Potrero Streetscape Improvement Project

March 26, 2013
Meeting Agenda

Presentation  20 Minutes
Questions & Answers  10 Minutes
Small Group Exercise  30 Minutes
Pedestrian and streetscape improvements on Potrero Avenue were included in the Mission District Streetscape Plan (MDSP), adopted by the Board of Supervisors in 2010.
1.2 COMMUNITY DIALOGUE

As discussed earlier, the Mission Streetscape Plan stems from the larger East Boston Planning effort and builds on the extensive community involvement of that Plan. The Mission District Streetscape Plan goal was to identify improvements to streets, sidewalks, and public spaces in the Mission District based on community input gathered through the process.

The Mission District Streetscape Plan community dialogue involved community-based organizations, continuous dialogue with other City agencies, and hands-on involvement in community-based projects. This outreach-intensive approach resulted in a plan that is supported by community members and that has spawned new community initiatives at a grassroots level such as the Mission Community Market, a new outdoor market in the heart of the Mission.

The City sponsored five community workshops, held between March 2009 and April 2010. Each workshop was attended by approximately 50 local residents, merchants, representatives of community organizations, and others.

A summary of each workshop follows.

**August 2008**

**WORKSHOP 1**

The goal of Workshop 1 was to articulate a vision for the Mission Streetscape Plan project. Community participants who attended the workshop worked in smaller groups to develop a vision for a new Mission District neighborhood streetscape to guide design in the following months. Main polices discussed the importance of prioritizing walking, bicycling, and transit, incorporating greenery, providing more gathering spaces, and reorienting public art. Policies were then prioritized and organized in broader categories for discussion and use.

**May 2009**

**WORKSHOP 2**

During Workshop 2, participants reviewed priority policies refined from Workshop 1. Main categories to organize policies were describing a new urban landscape that would be multi-modal, green, community-focused, safe, and enjoyable, well-maintained, and memorable. A short presentation about streets in the Mission was also conducted at the meeting. Participants discussed goals and ideas for each street type.

**March 2009**

**WORKSHOP 3**

During Workshop 3, community participants reviewed street types as applied to the Mission District. The Planning Department presented models for each street type and a toolkit of potential design solutions. Participants discussed more ideas in smaller working groups.

**March 2010**

**WORKSHOP 5**

Workshop 5 was organized as a roundtable discussion with a focus on the implementation of a small number of projects selected from the catalog of ideas developed during workshops 1-4. City representatives and community leaders presented their work on those projects and discussed next steps with community participants. Highlights from this list of priority projects discussed were: improving roads for 18th Street (as a first step towards a road diet), the construction of a gateway on Bryant Street at Cesar Chavez, updates on Mission Playground and Debares Park renovations, a Pavement to Park installation on 22nd Street, and a community-managed outdoor market on Bartlett Street (see Chapter 3).
Background: MDSP vision key concepts

A. MULTI-MODAL

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

DESIGN POLICIES

A1. Emphasize pedestrian improvements on commercial and transit streets
A2. Connect open spaces with bike streets (See Outline Neighborhood Policy)
A3. Create network of pedestrian-focused green streets
A4. Expand bicycle network (See San Francisco Bicycle Plan Policy)
A5. Support the Transit Efficiency Program (Transit Efficiency Program)
A6. Historic impact of traffic on South Van Ness and Guerrero Street (San Francisco General Plan)

B. GREEN

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

DESIGN POLICIES

B1. Implement neighborhood-wide planting program
B2. Create a continuous canopy of trees on thoroughfare streets
B3. Support efforts to make the Mission District a model for stormwater management

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.

DESIGN POLICIES

C1. Create new community spaces
C2. Utilize traffic calming gateways at key entrances
C3. Restrict and discourage traffic in protected residential areas (See Urban Design Element Policy)
C4. Encourage socially-engaging and lively sidewalks
C5. Create opportunities for street vendors, including an outdoor market on Bartlett Street
C6. Utilize flexible parking spaces for community use

D. SAFE & ENJOYABLE

Street design should emphasize environment and safety for all users, providing adequate lighting and visibility as well as buffer from automobile conflicts.

DESIGN POLICIES

D1. Shorten and improve pedestrian crossings
D2. Utilize pedestrian-scale street lighting on important connections
D3. Pedestrian and bicycle safety
D4. Develop a palette of Mission District street amenities
D5. Create a comprehensive design for Mission Street (See Outline Neighborhood Policy)
D6. Transform the Transit Efficiency Program
D7. Transform Fulton Street into a civic boulevard (To be designed per the Transit Efficiency Program)
D8. Incorporate public art

E. WELL-MAINTAINED

Existing street amenities should be well-maintained, and future improvements should have a maintenance plan to ensure proper upkeep.

DESIGN POLICIES

E1. Develop maintenance plan for existing and future improvements
E2. Develop program for community “adoption” of improvements

F. MEMORABLE

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

DESIGN POLICIES

F1. Develop a palette of Mission District street amenities
F2. Create a comprehensive design for Mission Street (See Outline Neighborhood Policy)
F3. Transform Fulton Street into a civic boulevard (To be designed per the Transit Efficiency Program)
F4. Incorporate public art
Throughways Median Improvements

This project would replace the existing striped medians on throughways such as Potrero Avenue with raised planted medians (while retaining existing left turns and turn lanes) and would add median islands to provide mid-block pedestrian refuges. It would add corner sidewalk bulb-outs at pedestrian crossings and bus-bulb-outs at bus stops. New street trees and sidewalk landscaping would also be provided. Other throughways in the Mission District with similar existing conditions are Guerrero Street and Cesar Chavez Street.
Implementing the MDSP

The 2011 Road Repaving and Safety Bond will provide a total of $3.2M for the Potrero Streetscape Project between 21st and 25th Streets.
Key Elements of the Streetscape Project

- Pedestrian Improvements
- Landscaping
- Street Lighting
Existing Conditions
Option A: New Median
Option B: New Median & Wider Sidewalks
Design Features

Transit improvements  Street lighting  Median planting
Repaving

- Potrero Avenue
  Alameda to 25th
- 22nd Street
  Potrero to Vermont
- 23rd Street
  Potrero to Vermont
- Vermont Street
  22nd to 23rd
- San Bruno Avenue
  22nd to End
Install new water mains 8”, 12”, 16” diameter:

• Potrero Avenue
  21st to 25th

• 22nd Street
  Potrero to San Bruno

• 23rd Street
  Potrero to Vermont

For additional inquiries, please contact SFPUC-Water PR Officer Roberto Lopez at (415) 554-3286
• Lines 9, 9L and 33

• Overhead contact system will be replaced along with poles for the 33

• Lines will be evaluated in the TEP
Schedule

Apr 2013 – Jan 2014  Design
May 2013  Community Meeting #2
February 2014  Advertise Contract
July 2014 – June 2015  Construction
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