

Eastern Neighborhoods Public Transit Improvements Concept

As Adopted by Planning Commission - August 2008

GENERAL TRANSIT IMPROVEMENTS

TRANSPORTATION STUDY:

The San Francisco Municipal Transportation Agency (SFMTA), Planning Department and the San Francisco County Transportation Authority (SFCTA) will conduct a Transportation Implementation Study (2008) analyzing mobility needs and the transportation impacts of new zoning. The study will also develop an implementation and funding program for transit improvements.

RIDER EXPERIENCE:

Key transit stops, stations and streets should be prioritized for enhanced amenities like bus bulbs, additional seating, real-time transit information, lighting, landscaping and pedestrian safety improvements.

TRANSIT SPEED AND RELIABILITY:

Curb cuts/driveways should be limited or restricted on major transit streets to reduce vehicle conflicts with transit vehicles.

Transit enhancements such as transit-only lanes, transit signal priority, transit "queue jumps," limited or express service, and/or lengthened spacing between stops should be implemented on select transit routes.

SOMA: Improvements to transit service connecting East SoMa, Rincon Hill, Transbay Terminal and West SoMa should be explored. Major streets in the heart of SoMa may be appropriate for transit service enhancements and accompanying streetscape and pedestrian improvements.

POTRERO HILL: The SFMTA's planned reroute of the #30 or #45 bus down 4th Street through Mission BayCout, Showplace Square and into Potrero Hill will provide an improved transit link between Potrero Hill and downtown.

SHOWPLACE SQUARE: Improvements to public transit service linking Showplace Square to the downtown core and regional transit hubs including the 4th and King Caltrain station, Civic Center BART station, 16th Street BART station, and the Transbay Terminal should be explored.







CENTRAL WATERFRONT: Improvements to east-west transit service in the Central Waterfront should be explored including connections to the 22nd Street Caltrain station and Third Street Light Rail.

16TH STREET: 16th Street is developing into a key east-west transit corridor connecting the Mission, Showplace Square, Potrero Hill and Mission Bay as well as BART (16th Street) and the Third Street Light Rail. The SFMTA plans to reroute the #22 bus down 16th Street to Third Street. Further interagency planning and study are needed to determine how additional improvements such as transit signal priority, lane reconfigurations or other measures can help create a fast and reliable transit link along 16th Street.

POTRERO AVENUE: The SFMTA has identified Potrero Avenue as a Conceptual Bus Rapid Transit (BRT) Route. Improvements such as intelligent transportation systems technologies (traffic monitoring cameras, video detection systems) should be implemented. Further planning is necessary to explore BRT options and feasibility.

MISSION STREET: As one of the Eastern Neighborhoods' primary transit corridors, Mission Street should be targeted for improvements that speed transit such as limited-stop service and bus bulbs.

* Mission Bay street grid under construction. Estimated completion date is 2013.

-  Transit Service Improvements Area
-  Muni Metro & Streetcar
-  Future Central Subway
-  Proposed E-Line Historic Streetcar
-  BART
-  CalTrain



Eastern Neighborhoods Pedestrian / Bicycle / Traffic Calming Improvements

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-  Improved pedestrian connections
-  Areas for improved pedestrian connections
-  Planned bicycle improvements
-  Proposed Mission Creek Bikeway
-  Proposed Street or Area for Traffic Calming

EAST SOMA

2ND/3RD/4TH STREETS: Pedestrian amenities and safety improvements such as curb bulbs, streetscape plans and landscaping should be explored for these major pedestrian and transit corridors.

MID-BLOCK CROSSINGS: Prominent mid-block crossings should be considered for SoMa's long blocks.

MISSING SIDEWALKS: Missing segments of sidewalks along streets such as Townsend and Ritch should be constructed as new development occurs and funding allows.

BICYCLE NETWORK: Planned bicycle improvements on 2nd, 5th and Townsend Streets should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.

MISSION

TRANSIT STATION ACCESS: Care should be taken to improve the pedestrian environment around the 16th and 24th Streets BART Stations.

BICYCLE NETWORK: Planned bicycle improvements on Cesar Chavez and 26th Streets should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.

TRAFFIC CALMING: Traffic calming opportunities should be explored for streets like Guerrero Street and South Van Ness Avenue.

CESAR CHAVEZ: Pedestrian improvements should be explored as part of an upcoming planning process for the redesign of Cesar Chavez Street led by the Planning Department.

BIKEWAY PROJECT: The Mission Creek Bikeway proposal should be evaluated for feasibility, specifically issues surrounding cost and implementation.

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SHOWPLACE SQUARE/POTRERO HILL

MISSING SIDEWALKS: Missing segments of sidewalks along streets (Utah, Henry Adams, Rhode Island, De Haro and Berry Streets) should be constructed as new development occurs and funding allows.

16TH STREET: Pedestrian connections between Showplace Square and Potrero Hill should be established with appropriate treatments such as high-visibility crosswalks, curb bulbouts and countdown signals at signalized intersections.

SHOWPLACE SQUARE & MISSION BAY CONNECTIONS: Pedestrian connections should be established between the two neighborhoods with appropriate treatments such as pedestrian countdown signals, high visibility crosswalks, and/or curb bulbouts.

BICYCLE NETWORK: Planned bicycle improvements on Townsend Street and Potrero Avenue should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.

TRAFFIC CALMING: The SFMTA's Livable Streets program should implement recommendations from the neighborhood traffic calming project in Potrero Hill (2007/8).

BIKEWAY PROJECT: Proposals for the Mission Creek Bikeway should be evaluated for feasibility, specifically issues surrounding cost and implementation.

CENTRAL WATERFRONT

STREET GRID: New rights-of-way and extensions to the street grid should be explored as part of planning processes for Port and private properties to allow greater access to the waterfront and increased connectivity for pedestrians and bicyclists.

TRANSIT STATION ACCESS: Care should be taken to improve the pedestrian environment around the 22nd Street Caltrain and Third Street Light Rail stations.

BICYCLE NETWORK: Planned bicycle improvements on Indiana and Illinois Streets Street and Potrero Avenue should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.

BAY TRAIL & BLUE-GREENWAY: Opportunities for Bay Trail signage and waterfront trail alignment should be explored. The proposal for the Blue-Greenway should be further examined, specifically issues surrounding feasibility and implementation.



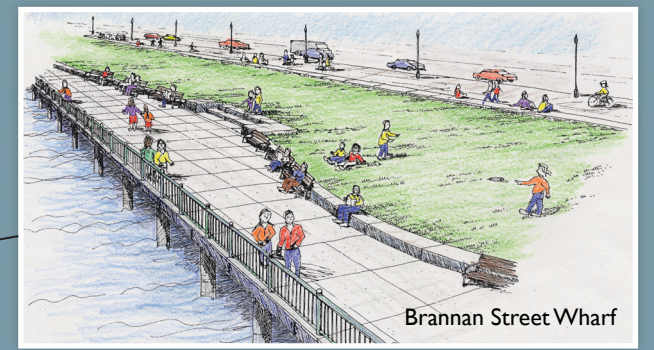
Eastern Neighborhoods Streets and Open Space Concept

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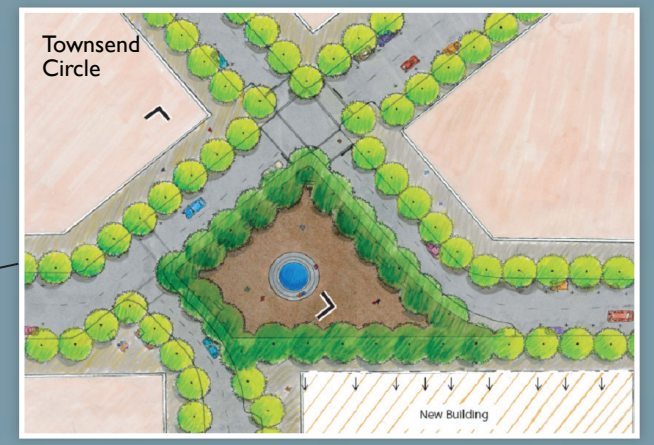
LIVING STREETS

As shown above, alleyways could be converted to "living streets," where traffic is calmed and paving and landscaping are designed to reflect what is envisioned as the pedestrian primacy of these streets. The Planning Department is currently working with the Redevelopment Agency and the Department of Public Works on three streets in the East SoMa: Minna, Natoma, and Russ Streets. These streets will set the standard for additional living streets to be designed throughout all the Plan areas.



Brannan Street Wharf

Courtesy of Port of San Francisco

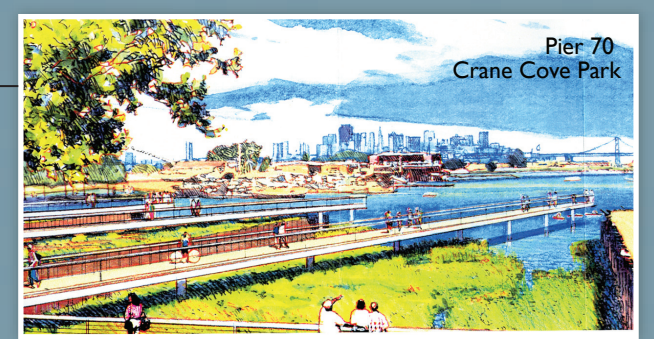


Townsend Circle

Rendering by Courtney Pash









16th and Irwin Public Plaza



Pier 70 Crane Cove Park

Courtesy of SMWM Architects

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-  Acquire and develop sites for open space or neighborhood parks in the general vicinity.
-  Existing Open Space
-  Planned Open Space
-  Civic Boulevard
-  Green Connector Streets
-  Potential Living Streets