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

WORKSHOP 1: Vision and Opportunities

WORKSHOP 2: Priority Policies and Street Design Toolkit

TODAY: Toolkit Sample Blocks
Draft Implementation Strategy
Specific Design Concepts

NEXT STEPS: Begin Environmental Review
Coordinate With Agency Partners
Develop Capital Program
Release Draft Plan
Community Vision for Streets

A MULTIMODAL
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
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.

<table>
<thead>
<tr>
<th>LIST OF STREETS</th>
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<tbody>
<tr>
<td>ALBION - 60'</td>
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<tr>
<td>BARCLAY - 60'</td>
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<td>CAUF - 60'</td>
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<td>DEARBORN - 60'</td>
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<td>FAIR OAKS - 60'</td>
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<td>FLORIDA - 60'</td>
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<td>MANSFIELD - 60'</td>
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<td>MUNI - 42'</td>
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<tr>
<td>JULIUS - 60'</td>
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<td>LINDA - 32'</td>
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<td>LEFKOVICH - 60'</td>
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<td>MINNA - 35'</td>
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<td>MICHIGAN - 60'</td>
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<td>OAKWOOD - 60'</td>
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<td>SAN CARLOS - 60'</td>
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<tr>
<td>SHOTWELL - 60'</td>
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<tr>
<td>TIBURON - 60'</td>
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<td>VINEYARD - 60'</td>
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YOUR COMMENTS AND FEEDBACK

TOOLKIT PAGE FROM WORKSHOP 2
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”
NEIGHBORHOOD RESIDENTIAL
RAIN GARDEN
RAISED CROSSWALK
TRAFFIC CIRCLE
CHICANE
PLANTING AREA
PERMEABLE PAVING
WHAT WE HEARD

Neighborhood Commercial

Locations where sidewalks are too narrow?

Valencia Street

18th, 22nd, 24th Street

Capp Street, Bartlett Street
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 Throughway 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

PLANTED MEDIAN

PLANTING AREA

WIDENED SIDEWALK

BIO-SWALE

RESIDENTIAL THROUGHWAY

NEIGHBORHOOD STREET RESIDENTIAL THROUGHWAY
WHAT WE HEARD

Commercial Throughway 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”
COMMERCIAL THROUGHWAY

COMMERCIAL THROUGHWAY

NEIGHBORHOOD STREET

NEIGHBORHOOD STREET

PEDESTRIAN SCALE LIGHTING

SEATING AREA

PERMEABLE PAVING

BICYCLE PARKING

RAIN GARDEN

INFILTRATION BOARDWALK

BUS BULB-OUT WITH TRANSIT STATION

PUBLIC ART

HIGH VISIBILITY CROSSWALK

SEATING AREA

PERMEABLE PAVING

BICYCLE PARKING

RAIN GARDEN

INFILTRATION BOARDWALK

BUS BULB-OUT WITH TRANSIT STATION

PUBLIC ART

HIGH VISIBILITY CROSSWALK
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”
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
## Highest Priorities

**Quick Fixes**
- 17th Street bicycle facilities, per the Bike Plan
- Substitute on-street bike parking for car parking at corners and mid-block
- Flexible parking in neighborhood commercial areas: utilize select parking spaces for café seating
- 26th Street and Shotwell Street: calm traffic using traffic circles
- Incremental street tree and sidewalk plantings

**Medium-Term Projects**
- Living Alley Pilot Project
- San Jose / Guerrero Plaza
- Marshall and Buena Vista Safe Routes to Schools Projects

**Big Investments**
- Cesar Chavez Street: pedestrian, bicycle and streetscape improvements
- Valencia Street: pedestrian and streetscape improvements
- Mission Street: transit, pedestrian and streetscape improvements
- 16th Street: transit, pedestrian and streetscape improvements
- Folsom Street pedestrian and streetscape improvements

## Other Priorities

**Quick Fixes**
- 20th Street and Capp Street: traffic calming using traffic circles
- Urban Mixed-Use Streets: perpendicular parking with temporary sidewalk extensions or café seating
- Dolores Street: add thumbnails and high-visibility crosswalks to improve pedestrian crossings
- Incremental addition of art into the streetscape

**Medium-Term Projects**
- Treat Triangle Plaza
- Mission Creek Bikeway
- Neighborhood-wide living alleys projects
- Install raised crosswalks where alleys meet throughway streets
- Add permanent sidewalks extensions or chicanes on traffic-calmed streets

**Big Investments**
- Potrero Avenue: streetscape improvements
- Guerrero Street: pedestrian and streetscape improvements
- South Van Ness: pedestrian and streetscape improvements
- Neighborhood residential streets: transform into shared streets
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

Summary of Proposed District 9 Changes:
- All-day, frequent, limited-stop service proposed on Mission Street by the 14L-Mission Limited and a new, 49L-Vanness/Mission Limited
- A new 58-24th Street line would provide additional service along 24th Street
- Existing 27-Bryant and 12-Folsom would be consolidated on Folsom Street in the Mission to provide more frequent service, and rerouted to connect to 24th Street BART
- J-Church would be extended to San Francisco State University
- 26-Valencia would be discontinued; parallel service on Mission Street would be improved and Glen Park segment would be served by 36-Teresita
- 67-Bernal Heights would be reconfigured and would no longer run on Mission Street; service would be maintained to 24th Street BART
- 48-Quintara would be more direct between Portola and 24th Street via Clipper and Diamond Streets; Hoffman and Douglass would be served by modified 35 line and also connect to Glen Park BART

Recommended Network

District 9
(Includes Mission, Bernal Heights, Portola)

Legend
- Rapid Network
- Local Network
- Community Connectors
- Specialized Services
- Segment Proposed for Elimination

Data Source: SFMTA, SFGOV, MTC.
Updated: December 2008
Bike Plan

- **Near-Term Bicycle Improvement Projects**
- **Long-Term Bicycle Improvement Projects**
- **Minor Improvements to Bicycle Route Network**
- **Existing Bicycle Route Network**
- **Long-Term Transbay Transit Center Connection**
- **Parks and Open space**
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- Potrero Avenue: streetscape improvements
- Guerrero Street: pedestrian and streetscape improvements
- South Van Ness: pedestrian and streetscape improvements
- Neighborhood residential streets: transform into shared streets
Discussion Questions

Are these the right priorities?
Are they in the right boxes?
IMPLEMENTATION STRATEGY

Focus Areas
POLICY A3
CREATE A NETWORK OF PEDESTRIAN-FOCUSED GREEN ALLEYS WITH RAISED CROSSWALKS OR OTHER GATEWAY TREATMENTS AT ENTRANCE.
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