SEWER SYSTEM IMPROVEMENT PROGRAM

Holloway Green Street

Public Presentation of Preferred Design 11.13.13
San Francisco Public Utilities Commission
Sewer System Improvement Program


SYSTEM & SEISMIC RELIABILITY & REDUNDANCY
INNOVATIVE STORMWATER MANAGEMENT SOLUTIONS
PROTECTING OUR BAY & PACIFIC OCEAN
Early Implementation Project (EIP) Locations

- Chinatown Green Alley Project
  - North Shore Watershed
- Wiggle Neighborhood Green Corridor Project
  - Channel Watershed
- Mission & Valencia Green Gateway Project
  - Islais Creek Watershed
- Upper Yosemite Creek Daylighting Project
  - Yosemite Watershed
- Visitacion Valley Green Nodes Project
  - Sunnydale Watershed

- Baker Beach Green Street Project
  - Richmond Watershed
- Sunset Boulevard Greenway Project
  - Sunset Watershed
- Holloway Ave Streetscape Project
  - Lake Merced Watershed
Grey & Green Technologies
Holloway Green Street
Goals & Objectives

+ Reduce volume of Combine Sewer Discharge’s (CSD’s) at Ocean Beach
+ Help alleviate Ingleside flooding near 19th Avenue
+ Increase treated stormwater entering into Lake Merced via infiltrative Best Management Practices (BMPs)
+ Coordinate capital projects to maximize benefits and limit community disturbance
+ Improve neighborhood aesthetics
Holloway Green Street Project Area

Development Timeline

2012

Planning
WINTER 2012- SPRING 2014

Public Outreach

AUG

OCT/NOV

2013

Design
SPRING 2014-SPRING 2015

2014

2015

Construction
SUMMER 2015-SUMMER 2016

Total Project Budget: $6.7M
Public Outreach & Engagement

Community Open House #1: August 15, 2013

Workshop Attendance: 26

Interactive online survey open through October 15, 2013

Online participation: 274 people visited site
116* people provided input

*43 were project area residents
Community Open House

What is Driving This Project?

This project is an innovative stormwater management project that will include additional improvements for the street and neighborhood.

Potentially manage runoff from nine blocks of roadway and sidewalks using rain gardens.

By utilizing the existing wide sidewalks and red curb zones, we’re greening the street while minimizing circulation and parking impacts.
Community Feedback Results

What is Important to You on This Street?

### TOP THREE Community Priorities

1. **Nature Space & Traffic Calming/Ped Improvements**
2. **Bicycle Improvements**
3. **Community Spaces**

The bar chart shows the number of total votes for each category:

- **1st Place**: Nature Space & Traffic Calming/Ped Improvements
- **2nd Place**: Bicycle Improvements
- **3rd Place**: Community Spaces

The images below correspond to the priorities:

- **Community Spaces**
- **Nature Space**
- **On-Street Parking**
- **Bicycle Improvements**
- **Traffic Calming & Pedestrian Improvements**
## Community Feedback Results

### How Do You Think This Street Should “Look and Feel?”

<table>
<thead>
<tr>
<th>PLANTING</th>
<th>EDGGE TREATMENTS</th>
<th>BULB OUTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="" /></td>
<td><img src="image2" alt="image2" /></td>
<td><img src="image3" alt="image3" /></td>
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<tr>
<td><strong>63 votes</strong></td>
<td><strong>56 votes</strong></td>
<td><strong>65 votes</strong></td>
</tr>
</tbody>
</table>

### MOST appropriate

**Why?**

- **PLANTING**
  - Soft and pleasant
  - Native

- **EDGE TREATMENTS**
  - Reduces vehicle speed
  - Attractive

- **BULB OUTS**
  - More green
  - Provides traffic calming
Community Feedback Results

How Do You Think This Street Should “Look and Feel?”

Most appropriate

Trees
- Enjoyable
- Great mix of shrubs/grasses and trees

57 votes

Sidewalk Paving
- Comfortable

53 votes

Street Paving
- Breaks up monotony of gray concrete
- Suitable for the area
- Friendly
- Easiest to maintain

53 votes

53 votes

51 votes

Why?

- Comfortable
Community Feedback Results

Design Concepts

CONCEPT A: Corner bulbouts

CONCEPT B: Permeable pavement

<table>
<thead>
<tr>
<th>Concept</th>
<th>Preference (In-person)</th>
<th>Star Rating (Online)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>11</td>
<td>41 23 12 2 5</td>
</tr>
<tr>
<td>B</td>
<td>9</td>
<td>14 15 16 15 17</td>
</tr>
</tbody>
</table>

Why Concept A was Preferred:
- Provides more space for trees and greenery
- Raises property values the most
- Slows down traffic

Commons Concerns:
- Parking loss
- No dedicated bike lanes
- Visibility at bulbouts
Preferred Concept Design

Typical Block - Bulbouts + Permeable Pavement

Key Features

• Rain gardens within smaller bulbouts on two corners of most intersections
• Small bulbouts typically replace SFMTA red curb zone, thus minimizing additional parking loss
• Permeable pavement within parking lanes
• Additional street trees provided on blocks lacking vegetation
Preferred Concept Design
Blocks without Bulbouts

Key Features
- Rain gardens within linear roadside planters cut into existing sidewalks
- Permeable pavement within parking lanes
- Maintains existing parking, except for spaces removed for SFMTA red curb zone
- Additional street trees provided on blocks lacking vegetation

Proposed Plan View (Jules to Faxon)

Proposed Perspective
Preferred Concept Design

Holloway Green Street Entrance at Lee Intersection

Key Features

- Large bulbouts on all four corners provide increased traffic calming and pedestrian safety at bike route connection to Ocean Avenue
- Rain gardens within bulbouts manage stormwater from Lee/Harold block without the need of permeable paved parking lanes along this last block
- Large green space provides more opportunities for trees and greater plant diversity
- Highly visible entry to Holloway Green Street

Proposed Plan View (Holloway/Lee Intersection)
Holloway Avenue Parking Impacts
Existing Typical Intersection

LEGEND

- Cars partially blocking pedestrian crossing zone
- Brown: Existing Parking Space (std. length)
Pedestrian Safety Enhancements: RED VISIBILITY CURBS

As part of the city’s ongoing efforts to improve the safety, comfort and accessibility of San Francisco’s streets, the San Francisco Municipal Transportation Agency (SFMTA) will be implementing Red Visibility Curbs, also known as “daylighting”, throughout the city. These changes are meant to make pedestrians more visible and to warn drivers to be aware of people crossing the street.

The SFMTA realizes that implementing red curbs near crosswalks may create an inconvenience for some drivers. However, we believe that the safety benefits of these measures are beneficial to all people walking, including those who drive as well.

Red zones adjacent to crosswalks allow pedestrians and motorists to more easily see each other and avoid potential collisions.

*These diagrams illustrate how a driver’s line of sight can be expanded by Red Visibility Curbs, however actual project designs will vary.

For more information about how and why the SFMTA is implementing projects to improve pedestrian safety, please visit our website: www.sfmta.com/livablestreets

If you have specific concerns about a project in your neighborhood please call 311.

COMING SOON:
Red curb zone provides greater visibility of pedestrians.

LEGEND
- **SFMTA Proposed Red Curbs**
- **Existing Parking Space**
- **Removed Parking Space (red curb)**

Holloway Avenue Parking Impacts
Existing Typical Intersection with SFMTA Red Curbs
Holloway Avenue Parking Impacts
Previous Concept A Intersection with Four Bulbouts

LEGEND
- SFMTA Proposed Red Curbs
- Existing Parking Space
- Removed Parking Space (red curb)
- Removed Parking Space (bulbout)

Long bulbouts remove additional parking spaces beyond red curb
Holloway Avenue Parking Impacts
Preferred Concept Intersection with Two Bulbouts

Two bulbouts on uphill end of block have been removed

Depending on distance to nearest driveway, 0-1 additional spaces are removed with smaller bulbout

LEGEND
- SFMTA Proposed Red Curbs
- Existing Parking Space
- Removed Parking Space (red curb)
- Removed Parking Space (bulbout)
## Holloway Avenue Parking Impacts

### Parking Impact Summary

<table>
<thead>
<tr>
<th>Condition</th>
<th>Total # of parking spaces*</th>
<th>Change from Existing</th>
<th>Average Change per Block</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Condition</td>
<td>84 (+3 commercial)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>After SFMTA Red Curb Program</td>
<td>70 (+3 commercial)</td>
<td>-14 spaces</td>
<td>-1.6 spaces per block</td>
</tr>
<tr>
<td>Proposed Concept A Design</td>
<td>57 (+1 commercial)</td>
<td>-27 spaces, -2 commercial</td>
<td>-3.2 spaces per block</td>
</tr>
<tr>
<td>Proposed Preferred Design</td>
<td>67 (+2 commercial)</td>
<td>-17 spaces, -1 commercial</td>
<td>-2 spaces per block</td>
</tr>
</tbody>
</table>

*Assuming standard parking stall length

- Preferred Design results in **10 fewer** spaces lost than Concept A
- Preferred Design only removes **3 more additional spaces** after SFMTA red curb implementation
Next Steps

+ Geotechnical testing in November
+ Continued coordination with SFMTA and DPW
+ Detailed design through Spring 2015
+ Construction estimated to start in July 2015

Stay Involved

+ Project updates on the project website sfwater.org/hollowaygreenstreet
+ Volunteer to plant sidewalk gardens on Ocean Avenue November 15th and 16th with the Friends of the Urban Forest, see fuf.net for more information
THANK YOU.