

# Franklin Street Quick-Build Project

## July 2022 Outreach Summary

The Franklin Quick-Build Project seeks to improve pedestrian and traffic safety on Franklin Street between Broadway and Lombard streets. Safety improvements aimed at reducing vehicle speeds and the number of conflicts between people who drive and those who walk will create a safer experience for all roadway users.

This document summarizes feedback gathered in the first phase of outreach for the project, which took place from late May 2022 through mid-June 2022, and consisted of a project survey, a walking tour, and email correspondence with stakeholders.

The objectives of this outreach phase were to learn from Franklin Street neighbors and other stakeholders to help the SFMTA identify and prioritize needed safety improvements on Franklin Street and to help inform the draft project design.

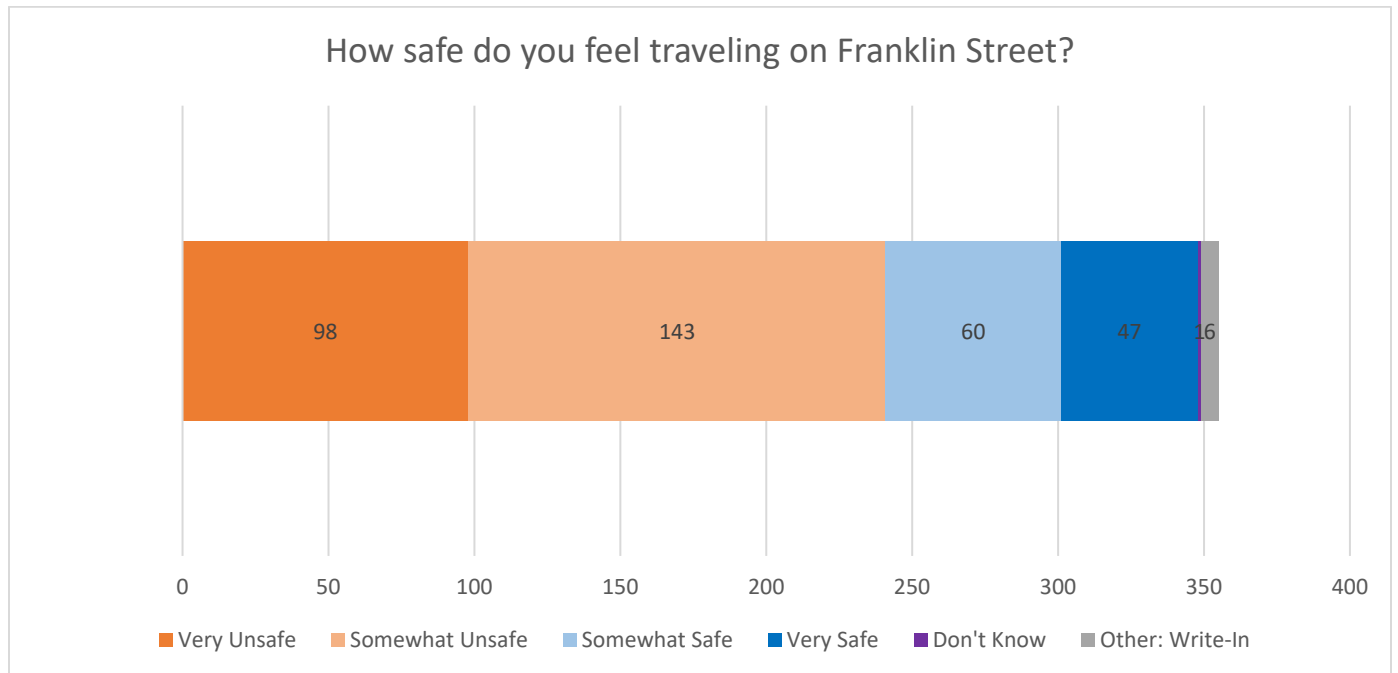
### *Summary of Responses: June 2022 Survey*

The Franklin Street quick-build project survey was open from Tuesday, May 24, through Friday, June 10. Survey questions were designed to gather feedback from Franklin Street neighbors and other street users to understand their safety needs and priorities for the Franklin Street project.

### **Sample characteristics**

- 355 people responded to the survey
- Relationship to Franklin Street (respondents could select all that apply):
  - 70% of respondents live on or near Franklin Street
  - 45% commute
  - 10% work
  - 10% of respondents are part of a school community
- Frequency using Franklin Street:
  - 54% are *daily* Franklin Street users
  - 27% are *weekly* users
- How folks travel along Franklin Street (respondents could select all that apply):
  - Respondents are multimodal, with walking/using a wheelchair or other mobility aid and driving a car or motorcycle being the predominant modes for traveling along Franklin Street, at 75% and 67%, respectively.

## Safety



- When asked how safe do you feel traveling on Franklin Street:
  - 13% feel *very safe*
  - 17% feel *somewhat safe*
  - 40% feel *somewhat unsafe*
  - 28% feel *very unsafe*
  - Common write-in responses (2%) indicated that the feeling of safety changes depending on whether they are walking or driving a vehicle, the time of day they are traveling, and vehicle volumes/speeds

### Safety: Contributing Factors

- Factors contributing to respondents feeling unsafe included (respondents could select all that apply):
  - 78% – Speeding vehicles
  - 58% – People driving vehicles running red lights
  - 52% – Pedestrian crossings feeling unsafe
  - 27% – Double-parked vehicles
  - Write-in responses (23%), the most common being:
    - The speed of turning vehicles/conflicts with other vehicles and pedestrians
    - Blind spots for vehicles turning right onto Franklin and left/right off Franklin
    - The lack of bike lanes

## Transportation Goals

- Average rankings for project goals were the following (1 = highest priority, 5 = lowest priority):
  - 1.9 – Ensure safe pedestrian crossings and improve pedestrian visibility
  - 2.3 – Reduce vehicle speeds
  - 2.3 – Improve mobility safety for vulnerable users (children, people with disabilities, and seniors)
  - 3.2 – Enhance bicycle network access
  - 3.4 – Maintain on-street parking availability

## Geographic Feedback (frequently mentioned, paraphrased)

- Franklin and Broadway
  - Issues:
    - Right turns at high speeds onto and off Franklin at Broadway make for unsafe conditions at the north and east crosswalks
    - Limited visibility due to parked cars and a utility or traffic-control cabinet at the SE corner obstructing drivers' view immediately before the turn
- Franklin and Vallejo
  - Issues:
    - People driving running red lights observed here
    - Steep block lends to speeding
    - Vehicles turning left onto Vallejo from Franklin going too fast to see and stop for pedestrians
    - Vehicles turning right or left on red signal onto Franklin from Vallejo not looking for pedestrians – instead looking for a break in vehicles
- Franklin and Green
  - Issues:
    - Difficult to see pedestrians when making left turn from Franklin onto Green
- Franklin and Union
  - General feedback:
    - The pedestrian safety zones and left and right-turn traffic calming squares are effective at slowing cars down as they turn onto Union
  - Issues:
    - People driving running red lights observed here
    - Bottom of the hill lends to speeding
  - Ideas:
    - Enforcement needed of no left-turn restriction during the morning peak
    - More conspicuous school zone signage needed
- Franklin and Filbert
  - Issues:
    - Vehicles observed not stopping at the stop light before turning right onto Filbert

- Vehicles observed making illegal left turns on the red light from Franklin onto Filbert not realizing it's a two-way street
- Franklin and Lombard
  - Issues:
    - The left turn onto Lombard feels unsafe for people driving

### **Other General Comments** (frequently mentioned, paraphrased)

- People driving
  - General feedback:
    - Desire for vehicle traffic to be slowed
    - Desire to maintain efficient traffic flow
    - Desire to slow turning vehicles and increase yielding to pedestrians when making right and left turns off Franklin
    - Desire to maintain parking spaces in the "A" residential permit zone
  - Issues:
    - Double-parking (for loading etc.) can be an issue during peak travel times
    - Slowing down to park / pull into driveways / wait for pedestrians to turn right or left can elicit driver aggression and rear-end collisions
    - Signal timing is tight, encouraging speeding/running red lights
    - People driving observed "zig-zagging" and making hasty lane changes
    - People driving observed making wrong-way turns from side streets onto Franklin in the southbound direction; lack of conspicuous signage re: one-way street
- People walking/using a wheelchair or other mobility aid
  - Ideas:
    - Restrict cars turning right onto Franklin – eg. "no turn on red" to reduce potential conflicts with people walking
    - Implement red-curb daylighting, bulb-outs, and "pedestrian safety zones" at intersections for increased visibility of people walking
    - Add flashing lights at crosswalks, especially in school zones
    - Implement longer pedestrian crossing signals across Franklin Street
    - Widen sidewalks
- People riding bicycles and scooters
  - Ideas:
    - Add a protected bike lane
    - Maintain Franklin as a vehicle and pedestrian-focused street (no bike lane)
- All
  - Issues:
    - People driving and people riding bikes and scooters observed running red lights
  - Ideas:
    - Increase enforcement of traffic laws and violations
    - Add trees and greenery to Franklin
    - Extend project area to address Franklin Street safety needs both north and south of the project area

## *Summary of Feedback: May 25, 2022 Walksking Tour*

A walking tour was held for the Franklin Street quick-build project on Wednesday, May 25, 2022, from 1-2pm. The purpose of the walking tour was to hear directly from neighbors and stakeholders about how they experience Franklin Street, particularly where folks are encountering issues or feeling unsafe.

Ten people joined SFMTA staff for the walking tour, including Administrators from Sherman Elementary School and Saint Brigid School, representatives from WalkSF, the Pacific Heights Residents Association, and District 2 Legislative Aide Dominica Donovan.

### **Comments**

- Issues:
  - Red-curb daylighting isn't present (or fading) at many (most?) corners, making sight lines between people driving and walking poor
  - People driving frequently don't stop behind the limit line and sometimes stop in the crosswalk
- Ideas:
  - Extend the project and begin a road diet two blocks south to Jackson Street to address issues there and slow vehicles prior to reaching St. Brigid School
  - Install separated left-turn signals for left turns onto East-West streets
  - Install a vertical element in the centerline of the East-West streets to slow left-turning speeds
  - Visually constrain intersections beyond a road diet with wide crosswalks, pedestrian safety zones with bollards, and other available tools
- Questions:
  - What is the impact of Van Ness construction/improvements (including no left turn signs) on Franklin Street volumes?

### **Geographic Feedback**

- Franklin and Broadway
  - Issues:
    - Cars double up on the right turn from Franklin onto Broadway, which can cause collisions
    - Traffic needs to be slowed on Broadway
    - What can be done to allow school loading without cones that fall over & get hit?
  - Ideas:
    - Install no right turn on red at Broadway and Franklin
    - Add school zone sign to the block between Broadway and Vallejo to indicate that drivers are still passing through a school zone
    - Install a red zone across the driveway of St. Brigid's school
    - Add protected corners/pedestrian safety zones at all corners



- Franklin and Vallejo
  - Ideas:
    - The crosswalks at this intersection seem wide (visually narrowing intersection), can this be done elsewhere?
- Franklin and Union
  - General feedback:
    - The signal changes implemented in March 2022 have been effective at reducing speeding and related noise
  - Issues:
    - Illegal northbound left turns were observed during AM school dropoffs
- Franklin and Lombard
  - Ideas:
    - Limit left turns onto Lombard– feels like freeway onramp