



# MISSION STREETSCAPE PLAN

THIRD COMMUNITY DESIGN WORKSHOP | MARCH 2009

# Project Description

THE MISSION STREETSCAPE PLAN WILL CREATE AN ACTIONABLE PLAN FOR STREET IMPROVEMENTS, BASED ON COMMUNITY NEEDS AND PRIORITIES, THAT SUPPORT A DIVERSE, ACTIVE AND HEALTHY COMMUNITY.





# Meeting Agenda

## 1. STAFF PRESENTATION

Project Update

Design Toolkit Sample Blocks

Implementation Strategy

## 2. DISCUSSION OF IMPLEMENTATION STRATEGY

## 3. STAFF PRESENTATION OF FOCUS AREAS

## 4. OPEN HOUSE



# Project Update

<b>WORKSHOP 1:</b>	Vision and Opportunities
<b>WORKSHOP 2:</b>	Priority Policies and Street Design Toolkit
<b>TODAY:</b>	Toolkit Sample Blocks Draft Implementation Strategy Specific Design Concepts
<b>NEXT STEPS:</b>	Begin Environmental Review Coordinate With Agency Partners Develop Capital Program Release Draft Plan



# Community Vision for Streets

## **A MULTI-MODAL**

Streets in the Mission District should support all modes of transportation, prioritizing walking, bicycling and transit.

## **B GREEN**

Tree planting and greenery should be maximized, incorporating sustainable stormwater management and streetscape elements wherever possible.

## **C COMMUNITY-FOCUSED**

Street design should prioritize community uses of public right-of-way, providing space for gathering, recreation, and local commercial uses, and minimizing the impact of through traffic.

## **D SAFE AND ENJOYABLE**

Safe and Enjoyable: Street design should emphasize enjoyment and safety for all users, providing adequate lighting and visibility as well as buffering from automobile conflicts.

## **E WELL-MAINTAINED**

Streets should reflect and reinforce the Mission District's identifiable sense of place.

# Priority Policies

## 1 EXPAND BICYCLE FACILITIES

Expand the existing network of bicycle facilities to 17th Street, 26th Street, Cesar Chavez, Shotwell Street, Capp Street and Treat Avenue, per the Bike Plan

## 2 IMPROVE TRANSIT CONNECTIONS

Implement street improvements that support the Transit Effectiveness Project's identified transit network, including Rapid Network routes on Mission Street, 16th Street, and Potrero Avenue and Local Network routes on Folsom Street and 24th Street.

## 3 TREE PLANTING AND GREENING

Implement a neighborhood-wide planting program, including street tree planting and sidewalk greening

## 4 IMPROVE PEDESTRIAN CONNECTIONS

Improve pedestrian conditions on important commercial and transit streets, including Mission Street, Valencia Street, 16th Street and Potrero Avenue

## 5 PROTECT RESIDENTIAL STREETS

In protected residential areas, restrict and discourage traffic speed and volume by every means possible, creating safe and inviting spaces for community use

## 6 IMPLEMENT FLEXIBLE PARKING LANES

Judiciously utilize select on-street parking spaces for temporary or permanent cafe seating, bicycle parking and greening

# Street Design Toolkit

## AT WORKSHOP 2:

Assigned street types to streets

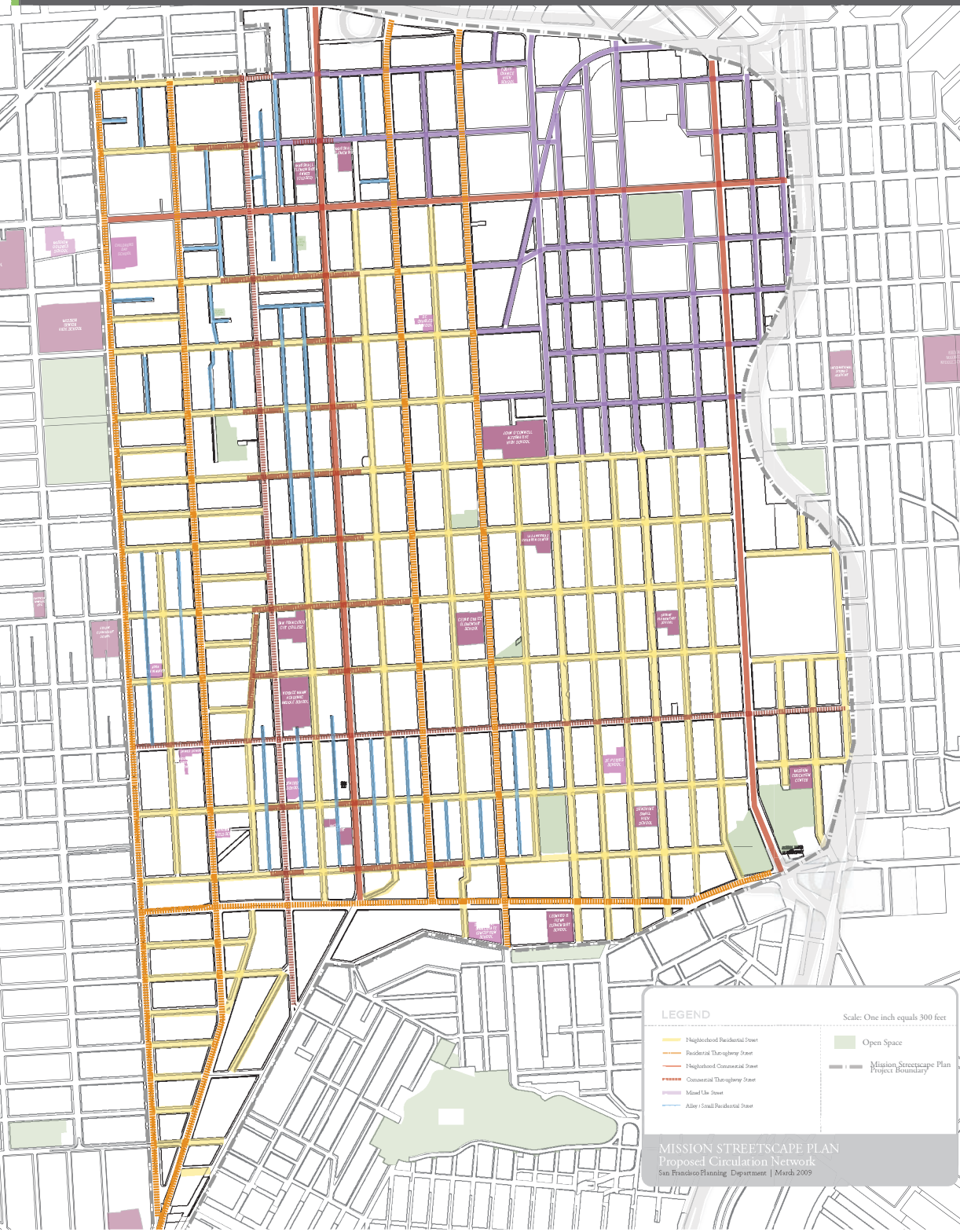
Presented toolkit of options for different neighborhood street types





# Street Types

- ▶ **NEIGHBORHOOD COMMERCIAL**
- ▶ **NEIGHBORHOOD RESIDENTIAL**
- ▶ **ALLEYS AND SMALL RESIDENTIAL STREETS**
- ▶ **URBAN MIXED USE**
- ▶ **RESIDENTIAL THROUGHWAYS**
- ▶ **COMMERCIAL THROUGHWAYS**





# MISSION STREETSCAPE PLAN

SAN FRANCISCO  
PLANNING DEPARTMENT

## Neighborhood Residential

STREET ROW: 25'-60'

## Main Design Treatments



Capp Street at 15th

Neighborhood Residential streets are quieter and generally carry low traffic volumes and speeds. Less congested in nature, they have great potential to support social life of a neighborhood.

In the Mission neighborhood residential streets often have overly wide lanes which can be narrowed to provide space for pocket gathering areas. Main improvements should focus on slowing traffic, providing usable space and amenities, and creating ownership of the streetscape through gardens and planted areas across building entrances.



Shotwell Street at 17th

is a successful example combining aesthetically pleasing greening with ecological benefits.

### LIST OF STREETS

ALBION -60'  
BARTLETT -60'  
CAPP -60'  
DEARBORN  
FAIR OAKS -60'  
FLORIDA -60'  
HAMPSHIRE -60'  
HOFF -45'  
JULIAN -60'  
LINDA -32'  
LEXINGTON -40'  
MINNA -35'  
NATOMA -35'  
OAKWOOD -50'  
SAN CARLOS -40'  
SHOTWELL -60'  
TIFFANY -60'  
TREAT -60'  
YORK -60'



### YOUR COMMENTS AND FEEDBACK

### TRAFFIC CALMING

#### CORNER or MID-BLOCK BULBOUTS

Create pedestrian entrances and slow cars down while serving a variety of streetscape functions such as seating and socializing.



#### TRAFFIC CIRCLES

Can effectively calm traffic and create gateways to a residential area.



#### MEDIAN ISLAND

Median islands slow down car traffic, create an entrance to residential areas and offer opportunities for stormwater treatment and landscaping.



#### MIDBLOCK CROSSWALKS

Improve pedestrian convenience on long blocks; on residential streets are a very effective traffic calming devices. Treatments include special paving, high visibility ramps and trees in parking lane.



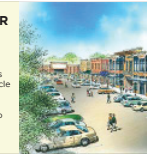
#### CHICANES

slow down cars by causing them to shift path; they also can become opportunities for landscaping, increasing green and improving the aesthetic of the street.



#### PERPENDICULAR PARKING

Perpendicular or angled parking lanes provide additional parking spaces while narrowing the vehicle r.o.w. Where this parking solution is considered, there is an opportunity to create significant public spaces by adding curb extensions.



### GREEN

#### TREES

Trees in the parking lane increase greening and create a visual continuity in streets where trees cannot be planted along sidewalks due to utilities along the curb.



#### PERMEABLE DRIVEWAYS

Permeable paving allows stormwater to flow between pavers. Permeable pavers on driveways have both ecological and aesthetic benefits, providing interesting textures in the streetscape.



#### SIDEWALK POCKET PARKS

Pocket parks in key locations along a residential street can become gathering spots and offer opportunities for stormwater management with a minimum use of space.



#### GATEWAY PLAZAS

New plazas can be created with minimum investment by the reuse of the right-of-way in excess and can function as entrance gateways to the neighborhood.



### WIDE RESIDENTIAL STREETS

#### WIDE RESIDENTIAL

BRYANT -82.5'  
FOLSOM -82.5'  
HARRISON -82.5'

#### CENTER MEDIANS

work well in 4-to-3 lane conversions, providing space for amenities, landscaping and stormwater management features.





# Sample Blocks

## TODAY'S OPEN HOUSE:

Applied toolkit to sample blocks to demonstrate potential design interventions



Note: implementation of the ideas presented is subject to further study and design based on specific conditions



## WHAT WE HEARD

# Neighborhood Residential

## Traffic Calming Gateways

“Create as many traffic calming gateways as possible”

“This could characterize the Mission”

“Incorporate plantings and public art”

“Replicate ideas from Duboce Triangle”

“Prefer median islands to bulbouts” / “Traffic circles make sense”

## Other Priorities

“Greening in general is a large priority” / “Pocket parks”

“Appropriate lighting”



**WHAT WE HEARD**

# Neighborhood Commercial

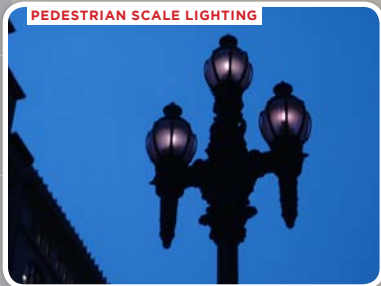
**Locations where sidewalks are too narrow?**

Valencia Street

18th, 22nd, 24th Street

Capp Street, Bartlett Street





PEDESTRIAN SCALE LIGHTING



INFILTRATION BOARDWALK



PERMEABLE PAVING



FLEXIBLE PARKING LANE CAFE



HIGH VISIBILITY CROSSWALK



BICYCLE PARKING



BULB-OUT WITH SEATING AREA



## WHAT WE HEARD

# Alleys/Small Residential Streets

### Highest Priorities

“Make improvements in all of the alleys”

“Improve lighting”

“Raised crossings at the entrances”

“Treat alleys like pedestrian walkways”

“Shared surfaces are good - works well in Rome”

“Murals in all of the alleys”

“Alleys near transit hubs should serve multiple modes of transport”







## WHAT WE HEARD

# Residential Thoroughway Streets

### South Van Ness:

“Traffic is too fast - must calm traffic!”

“Too wide” / “Narrow the lanes on South Van Ness”

“Good for medians”

“Sidewalks should be twice as wide”

### Guerrero Street:

“Doesn’t feel safe”

“Median is too narrow”

“Improve pedestrian crossings”

### Both Streets:

“Road diets - also on Folsom”

“Corner bulbouts”

“More greening” / “Plant trees”



PERMEABLE PAVING



BULB-OUT WITH SEATING AREA



RAIN GARDEN



BIO-SWALE



PLANTED MEDIAN



WIDENED SIDEWALK



PLANTING AREA



## WHAT WE HEARD

# Commercial Thoroughway Streets

### **Mission Street:**

“Pedestrian lighting - decorative lampposts, simple, classic”

“Bus stops with special lighting”

“Add bulb-outs with seating at cross streets”

“Looks grungy, revamp and replace existing identity”

“Have some ‘Mission’ aesthetic” / “Not too matchy-matchy”

### **General Comments:**

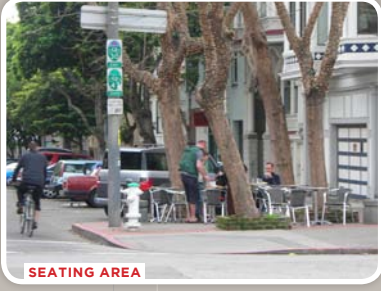
“Potrero Avenue needs bulb-outs on all corners”

“Want bus bulb-outs”





PERMEABLE PAVING



SEATING AREA



RAIN GARDEN



BICYCLE PARKING



INFILTRATION BOARDWALK



PEDESTRIAN SCALE LIGHTING



HIGH VISIBILITY CROSSWALK



PUBLIC ART



BUS BULB-OUT WITH TRANSIT STATION



## WHAT WE HEARD

# Mixed Use Streets

### Highest Priorities

“Use perpendicular parking with trees interspersed”

“Add greenery and planting areas”

“Liven area with pedestrian scale lighting”

“More flexible use of the parking lane”

“Streets are wider than necessary for traffic flow”

“Focus amenities on bus routes”

“Light up Franklin Park”

“Acknowledge historic and modern businesses”





CHICANE WITH RAIN GARDEN



PERMEABLE PAVING



BICYCLE PARKING



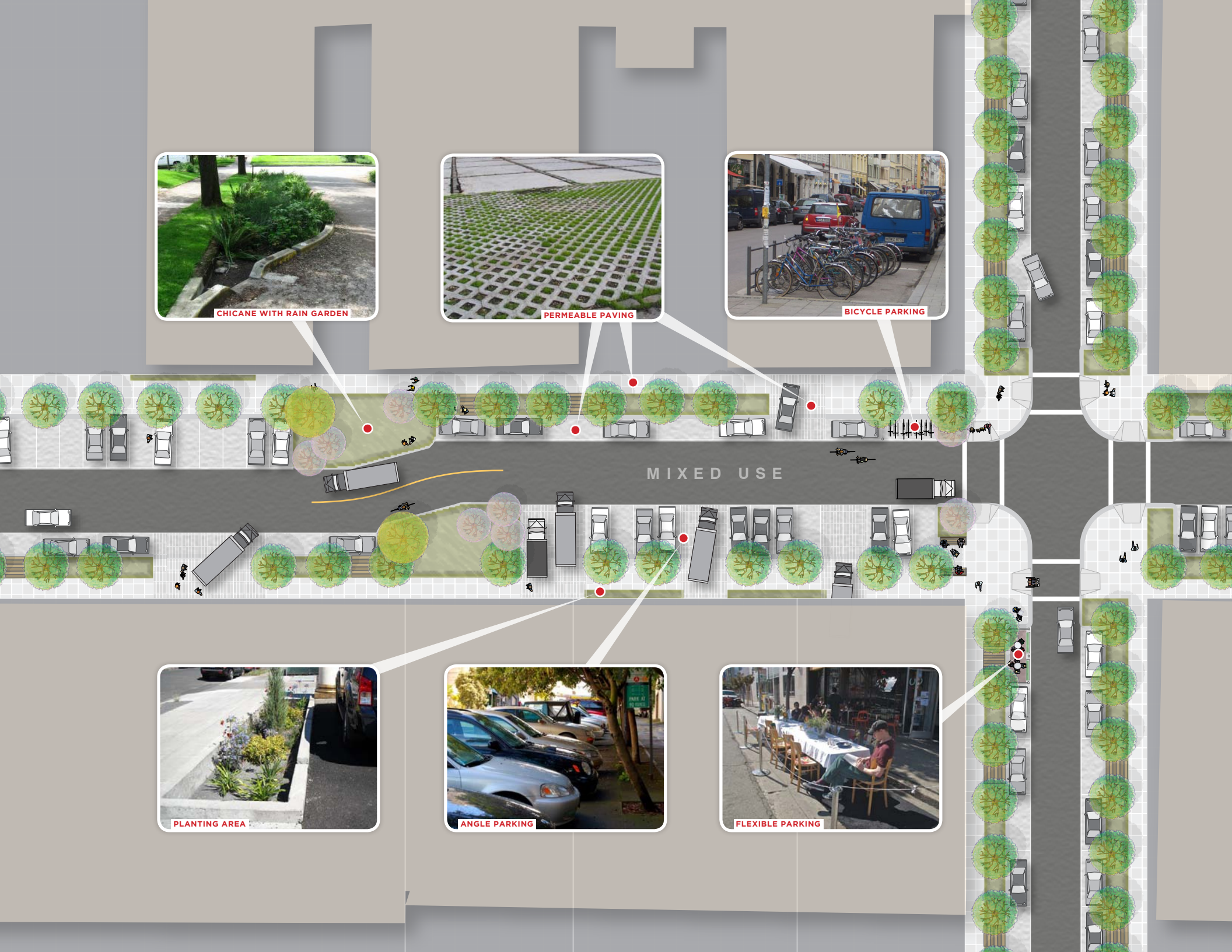
PLANTING AREA



ANGLE PARKING



FLEXIBLE PARKING





# Draft Implementation Strategy



Identifies two levels of priority based on several inputs:

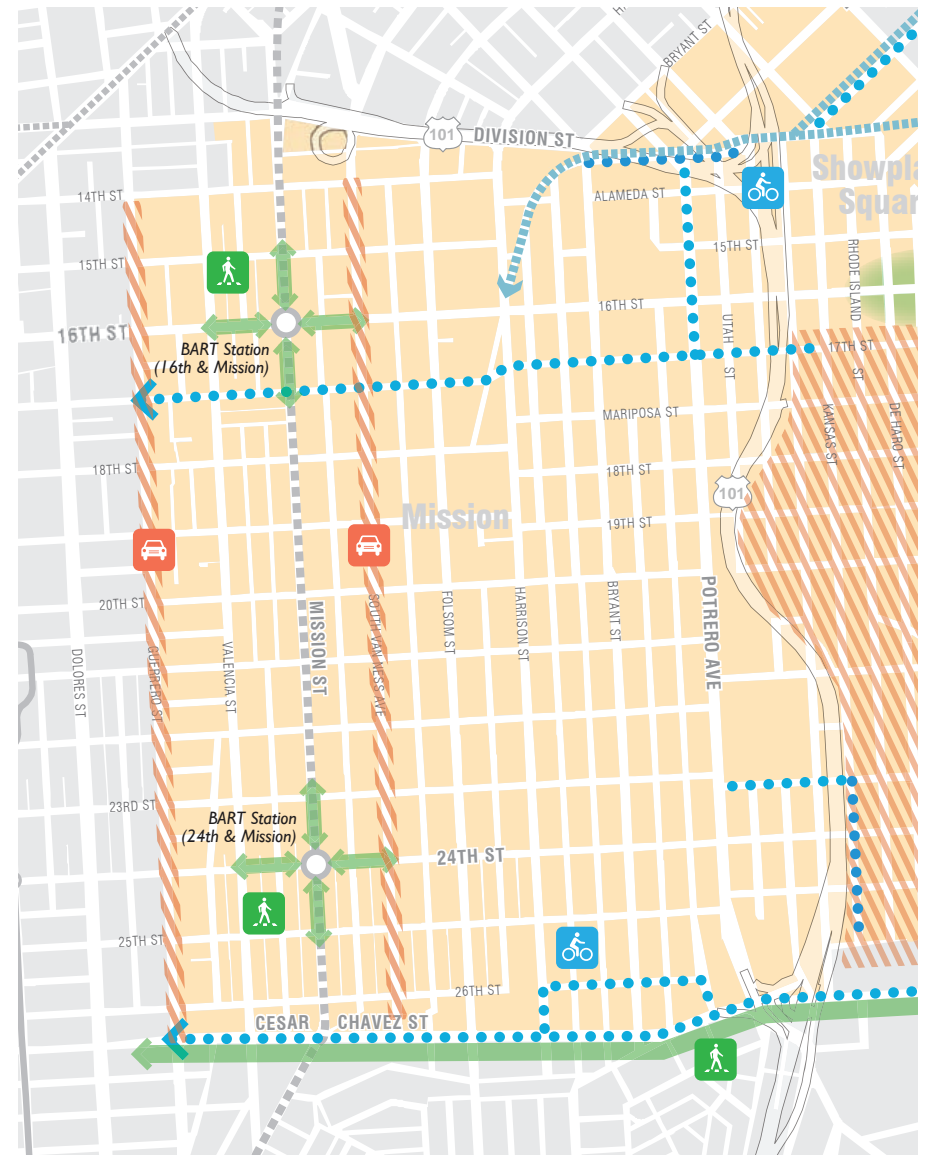
- Existing plans (EN, TEP, Bike Plan)
- Available or potential funding
- Top Policy priorities (workshop 2)

Categorized based on needed resources:

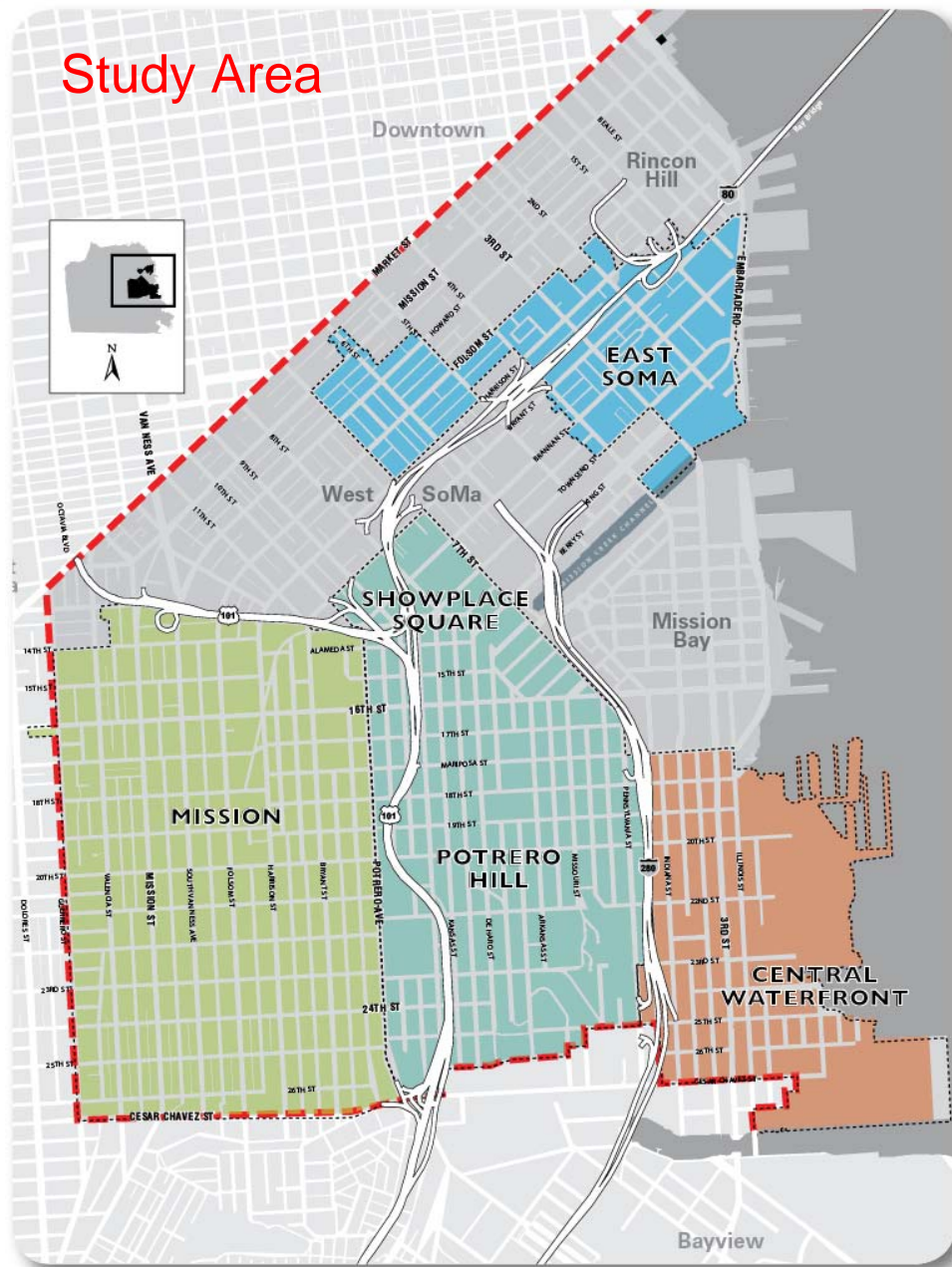
- Quick Fixes
- Medium-term projects
- Big Investments

	QUICK FIXES	MEDIUM-TERM PROJECTS	BIG INVESTMENTS
HIGHEST PRIORITIES	<ul style="list-style-type: none"> <li>→ 17th Street bicycle facilities, per the Bike Plan</li> <li>→ Substitute on-street bike parking for car parking at corners and mid-block</li> <li>→ Flexible parking in neighborhood commercial areas: utilize select parking spaces for café seating</li> <li>→ 26th Street and Shotwell Street: calm traffic using traffic circles</li> <li>→ Incremental street tree and sidewalk plantings</li> </ul>	<ul style="list-style-type: none"> <li>→ Living Alley Pilot Project</li> <li>→ San Jose / Guerrero Plaza</li> <li>→ Marshall and Buena Vista Safe Routes to Schools Projects</li> </ul>	<ul style="list-style-type: none"> <li>→ Cesar Chavez Street: pedestrian, bicycle and streetscape improvements</li> <li>→ Valencia Street: pedestrian and streetscape improvements</li> <li>→ Mission Street: transit, pedestrian and streetscape improvements</li> <li>→ 16th Street: transit, pedestrian and streetscape improvements</li> <li>→ Folsom Street pedestrian and streetscape improvements</li> </ul>
OTHER PRIORITIES	<ul style="list-style-type: none"> <li>→ 20th Street and Capp Street: traffic calming using traffic circles</li> <li>→ Urban Mixed-Use Streets: perpendicular parking with temporary sidewalk extensions or cafe seating</li> <li>→ Dolores Street: add thumbnails and high-visibility crosswalks to improve pedestrian crossings</li> <li>→ Incremental addition of art into the streetscape</li> </ul>	<ul style="list-style-type: none"> <li>→ Treat Triangle Plaza</li> <li>→ Mission Creek Bikeway</li> <li>→ Neighborhood-wide living alleys projects</li> <li>→ Install raised crosswalks where alleys meet throughway streets</li> <li>→ Add permanent sidewalks extensions or chicanes on traffic-calmed streets</li> </ul>	<ul style="list-style-type: none"> <li>→ Potrero Avenue: streetscape improvements</li> <li>→ Guerrero Street: pedestrian and streetscape improvements</li> <li>→ South Van Ness: pedestrian and streetscape improvements</li> <li>→ Neighborhood residential streets: transform into shared streets</li> </ul>

# Eastern Neighborhoods Area Plan

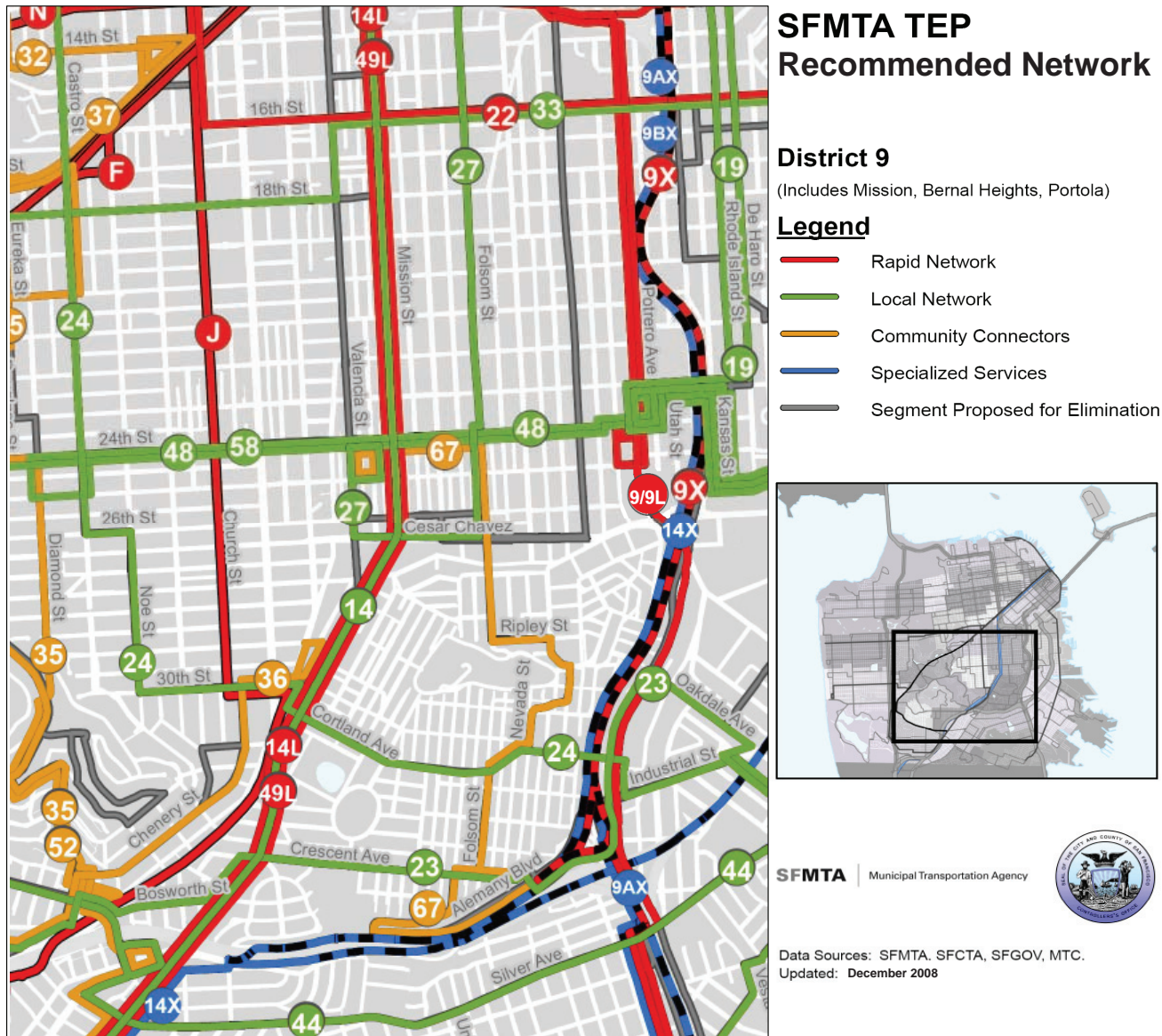




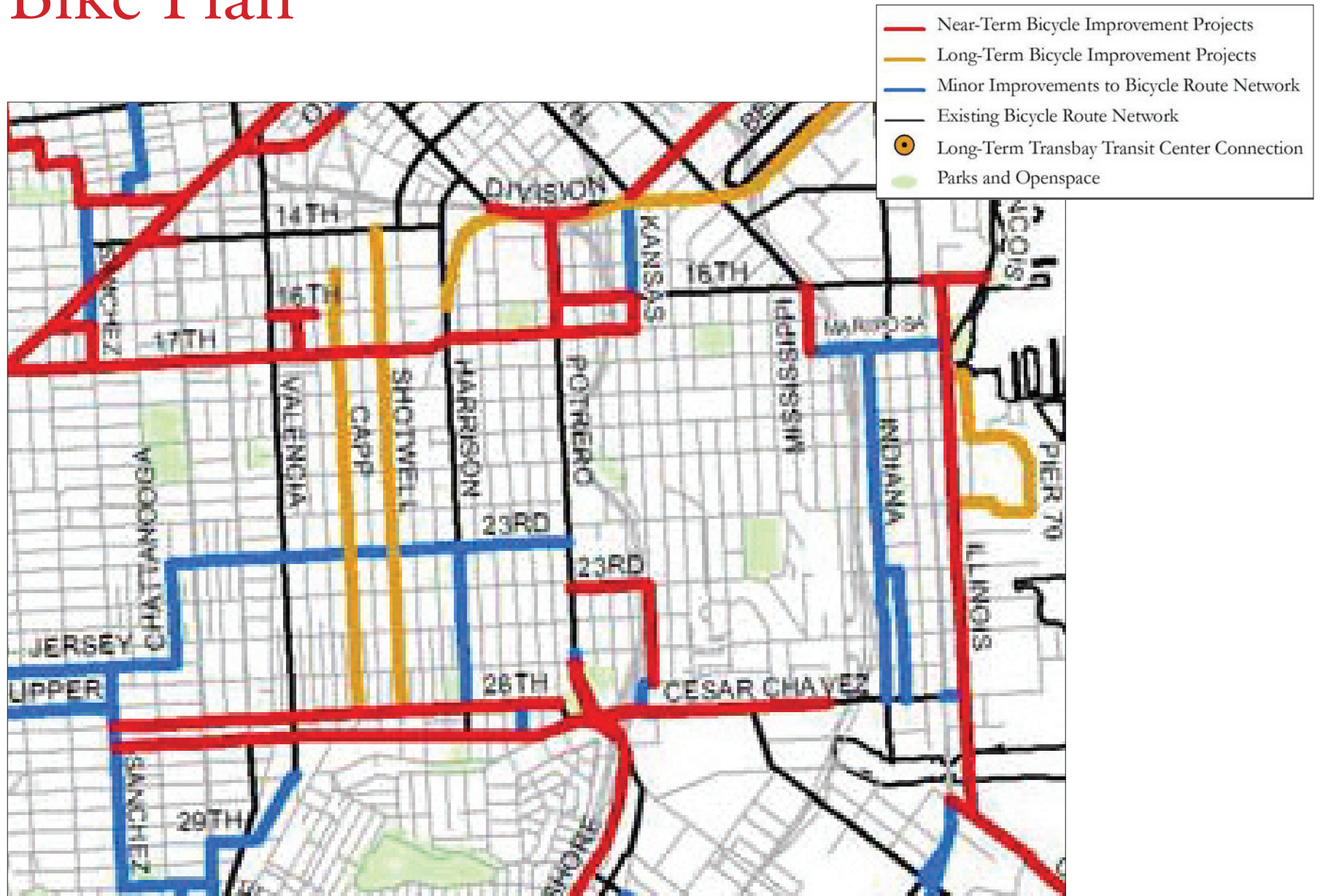


- **EN TRIPS** will further analyze, identify and design specific transportation projects as required by EN Area Plans
- **Multi-modal Infrastructure Improvements Needed:**
  - Transit
  - Bicycles
  - Pedestrians
  - Traffic calming and traffic management
  - Parking
  - Goods Movement

# Transit Effectiveness Project



# Bike Plan





	QUICK FIXES	MEDIUM-TERM PROJECTS	BIG INVESTMENTS
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# Discussion Questions

Are these the right priorities?

Are they in the right boxes?







IMPLEMENTATION STRATEGY

# Focus Areas



## STREET TYPE

# Alleys

**POLICY A3**

CREATE A NETWORK OF PEDESTRIAN-FOCUSED GREEN ALLEYS WITH RAISED CROSSWALKS OR OTHER GATEWAY TREATMENTS AT ENTRANCE.



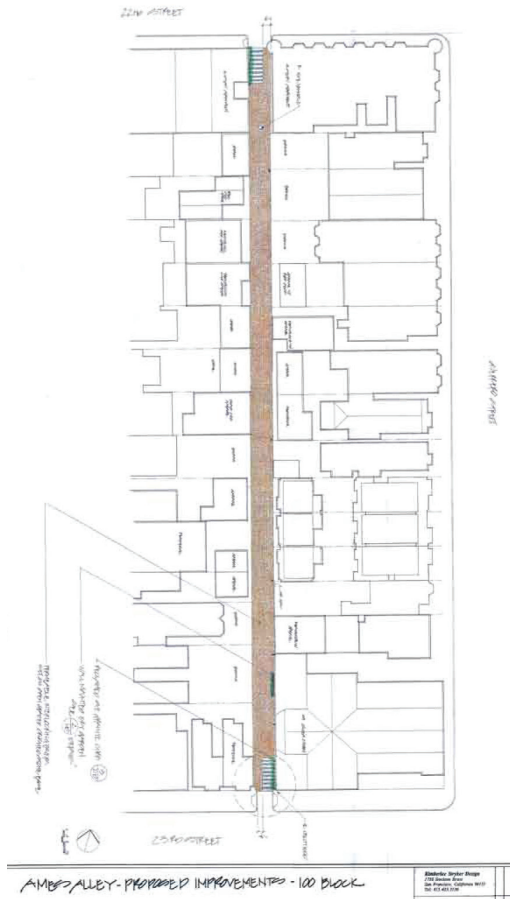
**OSAGE  
STREET AT  
24TH STREET  
STATION  
BART PLAZA**



STREET TYPE

# Alleys (cont'd)

## AMES AND QUANE ALLEYS





## STREET TYPE

# Neighborhood Residential

## MARSHALL SCHOOL PEDESTRIAN IMPROVEMENTS



### POLICY C2

UTILIZE TRAFFIC CALMING GATEWAYS, SUCH AS TRAFFIC CIRCLES OR MEDIAN ISLANDS, AT NEIGHBORHOOD ENTRANCES OR WHERE STREET CHARACTER CHANGES TO SIGNAL DRIVERS TO DRIVE WITH CARE.



## STREET TYPE

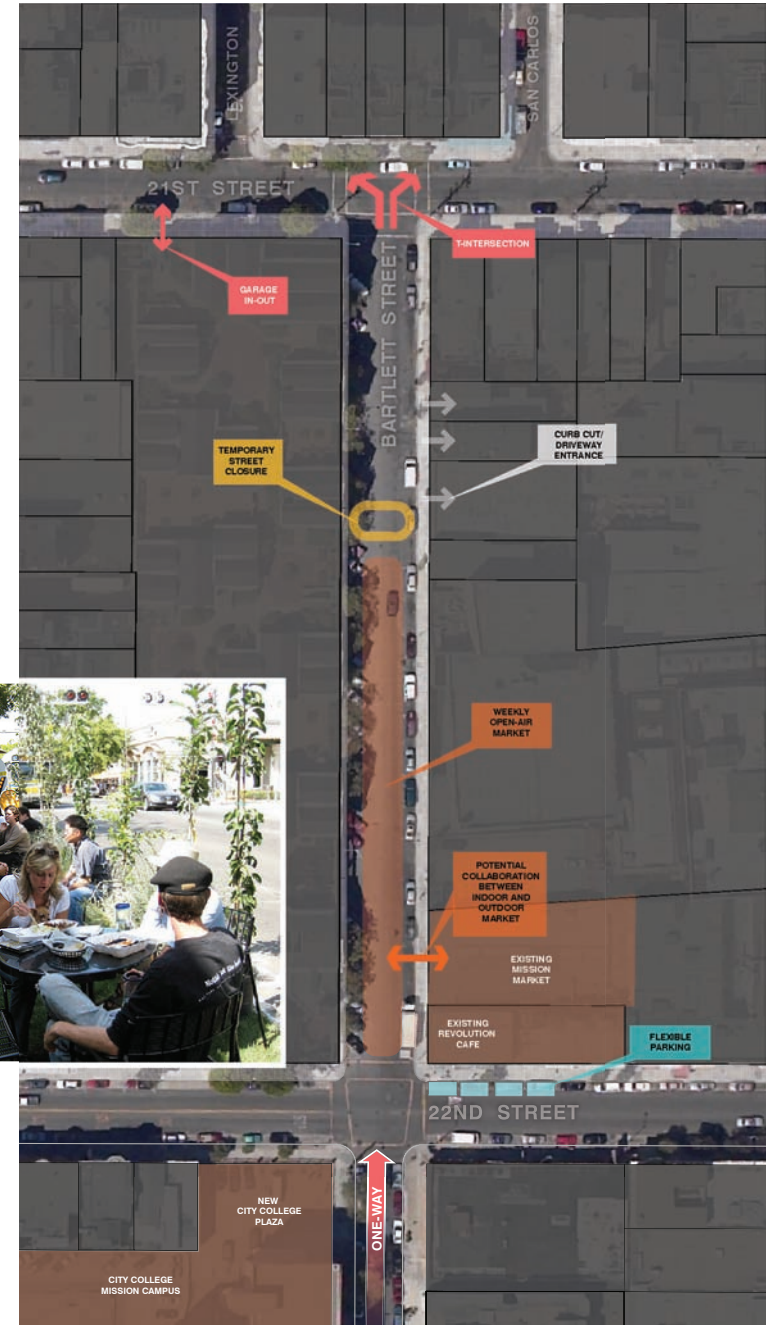
# Neighborhood Commercial

**POLICY C5**

SUPPORT AND CREATE MORE SPACE FOR STREET VENDORS, INCLUDING A NEW WEEKLY MARKET ON BARTLETT STREET.

**POLICY C6**

JUDICIOUSLY UTILIZE SELECTED ON-STREET PARKING SPACES FOR TEMPORARY OR PERMANENT PLANTING, BICYCLE PARKING, SIDEWALK EXTENSIONS OR CAFE' SEATING.

**FLEXIBLE PUBLIC SPACES**



## STREET TYPE

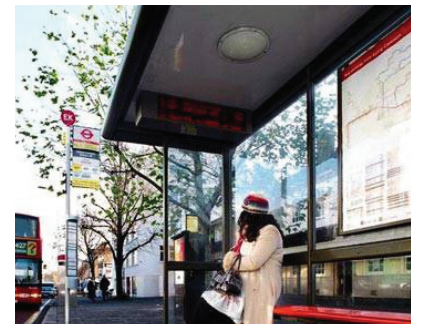
# Commercial Throughway

### POLICY F2

CREATE A SPECIAL DESIGN PLAN FOR MISSION STREET, RECOGNIZING ITS HISTORIC AND CONTEMPORARY IMPORTANCES AS A MAJOR NORTH-SOUTH SPINE



## MISSION STREET



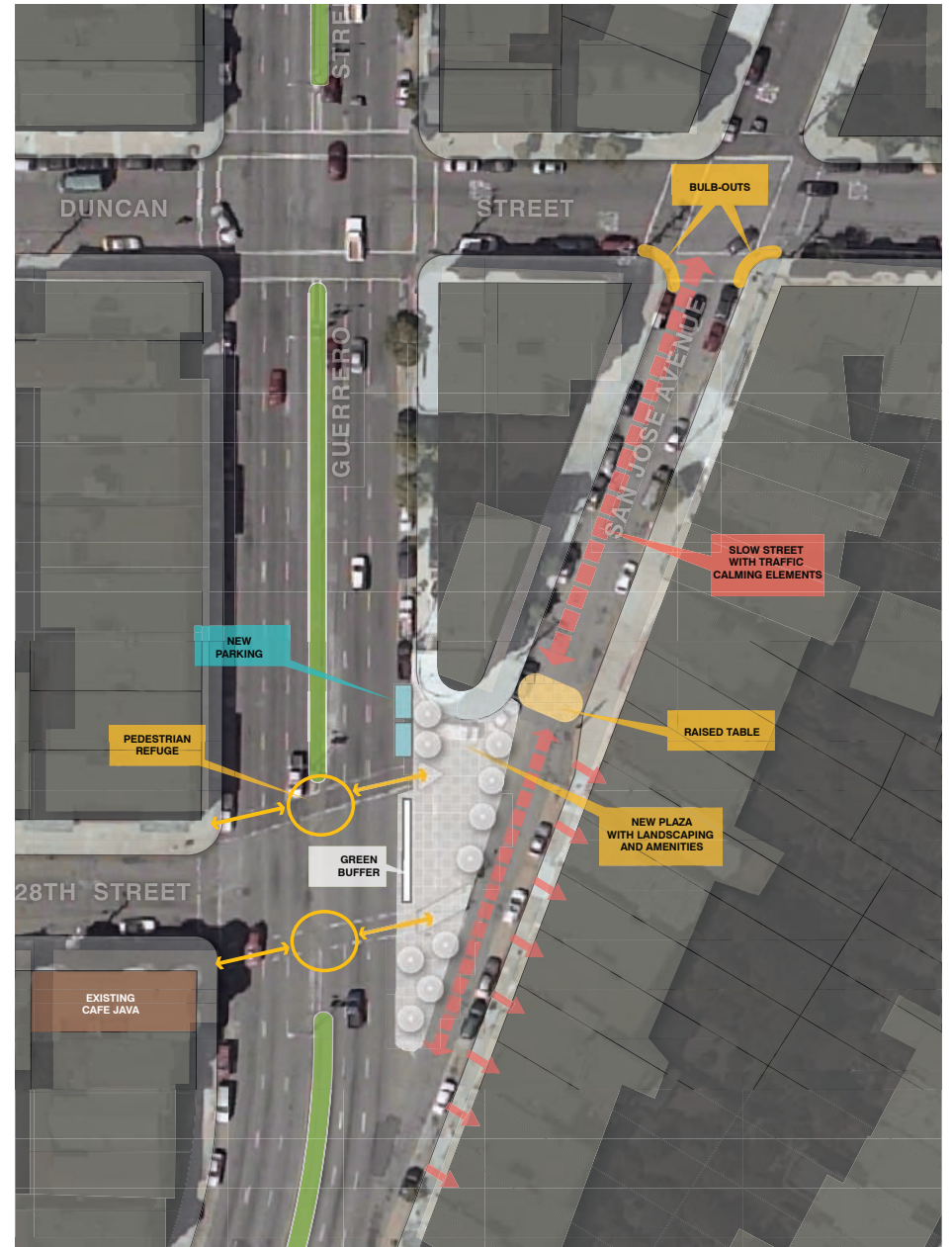
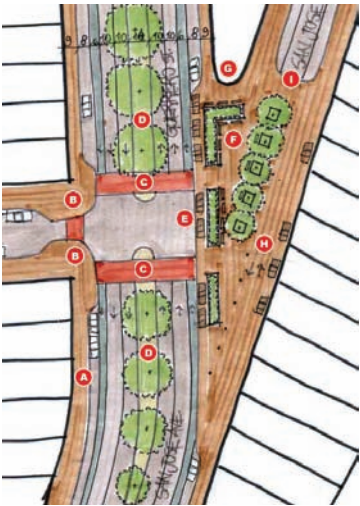


## STREET TYPE

# Urban Plazas

## POLICY C1

CREATE NEW COMMUNITY SPACES BY RE-USING EXCESS PORTIONS OF RIGHT-OF-WAY





# Open House

## IDEAS & COMMENTS



Please write your comments on a post-it note and place them below each question.

## STATIONS

- ▶ **ALLEYS + OSAGE, QUANE AND AMES CONCEPT**
- ▶ **NEIGHBORHOOD RESIDENTIAL+ MARSHALL SCHOOL PEDESTRIAN IMPROVEMENTS**
- ▶ **NEIGHBORHOOD COMMERCIAL + FLEXIBLE SPACES**
- ▶ **COMMERCIAL THROUGHWAY + MISSION STREET CONCEPT**
- ▶ **URBAN PLAZAS**
- ▶ **MIXED USE**
- ▶ **RESIDENTIAL THROUGHWAY**