



# PUBLIC REALM

## EXISTING CONDITIONS ASSESSMENT

### CENTRAL CORRIDOR

#### PLANNING PROJECT



SAN FRANCISCO PLANNING DEPARTMENT | OCTOBER 2011



<http://centralcorridor.sfplanning.org>

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PLANNING DEPARTMENT

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MAP 1: STUDY AREA

+++ Caltrain    — BART    — Muni    — Central Subway  
 Solid lines represent surface rail, dashed lines represent subway.

1,000 Feet



# Introduction

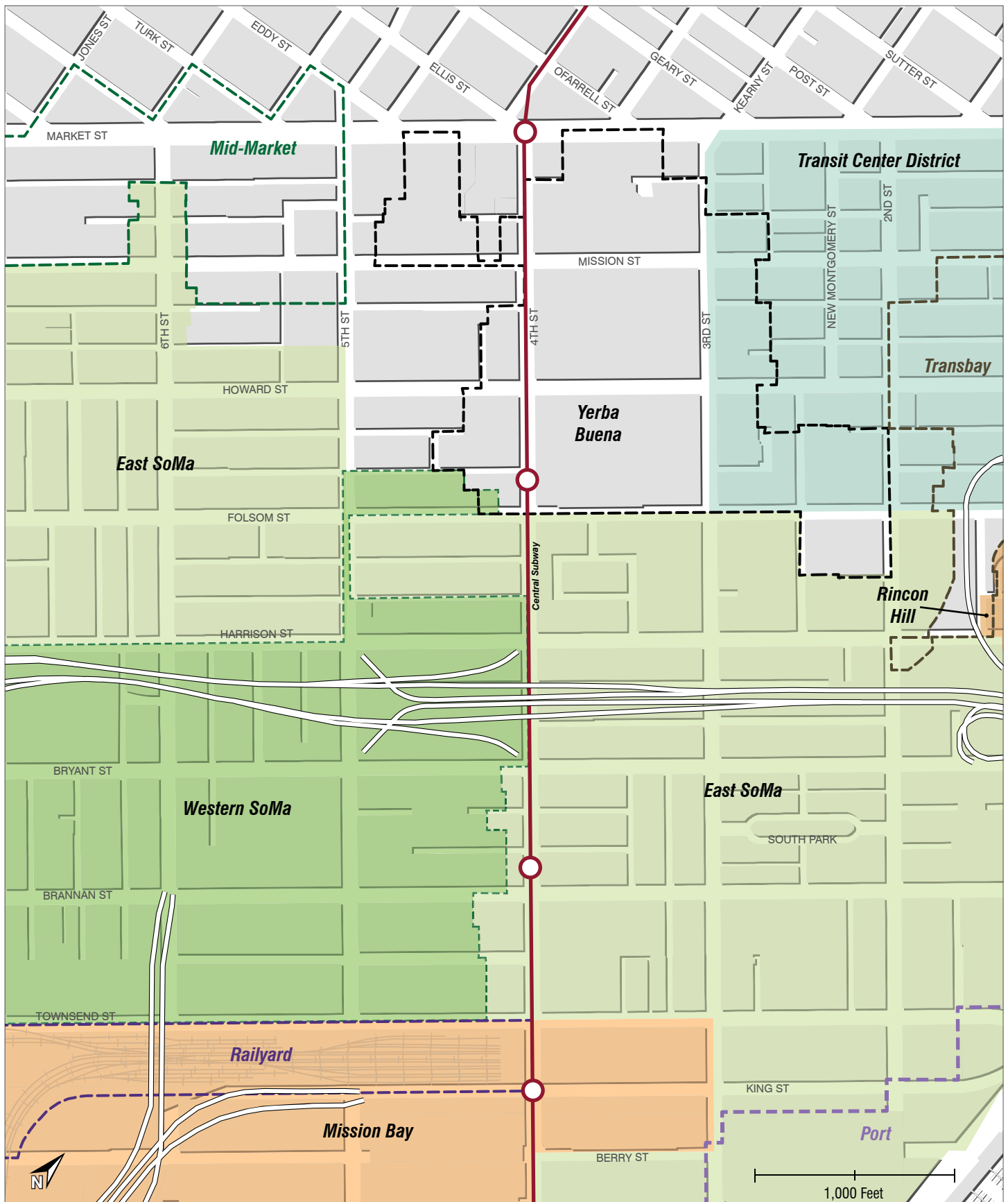
In anticipation of the Central Subway transit line's construction along 4th Street in the South of Market area, the San Francisco Planning Department is undertaking the Central Corridor Project to examine how land use patterns in this area might best complement and capitalize on the new transit infrastructure.

In conjunction with studying land use, the Department is also investigating improvements to the area's public realm—its streets, sidewalks, plazas and other open spaces—to support the neighborhood's growth and improve access to the new rail stations. This document summarizes the first step in that investigation: a detailed analysis of the existing condition of the Central Corridor area's public realm.

The Central Corridor Project focuses on the southern portion of the future Central Subway railway line and is generally bounded by 2nd Street on the east, 6th Street on the west, Mission Street on the North and Townsend Street on the south. *See Map 1.* These boundaries may change upon further study and community input.

The existing public realm of the Central Corridor project area includes a remarkably wide range of environments. Nearly every major street type can be found within the study area, from busy thoroughfares connecting Downtown to the Bay Bridge, to narrow alleyways serving quiet residential enclaves. The quality of the public realm varies considerably, from the bustling promenades and nicely landscaped plazas near Yerba Buena Gardens to the disconnected, narrow and dark sidewalks near Interstate 80.

This plan will eventually take a close look at ways to improve all facets of the Central Corridor's public realm and will identify and offer detailed recommendations for key focus areas. This document is intended to provide the proper background analysis for these upcoming efforts.



MAP 2: OTHER PLANNING EFFORTS



# 1. Background Materials & Data

## 1.1 RELATED PLANS & POLICIES

Much of the area close to the Central Subway corridor has been closely scrutinized in past planning efforts (see Map 2). Many of these plans analyze and offer recommendations for the area's public realm. In addition to these area-specific plans, citywide planning efforts will also inform future public realm improvements in the area. The following is a brief summary of the plans and policies most pertinent to the Central Corridor's areas public realm.

### *Citywide:*

**San Francisco Better Streets Plan.** Adopted in February 2006, the Better Street's Plan states that the City's rights-of-way should be "attractive, safe and usable public open space corridors with generous landscaping, lighting and greenery." The Better Streets Plan implements this policy with a set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment. All street improvements proposed for the Central Corridor area will comply with the recommendations of the Better Streets Plan.

**San Francisco Bike Plan.** In June 2009, the San Francisco Municipal Transportation Agency (SFMTA) adopted the San Francisco Bicycle Plan - a road map for bicycle improvements throughout the City. The plan calls for the creation of new bike lanes on 5th Street and Townsend Street adjacent to and within the boundaries of the Central Corridor Project area.

**Transit Effectiveness Project (TEP).** The TEP is a system-wide SFMTA study undertaken to make transit more reliable and convenient. Since the planning phase concluded in 2008, principles from the TEP have informed a range of SFMTA activities. Recommendations were made to improve and restructure numerous transit routes traveling through the Central Corridor plan area. The SFMTA is currently undertaking environmental review of the TEP. For a summary of Central Corridor study area-specific TEP recommendations please see Page 20 of this report.

**The Recreation and Open Space Element (ROSE)** is the component of the City's General Plan that provides a 20 year vision and plan for open space in the City. A new draft of the ROSE is currently undergoing public review. The June 2011 draft of the ROSE contains a number of policy recommendations

related to open space in the Central Corridor Study Area. These include:

*Policy 2.1: Prioritize acquisition of open space in high needs areas.*

The Central Corridor study area contains locations identified in the ROSE as high need areas for acquisition of open space. This study will investigate opportunities to create new open space throughout the district to serve these areas.

*Policy 2.8: Consider repurposing underutilized City-owned properties as open space.*

The ROSE recommends studying the use of existing publically-owned lands as open space, including land beneath freeways. In the Central Corridor study area the state-owned land beneath Interstate 80 and the SFPUC owned parcel on the block bounded by 4th , Bryant, 5th and Brannan Streets could be considered for potential use as public open space.

*Policy 3.1: Creatively develop existing publicly-owned rights of way and streets into open space.*

The ROSE endorses the use of publically- owned rights of way as part of the City's larger open space network. Streets within the Central Corridor Area which have been identified as Green Connectors or Ceremonial Streets in other planning efforts (such as the Eastern Neighborhoods Plan) offer potential to fulfill the ROSE's vision of a well-connected system of open space throughout San Francisco.

### **Area-Specific:**

**East SoMa Eastern Neighborhoods Plan.** The East SoMA Plan, adopted into the General Plan in 2008, covers a significant portion of the Central Corridor Plan's area and includes a number of recommendations that apply to public realm improvements. The plan recommends the acquisition of land for a new park, the creation of "Green Connector" streets along major North-South corridors, "living streets" in the area's alleyways, and a "Civic Boulevard" along a major East-

West Street, likely Folsom Street. These recommendations will be studied in further detail by the Central Corridor plan.

**Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS).** EN TRIPS is the transportation implementation program for the Planning Department's Eastern Neighborhood's land use plans, including the East SoMa Area Plan (see above). The study is focused on developing multi-modal street designs for identified high-need corridors including – Folsom Street, 16th Street and 7th/8th Streets. EN TRIPS also seeks to provide guidance for recurring transportation challenges within the larger study area. The study is a coordinated multi-agency partnership between the San Francisco Municipal Transportation Agency, Planning Department and the San Francisco County Transportation Authority.

**Western SoMa Plan.** The Western SoMA Plan is an on-going citizen planning effort whose boundaries include the southwestern portion of the Central Corridor Area. The draft plan includes preliminary recommendations regarding open space and street design in this area. The plan's recommendations will be used to inform changes to the public realm proposed in the Central Corridor plan. Specific improvements recommended within the Central Corridor project area include:

- Developing Folsom Street into a pedestrian-oriented transit corridor.
- Creating gateway treatment at freeway off-ramps.
- Converting Natoma, Minna Street, Tehama, and Clementina Streets into two-way traffic.
- Installation of pedestrian crossings between alleys located on both sides of neighborhood-serving streets (5th, 6th, and Howard).
- Installation of mid-block crossing along Townsend, west of 4th Street.
- Reduce traffic speeds on Bryant and Harrison Streets, west of 4th Street.
- Removal of peak-period tow-away zones.

**SoMa Redevelopment Project Area Plan.** The South of Market Redevelopment Project Area was created in 1990. The plan has resulted in a number of improvements to streets and alleyways within the Central Corridor Area, with additional projects in the planning stages. In 2011 the Redevelopment Agency completed Phase I of its alleyway improvement project on Minna and Natoma Streets (between 6th and 7th), on Russ Street (between Minna and Folsom), and on Moss and Harriet Streets (between Howard and Folsom). Planning efforts for Phase II of this project are currently underway for alleyways in the area bounded by Mission, Fifth, Harrison, and Sixth Street.

**Transit Center District Plan.** The Transit Center District Plan, whose draft was published in November 2009, builds on the City's 1985 Downtown Plan to enhance the area around the new multi-modal Transbay Transit Center as the heart of the 21st-century downtown. The plan proposes to increase densities and building heights around the Transit Center. To support this additional growth and create a world-class public realm, the draft Plan proposes to widen sidewalks to an average of 20 feet (largely by eliminating much on-street parking), create new dedicated transit lanes, create new mid-block crosswalks, and convert portions of some 1-way streets to 2-way traffic. The draft Plan proposes extending 2-way operation of Folsom westward to 2nd Street, and on Howard westward to New Montgomery. The boundaries of the study area for the Transit Center District Plan are roughly Market Street on the north, Steuart Street on the east, Folsom Street on the south, and mid-block between 3rd and New Montgomery Streets on the west. The Draft EIR for the Plan is due out in Autumn 2011.

**Fourth & King Street Railyards Study.** Caltrain and the California High Speed Rail Authority are currently engaged in planning for the implementation of High Speed Rail service on the Peninsula and into San Francisco, including the addition of High Speed Rail service to the 4th/King site. This high-level feasibility study will produce a report on physical opportunities and constraints to development on the site, and a report on potential site plans including an economic

feasibility assessment. The Central Corridor plan will take into account the potential for changes to the railyards, to the extent known, when recommending public realm improvements to areas in their vicinity. Given the uncertainties and major unresolved issues with the Railyards and the Downtown Extension, both of which would affect Townsend Street, the Central Corridor Project will not focus detailed design recommendations on Townsend Street.

**Yerba Buena Street Life Plan.** In August 2011 the Yerba Buena Community Benefit District published the Yerba Buena Street Life Plan. The plan sets forth a vision for enhancing public space in the Yerba Buena Area over the next 10 years, ranging from temporary installations to long-term urban design improvements. This plan covers most of the northern half of the Central Corridor area. Permanent public realm improvements recommended by this plan include:

- New mid-block pedestrian crossings on Howard and Folsom, between 4th and 5th Streets.
- The closure of a portion of Lapu Lapu Street to provide a new neighborhood park adjacent to the Alice Street Community Gardens.
- A dog run on Ambrose Bierce Alley.
- The creation of a the "Yerba Buena Dog Patch", dog park in the landscaped area adjacent to Moscone Center on the north west corner of Folsom and 3rd, and the opening of the pedestrian crosswalk across 3rd Street at this same corner.
- The redesign of Shipley Street, Jessie East alley, and Annie Street as a "shared streets." The Annie Street proposal also calls for a redesigned plaza at Market Street and a new plaza at Mission.
- Enhancing Clementina Street as a pedestrian route between 6th and 4th Streets.
- A redesign of Annie Street that includes pedestrian plazas at Mission and Market Streets.

In addition the plan recommends locations for numerous streetscape improvements, public art, and other amenities for pedestrian and bicyclists.

## 1.2 CENTRAL SUBWAY

Scheduled for a completion date in 2017, the construction of the Central Subway beneath and along 4th Street offers exciting opportunities to improve the public realm along the paths that pedestrians will use to access the new transit line's stations. More than 76,000 daily riders are expected to use the Central Subway by 2030, with a peak hourly capacity of almost 5,000 riders traveling in each direction between Chinatown and the 4th & King Caltrain Depot.

The project will necessitate reconstruction of significant stretches of 4th Street offering a prime opportunity to simultaneously make improvements to the streetscape. Two segments of the street in particular will be rebuilt to accommodate the project: (1) the areas around the Moscone Station at 4th/ Folsom/Clementina, and (2) the right-of-way south of Harrison Street, which includes the Tunnel Portal beneath I-80 and the Fourth/Brannan Street Station. The next three pages describe each of these areas in greater detail and provide conceptual illustrations from SFMTA.



CENTRAL SUBWAY ROUTE AND STATIONS (SFMTA)

### Legend

|         |        |   |
|---------|--------|---|
| Surface | Subway | Existing TThird Alignment (Phase 1)         |
| Surface | Subway | Central Subway Alignment (Phase 2)          |
| .....   |        | Central Subway North Beach Tunnel Extension |
| ●       |        | Central Subway Stations                     |
| ●       |        | TThird Stations                             |
| ●       |        | BART and Muni Metro Stations                |
| ++++    |        | Caltrain                                    |
| —       |        | BART  |
| ⌒       |        | Surface to Subway Portal                    |

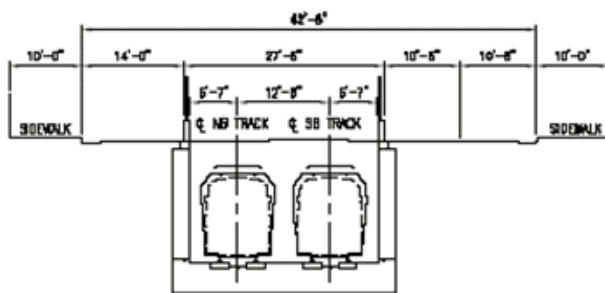
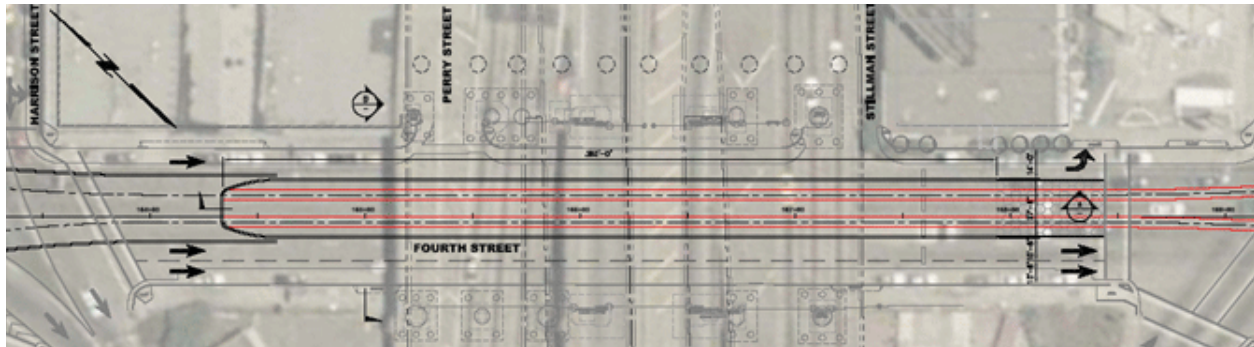
## Moscone Station

Moscone Station is a planned underground subway station at the intersection of 4th and Folsom Streets. The station's entry is planned for the corner of 4th Street and Clementina Street. The Central Corridor planning effort will focus on ways to provide good pedestrian access to the station and creating a welcoming streetscape in the surrounding area.

### CONCEPTUAL SECTION AND PLAN VIEWS OF MOSCONE STATION (SFMTA)



## DRAFT PLAN & SECTION VIEW FOR SUBWAY PORTAL ON 4TH STREET BENEATH I-80 (SFMTA)



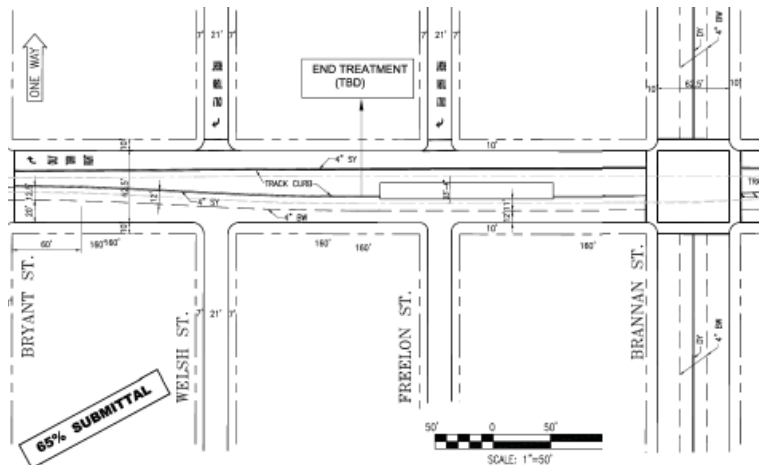
### Portal Beneath I-80

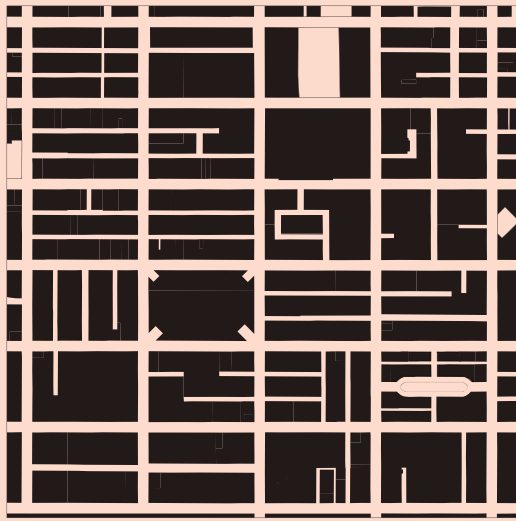
The 4th Street surface-rail will dip underground into the Central Subway tunnel via a portal beneath Interstate 80. The construction of this large portal will necessitate the redesign of the stretch of 4th Street between Harrison and Bryant Street and offers an opportunity to improve what is now an unpleasant pedestrian environment underneath the freeway.

### Brannan Street Station

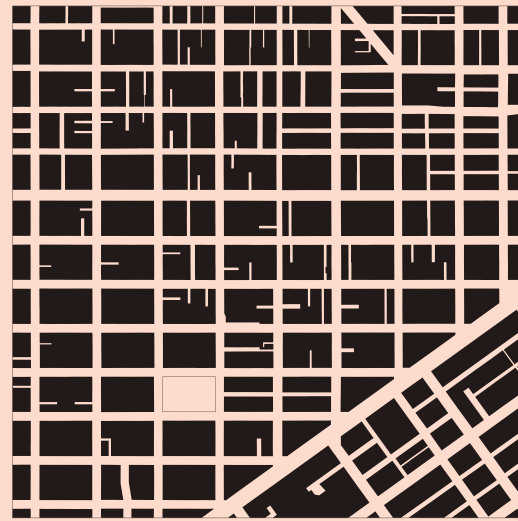
The Brannan Street Station will be a new surface level station located in a new median at the intersection of 4th and Brannan Streets. Creating proper pedestrian access and amenities in the immediate vicinity of the station will be key components of the public realm design for this stretch of 4th Street.

4TH & KING LIGHT RAIL STATION -  
PROTOTYPE FOR BRANNAN STREET STATION (SFMTA)





CENTRAL CORRIDOR AREA BLOCK PATTERN



UNION SQUARE AREA BLOCK PATTERN

## 2. Existing Public Realm Analysis

### 2.1 BLOCK PATTERN

The block pattern in the study area and in the South of Market (SoMa) area in general is primarily shaped by a continuous grid of 82.5 foot wide major streets. Major North-South streets<sup>1</sup> (numbered) are 825 feet apart, while major East-West streets (named) are 550 feet apart. These major streets form large “SoMa blocks” of approximately 10.5 acres each, blocks which are usually subdivided into smaller blocks by minor streets and alleys. Though the interior subdivision of a single large SoMa block can be quite intricate (for example the block bounded by 2nd, 3rd, Bryant and Brannan Streets is divided into 7 sub-blocks by 3 minor streets and 2 service alleys, and includes a park), a more common pattern is formed when a single large SoMa block is subdivided into three long, narrow blocks by two minor 35 foot wide East-West streets. As a result of development, many minor streets that were originally through streets now dead-end in the interior of their large SOMA block. When a minor street continues through two or more large blocks, there is almost never a safe way for pedestrians to continue along the minor street where it crosses a major street.

Compared with the North of Market area, where major North-South streets are 412.5 feet apart and major East-West streets are 275 feet apart, the large blocks in the study area inhibit pedestrian movement and convenience by significantly lengthening walking distances between points - the distance between destinations for walking trips in SoMa can be as much as 2.5 times longer than a trip between destinations similarly situated apart north of Market Street. This lengthening of walking distances reduces the ability and likelihood of people to walk between destinations, and reduces access to and likelihood of using transit. Furthermore, large blocks also increase vehicular and service demand on streets. Where there are no secondary streets or service alleys, all vehicular functions (including service loading as well as private vehicular access to off-street parking) are concentrated onto fewer streets, increasing traffic volumes on these streets and creating significant and frequent conflicts with automobile traffic, transit, bicycles, and pedestrian activity.

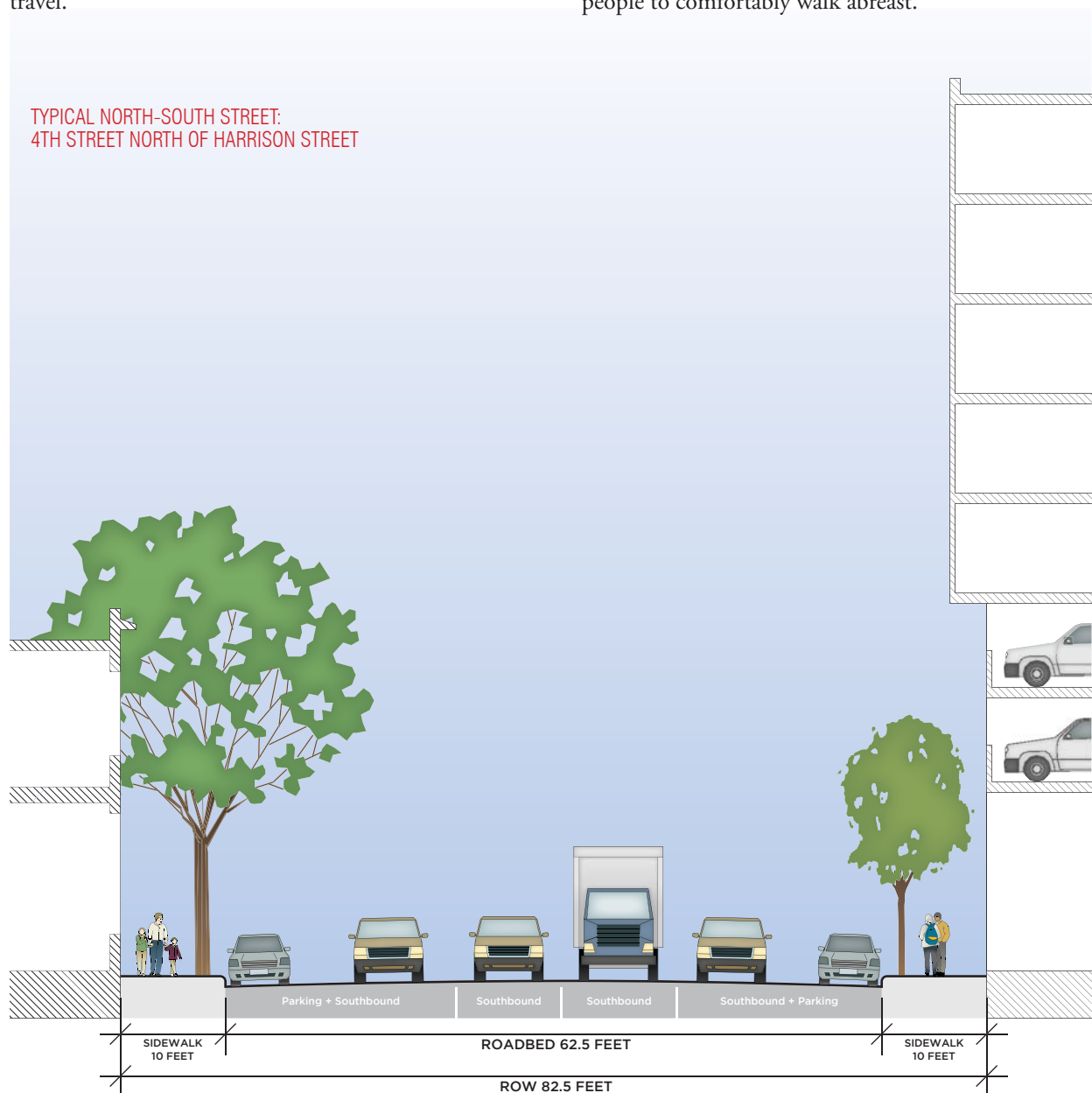
<sup>1</sup> Streets in SoMa are generally parallel or orthogonal to Market Street, which is oriented at approximately 44 degrees off true north. However, streets parallel to Market Street are usually described as “East-West” streets, while streets orthogonal to Market Street are generally described as running “North-South”.

## 2.2 STREET TYPES

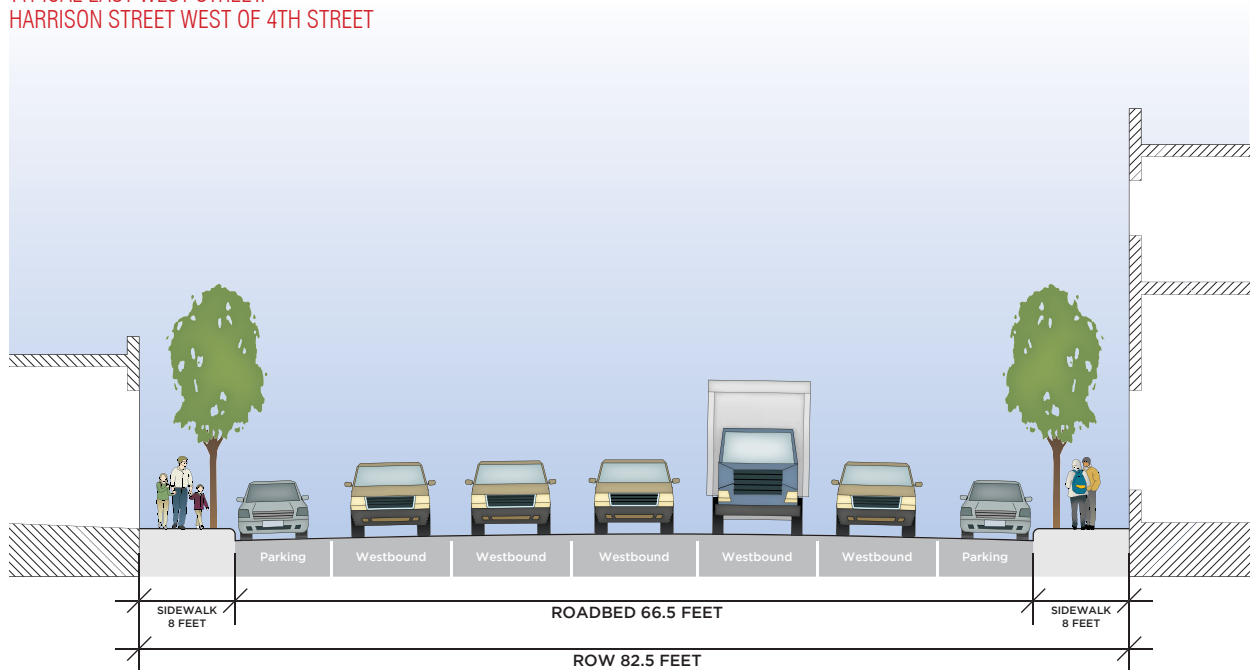
Major streets in the Central Corridor area and in SoMa in general are 82.5 feet wide. Sidewalks are typically narrow, with the vast majority of the public right-of-way devoted to automobiles – usually between 4 and 5 auto lanes traveling in one direction, with curb-side parking on both sides. Street trees, which are generally younger and thus relatively small, help to soften the car-dominated streetscape, but they often narrow the already under-sized pedestrian path of travel.

There are more variations in the total width and the sidewalk width of minor streets, but most have a 35 foot right-of-way, and 6 foot sidewalks are very common. Thirty-five foot wide streets typically have one travel lane and one curbside parking lane in a 23 foot wide roadbed – a rather generous width which does not discourage speeding. When planted with even small trees, the 6 foot wide sidewalks provide a clear walking path no wider than 4 feet, too narrow for two people to comfortably walk abreast.

TYPICAL NORTH-SOUTH STREET:  
4TH STREET NORTH OF HARRISON STREET



TYPICAL EAST-WEST STREET:  
HARRISON STREET WEST OF 4TH STREET



TYPICAL ALLEY/SMALL STREET:  
SHIPLEY STREET WEST OF 4TH STREET





*Narrow sidewalks, such as those on Bryant Street, are a common condition in the Central Corridor Area (top left). Pedestrian pinch-points, such as the one on Zoe Street at Bryant Street create poor pedestrian conditions (top right). The sidewalk detours near the Moscone Center along 4th and 5th create sizeable dead-zones for public life along the street and inconvenience pedestrians (bottom right).*

## 2.3 SIDEWALK WIDTH

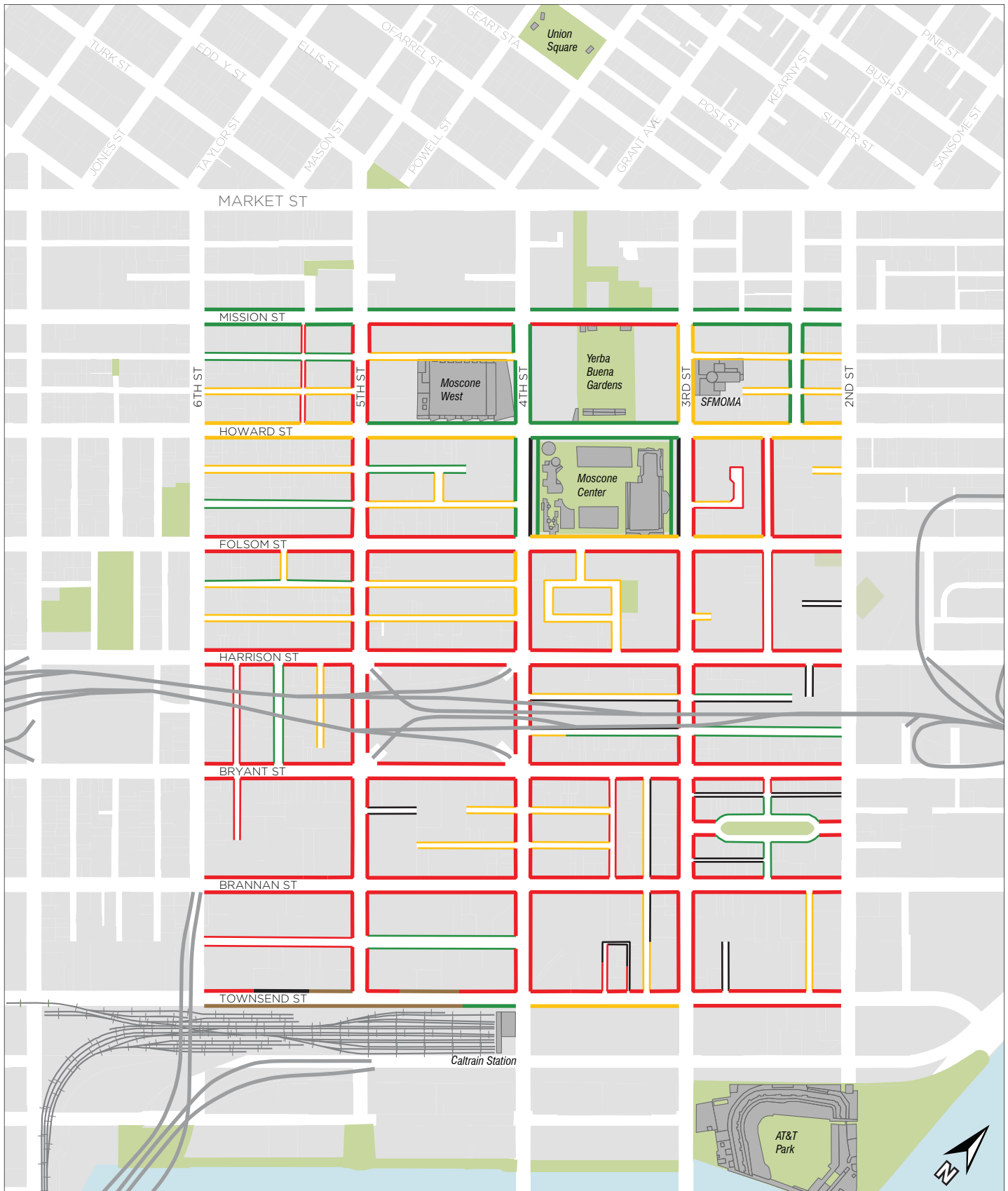
With few exceptions most major streets in the project area have sidewalks on both sides, but these sidewalks are usually not wide enough. Most commercial and cultural destinations in the area are located on major streets, and these streets usually offer the most direct pedestrian route to a given destination using marked crosswalks.

The Better Streets Plan (BSP) classifies most of the major streets in the area as Mixed Use streets and sets the minimum acceptable sidewalk width at 12 feet, with a recommended width of at least 15 feet.

Within the study area sidewalks on 4th Street between Mission and Folsom streets, on New Montgomery, and along portions of Mission and Howard streets meet the recommended width for major streets. Sidewalks on Howard Street and on a few blocks of 4th, Folsom, and Townsend Streets meet the minimum required width. All other sidewalks on major streets in the study area fail to meet the minimum required width, often by a wide margin – sidewalks on Harrison and Bryant streets are only 8 feet wide.

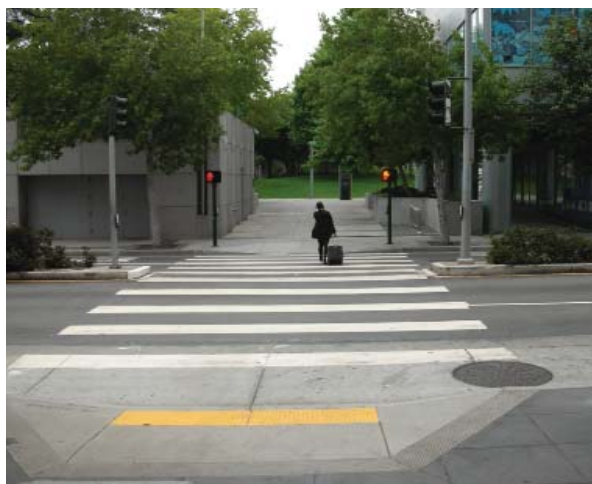


Major streets with missing sidewalks are Townsend Street between 4th and 6th streets, and 4th and 3rd streets bordering the Moscone Center, where loading dock access points occupy the street frontage. (The Moscone Center provides pedestrian paths parallel to but separate from 4th and 3rd streets, and there are marked pedestrian paths at pavement level where sidewalks are missing on Townsend Street.) Minor streets in the study area are more residential in character and are mostly classified as Alleys in the BSP. Most minor streets in the study area have sidewalks that meet the 6-foot minimum set by the BSP, and some meet or exceed the 9-foot recommended width, but many minor street sidewalks are missing or do not meet the BSP minimum width.



MAP 3: SIDEWALK CONDITIONS

1,000 Feet



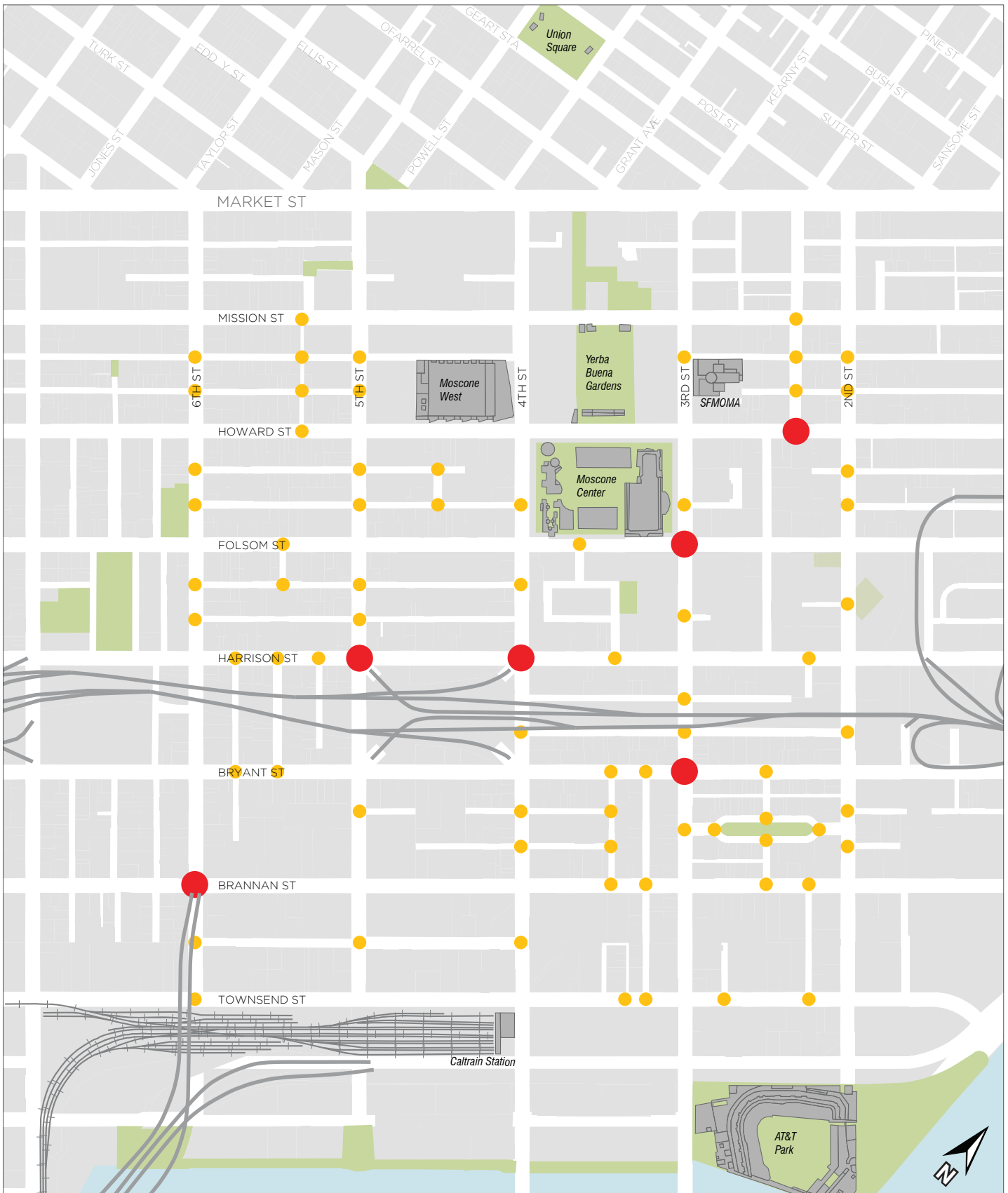
## 2.4 PEDESTRIAN CROSSINGS

With few exceptions, intersections of major streets are signalized and have marked crosswalks on all sides. Intersections of major streets with minor streets are usually not signalized and do not have any marked crosswalks. This lack of safe crossing places on minor streets forces pedestrians to use major streets for at least part of most journeys. As signalized crossings are almost exclusively currently located at the intersections of major streets, there is only one place to cross a major East-West Street in a stretch of 1/3-mile (i.e. two blocks). This condition entices people to cross at uncontrolled locations mid-block on long blocks, where vehicles are speeding between widely-spaced intersections.

Of particular concern are the handful of intersections where one crosswalk is officially closed in order to favor automobile traffic movement, forcing pedestrians to walk substantially out of their way in order to continue down a street. The four 5-way intersections where freeway ramps connect to 4th and 5th Streets are particularly challenging for pedestrians. Both these conditions (which are combined in two intersections) further complicate and lengthen pedestrian routes, in addition to frustrating pedestrians.

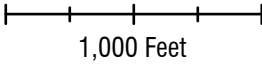


*Closed pedestrian crossings are a obstacle in the Central Corridor Area, especially near Interstate-80 (top left). Mid-block crossings such as the one on Mission Street between 4th and 5th can help create better pedestrian connections on SoMA's long blocks (top right). The long and busy pedestrian crossings near Interstate 80's on and off ramps pose a hazard to a pedestrians (bottom right).*



- Intersection with one closed pedestrian crossing
- Intersection with one or more unmarked pedestrian crossing

MAP 4: PEDESTRIAN CROSSING CONDITIONS



## 2.5 PEDESTRIAN CONDITIONS NEAR INTERSTATE 80

Highway I-80 is a dominant feature in the study area. An elevated structure, it crosses over all major North-South streets in SoMa and occupies most of the interior of the blocks bounded by Harrison and Bryant streets. Noise and fumes from highway traffic are concerns area-wide, as are the sheer volumes of traffic accessing the highway via area streets. Four ramps, two entrance ramps and two exit ramps dominate the block bordered by Harrison, Bryant, 4th and 5th Streets. These ramps in the study area connect to City streets diagonally at the four corners of these streets, creating 5-way intersections designed for high-speed movement of large volumes of traffic. These conditions substantially compromise pedestrian conditions at these corners, limiting sidewalk and waiting area and requiring the crossing of additional legs of multiple lanes of traffic. For non-motorists, East-West and North-South movement across these intersections is unpleasant, inconvenient, and potentially dangerous.

The overhead structure itself is very low – less than 20 feet above street level – and extremely wide – approximately 210 feet as it crosses 4th Street. Conditions under the low, noisy, and dark overpasses are further degraded by adjacent land uses– land under or close to the highway is typically either entirely unoccupied or used for vehicle storage, failing to provide either visual interest or security-enhancing activity. On 4th Street, the combination of the complex intersections created by highway ramps at Harrison and Bryant streets, the lack of street-fronting uses between these intersections, and the oppressive underpass, combine to form a potent barrier to walking between the northern stretch centered on the convention center, and the stretch south of the highway, centered on the Caltrain station only half a mile away.



*4th and 5th Streets freeway ramps*



*Closed crossing, 4th and Harrison Streets*



*Between the ramps, 5th Street sidewalk*



*Under the freeway, 4th Street sidewalk*

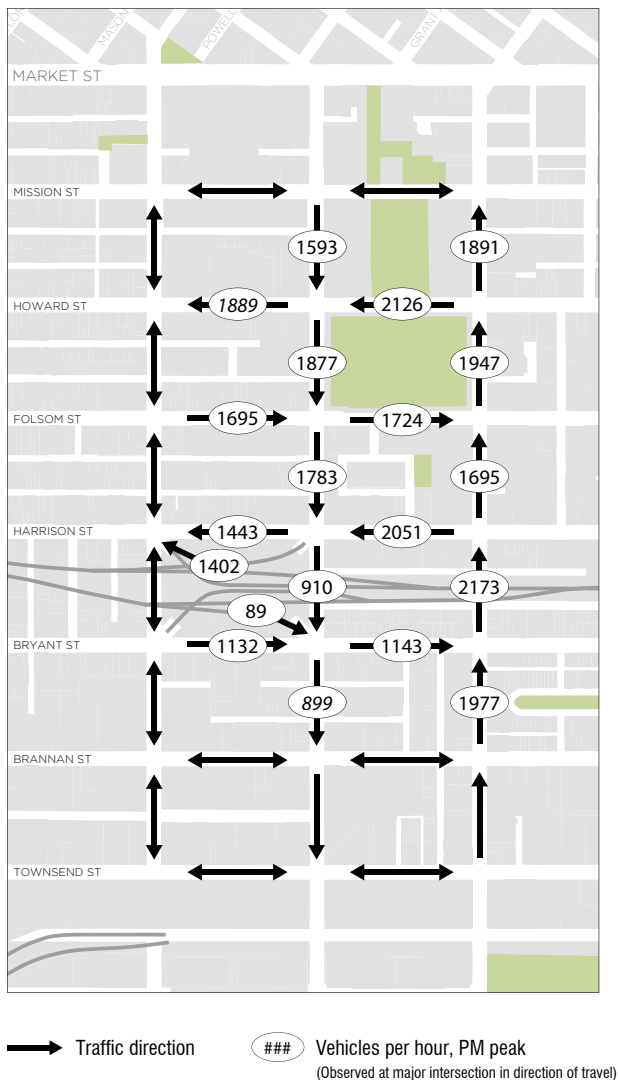
## 2.6 TRAFFIC

Most major streets in the study area and SoMa in general carry relatively high volumes of traffic during peak commuting hours. On the 4-lane one-way 4th Street, observed PM peak traffic volumes range up to 1,877 vehicles per hour. Because most major SoMa streets are one-way, many auto commuters must take different routes in the morning and evening, resulting in unequal AM and PM peaks on most streets. On 4th Street, which runs one-way southbound from the downtown CBD toward the freeway, PM peak traffic volumes are about 20%-30% above AM peak volumes. On 3rd Street, which runs one-way northbound from the freeway toward downtown, AM peak volumes

exceed PM peak volumes by approximately the same ratio. This daily variation becomes more pronounced at the highway access points: for example, the off ramp at 4th and Bryant Streets deposits 1,325 vehicles onto city streets during the AM peak, but only 89 vehicles during the PM peak.

Efforts to accommodate high once-a-day maximum peak traffic volumes often result in streets with more traffic lanes than are needed the rest of the day. Furthermore even accounting for high peak volumes, the number of travel lanes on many major streets in the study area seems high when compared to other busy city streets. For example, Fell Street has an evening commute peak of 2,667 vehicles per hour at Laguna Street, but only three travel lanes – commensurate with the rule of thumb that a single lane is adequate for up to approximately 1,000 vehicles per hour. With very few exceptions, major streets in the study area carry less than 500 vehicles per hour per travel lane, even during the busiest commute hour.

Posted speed limits on most east-west streets in the study area are 30 miles per hour (MPH). But the often wide-open lanes, coupled with the long distances between controlled intersections typical of the SoMa street grid, predictably result in even greater speeds. For example on Harrison Street between 4th and 5th Streets, where the speed limit is 30 MPH, the 85th percentile vehicle speed was measured at 34 MPH, meaning that 85 percent of vehicles were traveling below 34 MPH, but 15 percent were travelling faster. It is worth noting in this context that while a pedestrian hit by a vehicle traveling at 20 MPH has a 5 percent chance of being killed, at 30 MPH the likelihood of death goes up to 45 percent, and at 40 MPH the fatality rate is 85 percent.

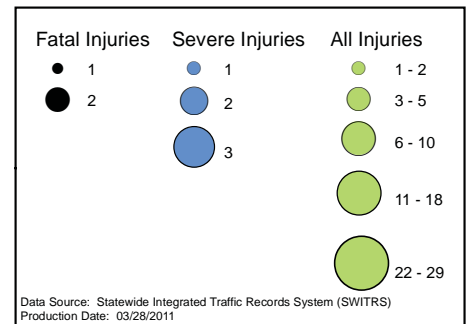
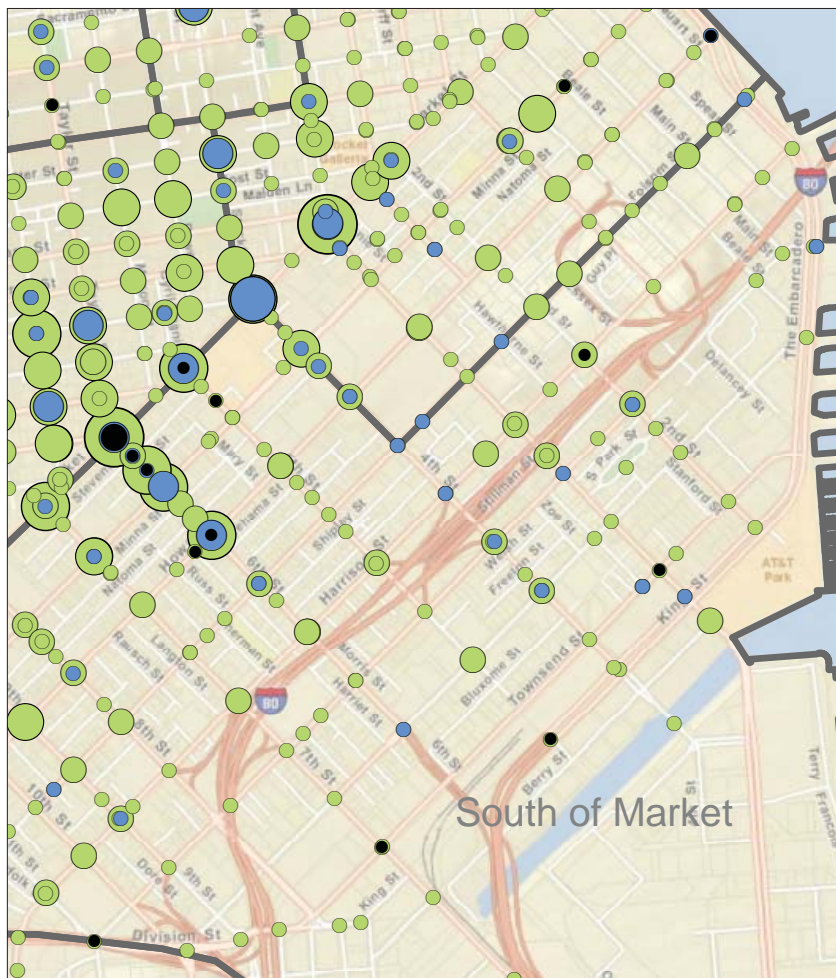


## 2.7 PEDESTRIAN SAFETY DATA

Throughout SoMa, signalized crosswalks are far apart - over 800 feet on major east-west streets. Most pedestrian crossings at the intersection of a major and a minor street are unmarked. Due these conditions, pedestrians are often forced to cross at unsignalized or unmarked crosswalks, or tempted to cross mid-block. Meanwhile, major streets in the area are mostly one way multi-lane arterials with long stretches between controlled intersections. These roads carry large

volumes of traffic travelling at higher speeds - traffic that does not always slow down at intersections. This results in disproportionately high number pedestrian/ vehicle collisions – the Central Corridor area includes some of the most dangerous intersections in the city for pedestrians. Data for the 2005-2009 period shows a high number of injuries at nearly all intersections of major streets in the area, with a particularly high concentration of severe injuries along 4th Street.

### PEDESTRIAN INJURIES: 2004-2009



All collisions are geocoded to the nearest intersection.

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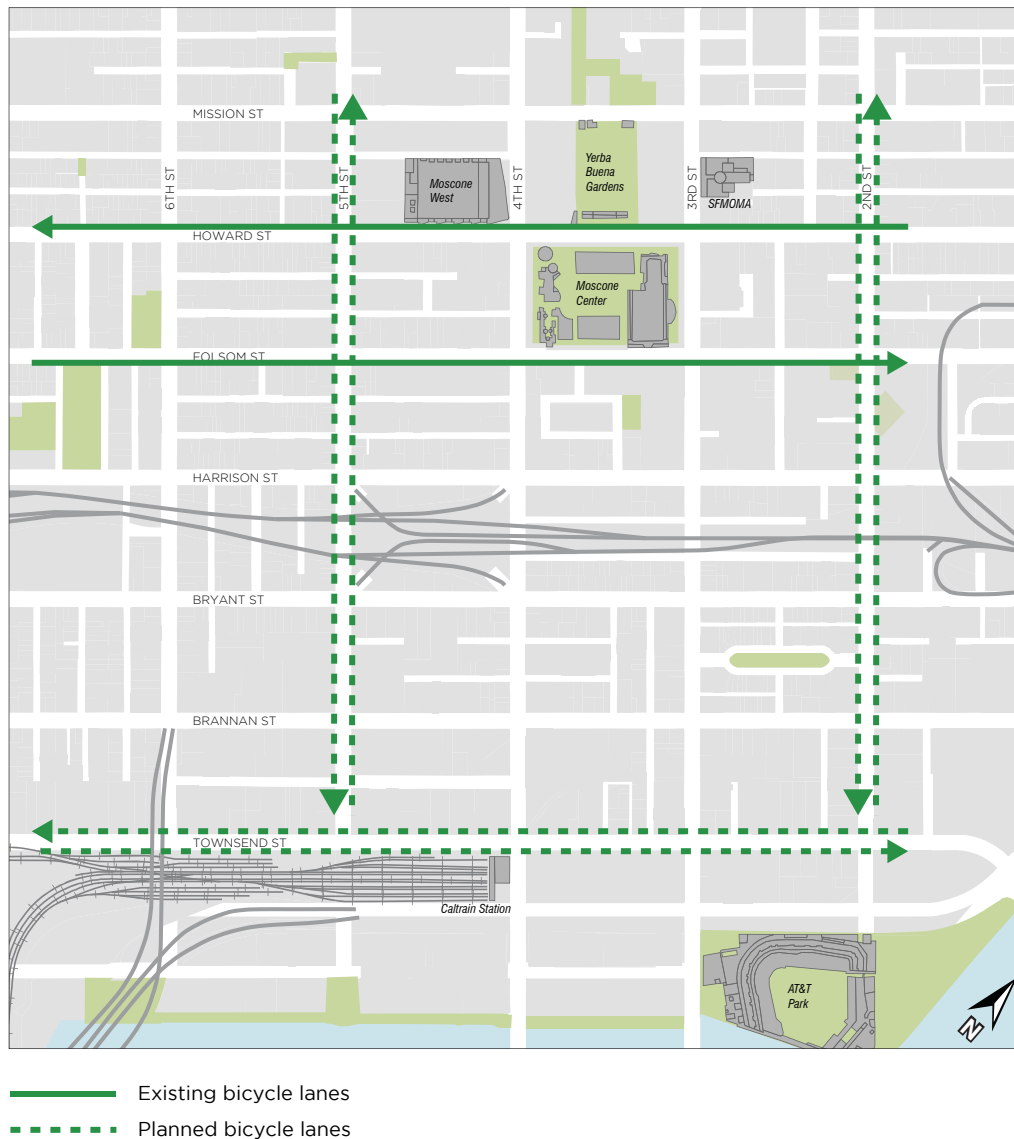
City & County of San Francisco  
Dept. of Public Health  
IT - Community Health Programs & Admin. Services

## 2.8 BICYCLING CONDITIONS

With no hills and a relatively sunny and wind-free microclimate, SoMa *could* provide an excellent bicycling environment. Currently, only three major streets provide dedicated bicycle facilities in or near the study area – an eastbound bicycle lane on Folsom Street, a westbound bicycle lane on Howard Street, and new westbound and eastbound bicycle lanes which are currently being installed on Townsend Street. All new and existing bicycle lanes are positioned between a parking lane on one side and traffic lanes on the other, a configuration which may be less safe than the protected bicycle lanes now being implemented

in other locations in the city. There are no existing dedicated north-south bicycle lanes in the study area at present, though the San Francisco Bicycle Plan includes bicycle lanes (both northbound and southbound) on both 2nd and 5th Streets. These planned bicycle lanes would again position bicyclists between parked cars and traffic. While minor streets do provide calmer bicycling conditions, the lack of connectivity of the minor street network is not useful except for very short distances, generally to access an immediately adjacent destination. Bicycle parking at Central Subway stations is an important consideration.

### EXISTING & PROPOSED BICYCLE LANES



## 2.9 TRANSIT

The Study Area contains a strong and diverse transportation network. Although this network consists mostly of wide surface streets designed to accommodate vehicle traffic, and though very little right of way is dedicated to transit, the area is well served by a number of regional and local transit services including:

- The Bay Area Rapid Transit (BART) regional rail line, which connects the northern half of the study area to the East Bay and northern San Mateo County, including San Francisco International Airport, via the Montgomery Street and Powell Street stations:
- The Caltrain regional rail line, which connects the southern half of the study area to San Mateo and Santa Clara counties via its terminus at 4th and King Streets.
- The Transbay Terminal (both the temporary terminal at Beale and Howard and the permanent terminal under construction at 1st and Mission), which connects the northern half of the study area to much of the East Bay (via AC Transit and Transportation WestCAT), Marin County (via Golden Gate Transit), and San Mateo County (via SamTrans) through regional express buses. In addition to reaching the Transbay Terminal, SamTrans and Golden Gate Transit provide limited service within the Study Area.
- MUNI Metro rail lines, which connect the study area to western San Francisco and the financial district via the Montgomery Street and Powell Street stations north of the study area, and connect the study area to southeastern San Francisco and the Embarcadero via the 4th and Berry station

south of the study area. The SFMTA's Transit Effectiveness Project (TEP) proposes the creation of a new MUNI Metro historic street car rail "E" line connecting AT&T Park/Caltrain to Fisherman's Wharf via King Street and The Embarcadero

- MUNI local bus service, which directly serves the entire study area via bus lines such as the 10, 12, 14, 27, 30, 45, and 47. The SFMTA's Transit Effectiveness Project (TEP) proposes to re-structure some of these lines. Proposed changes include:

**10 Townsend** – Renamed 10 Sansome. Would be rerouted off Townsend south of Caltrain Depot and through the Mission Bay neighborhood.

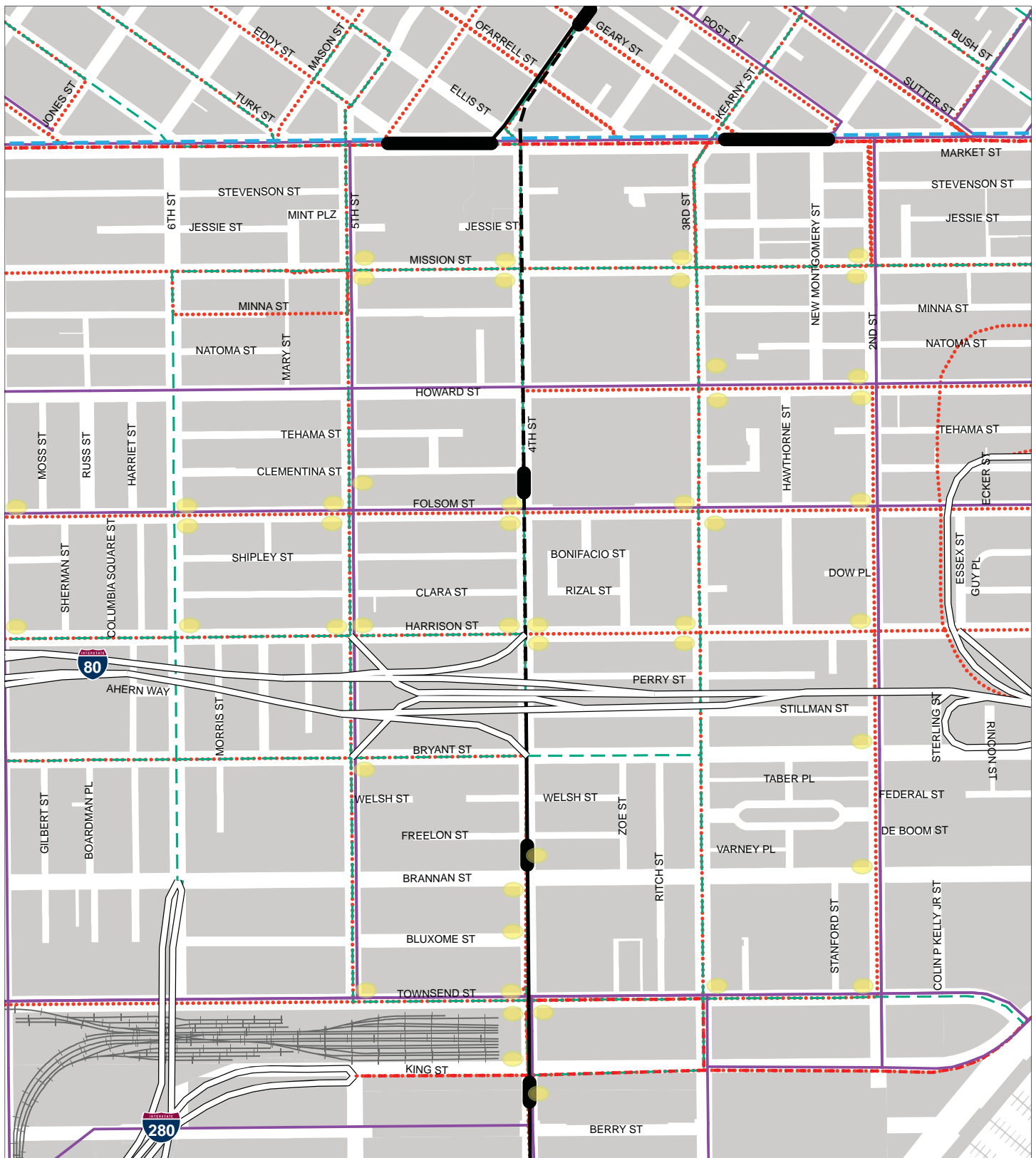
**11 Downtown Connector** – New line would run east/west on Folsom/Harrison (or Two-way Folsom pending further study) and north along 2nd Street connecting SoMA with Financial District.

**12 Folsom/Pacific** – Route discontinued and service on Folsom replaced by rerouted 27 Bryant line.

**27 Bryant** – Route would be renamed 27 Folsom. Route would either be moved from Bryant Street to Folsom (westbound) and Harrison (eastbound) or along a two-way Folsom Street (further study needed).

**47 Van Ness** - Would operate along South Van Ness, Division and Townsend instead of Bryant/Harrison to provide faster connection to Caltrain and retail along 13th/Division (Environmental review will also evaluate an 11th Street alignment to retain options).

For the latest information on these proposed changes visit:  
[www.sfmta.com/cms/mtep/TEPRecommendationsbyRoute.htm](http://www.sfmta.com/cms/mtep/TEPRecommendationsbyRoute.htm)

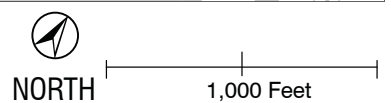


## TRANSPORTATION SYSTEMS

- Caltrain
- Central Subway (Muni Metro)

- Bus Stops
- Line 14
- Line T-Third
- Line 49
- Line 47
- Line 10
- Line 2

- Bike Lanes
- Muni Bus
- Muni Express Bus
- Muni Metro
- BART



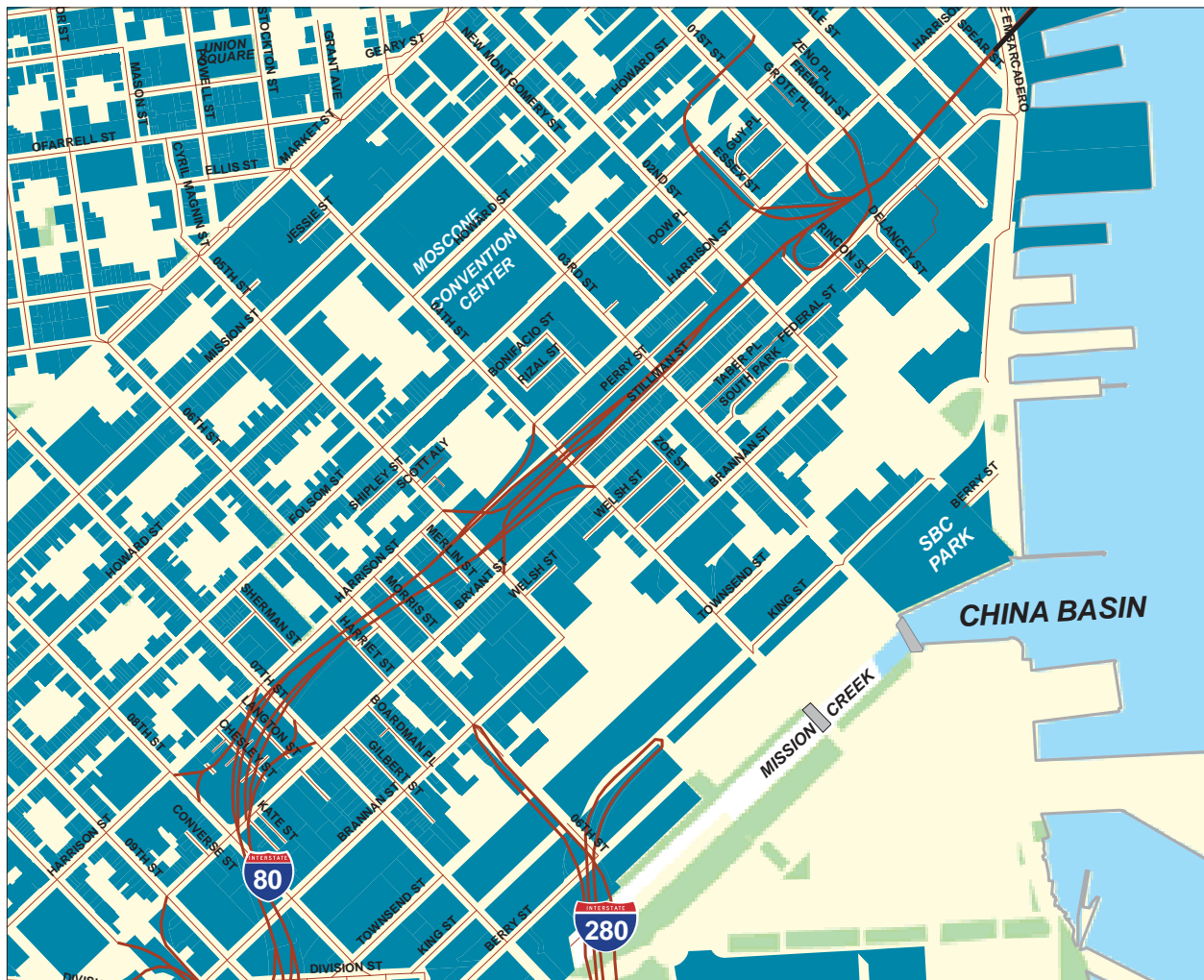
## 2.10 AIR QUALITY RELATED TO TRAFFIC

Air pollutant exposures and health effects are much higher for people living near freeways and other busy roadways. Public health research has consistently demonstrated that children living within 200 meters of freeways or busy roadways have poorer lung function and more asthma and respiratory symptoms than those living further from freeways.

San Francisco Health Code Article 38 requires public agencies take regulatory action to prevent future air quality health impacts from new sensitive uses proposed near busy roadways, including residential

development of ten or more units. For instance, on sites where modeled levels of traffic-attributable PM 2.5 (a specific type of air born particulate matter) exceed an action level (currently set at 0.2 ug/m3), developers are required to incorporate ventilation systems to remove 80% of PM2.5 from outdoor air.

Based on modeling of existing PM 2.5 emissions, proposed development on most parcels in the study area would require formal air quality assessment, potentially leading to such ventilation systems being required.



Annual Average Daily Emissions of PM 2.5

Proportion of Streets with Annual Average Daily PM 2.5 Emissions 0.2 ug/m3 or Greater  
Map source: San Francisco Department of Public Health

- Street with 0.2 ug/m3 or greater
- Area potentially effected

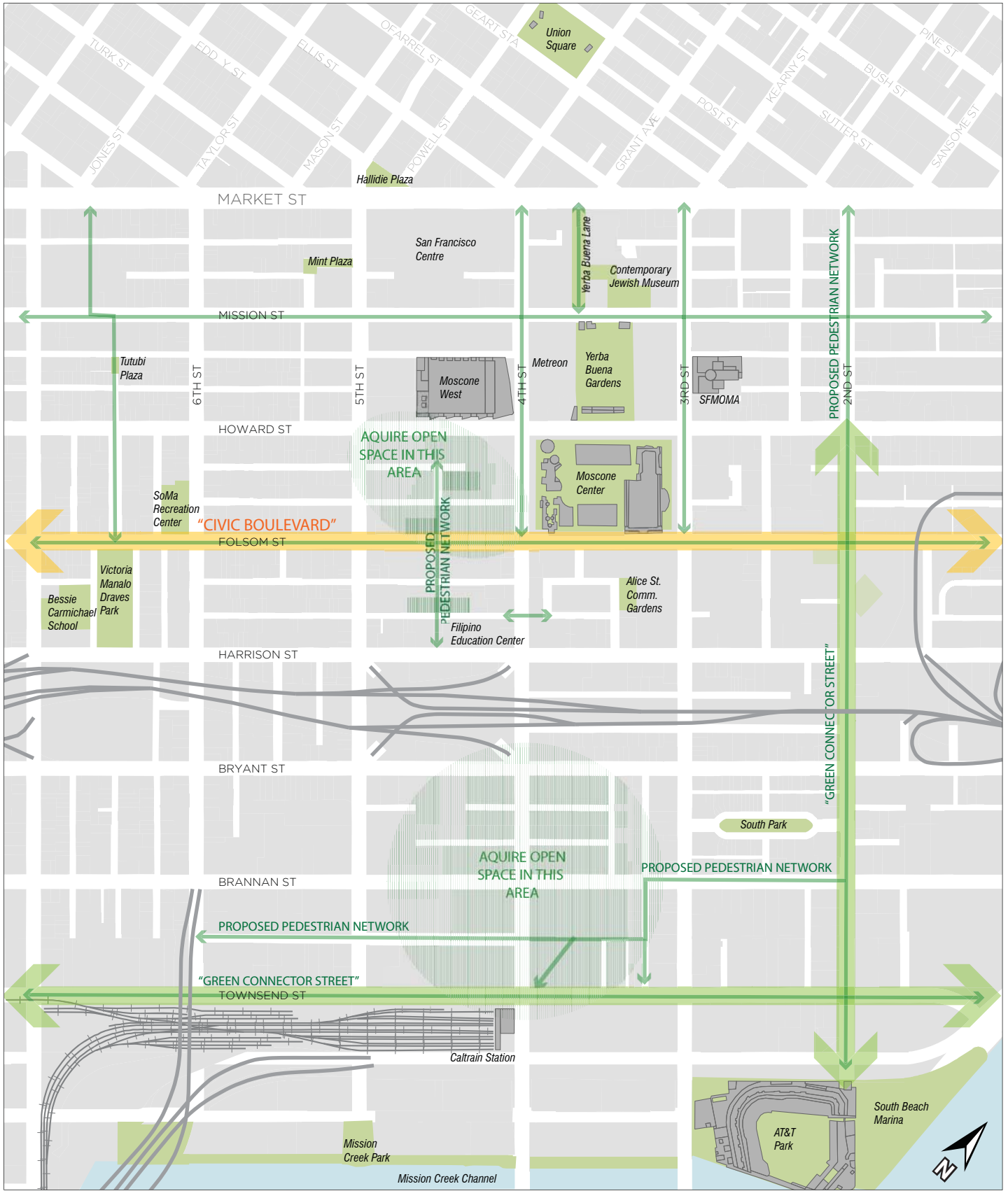
## 2.11 OPEN SPACE NETWORK & PUBLIC FACILITIES

The Central Corridor area is currently served by a diverse set of public open spaces and facilities - with a large concentration surrounding Yerba Buena Gardens. The uneven distribution of these community assets leaves portions of the area underserved. The June 2011 draft of the San Francisco General Plan's Recreation & Open Space Element (ROSE) identifies portions of the study area as in need of new public open space.

Two areas in particular have been identified for open space acquisition in the SoMa Area Plan and East SoMa Area Plan - 4th Street between I-80 and Townsend Street and near the block bounded by Howard, 4th, Folsom and 5th Streets. These area plans have also identified streets and alleys in the area for improvement as green connections linking neighborhoods to open space. Such improvements are endorsed by both the ROSE and the San Francisco Better Streets Plan. The construction of the 4th Street rail presents an opportunity to reevaluate the pedestrian network and improve these green connections.



*The Central Corridor Area has a diverse, albeit limited, number of open space areas today. Examples include the Alice Street Gardens (top left) Yerba Buena Gardens (top right) and South Park (bottom right).*



MAP 5: OPEN SPACE NETWORK - EXISTING & PLANNED



## 3. Community Input & Next Steps

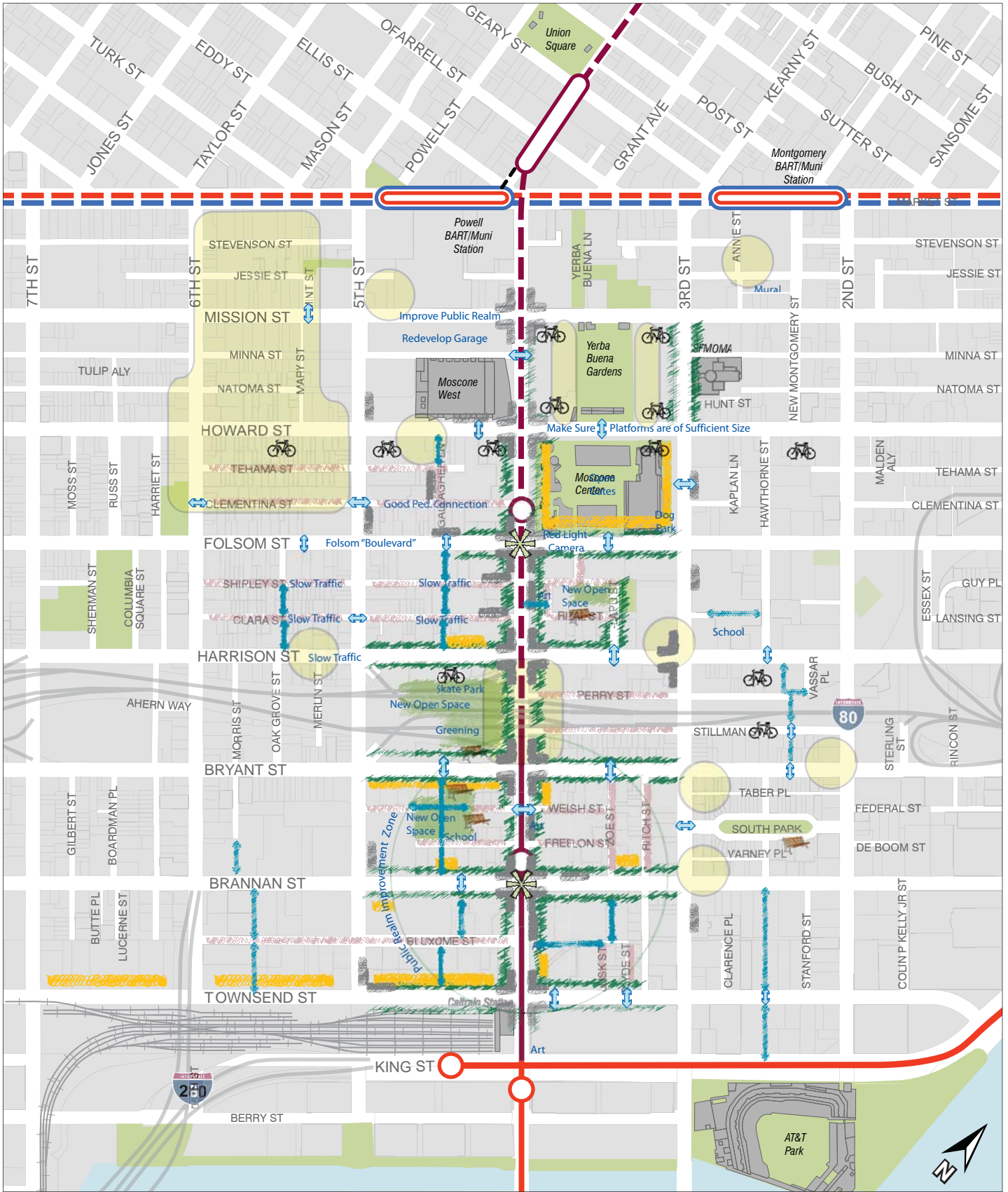
### 3.1 Community Input

From February through July, 2011, the Planning Department facilitated a community dialogue about the future of the Central Corridor. Outreach efforts included meetings with 15 community stakeholder groups, a 4-day long public charrette in a vacant storefront on Howard near 4th Street, and an on-line survey filled out by 73 individuals. Complete survey results on questions related to the public realm can be found in the Appendix. The map on page 18 illustrates a synthesis of comments received via mapping exercises completed by community members at various outreach events. Photographs of all original maps produced by the public via this exercise can be found in the Appendix.

The following is a summary of all community input related to the Central Corridor's public realm generated by the mapping exercise and the City's other outreach efforts.

#### *Open Space & Public Life- General Comments*

- More parks/open space needed
- Need children's playgrounds
- Encourage small parks/plazas with seating, especially adjacent to retail/restaurants
- Open spaces need to be activated to minimize negative influence
- "Creating Parklets" in parking lane an idea worth pursuing
- Encourage sidewalk activity/seating by retail/restaurants
- Alleys in general were identified as good location for open space because they are protected from traffic and noise
- Need more places to sit
- Need accommodation of pets/dogs, particularly if there will be more housing



MAP 6: COMMUNITY MAPPING EXERCISE SYNTHESIS

Icons indicate approximate locations where members of the public felt there was a need for selected improvements. This map does not necessarily reflect plan recommendations or policy.

- Need community gathering spaces (not just coffee shops), like library/community center
- Ensure room for food trucks
- Vagrancy and homelessness create a feeling of lack of safety

### ***Open Space & Public Life - Site Specific Comments***

- Block bounded by Bryant/4th/Brannan/5th has opportunity for open space similar to South Park
- Caltrans property under I-80 was identified as a major concern and potential open space location
- Lapu Lapu Street near Alice Street gardens was identified as a potential new open space location

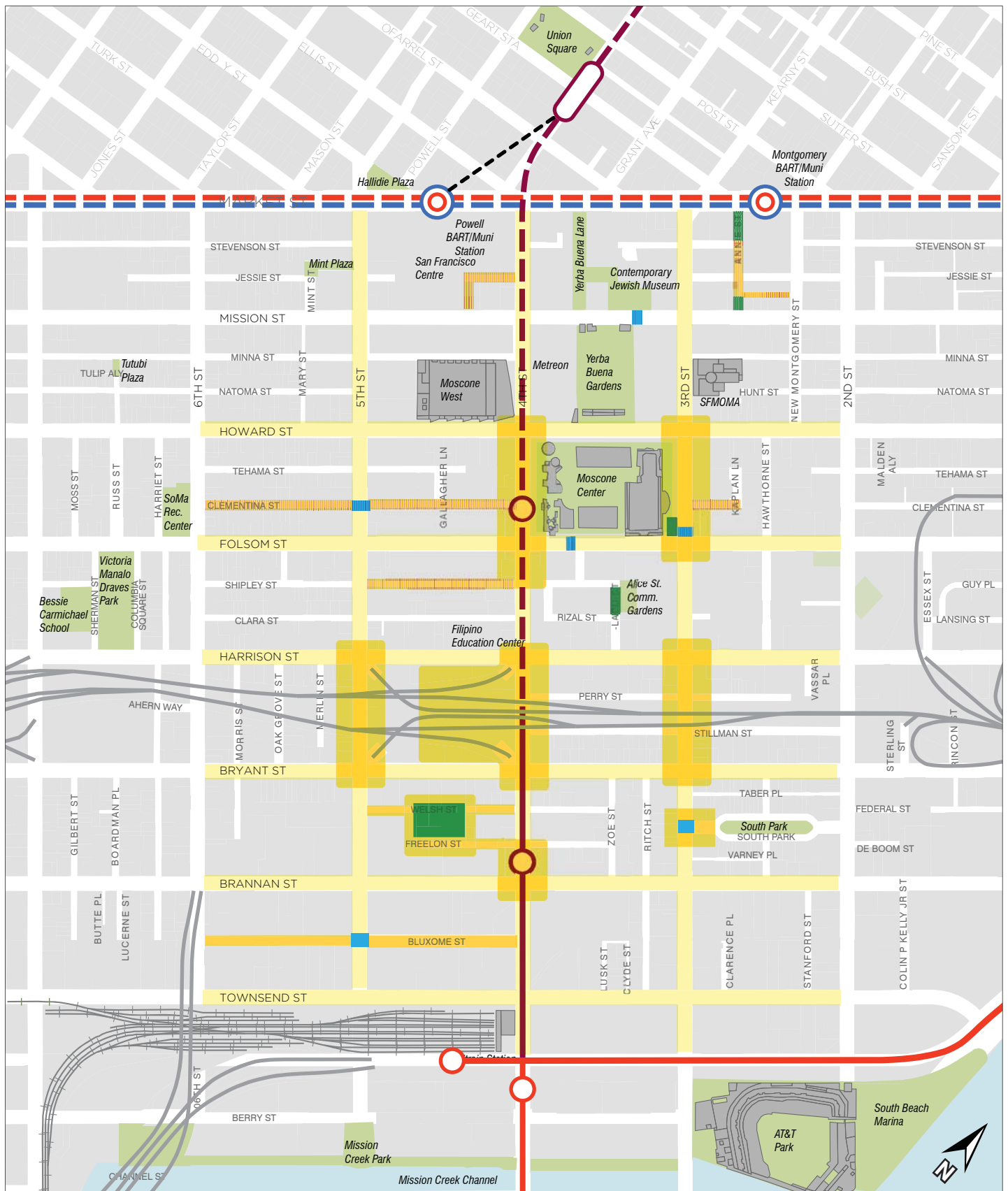
### ***Pedestrian Safety/Environment -General Comments***

- Pedestrian safety improvements critical, particularly because there are a lot of seniors in the area
- Need more sidewalk greenery and street trees everywhere
- Need wider sidewalks and bulb-outs throughout the area;
- Need better street lighting, especially under freeway
- More sidewalk seating, particularly in areas with lots of seniors
- Traffic speeds are too high and should be reduced to encourage street life
- Traffic signage needs to be improved to convey that SoMa is not an extension of the freeway
- Break up the long blocks
- Connect alleys across major streets with signalized crosswalks
- Create mid-block alleys, especially for north-south connections
- Too many locations where pedestrians are prohibited from crossing
- Consider medians for pedestrian refuges and to break up the wide scale of the streets
- Streets are so wide and “mean” to cross
- Public art associated with MTA stations should also be on the outside of the stations, not just inside

- Utilities should be undergrounded
- Connect abandon rail spurs to public circulation network in coordination with development
- Pedestrians are encouraged by clean, secure, well-lit streets that are active, landscaped, and with nice surrounding buildings and shops.
- Pedestrians are strongly discouraged when streets are dirty or unsafe, and discouraged when there is too much surrounding traffic, difficulty crossing, lack of landscaping, and narrow sidewalks.
- Neighborhood envisioned as cleaner, friendlier, tree-lined and bustling with activity (night and day), and less of a traffic-throughway to other destinations.
- Some alleys could have limited nighttime access

### ***Pedestrian Safety/Environment - Site-Specific Comments***

- New station areas need special attention
- Wider sidewalks on: Harrison, Bryant and Brannan in relation to width of street and amount of traffic; 3rd Street east side sidewalk between King and Bryant to accommodate ballpark pedestrian traffic
- Allow pedestrian crossings across Harrison on the west side of 4th and across 3rd from the north side of Folsom
- Improve under freeway areas and all Caltrans areas
- Corners and crossing at freeway ramps; Pedestrian crossings near off- and on-ramps are particularly unpleasant and challenging
- From a walking and hanging out perspective, the following streets are:
- Deemed generally good: 2nd St.
- Deemed generally OK: 3rd St., Market St. Mission St., Howard St., Folsom St., Brannan St., Townsend St.
- Deemed generally poor: 4th St., Harrison St., Bryant St.,
- Deemed terrible: 5th St., 6th St.
- Clementina between 4th and 6th as a major east-west linkage and should be emphasized; Yerba Buena alleys in general should be prioritized; Connections between 4th and 5th Streets



## PRELIMINARY PUBLIC REALM FOCUS AREAS

- PUBLIC REALM DESIGN FOCUS AREAS\*
- STREETSCAPE IMPROVEMENTS
- NEW PUBLIC OPEN SPACE\*
- NEW MID-BLOCK/MINOR STREET CROSSINGS\*

\*Hashing represents areas with conceptual designs in Yerba Buena Street Life Plan

- Bluxome from 4th to 6th should be a “green alley”
- Prioritize safe routes to schools
- Prioritize pedestrian crossings north of Harrison near highest concentration of existing housing, schools and major destinations (e.g. Moscone)
- Sidewalks areas alongside Moscone between Howard and Folsom are unpleasant
- 4th between Folsom and Howard could use shelter from sun
- Coordinate with 2-way Folsom Street being studied
- Model streets include Market for activity, 2nd for convenience and cleanliness, South Park’s streets for quaintness, the walking alleys between Market and Mission – though people expressed a wide range of preferred streets.
- Disliked streets focused on 5th and 6th, under the freeway, through a wide range of opinions was offered.

## 3.2 Next Steps

The Planning Department will now begin to develop policy recommendations and conceptual proposals for improvements to the public realm throughout the Central Corridor area.

A number of preliminary public realm focus areas have been identified based on the department’s analysis of existing conditions and public input. They include:

- Central Subway station areas
- Segments of 3rd, 4th, and 5th Streets near and beneath Interstate 80, including freeway ramp areas and Caltrans properties
- The block bounded by Bryant, 5th, Brannan, and 4th Streets (Potential location for new open space)

Conceptual designs for these areas, as well as general public realm policy recommendations for the entire Central Corridor area, will be developed by the Planning Department for public review at an upcoming community workshop in late 2011.





# APPENDIX

# STREETS & OPEN SPACE GAME PIECE KEY

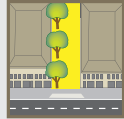
## HOW THE GAME WORKS:

Each tile below illustrates a potential improvement to the streetscape and public realm of the Central Corridor study area. Select the tile for the improvement you would like to see and use the glue-sticks provided to place the tile anywhere on the map you feel would be an appropriate place for that improvement. Feel free to place as many tiles on your map as you see fit.

If you are doing this activity in a group, and there is disagreement over placement of a tile, simply make note of the disagreement by writing on the map. If you have any questions, ask one of the City facilitators. Thank for your input and participation!

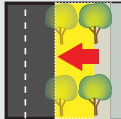
## STREET INFRASTRUCTURE IMPROVEMENTS:

### Alley Improvement



New paving treatment, lighting, landscaping and other amenities can be used to transform alleyways into welcoming spaces for people.

### Sidewalk widening



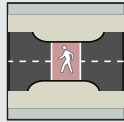
In some areas, extra roadway width can be used to widen the sidewalk and create more space for pedestrians.

### Thru-Block Pedestrian Connection



Pedestrian pathways in the middle of SOMA's large blocks can help create a better walking environment.

### Mid-Block Crossing Improvements



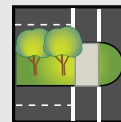
Mid-block crossings may be convenient, especially along SOMA's large blocks. They can be combined with mid-block sidewalk extensions (bulb-outs) and other amenities.

### Corner Crossing Improvements



Corner sidewalk extensions (bulb-outs), special paving in the crosswalk, and other features can make crossing streets safer and more convenient for pedestrians.

### Median Improvements



Medians provide additional opportunities for greening and street tree planting, as well as providing pedestrian refuges in the middle of long crosswalks.

## STREETSCAPE AMENITIES:

### Street Trees



Street trees can provide numerous environmental, economic, and aesthetic benefits to a street. Consistent street tree planting can also help calm traffic by visually narrowing the street.

### Site Furnishings



Site furnishings (e.g. benches) announce that pedestrians are welcome and provide a functional service to the pedestrian and a visual detail that makes a place comfortable and interesting.

### Landscaping Area



Planting strips, sidewalk landscaping areas, and other green spaces in or adjacent to the sidewalk adds aesthetic, habitat, and ecological value to the city's public realm.

### Lighting



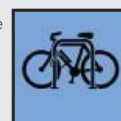
Lighting helps define a positive urban character and support nighttime activities. The quality of lighting is critical for both traffic safety and pedestrian safety and security.

### Muni-stop Improvements



Well designed transit stops enhance the experience of boarding Muni. The quality of shelters, width of sidewalk, and relationship with the streetscape are all factors that lend to the quality of a stop.

### Bike Amenities



Bike racks, bike stations, and other bicycling amenities can be added to the public realm to help make biking in the city more convenient and comfortable.

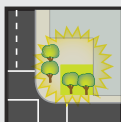
## PUBLIC SPACE & PUBLIC LIFE:

### Parklet



Parklets repurpose 2 to 3 parking stalls as a space for people to relax and enjoy the city around them. Benches, planters, landscaping, bike parking, and café seating all come together to provide a welcoming public space.

### Mini-Plaza



Small-scale public spaces adjacent to or within the public right-of-way can bring additional landscaping, seatings, play areas and garden space to high-density areas.

### Activate Building Edge



The use/design of a building's edge can greatly impact the pedestrian experience. Frequently used building entries, transparent ground floor spaces, and activities which spill onto the sidewalk can all contribute to a convivial and neighborly street.

## OTHER:



Use this piece to let The City know of any areas within the Central Corridor study area that are generally deficient in open space.

### Blank



Use this tile to create your own game piece for anything you want to see.



STREETS & OPEN SPACE EXERCISE MAP RESULTS:  
COMPLETED DURING STOREFRONT CHARRETTE BY S.O.M. URBAN DESIGN STUDIO





STREETS & OPEN SPACE EXERCISE MAP RESULTS - COMPLETED DURING MENDELSON COMMUNITY MEETING



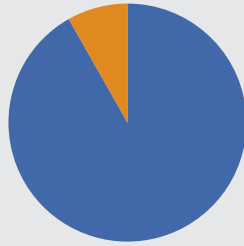


STREETS & OPEN SPACE EXERCISE MAP RESULTS:  
COMPLETED DURING MEETING WITH SOUTH OF MARKET COMMUNITY ACTION NETWORK



## ON-LINE SURVEY RESULTS: BACKGROUND DATA

Senior (65 and over) 8.2%

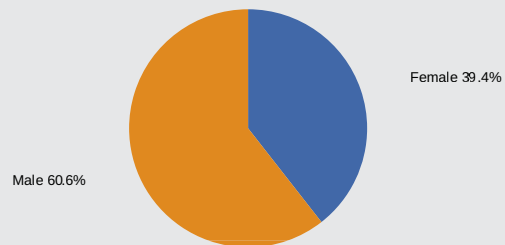


Adult (18-64) 91.8%

### Age

| Value                | Count | Percent % |
|----------------------|-------|-----------|
| Adult (18-64)        | 67    | 91.8%     |
| Senior (65 and over) | 6     | 8.2%      |

| Statistics      |    |
|-----------------|----|
| Total Responses | 73 |

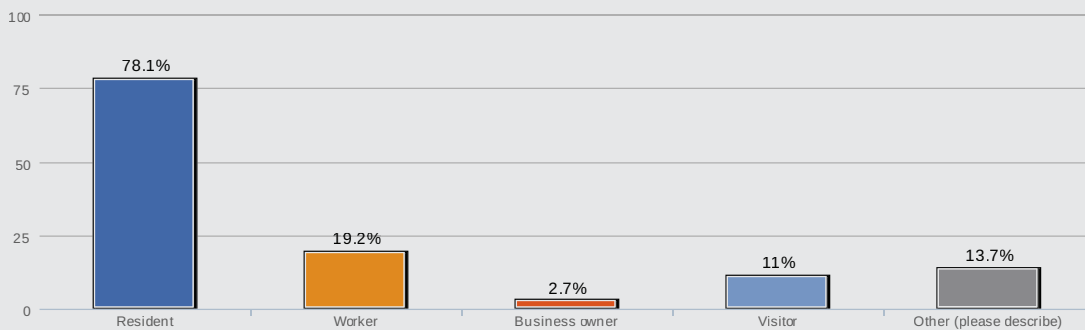


### Gender

| Value  | Count | Percent % |
|--------|-------|-----------|
| Female | 28    | 39.4%     |
| Male   | 43    | 60.6%     |

| Statistics      |    |
|-----------------|----|
| Total Responses | 71 |

What is your affiliation with the study area? (check all that apply)



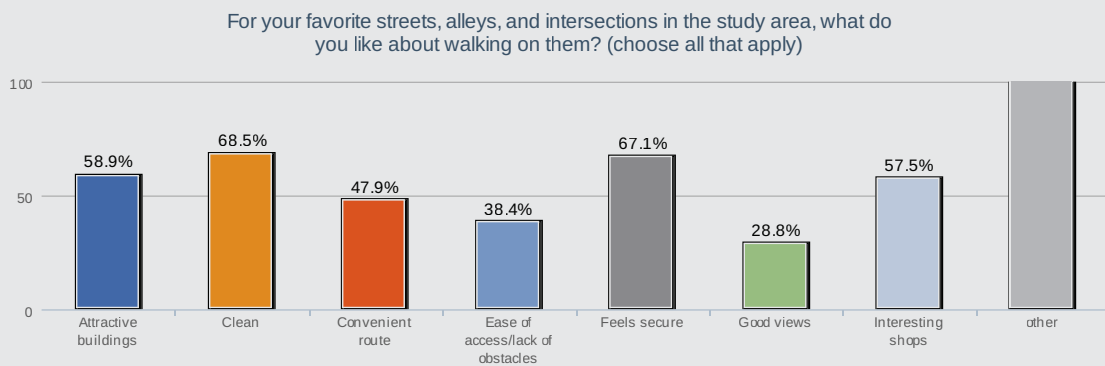
### What is your affiliation with the study area? (check all that apply)

| Value                   | Count | Percent % |
|-------------------------|-------|-----------|
| Resident                | 57    | 78.1%     |
| Worker                  | 14    | 19.2%     |
| Business owner          | 2     | 2.7%      |
| Visitor                 | 8     | 11%       |
| Other (please describe) | 10    | 13.7%     |

| Statistics      |    |
|-----------------|----|
| Total Responses | 73 |

## How would you rate walking and/or hanging out on the following streets within the study area?

|              | Terrible |       | Poor |       | OK |       | Good |       | Excellent |       | Don't Know |      | Totals |      |
|--------------|----------|-------|------|-------|----|-------|------|-------|-----------|-------|------------|------|--------|------|
| 2nd St.      | 2        | 2.9%  | 6    | 8.6%  | 31 | 44.3% | 22   | 31.4% | 6         | 8.6%  | 3          | 4.3% | 70     | 100% |
| 3rd St.      | 4        | 5.6%  | 14   | 19.4% | 28 | 38.9% | 16   | 22.2% | 8         | 11.1% | 2          | 2.8% | 72     | 100% |
| 4th St.      | 6        | 8.5%  | 21   | 29.6% | 27 | 38.0% | 11   | 15.5% | 5         | 7.0%  | 1          | 1.4% | 71     | 100% |
| 5th St.      | 20       | 27.8% | 31   | 43.1% | 14 | 19.4% | 3    | 4.2%  | 0         | 0.0%  | 4          | 5.6% | 72     | 100% |
| 6th St.      | 46       | 63.0% | 18   | 24.7% | 6  | 8.2%  | 0    | 0.0%  | 0         | 0.0%  | 3          | 4.1% | 73     | 100% |
| Market St.   | 3        | 4.1%  | 17   | 23.3% | 25 | 34.2% | 18   | 24.7% | 9         | 12.3% | 1          | 1.4% | 73     | 100% |
| Mission St.  | 3        | 4.1%  | 22   | 30.1% | 32 | 43.8% | 10   | 13.7% | 6         | 8.2%  | 0          | 0.0% | 73     | 100% |
| Howard St.   | 1        | 1.4%  | 23   | 31.9% | 29 | 40.3% | 14   | 19.4% | 4         | 5.6%  | 1          | 1.4% | 72     | 100% |
| Folsom St.   | 5        | 6.9%  | 19   | 26.4% | 34 | 47.2% | 10   | 13.9% | 2         | 2.8%  | 2          | 2.8% | 72     | 100% |
| Harrison St. | 8        | 11.1% | 29   | 40.3% | 25 | 34.7% | 3    | 4.2%  | 1         | 1.4%  | 6          | 8.3% | 72     | 100% |
| Bryant St.   | 8        | 11.3% | 25   | 35.2% | 25 | 35.2% | 4    | 5.6%  | 3         | 4.2%  | 6          | 8.5% | 71     | 100% |
| Brannan St.  | 3        | 4.1%  | 16   | 21.9% | 29 | 39.7% | 11   | 15.1% | 7         | 9.6%  | 7          | 9.6% | 73     | 100% |
| Townsend St. | 6        | 8.3%  | 11   | 15.3% | 25 | 34.7% | 16   | 22.2% | 7         | 9.7%  | 7          | 9.7% | 72     | 100% |

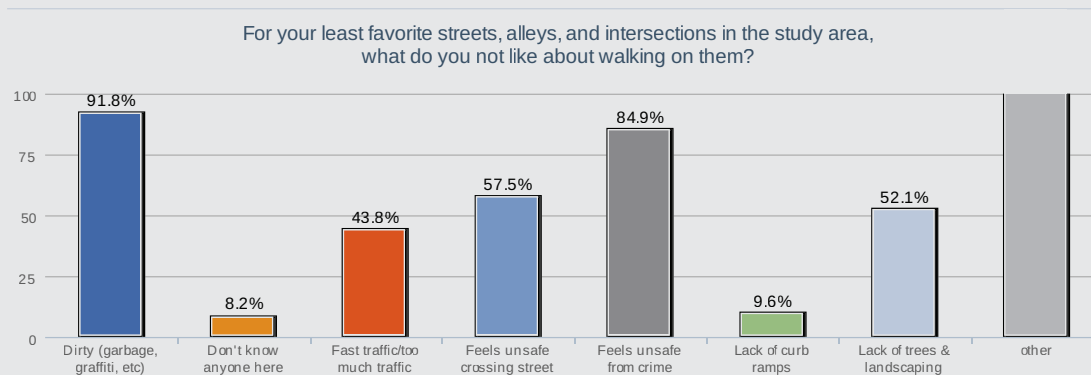


For your favorite streets, alleys, and intersections in the study area, what do you like about walking on them? (choose all that apply)

| Value                            | Count | Percent % |
|----------------------------------|-------|-----------|
| Attractive buildings             | 43    | 58.9%     |
| Clean                            | 50    | 68.5%     |
| Convenient route                 | 35    | 47.9%     |
| Ease of access/lack of obstacles | 28    | 38.4%     |
| Feels secure                     | 49    | 67.1%     |
| Good views                       | 21    | 28.8%     |
| Interesting shops                | 42    | 57.5%     |
| Know people here                 | 3     | 4.1%      |
| Light/slow traffic               | 15    | 20.5%     |
| Other people walking             | 45    | 61.6%     |
| Quiet                            | 6     | 8.2%      |
| Trees & landscaping              | 42    | 57.5%     |
| Well Lit                         | 35    | 47.9%     |
| Wide sidewalks                   | 41    | 56.2%     |
| Sunshine/lack of wind            | 20    | 27.4%     |
| Other (please describe)          | 10    | 13.7%     |

| Statistics      |    |
|-----------------|----|
| Total Responses | 73 |

## ON-LINE SURVEY RESULTS: QUALITIES OF LEAST FAVORITE STREETS



**For your least favorite streets, alleys, and intersections in the study area, what do you not like about walking on them?**

| Value                             | Count | Percent % | Statistics      |    |
|-----------------------------------|-------|-----------|-----------------|----|
| Dirty (garbage, graffiti, etc)    | 67    | 91.8%     | Total Responses | 73 |
| Don't know anyone here            | 6     | 8.2%      |                 |    |
| Fast traffic/too much traffic     | 32    | 43.8%     |                 |    |
| Feels unsafe crossing street      | 42    | 57.5%     |                 |    |
| Feels unsafe from crime           | 62    | 84.9%     |                 |    |
| Lack of curb ramps                | 7     | 9.6%      |                 |    |
| Lack of trees & landscaping       | 38    | 52.1%     |                 |    |
| Narrow sidewalks                  | 33    | 45.2%     |                 |    |
| Noisy                             | 26    | 35.6%     |                 |    |
| Obstacles in the path of travel   | 29    | 39.7%     |                 |    |
| Uninteresting buildings           | 29    | 39.7%     |                 |    |
| Lack of sunshine or too much wind | 23    | 31.5%     |                 |    |
| Other (please describe)           | 11    | 15.1%     |                 |    |

## ON-LINE SURVEY RESULTS: FAVORITE STREETS, ALLEYS & INTERSECTIONS

Of all the streets, alleys, and intersections in the study area, which is your most favorite? Why?

| Count | Response   |
|-------|--|
| 1     | 2nd - the closer to the embarcadero, the safer and more scenic.                            |
| 1     | 2nd Street, at least when there's not construction. It's convenient.                       |
| 1     | 2nd a mission because it has the most shops and seems the least dodgy                      |
| 1     | 2nd street   |
| 1     | 2nd street, Quality businesses, people / activity  |
| 1     | 2nd/3rd/4th and King/Townsend/Brannan all are great for businesses and walkability         |
| 1     | 3rd between Howard and Mission. It's a nice walk. The MoMa, YB Gardens. Always people.     |
| 1     | 4th St feels like it has had the most attention so it feels safest and cleanest.           |
| 1     | 4th between mission and market. Shos   |
| 1     | Brannan - Clean and safe.  |
| 1     | Brannon  |
| 1     | Folsom near Moscone Center, 3rd St Market to Folsom - alive because of pedestrian traffic. |
| 1     | Folsom. Safe, clean, relatively free of beggars.   |
| 1     | Geary/Stockton & Grant- I like shopping in the Union SQ.                                   |
| 1     | Howard Street, it is situated right between plenty of museums and offices.                 |
| 1     | Howard/3rd; Mission/New Montgomery Shops/restaurants, Feels safe;                          |
| 1     | Lapu, Lapu, Rizal  |

## ON-LINE SURVEY RESULTS: FAVORITE STREETS, ALLEYS & INTERSECTIONS (cont.)

|   |   |
|---|---|
| 1 | Market St. - busiest street with lots of people, shops, and interesting architecture.   |
| 1 | Market Street - shops, appealing buildings  |
| 1 | Market due to the shops   |
| 1 | Mission St, between 3rd & 4th streets. Park, nice buildings, museums, clean.  |
| 1 | Mission Street, Howard, 2nd Street -- Enough people walking, cafes restaurants, feel safe   |
| 1 | Mission and 3rd, the open space at Yerba Buena has people, gorgeous buildings and a park.   |
| 1 | Mission between 3rd and 4th because of Yerba Buena area.  |
| 1 | Mission-yerba buena garden  |
| 1 | Second Street - more pedestrians, wider sidewalks between Folsom and Mark, some trees   |
| 1 | Shipley - that's where I live.  |
| 1 | South Park, the scale and mix of function, aesthetic, people  |
| 1 | Southpark: it's quiet and green.  |
| 1 | Stockton near adjacent to Union Square...Maiden Lane, Geary, etc.   |
| 1 | market st   |
| 1 | mission street  |
| 1 | townsend and 2nd  |
| 1 | yerba buena gardens, clean, pretty, sun light   |
| 1 | yerba buena lane - no cars  |
| 1 | I love pedestrian areas like the walkway between Market and Mission that passes the Jewish Museum.  |
| 1 | Mission and Yerba Buena. This intersection is a major part of my daily walking commute from SOMA to the Financial District. There are trees, it is clean and there are clear views to beautiful buildings around Yerba Buena park.  |
| 1 | 2nd street area... more open, mall like; 4th street... easy/direct access to where i frequently am going.   |
| 1 | 3rd and king. Love the ballpark, bars, restaurants, etc. Mix between the older buildings, new buildings, grass areas and the bay.   |
| 1 | Townsend, 2nd, 3rd area. Clean, good streetscapes, attractive new and old buildings, well populated.  |
| 1 | Folsom Street and 5th towards 3rd because of restaurants and housing as well as the small alleys on 4th and Harrison near Pacific Bikes--it is bright and welcoming.  |
| 1 | 4th and Howard because there is a safe, pedestrian exclusive crossing cycle programmed into the traffic signal at that intersection. With 33% of all pedestrian injuries in 2010 occurring in Sup. District 6, we need more pedestrian safety improvements at intersections in SoMa like ladders painted in crosswalks, lower speed limits, and pedestrian exclusive crossing cycles programmed into traffic signals. |
| 1 | Clementina St, because trees were added and when walking, it is now a nice way to avoid all the noise and street filth.   |
| 1 | 2nd street between brannan and bryant; lots of shops, close to a park, nice sidewalks, attractive buildings, general cleanliness, light but not overwhelming traffic, safe  |
| 1 | Folsom- Although it's busy, it has a lot of interesting places to relax and get something to eat or drink. Sightglass on 7th and Folsom is a popular coffee house and convenient to my residence and does not have a lot of vagrants around.  |
| 1 | I think east Market Street is a great example of a main arterial that is good for pedestrians, bikes, and sometimes transit. Large sidewalks, lots of people, variety of shopping and food.   |
| 1 | I think Mission, even though the sidewalks are pretty narrow and there is a lot of traffic (unsafe crossing at 4th), there is a sense of place, activity and a variety of spaces from parks, churches, plazas and storefronts.  |
| 1 | 2nd Street because it's safe from crime, well-lit, and had wide sidewalks on both sides of the street.  |
| 1 | Second st. because it extends from Market to the ballpark. Has some interesting shopping and dining. Is usually clean. Goes up hill to Rincon hill, has interesting views. Also, don't forget South Park and the 4 accompanying small streets, Jack London N/S, Varney Pl. and Taber alley. Very charming!!   |
| 1 | 2nd street because you have the highrises in the distance and the trees in some areas. You also have South Park which is appropriately scaled, and with greenery in the center. 3rd Street is nice in pockets as well.  |
| 1 | Ritch street is really fun, I love all the cute restaurants popping up, the ZERO traffic, the lack of homeless and the warm alleys. Brannan and second are my other two choice places to walk as they are cleaner, quieter, less windy and have nicer upkeep with new businesses opening up all the time. I also pop down Hawthorne a lot as it is also quiet - but the sidewalks are too tiny.                       |
| 1 | Market is my favorite because it has wide street sidewalks with plenty of shopping some trees and a vibrant feel to it.. I never feel unsafe and am interested in touring the area when I walk  |
| 1 | There isn't anything extraordinary unless you scoot over to south park, a kind of isolated oasis.   |
| 1 | South Park and Embarcadero/King St. because they have greenery, protection from traffic and are kept up.  |
| 1 | 2nd and Townsend. I like walking on Townsend between 2nd and Embarcadero and King. I have a dog and we walk in this area often. It is quiet, feels safe and I like the trees on Townsend.   |
| 1 | South Park--interesting history, has character, charming architecture, relatively quiet, and distinctive  |

## ON-LINE SURVEY RESULTS: LEAST FAVORITE STREETS, ALLEYS & INTERSECTIONS

Of all the streets, alleys, and intersections in the study area, which is your least favorite? Why?

| Count | Response  |
|-------|---|
| 1     | 4th and Folsom, Sidewalk is too narrow, not safe. My car has been broken into.  |
| 1     | 4th and bryat under the freeway   |
| 1     | 4th between bryant and harrison. Highway and fast traffic   |
| 1     | 5th and 6th streets are ghetto near mission and market.   |
| 1     | 5th and 6th-tenderloin, homeless people   |
| 1     | 5th street... feels unsafe  |
| 1     | 6th - Unsafe, too many people laying on sidewalk.   |
| 1     | 6th - the further from the embarcadero, the less safe feeling.  |
| 1     | 6th / 7th streets. Many vagrants, drug addicts.   |
| 1     | 6th and Mission   |
| 1     | 6th and market for the drug use, homeless and violence.   |
| 1     | 6th and mission crime   |
| 1     | 6th street. Very dirty and dangerous.   |
| 1     | Between 4th and 7th, from Howard to Market. Absolutely terrible. Extremely dirty and unsafe.  |
| 1     | Bryant, Harrison St, Brannan: feels unsafe, not many cafes, restaurants or nice buildings, crime  |
| 1     | Harrison/2nd Feels unsafe   |
| 1     | Mission & 6th. Its just scary, dirty & feels unsafe.  |
| 1     | Mission Street because it feels unsafe from crime and it's dirty.   |
| 1     | Mission and 6th Street. There are few trees, it is noisy, it feels unsafe and is very dirty.  |
| 1     | Mission and 6th. Feels unsafe, dirty.   |
| 1     | Mission as you walk past 5th street is unsafe and undersirable  |
| 1     | Mission is just to chaotic with too many cars and busses. Maybe it should be a one-way street   |
| 1     | Sixth - dirty, crime, homelessness, open drug sales on sidewalks  |
| 1     | Taber Street is filthy and dark   |
| 1     | The area around 6th and Howard is rather sketchy. It feels unsafe and threatening.  |
| 1     | The homeless encampments under US 101 and near the Transbay Terminal.   |
| 1     | Townsend & 2nd, 3rd street, main & Folsom (under the ramp)  |
| 1     | folsom  |
| 1     | wind tunnels, dark, dirty, shady people hanging out.  |
| 1     | If I had to pick one street, I would pick 2 Harrison and 6th Street. As a young female I have felt very unsafe (crime) walking on streets west of 4th Street and south of Mission. Due to building orientation and land use there is a lack of eyes on the street. Not very many pedestrians (people moving from one place to another). The large streets are unfriendly as traffic moves by a higher speeds and smaller sidewalks. |
| 1     | 6th street is downright scary, especially near Market. New Montgomery is also cold and windy, but the food makes up for it.   |
| 1     | Bryant Street and Brannan from 5th to 3rd. Large streets, fast cars, mostly industrial. It isn't a place for a pedestrian.  |
| 1     | Howard St. - not many people farther northeast. Sidewalks aren't as well paved, especially around 2nd St.   |
| 1     | 5th street; lots of abandoned buildings, dirty, poorly maintained sidewalks make me feel unsafe while i generally don't have a reason walking there due to lack of shops  |
| 1     | Third because of the wind, traffic, noise. The parking lots and section under Hwy101 need better and more interesting lighting and much landscaping. The section on 4th is even more dismissal. The freeway seems like a dividing line...adding trees, bushes, art would go along way to making more friendly. The block along Third between Perry and Bryant feels like sidewalk row with the bums and liquor store.               |
| 1     | Tie between 4th and 5th because of the freeway on and off ramps, traffic, noise, dirt, panhandlers  |
| 1     | Harrison and Bryant around freeway on/off ramps = noisy, narrow sidewalks, fast cars. 6th Street = dirty and unsafe   |
| 1     | The main streets in general feel more for cars. Some interesting businesses, but they are dispersed. Freeway crossings are dangerous and smells of homeless can be overwhelming.  |
| 1     | Harrison to Bryant stretch on ALL n/s streets - nasty under freeway, all intersections where freeway ramp at 4th & 5th threatening to pedestrians and bicyclists.   |

## ON-LINE SURVEY RESULTS: LEAST FAVORITE STREETS, ALLEYS & INTERSECTIONS (cont.)

|   |  |
|---|--|
| 1 | 6th St feels really unsafe and there are always homeless people ambling about. I avoid it at all costs.  |
| 1 | 6th street between Howard and Market because it is full of vagrants and people not contributing to the beauty or pleasure of living in my area. They seem to take a lot and not give anything back. It is unappealing because it does not feel safe either.  |
| 1 | Harrison St, between 3rd & 5th. Ugly buildings, no greenery, appears unsafe, deserted, poor sidewalks.   |
| 1 | The worst is probably Townsend (worse since the addition of bike lanes), but 5th is a close 2nd. Townsend has great sidewalks on to the south that abruptly end at the Caltrain terminus, it is a dangerous intersection for bikes and pedestrians and there is little variety of architecture or storefronts between 3rd and 5th. It is a really hard street to walk on most notably west of 4th Street. The right of way is certainly wide enough to add sidewalks, landscaping and probably a median; it could be a great street scape. |
| 1 | 6th Street from Harrison to Market due to open-air drug dealing, antisocial behavior, high crime rate, hassling by people just hanging out on the street, high percentage of people under the influence  |
| 1 | Yikes - anywhere on 6th Street is just plain scary - dirty, homeless, does not feel secure. I only drive in a car on this street. Would not consider walking nor riding my bike on this street.  |
| 1 | Anywhere that the jackhammers are and the sidewalks are closed. 6th and Mission feels like a circle of hell due to all of the crime, drug dealers, vagrants, etc.  |
| 1 | 6th and Mission is dirty crowded and has scary people hanging out on the sidewalk all day, every day.  |
| 1 | 3rd by St. Regis - skinny sidewalk; 4th by Whole Foods at pedestrian rush hour (5 - 5:30) skinny sidewalk with both direction caltrain walkers, street sheet vendors and whole food customers. I normally walk faster than the average, and often jog as a form of transportation, and skinny walks with trees in them don't support multiple speeds of pedestrians.   |
| 1 | Those South of Market Street, in and near the Tenderloin as well as some of the East/West streets south of Market with homeless, trash, barren spaces, and little foot traffic...also, don't like seeing homeless people sleeping in the bus shelters overnight. I view this from my apartment on a regular basis.   |
| 1 | I really hate walking on 5th for the homeless & dirtiness & 4th street after Bryant- so much construction, wind by the Moscone, loud & crowded. That overpass is a real problem too - MUCH more light is needed on Stillman and perry.   |
| 1 | Townsend and parts of 4th are very uninviting... just seems cutoff and unnatural to cross streets... blight and graffiti are there as well   |
| 1 | The area, in general, is about traffic not pedestrians so that curtails daytime attractions like unique shops, green areas, cafes. You've got to have business down there to go, you don't go for pleasure.  |
| 1 | Townsend to Harrison, 5th and 6th streets. Lot's of homeless people hanging out. Not safe for my family. No shops or other reasons to take a walk.   |
| 1 | 6th Street - The closer you get to Mission, Market, it disgusting. I walk up to the Rose once a month to participate in Community Court and even at 10 a.m. it's unsafe, filthy, disturbing, not well patrolled by police, lots of drugs, panhandling, threatening people. I never recomend that anyone walk up 6th.   |
| 1 | 3rd Street up by Moscone is not very friendly because the trees are not at the lot line. There's a feeling of the street being much wider than it is. There should be street trees along 3rd by Moscone and on both sides of Moscone to warm up the pedestrian realm and make it not feel so bleak. And make them evergreen so they provide greenery and oxygen in the winter months as well.  |
| 1 | Any intersection along Harrison or Folsom because pedestrians are constantly placed into harms way because of outdated street designs that suggest while property tax revenues from TOD high-rises are great, pedestrian safety is amlow priority for the SFMTA.   |
| 1 | 6th st from market to Brannan is horrible, and 5th st isnt much better. ridden with crime and drug addled homeless   |

It's 2025, and this area has developed just as you had hoped. Describe what it's like to walk on and hang out on the streets.

| Count | Response  |
|-------|---|
| 1     | Bustling, lit, shops, restaurants, open on week-ends  |
| 1     | I will take a walk and visit this area, daily.  |
| 1     | Safe from crime, clean, well-lit, light traffic.  |
| 1     | Safe, clean, attractive buildings, shops, etc.  |
| 1     | Safe, clean, some greenery, and views to the water.   |
| 1     | Shops, cafes, small parks everywhere and clean streets.   |
| 1     | Shops, restaurants, parks all along folsom and harrison.  |
| 1     | Wonderful   |
| 1     | no crime  |
| 1     | there are trees and gardens, a variety of shops & restaurants at a mix of price ranges. There are a mix of people. There is ART, a lot of art. It is more than a place for rich connected people or just low-income. That it be authentic, not just a mix of developer activity, with low-income programs / functions tacked on for political reasons.  |
| 1     | Room to walk, garden's, even pavement, well-lit and safer than most neighborhoods. Places to eat outside. No Pot Dispenseries or mental health clinics. Easier access to transportation. Fewer late night clubs. Clean streets.   |
| 1     | There are streetcars or more subway stops. Maybe the freeway is now underground. The construction has finally stopped (yeah, right), new buildings are tall but reflective so it's not so cold. More retail.  |
| 1     | open areas, lots of green (trees, flowers), restricted traffic (including bicycles), lots of places to hang out and to shop   |
| 1     | A lot like Irving, West Portal, or other neighborhoods with great street life: open-air cafes, restaurants, interesting shops, safe street crossing, good bicycle access, secure bicycle parking.   |
| 1     | I find more restaurants, shops with outdoor seating and places to sit along the streets. New office developments with setbacks and mini parks like Vancouver Cn. All graffiti has been eradicated. It's now a felony to deface public and private property. Street are safe and clean to walk on 24/7.  |
| 1     | Wide clean sidewalks, safe from passing traffic. The highway traffic is hardly noticable. Bike racks in abundance. Trees blooming. Easy crossing.   |
| 1     | Large clean open side walks with trees and interesting shops. No homeless people sleeping on the streets.   |
| 1     | 1. Light traffic 2. Timely, readily available public transit 3. Clean transit stations 4. Tree-lined streets 5. Well-lit streets 6. Clean streets   |
| 1     | There are coffee shops and other boutiques on Clementina and Tehama, the streets (5th especially) are easy to cross, traffic is slowed so as not to be an extension of the highway, the streets have parklets and flora and fauna and there are clean sidewalks, friendly people with their kids and music playing in the park plus there are a lot of living walls (flowers and plants). The streets are all marked and the signage  |
| 1     | safe, sunny (when out sun is out of course), clean, families and visitors about enjoying the outside, cafes, stores, each other, playing games, talking, greenery/art pretty things to see and enjoy.   |
| 1     | Congestion pricing, road diets, and the City's realization that pedestrian safety should be a higher priority than moving cars through SoMa to the freeway ramps makes the area much more walkable than it was in 2011. Seating is plentiful to give senior citizens plenty of opportunities to sit and catch their breaths. Speed limits are 15 MPH throughout downtown San Francisco with many four way stops intermingled with traffic lights to enforce a pedestrian safety priority in drivers' behaviors. At night, streets are well lit. The underside of the Bay Bridge and other overpasses are decorated with murals and lighting TI help keep the area safe. |
| 1     | Bustling with activity, nice cafes, restaurants, grocery stores, local organic produce, community feel, wide sidewalks -- benches to hang out at.   |
| 1     | Clean, no graffiti, lots of art, restaurants and entertainment, lots of green space, dog parks, safe and crime free.  |
| 1     | It would be more green, the city wouldn't just plant trees, but care for the trees in the area. Graffiti would be gone, and removed regularly. People wouldn't be openly drunk on the street, passed out in the street, the streets would be green and feel safer, and quieter.   |
| 1     | Fun full of life all day into the night with boutiques, restaurants, clubs, bars and other personal service type business without too many chain retailers  |
| 1     | Streets are clean and quiet, with no homeless people. Many cyclists in the road but minimal cars. Sidewalks are well paved and lined with trees and plants.   |
| 1     | Interesting small shops line the wide clean streets and sidewalks. More park and open spaces. A police subdivision nearby mitigates crime, plus streets are free of garbage and bodily wastes.  |

|   |  |
|---|--|
| 1 | lots of interesting shops and restaurants, well maintained sidewalks and buildings, easy access to public transportation, does not smell like urine or feces   |
| 1 | It is clean, there is a good integration of nature and the city and collection of apartments, shops and restaurants lines the roads.   |
| 1 | You can walk down the street to get a morning coffee and stop at the local grocery store to pick up some fresh bread. Several mom and pop coffee shops are open for breakfast. Couples are out with the children taking them to the park or the library. During the week, businesses are active and at lunch time, workers can find their way to a sandwich shop and head over to some benches and eat under a shade tree.   |
| 1 | The sidewalks are wide, tree lined, and adjacent to parks, interesting architecture, and high quality shops and restaurants. There are no bars, fast food joints or big box stores.  |
| 1 | Great to hang out at the businesses along the bicycle only streets. Don't frequent the businesses on the car streets.  |
| 1 | Big sidewalks with landscaping, and interesting small retails like Union St, Chestnut St. or Fillmore  |
| 1 | There's a great mix of residential, commercial, office, and leisure areas so that the neighborhood is self-contained and you can live, work, and shop there by walking. Lots of interesting neighborhood events occur.   |
| 1 | A Jane Jacobs neighborhood with diversity of ages, ethnicities====superb schools, no crime, where people live where they work and autos are a dinosaur of the past plus MEETING PLACES and services if someone needs them. As a former transportation planner, my hope that LOCAL needs for transportation will be met but mostly by a sizeable no. of walk to work trips and walk to community services and meeting places. Let's have transit that works for everyone and not only high speed rail which might be great but would probably not do much to serve working and poorer populations in the City! Also, continue to limit City space for parking garages. Of course, this City would be built to earthquake resistant standards with superb emergency response systems...integrated with the transit system! |
| 1 | It would be like the East Village in New York City. Large avenues, but tons and tons of things to do and see. Protected bike lanes with clear medians on the streets with many street calming improvements to slow cars down on and off the freeway. It would be a destination area with more pedestrians and cyclists than cars (I wish). There would be small parklets and more inviting alleyways ie. in Europe.  |
| 1 | The streets are clean, the people on the street are courteous, there are lots of trees, and traffic has been mitigated (reduced by 50%)  |
| 1 | wider sidewalks, MUNI running e&w on Folsom, affordable housing THROUGHOUT the area. Heights limited to 40-50 feet so sunlight and human scale remains. PDR businesses still providing jobs, particularly south of freeway.  |
| 1 | Well maintained parks, mix of residential and commercial, roads are well maintained, inclusion of appropriate green spaces/parks, well lit.  |
| 1 | The corner of 5th and Folsom (currently a parking lot) would be a park with underground parking that would help pay for upkeep of the park. The park would anchor improvements planned for Folsom and areas to the east. Large tree species (not Birbane Boxes) would provide much needed canopy and help soften the facades of many buildings, and perhaps provide some fall color. Traffic would limit single cars for most of the day via congestion traffic ideas a la London. New corner buildings would have some sort of sidewalk setback to open up the intersection; the area would be filled with large trees and benches.   |
| 1 | 4th St. and one of the East/West streets (Brannan??) should become neighborhood main streets alla West Portal, Hayes, Castro etc.  |
| 1 | Tree lined streets, clean areas. Market street has options for drive-through meal purchases at Burger King, Wendy's and Carl's Junior. (Right now area is infested with homeless people and it feels unsafe to walk through there for a meal, also there are no drive-through options).  |
| 1 | A clean, safe area without users and drunks passed out on the sidewalk. No drug users openly using on the sidewalks and in bus stops. No human excrement on the sidewalks or streets.  |
| 1 | There are people sitting outside in cafes and small corner markets, people walking to and from their public transportation with newsstands and small business vendors, there are safe small parks to sit in and benches to sit on.   |
| 1 | There would be a mix of people walking along the sidewalks during the day and night. During the day they would be walking from offices to corner coffee shops and drug stores and at night people would be walking to happy hour, dinner or the gym. Traffic would move in 2 directions and sidewalks would be wider. There would also be more trees and shops with seating (this area gets more sun than most of the city, so it should be taken advantage of).   |
| 1 | lots and lots of trees and vegetation; all store fronts are occupied with lots of pedestrian activity  |
| 1 | Clean, well-maintained, vibrant with people, businesses, gathering places to sit, read, visit, enjoy the neighborhood  |
| 1 | Pedestrians, bicyclists, and transit (in transit-only lanes) outnumber cars. The walk from BART to the ballpark is a boulevard with wide sidewalks, street trees and ample planting area. It's most busy during the weekdays and daytime, but safe and well-lit at night and on weekends.  |
| 1 | There are highrises that are fine for the area because it's a City, with plenty of transportation to accommodate density. We need to house people in the City where they can live without a car. Along with the highrises and evergreen street trees, all of the historic buildings have been preserved so that the human scale comes not from restricting new development, but from preserving old. What works so well with the St. Regis is that they saved a beautiful old building to link with the past, and added a very nice highrise to the back of it.  |

|   |  |
|---|--|
| 1 | I'd imagine it to have become much more commercial oriented up near market. As you head south from market, the streets are cleaner, there is better public transportation, and there are actually a decent amount of restaurants and stores that people like to walk through to between caltrain & union sq.   |
| 1 | There are more large parks and open green space, there are less empty derelict buildings and less SRO/Hotel buildings.   |
| 1 | It would be diverse (economically, ethnically, aesthetically), walkable and woven into the city. It would have developed organically to some extent so that it had character - unlike Mission Bay.   |
| 1 | Ideally the best street experience is one where you can comfortably walk down the street, see trees and some landscaping. Little surprises along the way such as pocket parks, fountains or sidewalk cafes or perhaps a coffee shop tucked away in an alley. Maybe some of those alleys are closed off similar to Belden, Maiden or Claude lanes. It should be safe and experiential. Another element is that it is safe to cross the street. Perhaps at busier intersections there is an all red, pedestrian only signal similar to those in Chinatown and near the Moscone Center. |
| 1 | Ideally, you walk down wide sidewalks with few parking spaces, curb bulb-outs and shops that you want to visit.  |
| 1 | Lots of trees and landscaping. Still maintains some older architecture, but some buildings are updated to a more modern feel. Safe to walk around during the day and evening. Lots of public transportation.   |
| 1 | parks, well-lit, clean, even, less homeless and no drug addicts, trees, nice buildings, restaurants and shops  |
| 1 | I think having clean storefronts, coffee shops, new and interesting restaurants, clean streets and lots of easy areas to walk dogs - may a park or two.  |
| 1 | I'd love to have a situation similar to some of the western neighborhoods of San Fran or possibly along King street with a little more vibrancy. I'd love to see restaurants/shops/mixed use buildings lining the streets with easy and accessible residential communities and a safe feel   |

#### ON-LINE SURVEY RESULTS: ADDITIONAL COMMENTS

Is there anything else you'd like to tell us about the pedestrian environment in the area? You may also share and look at pictures of the study area's streets on the project's Flickr page.

| Count | Response  |
|-------|---|
| 1     | -   |
| 1     | A lot of the paths (like the roads) are in poor condition and dirty.  |
| 1     | Too much shabby looking people.   |
| 1     | should utilize area under bridge or free ways   |
| 1     | This is area experiences the most injuries and fatalities from cars. More needs to be done about pedestrian safety.   |
| 1     | It's important that the public transit system is perceived as reliable by commuters. For example, the MUNI system seems to run in a very haphazard fashion. Commuters never know when their train will arrive (N Judah, in particular). Often there are long delays, followed by packed trains, since riders have accumulated during the delay. Also, clean transit stations and trains encourage riders to consider public transit as a viable commute option. Finally, keeping transit stations, and heavily travelled pedestrian streets, well-lit, clean and safe is of great importance to encouraging commute alternatives other than cars. |
| 1     | There are very few trees and public parks, and the car traffic on Brannan and Bryant streets moves too fast and the sidewalks on these streets are too narrow.  |
| 1     | Panhandling and graffiti are horrific. Home/property owners are not held accountable for keeping the buildings up and clean. Read the 6th street Community Guides report and see how much time they spend abating graffiti, cleaning filth, and assisting homeless/drunks/druggies etc. There is also a disproportionate number of bad SRO's in the area (there are primary 4 neighborhoods in the City where 90+% of the SRO's are - SOMA, Mission, Tenderloin and Chinatown - what's up with that?).  |
| 1     | I think South Park is a great example of what could happen in a couple of other areas along this corridor. We love this area and walk here often for dinner, brunch, etc.   |
| 1     | Sidewalks need to be wider with double rows of CANOPY trees. In addition, we need dedicated and protected bike lanes between the curb and the lane for parked cars rather than between the parked cars and the oncoming traffic lane. On this last point, Manahattan created lots of protected bike lanes by placing the bike paths between the curb and parked cars rather than between the parked cars and flow of traffic. I don't see why SF can't do the same.   |
| 1     | S. F. neighborhood in this area has many interesting buildings with different characters. I like morden buildings in a safe and clean environment.  |

## ON-LINE SURVEY RESULTS: ADDITIONAL COMMENTS (cont.)

|   |   |
|---|---|
| 1 | There is a grayness about some of these streets. And the blocks are sooo long for pedestrians. It would be nice to have more pedestrian scale structures.   |
| 1 | Crossing 5th on Clementina and Tehama is treacherous if you do not want to go to Howard or Folsom to cross 5th.   |
| 1 | Need to develop an Adopt the Block plan where business and residents on each block buy into keeping their street clean and reporting crime.   |
| 1 | The cars do run very fast on the streets, and though it is a big feeder area for the Bay Bridge, freeways, and downtown, it would be nice to find a way to slow the traffic a little without having to make the streets two way. Is there enough room to add a median with native landscaping and maybe palm trees. Some of the South of Market Streets are so wide, it would be nice to slow traffic with a simple tool like trees, and it would be nice for pedestrians crossing in a perpendicular manner to have a refuge halfway across the block. |
| 1 | Make it feel pedestrian in scale. Keep the street wall to a minimum, add plenty of setback for taller buildings. Do wind studies. The 101 freeway creates really strong wind currents at street level along Bryant and Harrison @ 3rd street. The buildings should be designed to limit or deflect the winds upward. Add trees wherever possible.   |
| 1 | The cross walks feel very dangerous. The lanes seem confusing to drivers. And people drive too fast.  |
| 1 | there's weird walking or should i say no walking or crossing spots on like third and folsom and in that area - hard to cross the streets at times.  |
| 1 | those pictures are not in san francisco but those type features with more street level businesses make the neighborhood walkable.   |
| 1 | It's a sad fact that the PEOPLE hanging out within a block or so of the 6th Street corridor are the biggest contributor to the rest of the "blight"; graffiti, trash, petty crimes, etc. I don't know how to change the behavior of the people around there, but until the overall behavior changes I don't see the situation improving.  |
| 1 | Let's integrate: land use with transportation and and promote well coordinated multi-modal transportation with less dependency on the automobile. Bicycle with pedestrian and automobile safety is a current challenge which I hope will fine tuned.  |
| 1 | I really hope the area is developed more fully. It is such a shame that it is quite ugly and feels so unsafe today (I will not let my wife walk alone past 5th st.  |
| 1 | I'm glad for all that is here. I'm confused about traffic design that puts pedestrians and right-turners in the same rush hour time slot (such as crossing 3rd on N. side of Mission).  |
| 1 | I think King between 3rd & 4th will have it right in the long term. Wider sidewalks, with trees & curbside parking goes a long way to making people feel safe from this very busy street.   |
| 1 | This is one of the most beautiful cities in the world, but it has serious quality of life issues. Most other large cities in the country are learning how to deal with his problems (Chicago, New York, LA). I seriously hope that SF will work on quality of life issues South of Market and throughout the City.  |
| 1 | There is a definite need to move traffic through the area quickly, but that can be accomplished by timing the lights effectively and have interesting places for people to wait while the light changes. A good example is Hayes Valley w/ Franklin & Gough....   |