

SOUTHEAST MISSION PEDESTRIAN SAFETY PLAN

In 2003, the Departments of Parking and Traffic (DPT) and Public Health (DPH) received an Environmental Justice grant from Caltrans to develop the Southeast Mission Pedestrian Safety Plan. We prepared a draft and shared this at a public review meeting in December 2003. (The Draft is summarized on the following pages.) Since that time, we have been refining that Plan and working closely with other City departments, especially Muni. We are now asking for further public comment and contacting businesses and property owners that could eventually be affected by the plan.

PURPOSE OF PROJECT

The SE Mission Pedestrian Safety Plan is aimed at improving walking safety and convenience on the rectangle of streets made by Potrero Avenue, Cesar Chavez, 24th, and Mission Streets. It emphasizes “arterial traffic calming” measures to slow traffic and make walking and bicycling on major streets safer and easier. The Plan supports San Francisco’s official “Transit First” policy that gives higher priority to walking, bicycling, and public transit over private automobiles. However, the Plan must also support a balance among all travel modes and be consistent with the City’s adopted Traffic Calming Guidelines, the General Plan, and State/Federal traffic engineering standards.

THE PLANNING PROCESS SO FAR

DPT managed transportation planning and engineering for the project, while DPH managed outreach and provided data collection and analysis.

DPH held monthly meetings with a neighborhood-based working group. The working group included neighborhood residents, representatives of SF General Hospital, SE Mission Improvement Association, and two area schools (Buena Vista and Leonard Flynn Elementary Schools).

City staff and working group members reviewed collision patterns, improvement alternatives, and plan recommendations. A community survey was conducted to gather information about intersections that community members avoided, or believed to be unsafe and unpleasant to cross, why community members felt that way, and which improvements they would most like to see.

Recently, DPT has conducted outreach for the potential Potrero Avenue bike lanes (and lane reduction) project, which is addressed in the SE Mission Plan. This needed to be addressed separately partly because the bike lanes extend beyond the SE Mission.

NEXT STEPS

After this additional round of community review, the Draft Plan will be revised for presentation as a “Concept Plan” to the Municipal Transportation Agency (MTA) Board, the City’s commission for transportation issues. This will provide an opportunity for further public comment. Project components that involve significant changes to parking or the street system will have separate public hearings.

The Concept Plan is partially funded. (In particular, bike lanes on Potrero Avenue and selected corner curb bulb-outs on Cesar Chavez are funded by grants, but are not fully approved.) However, additional funding will be needed to implement the entire Plan. The Proposition K sales tax will be a major funding source.

If you have any questions or comments, you can email livable.streets@sfgov.org or call 415/554-2398. Please check the Livable Streets website (www.livablestreets.org) for project updates.

SUMMARY OF KEY PHYSICAL IMPROVEMENTS

24th STREET

- Corner Bulbs (at Potrero Avenue)
- Ladder Crosswalks (Alabama, Bryant and Florida – already done), advance limit lines, special crosswalk treatments
- Additional Yellow zones between Harrison and Alabama Streets
- Additional Enforcement of meter zones
- Pedestrian countdown signals at Folsom, Harrison, Bryant, Capp, and S. Van Ness
- New all-way STOP at Treat (committed, in approval process)

Drawbacks – Potential loss of 4 parking spaces at 24th & Potrero

Estimated Construction Costs - For full build-out estimated \$265,000 construction cost

POTRERO AVENUE

- Corner Bulbs at 24th and 25th Streets
- Installation of countdown pedestrian signals at 25th St. and signal upgrade (committed, in final design)
- Additional signal time for pedestrians or “pedestrian head starts” at 23rd, 24th, and 25th Streets
- Additional Enforcement of red light running and speeding
- Red light photo-enforcement cameras to be considered when citywide program is re-bid in 2004-05
- Reduce a lane of traffic on Potrero Avenue in each direction, replacing with bike lanes, left turn pockets, and pedestrian refuge islands¹
- New mid-block crosswalk to SF General Hospital between 22nd and 23rd Streets with traffic and pedestrian signals (actively being studied)
- Improve sidewalk connection to Cesar Chavez under the freeway

Drawbacks – Potential loss of 7 parking spaces on or immediately adjacent to Potrero Ave between 24th St and Cesar Chavez (includes spaces counted for 24th Street above)

Estimated Construction Costs - For full build-out, estimated \$380,000 construction cost

¹ These improvements are actively under study with extensive public involvement. Current draft concept would retain 2 through lanes in each direction south of 23rd Street, but the cross-section for the portion from 23rd north is still being determined. Bike lanes from 25th to 17th would be installed and maintained if approved, but might be relocated or removed if later found incompatible with an approved Bus Rapid Transit Project

CESAR CHAVEZ

- Corner Bulbs and Bus bulbs at various intersections (Bryant, Harrison, Folsom, S. Van Ness)
- S. Van Ness - Median refuge island and lane reduction
- MUNI zone extensions²
- MUNI zone consolidation – remove 2 zones on Cesar Chavez and replace with new zone on Bryant east side, just north of Cesar Chavez
- Radar Speed Sign at Alabama (funded, under construction)
- Installation of countdown pedestrian signals and signal upgrade (funded, partly constructed)
- Additional signal time for pedestrians or “pedestrian head starts” at Folsom, Harrison, and Bryant
- Additional Enforcement of red light running and speeding
- Red light photo-enforcement cameras to be considered when program is re-bid in 2004-05
- Widen and improve sidewalk south of Rolph Playground
- Extend Median Islands, with pedestrian refuge island at Mission
- Installation of trees west of Bryant
- Upgrade existing striping and signage
- Further investigation of possible reduction of one traffic lane in each direction, with replacement by bike lanes and left turn pockets (may require formal environmental review), being studied by Bicycle Plan Update³

Drawbacks – Potential loss of about 11 parking spaces on or immediately adjacent to Cesar Chavez between Potrero Ave. and Mission St.

Estimated Construction Costs - For full build-out estimated \$2.2 Million construction cost. (The bike lanes would require moving the median island, likely costing over \$1 million.)

MISSION STREET

- Curb bulbs at intersections with Cesar Chavez and 24th Street
- Investigate left turn phase or prohibition from Mission to Cesar Chavez
- Installation of countdown pedestrian signals at 26th Street (already installed to cross Mission)
- Upgrade existing striping and signage

Drawbacks – Parking shifts needed to avoid loss of about 2 parking spaces on Mission St. at 24th.

Estimated Construction Costs - For full build out estimate \$360,000 construction cost for 24th & Mission.

OVERALL

Construction costs - \$3.2 million

Loss of Parking - 18 spaces

² Muni bus zone extensions are underway on Cesar Chavez. The Working Group had indicated that it would not support bus zone extensions on Potrero and 24th Street that would remove parking. This proposal is not supported by the Draft Plan, is being considered by Muni and DPT in the Potrero bike lanes project.

³ Will consider such issues as cost, Muni impacts, and possible traffic diversion into residential areas.