<table>
<thead>
<tr>
<th>Agenda Item</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcome</td>
<td>15 Minutes</td>
</tr>
<tr>
<td>Presentation</td>
<td>20 Minutes</td>
</tr>
<tr>
<td>Questions &amp; Answers</td>
<td>15 Minutes</td>
</tr>
<tr>
<td>Open House</td>
<td>60 Minutes</td>
</tr>
</tbody>
</table>
Project Team

Department of Public Works:
  • Cristina C. Olea, Project Manager
  • Alex Murillo, Public Information Officer
  • John Dennis, Landscape Architect
  • David Froehlich, Landscape Architect
  • Mike Rieger, Assistant Project Manager

Municipal Transportation Agency:
  • James Shahamiri, Transportation Engineer
  • Ellen Robinson, Transportation Engineer
  • Felipe Robles, Transit Engineering

Planning Department:
  • Amnon Ben-Pazi, Planner
Key Elements of the Project

- Repaving
- Curb Ramps
- Bicycle & Pedestrian Improvements
- Landscaping
- Street Furnishings
Shared Goals

• Improve safety along the corridor
• Provide a more attractive pedestrian environment
• Provide a dedicated bicycle facility
• Facilitate Muni operations
Community Meeting #1

May 2, 2012

- Developed Project Goals
- Reviewed Existing Conditions
- Identified Likes and Dislikes along 2nd St
- Design Charette
Community Meeting #2

September 20, 2012

- Presented design concepts
- Open House
- Project Survey
In addition to pedestrian improvements, the options for the bicycle facility are:

- Bike Lanes
- Center Turn Lane with Bike Lanes
- One-Way Cycletracks
- Two-Way Cycletrack
Total of 102 surveys received:

- 58 surveys submitted at 9/20 Meeting
- 44 surveys submitted post-meeting

One-Way Cycletracks received the most support
70% of respondents live within 2nd Street Zip Codes (94105 & 94107)
Majority of respondents live and/or work within two blocks of 2nd Street

<table>
<thead>
<tr>
<th>Interest</th>
<th>% of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Live within 2 blocks</td>
<td>65%</td>
</tr>
<tr>
<td>Work within 2 blocks</td>
<td>45%</td>
</tr>
<tr>
<td>Commute using 2nd St.</td>
<td>39%</td>
</tr>
</tbody>
</table>
The majority of respondents walk or bike 2nd Street.
Survey Results – Combined

One-Way Cycletracks
- 61% Like, 25% Dislike

Center Turn Lanes
- 51% Like, 30% Dislike
Survey Results – 9/20 Meeting

One-Way Cycletracks
- 69% Like, 12% Dislike
- Not one ‘Strongly Dislike’

Center Turn Lanes
- 46% Like, 28% Dislike
Survey Results – Post-Meeting

One-Way Cycletracks
• 52% Like, 38% Dislike

Center Turn Lanes
• 57% Like, 31% Dislike
Survey Results – Streetscape Priorities

Street lighting/Pedestrian Scale Lighting most desired

*Note: Score is based on a weighted average of each feature with respondents #1 ranked feature given a weight of (5), #2 ranked feature a weight of (4) and so on.
Existing Conditions

Harrison to Townsend

- 10' Sidewalk
- 8' Parking
- 46'6" Vehicle Through
- 8' Parking
- 10' Sidewalk
Design Elements In Chosen Option

- Raised crosswalks
- Corner bulbouts
- Sidewalk widening
- Special paving at medians
- Median planting
- Bus stop improvements
Design Elements In Chosen Option

Removal of dual right-turn at Harrison Street

Enhanced bulb-out and new traffic signal at South Park
One-Way Cycletracks

Market to Harrison
One-Way Cycletracks

Brannan to Townsend

BRANNAN TO TOWNSEND

- Sidewalk 15' (10' Existing)
- Southbound Cycletrack 5.9'
- Planting Buffer 4'
- Parking 8'
- Southbound Lane 11'
- Northbound Lane 11'
- Parking 8'
- Planting Buffer 4'
- Northbound Cycletrack 5.9'
- Sidewalk 10' (Existing)
1. Transit delay and turning movements
2. Accessibility
3. Parking loss & loading
4. Sidewalk Widening
5. Environmental Review
One Bay Area Grant
  • Federal Funding
  • Programmed by the SFCTA
  • Two step process

Preliminary cost estimate: $13.2M will be refined in detailed design
Planning & Environmental Review

- May 2012: Community Meeting #1
- September 2012: Community Meeting #2
- October 2012: Update to the SFCTA Board
- November 2012: Community Meeting #3
- Dec 2012- Dec 2013: Environmental Review
- March 2013: NEPA & CEQA Clearance
- Community Meeting #4
Design & Construction

- Oct 2013 – Jan 2014: Caltrans Approval of Design Funding
- January 2014: Approvals & Legislation
- Jan 2014 – Sept 2014: Develop Construction Drawings
- Oct 2014 – Jan 2015: Caltrans Approval of Construction Funding
- Jan 2014 – Dec 2015: Construction
1. Transbay Transit Center
2. Central Corridor Plan
3. Eastern Neighborhoods Plan
4. SFCTA’s Core Circulation Plan
5. Warriors Stadium
Questions