Eastern Neighborhoods
Pedestrian / Bicycle / Traffic Calming Improvements

Adopted December 2008

Legend

- 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.
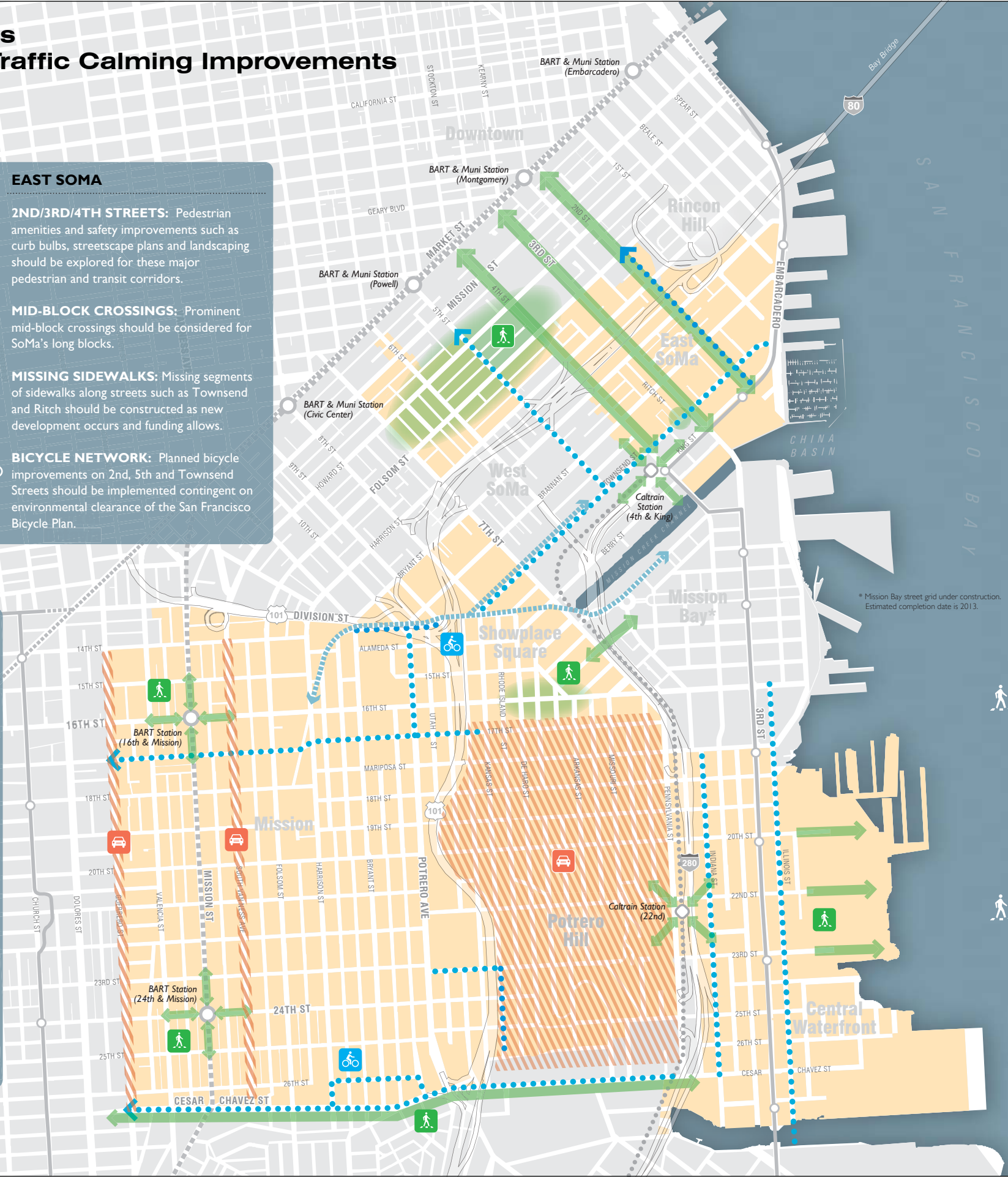
MISSION

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.

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.

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