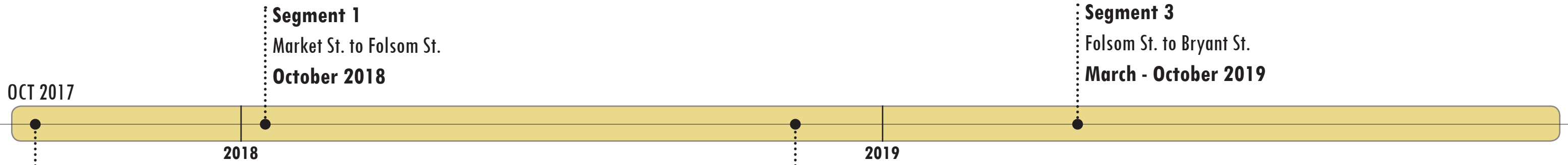
PROJECT HISTORY AND MILESTONES

After a comprehensive planning process, multiple public approvals and extensive design and planning, construction is set to begin to create a safer Second Street.



CONSTRUCTION SCHEDULE

The Second Street Improvements Project will take approximately 24 months to complete, beginning fall 2017 through fall 2019.

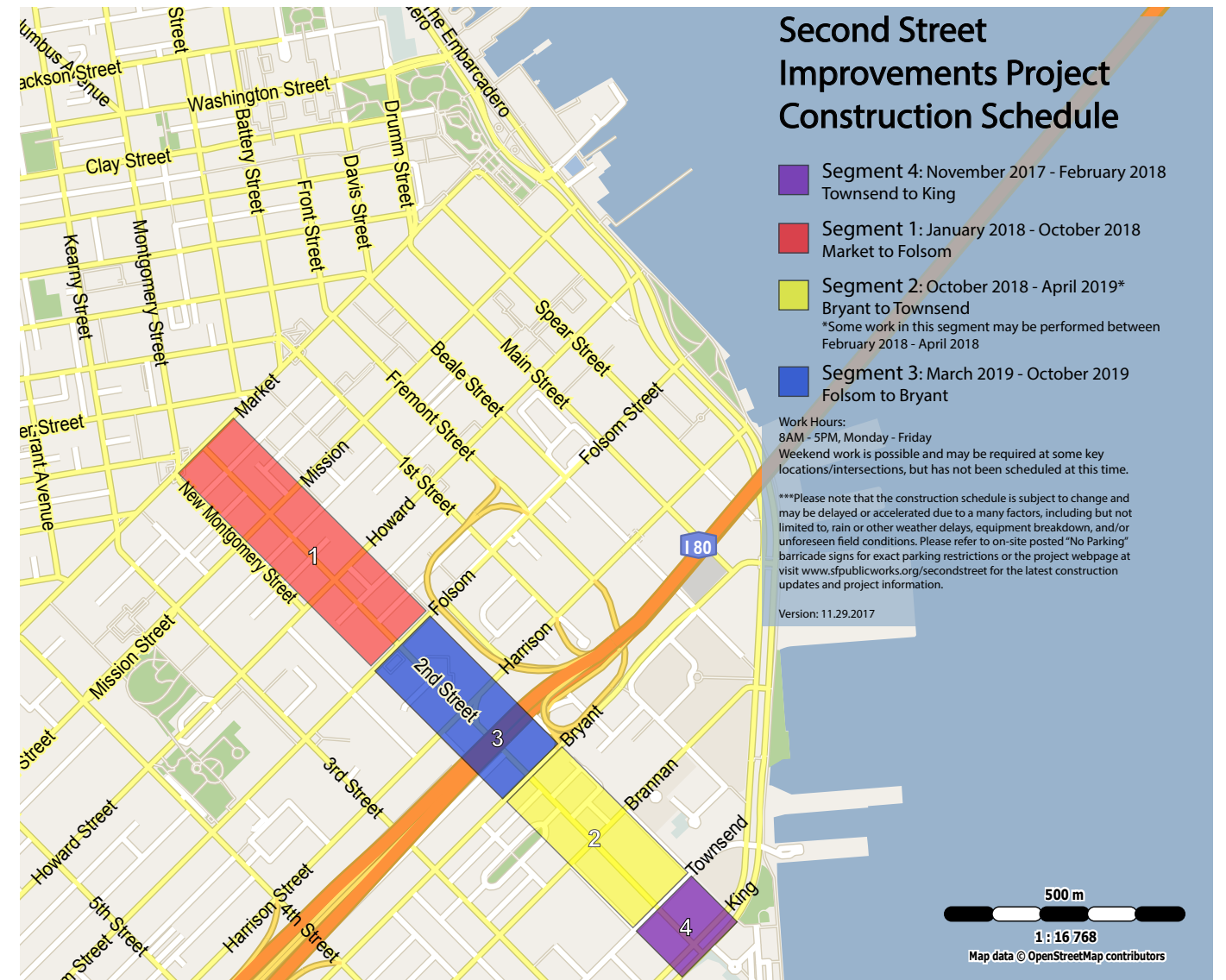


Segment 4
Townsend to King Street
October 2017 - February 2018

Segment 2
Bryant St. to Townsend St.
October 2018 - April 2019

Segment 3
Folsom St. to Bryant St.
March - October 2019

Segment 1
Market St. to Folsom St.
October 2018



*Please note: The construction schedule is subject to change and may be delayed or accelerated due to many factors, including but not limited to: rain or other weather delays, equipment breakdown and/or unforeseen field conditions. Please refer to the project webpage at www.sfpublishworks.org/secondstreet for the latest construction updates.



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CONSTRUCTION DETAILS

Pre-construction started in September 2016.

Construction will begin in fall 2017 and is anticipated to last approximately 24 months.

STAY IN THE LOOP!

For general project information, you can:

- Visit: www.sfpbpublicworks.org/secondstreet
- Sign up for updates at sfpbpublicworks.org/secondstreet
- Follow the SFMTA and San Francisco Public Works on Facebook and Twitter!

For detailed construction information, please contact:
Coma Te

Coma Te, San Francisco Public Works
coma.te@sfdpw.org or (415)-558-5283

NEED TO KNOW DETAILS:

- Construction will begin November 2017 and continue through fall 2019.
- Loading and unloading will occur in driveways and on side streets when a block is under construction.
- Transportation services will operate as normal during construction. Access to residential, private and commercial buildings and the public right of way will be maintained at all times, although there may be delays. Please plan ahead and account for additional travel time through active construction areas.
- Typical work hours are 8 AM - 5 PM, Monday - Friday. Please see posted "No Parking" signs for up to date parking restrictions, which may vary per block. Work hours may begin or end beyond typical work hours, i.e. as early as 7 AM or as late as 7 PM due to unforeseen conditions or delays beyond the contractors control. Weekend and/or Night Work (from 8 PM to 7 AM) is also possible, but not anticipated or scheduled at this time. Advance notification will be provided if weekend or night work is required.
- Two hours prior to all events at AT&T Park, the contractor will be required to stack and neatly organize all equipment and construction materials, clean the job site, and provide all necessary pedestrian, bicycle, and vehicular access



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