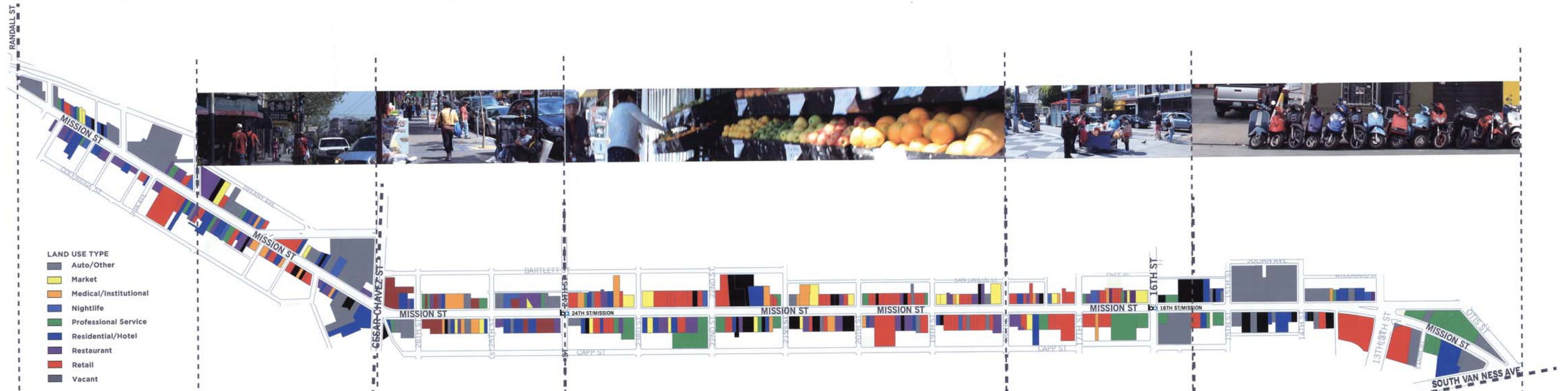


# MISSION STREET SEGMENTS

## A Walk Along Mission Street



### RANDALL-29TH "The Southern End"

### 29TH-CHAVEZ "The Mission-Bernal Gateway"

### CHAVEZ-24TH "The Living Room"

### 24TH-18TH "The Heart of the Neighborhood"

### 18TH-16TH "The Transit Hub"

### 16TH-VAN NESS "The Auto District"

Mission Street on this stretch prioritizes cars over pedestrians. The intersection of Mission and Randall, the southern end of our project area, is very unsafe for pedestrians due to the complex road geometry. This stretch of the corridor transitions from a neighborhood commercial corridor on the north to a predominantly residential character on the south.

The businesses serving the neighborhood include mostly restaurants, retail, auto services and a large supermarket.

The average lot grain is relatively large (6,000 sq. ft.): wide lots like Safeway and Big Lots as well as two gas stations interrupt the tight neighborhood feel immediately north of Virginia Street, creating a landscape dominated by blank walls and cars.

Please we must set priorities first Housing Preservation of culture & small business before improvement

Mission Street on this stretch becomes a neighborhood-serving street. The commercial character of the street has been strengthened by the *Invest in Neighborhood Initiative*, promoted by the Mayor's Office of Economic Development (OEWD). This section of the corridor was identified as priority corridor for the program: as a result, a new merchant association, the *Mission-Bernal Merchant Association* has been formed by active business owners.

The average lot grain along this stretch is large (7,000 sq. ft.) mostly due to the very wide lot of *Mission Link Career Center* as well as several parking lots along the segment. These wide storefronts and blank walls create a rather unpleasant pedestrian environment. Some positive elements of this stretch are popular restaurants in the area between 29th and Valencia and the upcoming *Valencia Green Gateway Plaza* (Mission and Valencia) a new public space funded by the Public Utilities Commission that will be installed in March 2015. The plaza will become a great opportunity to combine transit, art and new community events and it could become a center for the Mission Street area South of Chavez.

Mission Street on this stretch has a neighborhood commercial feel- we are approaching here the historic Mission Street core. Retail is neighborhood-serving and varied: historic businesses such as the hardware store and the Italian pastry shop Dianda's mix with new but equally beloved retail such as *Mission Pie*, a café, bakery and gathering place. The *Mission Cultural Center*, another key neighborhood institution, provides opportunities to celebrate the neighborhood's cultural heritage.

The 24th Street BART station serves as a major gateway to the neighborhood and as a link to the rest of the city. The *McDonald's* restaurant across the street from the BART plaza, was recently renovated, and is a tremendous asset to the residents: seniors and families are found here socializing, playing cards, reading the news and having a break from the day's activities. The sidewalks on this stretch are very well maintained. Pedestrian volumes are particularly high in the 25th block stretch: benches on the sidewalk with floral landscaping (unique to the 25th and 26th blocks of Mission Street) provide a very pleasant seating and socializing opportunity, transforming this block in an "open-air living room".

This is the "historic Mission Street", the iconic theatre corridor that in the 1920's and 1930's was a booming entertainment district. It is also the heart of the neighborhood, its cultural heart and its commercial Main Street. Traces of this glamorous past are found in the elegant historic signage and elaborate decorations in the paving of the vestibules and cornices of the commercial storefronts. Several theatres are found in this stretch: *El Capitan*, the *Tower*, the *Grand* and the iconic *New Mission Theatre* currently under restoration.

The average lot grain on this stretch is small (5,500 square feet) creating a dense storefront corridor attracting a significant volume of foot traffic. Most retail businesses serve as a destination for local and citywide residents as well as visitors from other places.

Mission Street along this stretch has also undergone a significant transformation in the past few years, compared to other segments of the corridor. The 21st block in particular is under construction for a large development project including 125 new residential units, retail, and the restored *New Mission* multi-theatre complex. This stretch of Mission Street remains also active and vibrant during the evening with a high concentration of restaurants.

MORATORIUM ON RESTAURANTS  
SMALLER BUSINESS  
RETAIL  
(NON-FAMILY)

Gentrification

The average lot grain in this stretch is very small (5,000 sq. ft.): similarly to the stretch south of 18th, the tight urban fabric creates a dense storefront condition that attracts a significant volume of foot traffic. The 18th street corner, nicknamed "the fancy block" in community interviews, has attracted new restaurants and business in the last few years and is the bookend of a new informal *gourmet district* along 18th street that extends all the way to Dolores Park.

The 16th Street BART station on the other end of the stretch serves as a gateway to the neighborhood and the rest of the city. The 16th Street BART plaza is also a place for commuting, gathering, and living. The northeast plaza more specifically provides an outdoor living room for residents living in the residential hotels mostly between the 16th and 18th blocks, and for homeless individuals who spend the day sitting on the benches.

Mission street on this stretch becomes less pedestrian oriented. The lot grain is significantly larger than the other segments (about 11,000 sq. ft.). The freeway over-pass on 13th street imposes automobiles on the street, where intersections prioritize movements of cars over pedestrians. The main business type in this segment is auto service, followed by professional services. There are several vacant lots along the stretch- they make up a significant portion of street frontage and they include an abandoned School District property between 15th and 16th on the west side, an abandoned building between 14th and 15th on the east side, and a vacant lot on the north-east corner of 14th and Mission. The imposing presence of the San Francisco Armory building -with its thick, blank walls- creates a harsh, unpleasant edge to the block of 14th Street. These businesses or lack thereof do not attract foot traffic within this segment and in most cases create an empty and uncomfortable environment, especially at night. This is also a segment that often times serves as a living room for SRO residents or homeless individuals especially in front of the above mentioned vacant lots. The lack of maintenance in this stretch augments the feeling of grittiness and disrepair.

MISSION  
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SAN FRANCISCO  
PLANNING DEPARTMENT

IN COLLABORATION WITH



Funded by the Environmental Justice Context-Sensitive Planning Program (2013) of the California Department of Transportation (Caltrans)



# STREETSCAPE DESIGN GUIDELINES FOR FUTURE IMPROVEMENTS

NORMAS DE DISEÑO DEL PAISAJE URBANO PARA MEJORAMIENTOS

## CORRIDOR DESIGN TYPOLOGIES

CLASIFICACIONES DE DISEÑO DE CORREDOR

### NEW STREETSCAPE IMPROVEMENTS

MEJORAMIENTOS AL PAISAJE URBANO

When new development projects are approved, the San Francisco Planning Code requires improvements to the fronting sidewalks. This category of streetscape element will build on these requirements. This could include sidewalk extensions, landscaping, seating, special paving, tree planting, and other sidewalk elements.

Cuando se aprueban proyectos de vivienda o proyectos comerciales el Código de Planificación requiere mejoramientos a los andenes enfrente del proyecto. Estos mejoramientos pueden incluir expansiones al andén, nuevas bancas, pavimentos especiales, nuevos árboles y otras amenidades.

**Goal:** Improve sidewalks conditions along the street

**Meta:** Mejorar los andenes

**Sponsor:** Project Developer

**Patrocinador:** Compañía Desarrolladora de Viviendas

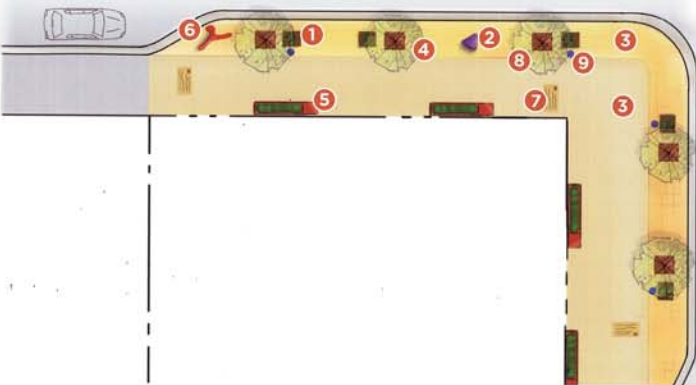
**Potential Locations:** Pipeline project sites

**Ubicación:** Proyectos en planificación

**Cost:** \$\$\$

**Costo:** \$\$\$

MISSION STREET



### STOREFRONT PUBLIC SPACE

ESPACIOS PÚBLICOS ENFRETE DE LOS ESCAPARATES

Existing merchants can provide improvements on their fronting sidewalk- such improvements can serve their patrons and all street users at the same time. These elements could include tree grates, seating, landscaping, vending infrastructure, special vestibule paving, façade improvements and vintage signage restoration.

Los comerciantes pueden hacer mejoramientos a los espacios enfrente de sus tiendas para mejor servir a sus clientes y al público. Los mejoramientos incluyen rejillas de árboles, bancas, macetones, espacios de venta adicionales al aire libre, pavimentos decorativos, rehabilitación de fachadas, restauración de señalamiento antiguo.

**Goal:** To support businesses by providing amenities for their customers on the street

**Meta:** Proveer amenidades para los clientes de los comerciantes de la Calle Mission

**Sponsor:** Fronting businesses, organizations, etc.

**Patrocinador:** Los comerciantes de la Calle Mission u otras organizaciones

**Potential Locations:** Multi-locations along corridor

**Ubicación:** Varios lugares a lo largo del corredor

**Cost:** \$

**Costo:** \$

MISSION STREET



### COMMUNITY PUBLIC SPACE

ESPACIOS PÚBLICOS COMUNITARIOS

Along Mission Street, there are points where existing sidewalk space is underutilized and could be better used. Special paving and landscaping; seating opportunities such as benches, seatwalls, and shade structures; public art elements such as art installations and information boards; and other elements, can help create new and appealing public spaces along the street for the community to enjoy.

Hay lugares por la Calle Mission donde no se aprovecha el uso de los andenes. Podemos mejorar esta situación con lo siguiente: pavimentos especiales; bancas, arriates con bancas; pérgolas; arte público como instalaciones y carteleras; y otros elementos que ayudan a crear espacios públicos llamativos para que disfrute la comunidad a lo largo del corredor.

**Goal:** Provide additional sidewalk space for the community to gather

**Meta:** Aumentar los andenes para crear espacios públicos para reunirse y caminar

**Sponsor:** City of San Francisco

**Patrocinador:** La Ciudad de San Francisco

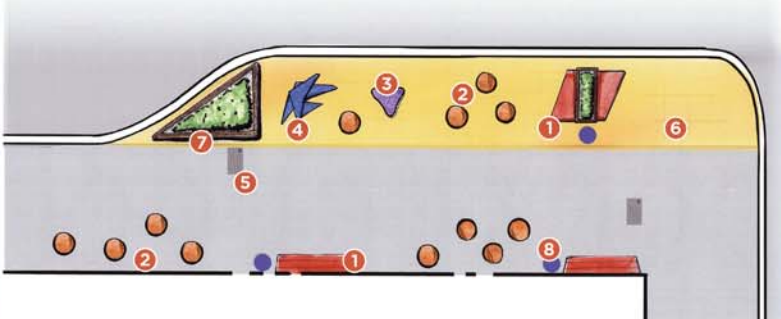
**Potential Locations:** Corners, mid-block, alleys

**Ubicación:** Las esquinas, la mitad de las cuadras, callejones

**Cost:** \$\$

**Costo:** \$\$

MISSION STREET



Please write your comments below. Let us know what you think of these typologies and what you like to see in them! (or you can also fill out the provided survey)

Por favor anote sus comentarios abajo. Díganos lo que piensa de la clasificaciones y de lo que les faltan (también se puede llenar la encuesta)

Moveable seating in front of cafes and shops for safety

Trees & other Landscaping

MORE PERM. BENCHES  
MORE BIKE PARKING

Think about creating planted center divider that is pedestrian friendly by allowing Mission to 2 lanes & limit traffic flow



# STREETSCAPE DESIGN OPPORTUNITIES FOR IMPROVEMENT

DISEÑO DEL PAISAJE URBANO OPORTUNIDADES PARA MEJORAMIENTOS

## CORRIDOR DESIGN

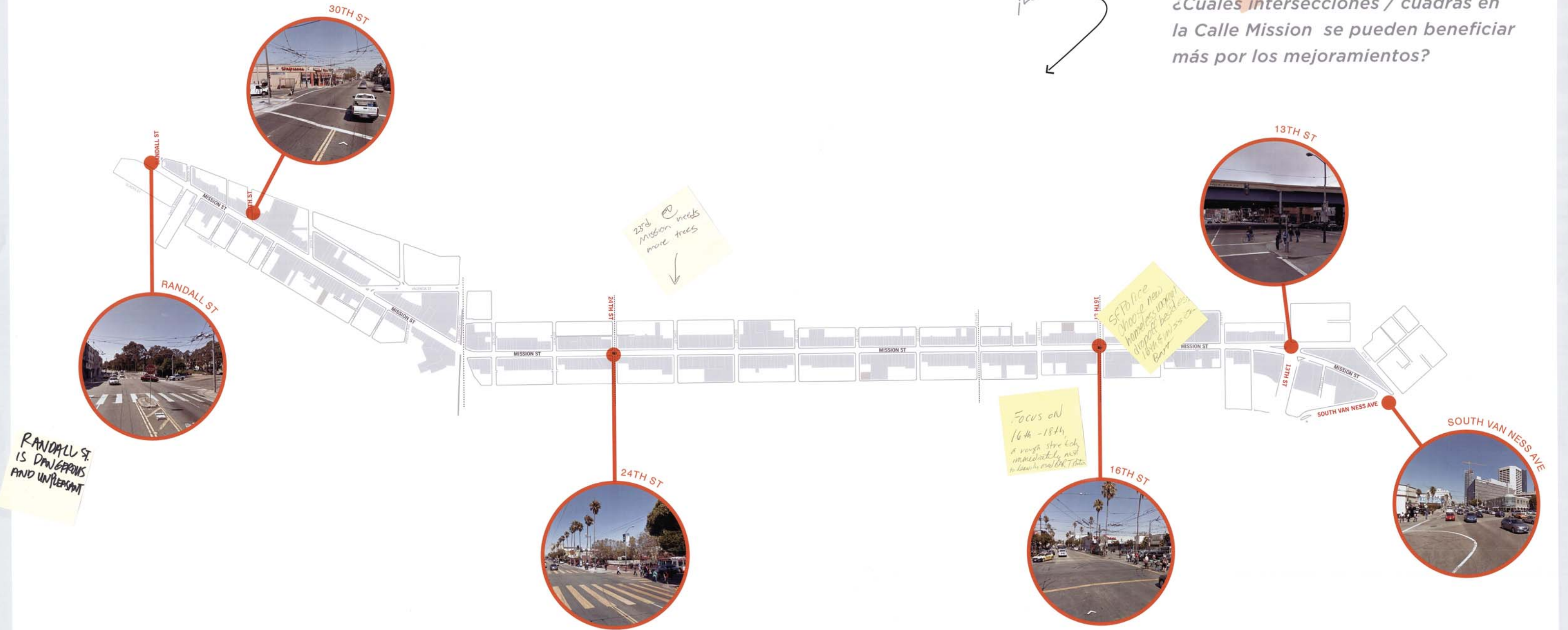
DISEÑO DEL CORREDOR

The Mission Public Life Plan seeks to provide options and design recommendations for key intersections and blocks along the corridor. In your experience, which stretches of Mission Street do you think could be improved?

El Plan de Vida Pública de la Calle Mission quiere proponer recomendaciones de diseño para intersecciones y cuadras importantes por lo largo del corredor. Por su experiencia en la calle Mission, ¿dónde se puede mejorar?

WRITE IT HERE!  
¡ESCRÍBALAS AQUÍ!

Which intersections/blocks along Mission Street do you think would benefit most from improvement?  
¿Cuales intersecciones / cuadras en la Calle Mission se pueden beneficiar más por los mejoramientos?





# DESIGN IDEAS FOR COMMUNITY PUBLIC SPACES

## CONCEPTOS DE DISEÑO PARA ESPACIOS PÚBLICOS

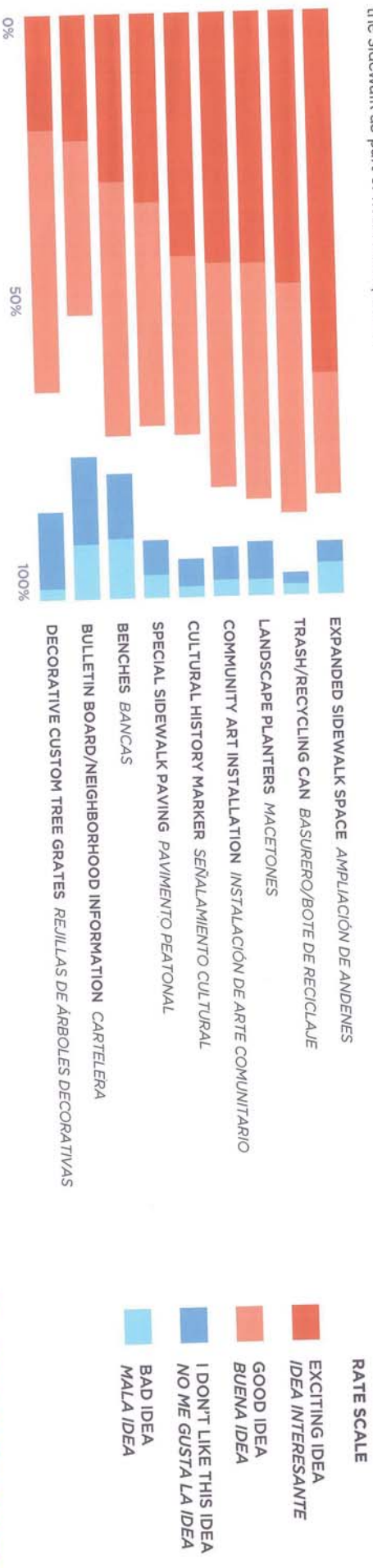
Over 120 people responded to the survey. Many thanks to those who took the time to respond! Participants were asked to rank treatments that could be implemented along Mission Street.

Más de 120 personas llenaron la encuesta. Les agradecemos por terminar la encuesta! Se les pidieron a los participantes que anotaran sus preferencias entre los mejoramientos para la Calle Mission.

## NEW STREETSCAPE IMPROVEMENTS

Please indicate your preferences for the following elements of NEW STREETSCAPE IMPROVEMENTS. Your answer should indicate which of these would you like to see on the sidewalk as part of new development.

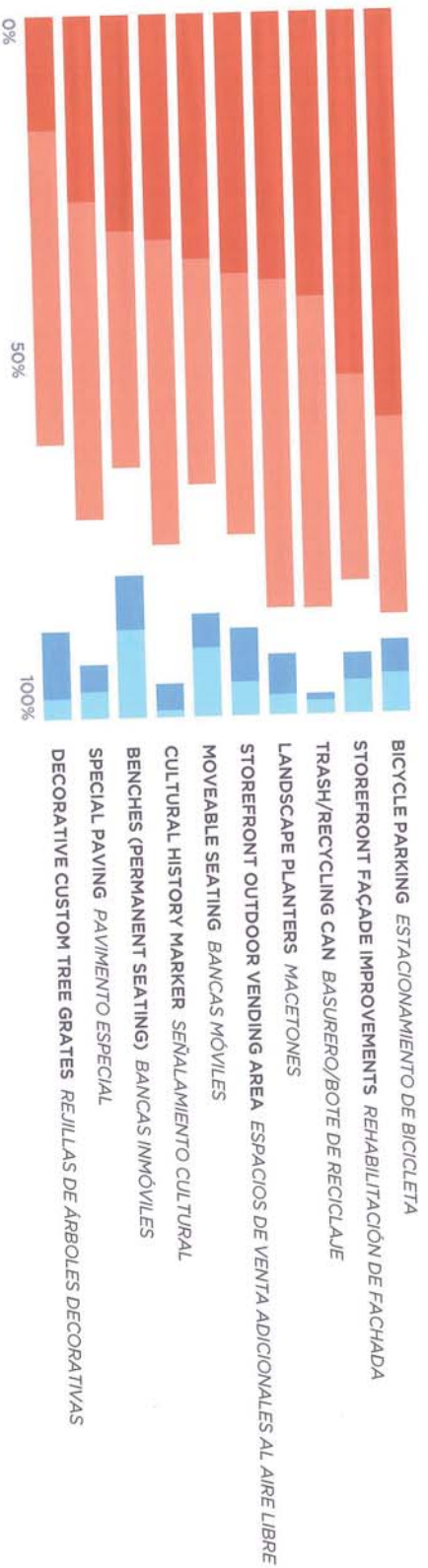
Por favor indique sus preferencias por los siguientes elementos de los MEJORAMIENTOS AL PAISAJE URBANO. Las respuestas deben reflejar lo que desea ver por los andenes como parte de un nuevo proyecto residencial o comercial.



# STOREFRONT PUBLIC SPACE

Please indicate your preferences for the following elements of STOREFRONT PUBLIC SPACE. Your answer should indicate which of these would you like to see on the sidewalk as part of storefront public space.

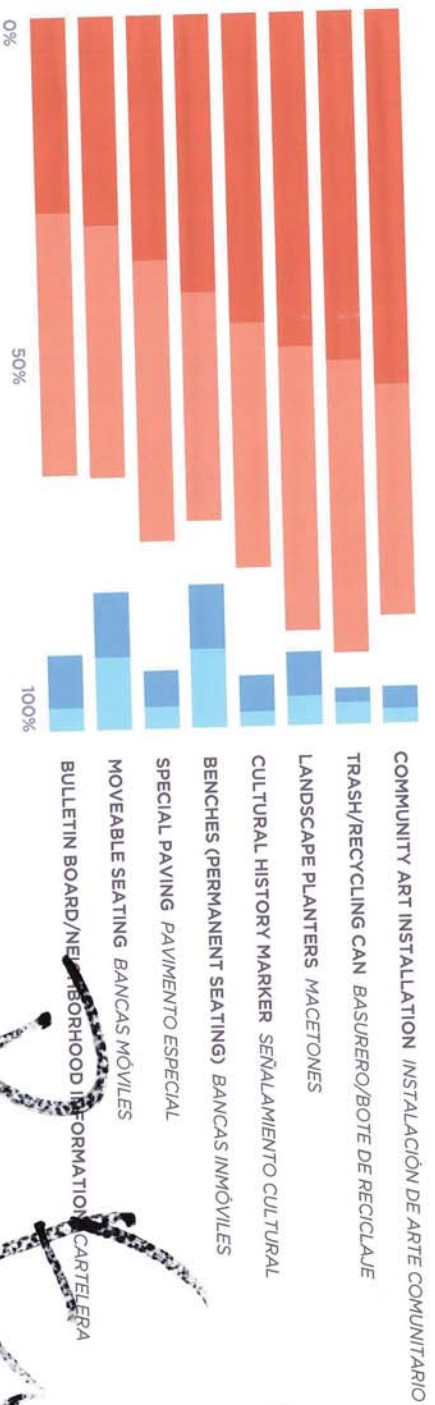
Por favor indique sus preferencias por los siguientes elementos de ESPACIOS PÚBLICOS ENFRENTA DE LOS ESCAPARATES. Las respuestas deben reflejar lo que desea ver por los andenes como parte de un espacio público enfrente de un escaparate.



COMMUNITY PUBLIC SPACE *ESPACIOS PÚBLICOS COMUNITARIOS*

Please indicate your preferences for the following elements of COMMUNITY PUBLIC SPACE. Your answer should indicate which of these would you like to see on the sidewalk as part of community public space.

Por favor indique sus preferencias por los siguientes elementos de los ESPACIOS PÚBLICOS COMUNITARIOS. Las respuestas deben reflejar lo que desea ver por los andenes como parte de un espacio público comunitario.



## PROGRAMS AND MAINTENANCE PROYECTOS PREFERIDOS

If you had limited budget to spend on only TWO (2) projects for Mission Street from the list below, which TWO would you pick?

Suponiendo que solo hay presupuesto para DOS (2) proyectos de la lista, ¿cuáles escogería?



## MISSION

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WORKSHOP 3 | JANUARY 21, 2015



# STREETSCAPE DESIGN BUSINESS IMPROVEMENTS AND PROGRAMMING

DISEÑO DEL PAISAJE URBANO PROGRAMACIÓN Y MEJORAMIENTOS COMERCIALES

## STREET FRONTAGE ANALYSIS

ANÁLISIS DE LA FRENTE DE LA CALLE

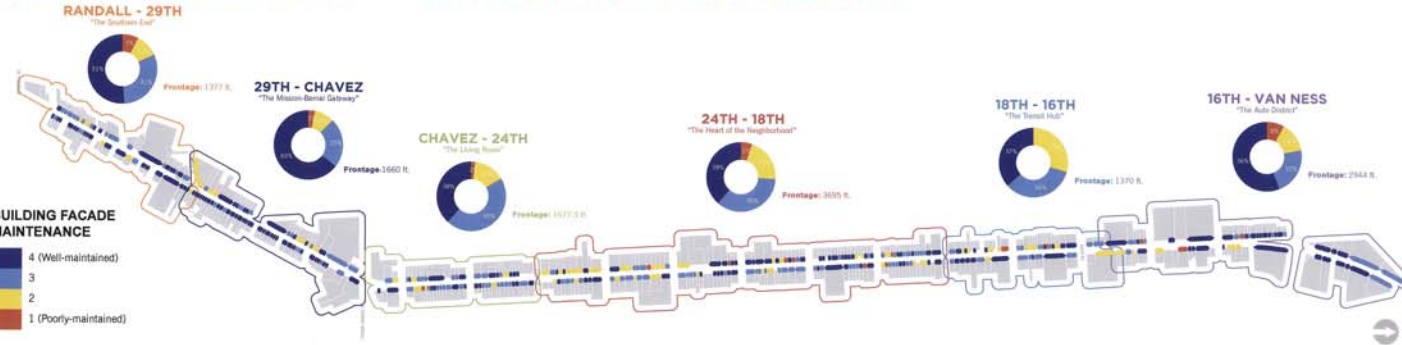
### BUILDING FACADE MAINTENANCE

### MANTENIMIENTO DE FACHADA



**BUILDING FACADE MAINTENANCE**

4 (Well-maintained)  
3  
2  
1 (Poorly-maintained)



When thinking about public spaces, one also thinks of building facades and the cleanliness of the sidewalks. This analysis looks at cleanliness and maintenance of the buildings fronting the Mission Street corridor, and it gives an indication as to where additional services are needed and what programs can help.

Cuando pensamos de los espacios públicos, pensamos también de las fachadas de los edificios y el mantenimiento de los andenes. Este análisis se trata del mantenimiento de los edificios por lo largo de la Calle Mission y propone donde se necesitan servicios de mantenimiento y que programas puedan ayudar.



There are many components that make a successful public space. However, budget restrictions often play a role in the process as well.

Muchos elementos hacen que un espacio público sea exitoso. Pero límites de presupuesto influyen el proceso también

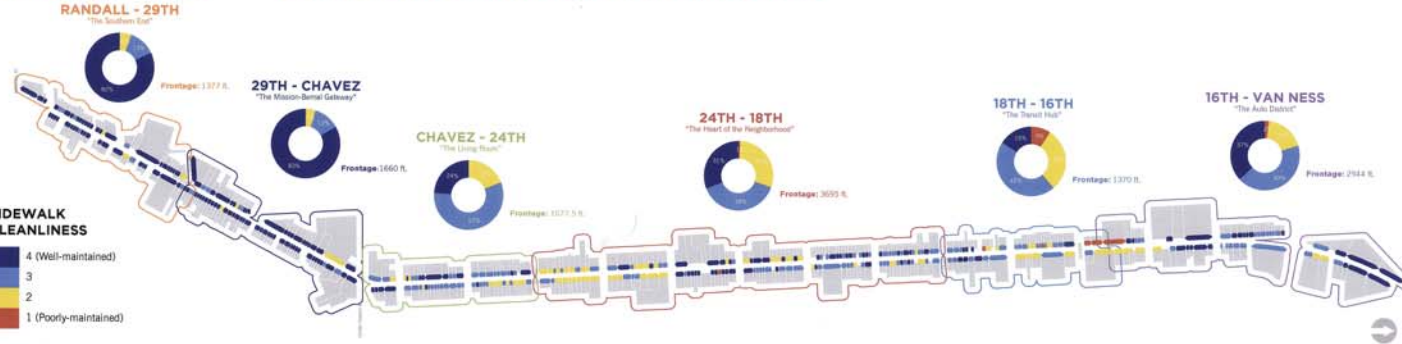
### SIDEWALK CLEANLINESS

### ESTADO DE LIMPIEZA DE ANDENES



**SIDEWALK CLEANLINESS**

4 (Well-maintained)  
3  
2  
1 (Poorly-maintained)



If you had limited budget, which two projects would you pick to implement?

Suponiendo que solo hay presupuesto para dos proyectos de la lista, ¿cuáles escogería?

## POTENTIAL BUSINESS IMPROVEMENTS AND PROGRAMMING PROJECTS

PROYECTOS DE PROGRAMACIÓN Y MEJORAMIENTOS COMERCIALES

- A** A new corridor-wide Business Improvement District (BID)- a merchant association that can sponsor events, cleaning efforts and maintenance projects

*Distrito de Mejoramiento Comercial - una asociación de comerciantes que puede patrocinar proyectos y eventos para el mantenimiento y limpieza del corredor*

- C** Regular Sidewalk Steam Cleaning- regular sidewalk steam cleaning that would complement Public Works' current cleaning services and individual merchants' current efforts

*Limpieza de Andenes - un programa de limpieza de andenes puede complementar los servicios que ofrece el departamento de obras públicas y de los comerciantes individuales*

- E** Comfortable Bus Stops- an initiative to improve the transit experience at the bus stops for its current users could be developed in coordination with SFMTA upcoming transit improvements

*Paradas de Autobús más Útiles y Cómodas - esto se podrá desarrollar en conjunto con La Agencia de Transporte Metropolitana de San Francisco (SFMTA)*

- B** A Façade Improvement Program- a program that would maintain and restore the unique character of the businesses on the ground floor along the street

*Programa de Rehabilitación de Fachadas- este programa ayudará con obras de mantenimiento y restauración de fachadas para retener el carácter único de las tiendas*

- D** Additional Traffic Enforcement- targeted enforcement would help solve the current double parking issue that is impacting transit operations, car circulation and pedestrian visibility along the corridor.

*Control de Tráfico- Aumentar vigilancia podrá resolver el problema del estacionamiento en doble fila, lo que causa demoras para el sistema de transporte público y también para conductores de vehículos particulares*

- F** Additional Festivals and Programs- these could be organized by merchants, schools or cultural centers along the street
- Ferias, Festivales y otros Programas - comerciantes, escuelas, centros culturales y otras organizaciones podrán organizar eventos*

PLACE A DOT ON YOUR TWO FAVORITES!

¡COLOQUE UN PUNTO EN SUS DOS FAVORITOS!

**MISSION**

PUBLIC LIFE PLAN

<http://missionpubliclifeplan.org>  
WORKSHOP 3 | JANUARY 21, 2015

San Francisco Planning IN COLLABORATION WITH

PUBLIC WORKS

SFMTA

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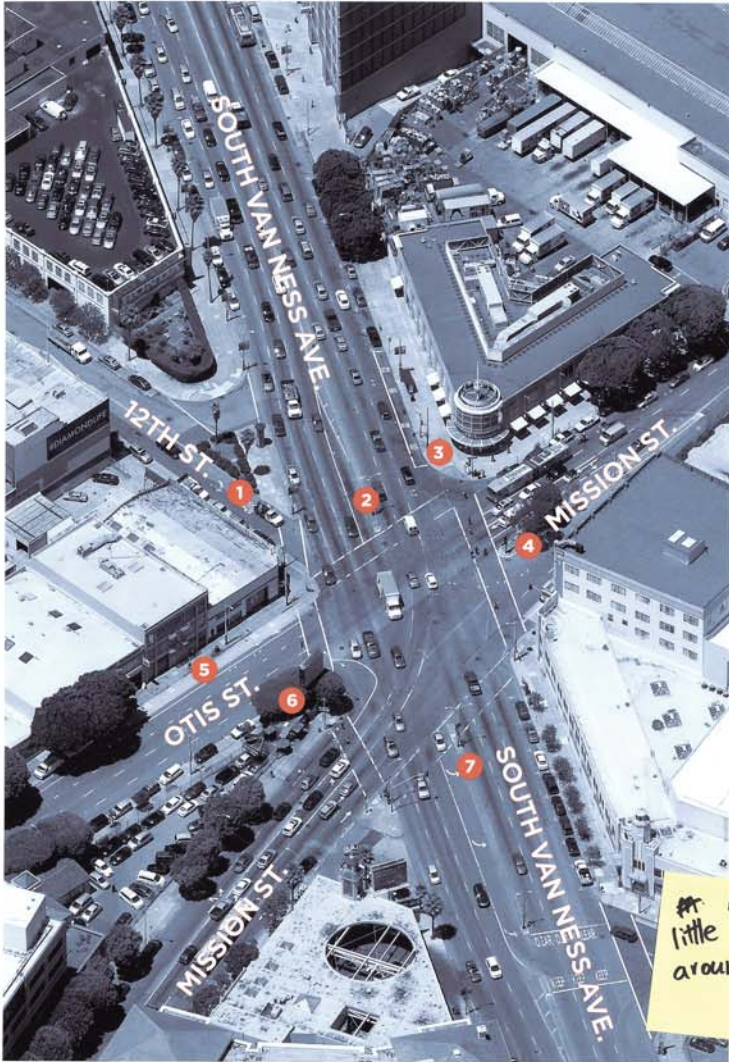
# SOUTH VAN NESS AVENUE INTERSECTION DESIGN

AVENIDA SOUTH VAN NESS: DISEÑO DE INTERSECCIÓN

## S. VAN NESS AVE. INTERSECTION

The intersection of Mission Street and South Van Ness Avenue is challenging and often unpleasant for pedestrians, transit riders, cyclists and drivers. With multiple projects anticipated in the near future, there are many opportunities to improve safety and enhance the public realm at this central node.

A la intersección de la Calle Mission y la Avenida South Van Ness le falta claridad y es poca cómoda para peatones, usuarios de transporte público, ciclistas y conductores. Dado a los múltiples proyectos anticipados, hay muchas oportunidades para aumentar la seguridad peatonal y ciclista a la misma vez que se mejora el paisaje urbano en este nodo central.



- 1 Street meets the intersection, given the large residential development projects expected on either side.  
*Según el Plan Market and Octavia y debido a la cantidad de proyectos residenciales que se esperan, se construirá un mini-parque en la intersección de la Calle 12 con la Avenida South Van Ness.*
- 2 The Van Ness Bus Rapid Transit project will add transit-only lanes to this block of South Van Ness Avenue and a pedestrian refuge to the seven-lane pedestrian crossing.  
*El proyecto Van Ness Bus Rapid Transit añadirá carriles de uso exclusivo para autobuses a esta cuadra de la Avenida South Van Ness y también un refugio peatonal al cruce peatonal.*
- 3 A substantial bulb-out at this corner would significantly shorten excessively long pedestrian crossings on Mission Street and on South Van Ness Avenue.  
*Un ensanchamiento de los andenes en esta esquina cortaría la distancia del cruce peatonal entre la Calle Mission y la Avenida South Van Ness.*
- 4 The MUNI Forward project will add transit-only lanes to this block of Mission Street. A substantial pedestrian refuge would make crossing Mission Street more pleasant for pedestrians.  
*El proyecto Muni Forward añadirá carriles de uso exclusivo para autobuses a esta cuadra de la Calle Mission. Un refugio peatonal haría el cruce más seguro para peatones.*

- 6 If available for purchase by the City, the triangular lot between Mission and Otis Streets could also serve as public space. The historic Spanish Colonial Revival building at the site could be adapted for use as a community center, while the undeveloped portion of the lot could accommodate many open space uses. The existing sharp turn from Mission onto Otis Street could be reconfigured for greater pedestrian safety, and an eastbound protected bicycle lane (under study in the Better Market Street project) could also be accommodated.  
*Si el lote triangular entre las Calles Mission y Otis se pusiera en venta se podría convertirlo en un espacio público. El edificio de estilo arquitectura renacimiento colonial español se podría convertir en un centro comunitario con espacios de recreo al aire libre. La convergencia de la Calle Mission a la Calle Otis se puede diseñar para aumentar la seguridad peatonal y una ciclovía protegida (bajo estudios del proyecto Better Market Street) también se podría ubicar allí.*
- 7 Dedicated transit lanes and boarding islands were studied under the MUNI Forward project, but there are currently no immediate plans to route transit service through this block of South Van Ness Avenue. The excessively long pedestrian crossings should be shortened with bulb-outs and a pedestrian refuge that can be reconfigured should such service be implemented.  
*Se estudió la posibilidad de añadir carriles exclusivos e isletas para abordar transporte público en el proyecto Muni Forward; hasta ahora no hay planes para proveer rutas de autobús por esta cuadra de la Avenida South Van Ness. Para mejorar los cruces peatonales se deben ensanchar los andenes y agregar un refugio peatonal en caso de que se provee una ruta de autobús.*

### The Car-dominated Intersection Area Today:

- Degraded public realm with unpleasant walking conditions.
- Very long pedestrian crossings with frequent pedestrian/vehicle conflicts
- Important transit crossroads, but busses often sit in traffic, and bus stops are
- Important bicycle corridor, but connectivity is poor and bike lanes are unprotected
- Multiple traffic lanes, but frequent backups due to upstream bottlenecks.

### La Intersección Hoy: Dominio del Automóvil Particular:

- Paisaje Urbano en condiciones pobres; falta de seguridad peatonal.
- Cruces peatonales largos con choques auto/peatonal frecuentes.
- Rutas de transporte público importantes pero autobuses estancados y las paradas de autobús no son cómodas.
- Ciclovía importante pero sin conexiones y sin vías protegidas.
- Múltiples carriles pero siempre hay embotellamiento.

Invest in pedestrian & bike elevated or tunnel path to avoid crossing at street level

### Potential Improvement Concept Diagram:

- "Vision Zero" requires that safety concerns be addressed at the intersection.
- The Van Ness Bus Rapid Transit and MUNI Forward projects will add dedicated bus lanes and more dignified bus stops.
- New developments are expected to add many residents and workers to the immediate vicinity.
- New open space improvements are envisioned under the Market and Octavia Area Plan
- The new private and public developments could also provide additional public realm improvements.
- The Better Market Street Environmental Impact Report will study improved bicycle infrastructure in the area.

### Diagrama Conceptual de Potenciales Mejoras:

- La directiva "Vision Zero" requiere aumentar la seguridad peatonal en esta intersección.
- Los proyectos de Van Ness Bus Rapid Transit y Muni Forward añadirán carriles exclusivos para autobús y mejores paradas de autobús.
- Se esperan muchos residentes y empleados nuevos debido a los nuevos proyectos residenciales y comerciales en el área.
- Bajo el Plan Market and Octavia nuevos espacios para recreo al aire libre se esperan.
- Proyectos residenciales y comerciales también podrían proveer mejoramientos al paisaje urbano.
- El Better Market Street Environmental Impact Report estudiará la posibilidad de mejorar la infraestructura de ciclismo en el área.





INTERSECTIONS DESIGN IDEAS
INTERSECCIONES IDEAS PARA DISEÑO

13TH STREET INTERSECTION
INTERSECCIÓN DE LA CALLE 13

Throughout our public outreach, we have heard concerns about the underpass at the 13th Street intersection. The crosswalk can be intimidating for pedestrians because of the large volume of vehicles passing at high speed, a safety concern. This board asks for input on your experience using this intersection. Provided below are also examples of potential treatments that could make the intersection safer and aesthetically more pleasant.

A través de nuestra difusión al público hemos escuchado preocupación acerca del paso debajo de la carretera en la intersección de Mission St. y 13th St. El cruce puede ser intimidante para los peatones debido a los altos volúmenes de vehículos que pasan a alta velocidad, un problema de seguridad. Este cartel pide que contribuya sobre su experiencia al usar esta intersección. Debajo proveemos algunos ejemplos de posibles tratamientos que podrían hacer esta intersección más segura y estéticamente agradable.

WRITE HERE!
¡ESCRIBA AQUÍ!

Shade park works well but more lighting needed

- 1 COMMUNITY GATHERING SPACES
- 2 ART EXHIBITIONS
- 3 STOREFRONTS / RETAIL SPACES
- 4 FARMER'S / FLEA MARKET
- 5 INCREASE LIGHTING AND VISIBILITY
- 6 PLAYGROUNDS
- 7 SKATE PARKS / DOG PARKS
- 8 PEDESTRIAN PRIORITY

30TH STREET INTERSECTION
INTERSECCIÓN DE LA CALLE 30

The intersection of 30th street and Mission is a key transit node, as it connects all Mission Street transit lines (14, 14L and 49), the Bernal line (36) and the J-Church light rail. Our field observations indicated many incidences of jaywalking and other unsafe pedestrian crossing behavior that people adopt in order to transfer between bus lines. Improvements to connect these major transit stops are imperative. This board also asks for your personal experience regarding pedestrian safety at this intersection. A few examples of intersection treatment preliminary illustrate potential improvements.

La intersección de la Calle 30 y Mission es un nodo de tránsito clave, ya que conecta todas las líneas de transporte (14, 14L y 49), la línea de Bernal (36) y el tren ligero J-Church. Nuestras observaciones de campo indicaron varias incidencias de cruces imprudentes y otros comportamientos arriesgados por parte de los peatones que la gente adopta para transferir entre líneas de autobús. Es imperativo hacer mejoras para conectar estas paradas de tránsito principales. Este cartel también pide sus experiencias personales con respecto a la seguridad del peatón en esta intersección. Algunos ejemplos de tratamiento de intersecciones ilustran potenciales mejoras.



Do you feel that the 30th Street intersection works well?
¿Cree que la intersección de la Calle 30 funciona bien?

What can be done to make it better for pedestrians/transit users?
¿Qué se puede hacer para mejorarla para peatones y usuarios del transporte?



- 1 SEATING
- 2 INFO BOARD
- 3 LANDSCAPING
- 4 LIGHTING
- 5 MARKED CROSSWALK

More trees!

Direct Bikes off Mission to Valencia (riding south)

MORE PUBLIC ART

MORE SIGNS FOR FREEWAY

29th Street is crazy dangerous! Please do something

29th Street is VERY DANGEROUS People run across Mission & Catching

Make the crosswalks more distinctive



# RANDALL STREET INTERSECTION DESIGN BRAINSTORM

CALLE RANDALL LLUVIA DE IDEAS PARA DISEÑO DE INTERSECCIÓN

## RANDALL STREET INTERSECTION

INTERSECCIÓN DE LA CALLE RANDALL

The intersection of Mission, Randall and San Jose is a very complicated place for pedestrians. Throughout our outreach process we have heard concerns about pedestrian safety at this intersection, especially considering the Fairmount Elementary School and number of children who use this intersection. The pictures in this board illustrate some of the problems at this intersection. We would like to know more about your concerns and challenges using this intersection. On February 3rd, we will hold a walking tour at this intersection to learn and observe these challenges more directly. Please join us!

La intersección de Mission, Randall y San Jose es un lugar muy complicado para los peatones. A través de nuestro proceso de difusión hemos escuchado preocupación sobre la seguridad del peatón en esta intersección, especialmente considerando la escuela Fairmount Elementary School y la cantidad de niños que utilizan esta intersección. Las imágenes en este cartel ilustran algunos de los problemas en esta intersección. Nos gustaría saber más acerca de sus preocupaciones y retos al usar esta intersección. El 3 de febrero organizaremos una caminata en esta intersección para entender y observar estos retos de una manera más directa. ¡Por favor acompañenos!

Do you feel that the Randall Street intersection works well?  
¿Cree que la intersección de Randall St. funciona bien?

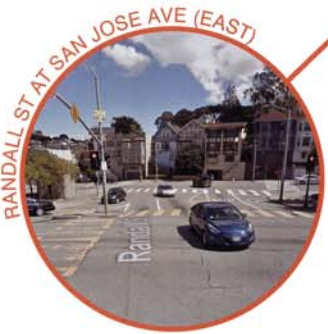
What can be done to make it better for pedestrians?  
¿Qué se puede hacer para mejorarla para los peatones?

WRITE THROUGHOUT THE BOARD!  
¡ESCRIBA EN TODO EL CARTEL!



NO ONE USES  
The Randall Mini  
Stop. Last week I  
saw 2 people there for  
the first time in weeks (3pm)

Crossing  
Randall for  
catching  
buses is  
dangerous  
because of traffic



### WALKING TOUR

JOIN US! / ¡ACOMPÁÑENOS!  
**FEBRUARY 3<sup>RD</sup>, 2015**  
11:30 AM TO 1:00 PM

Meet at Mission Street and Randall  
Street (Northwest corner).  
GRAB A FLYER ON YOUR WAY OUT!  
TOME UN FOLLETO AL SALIR

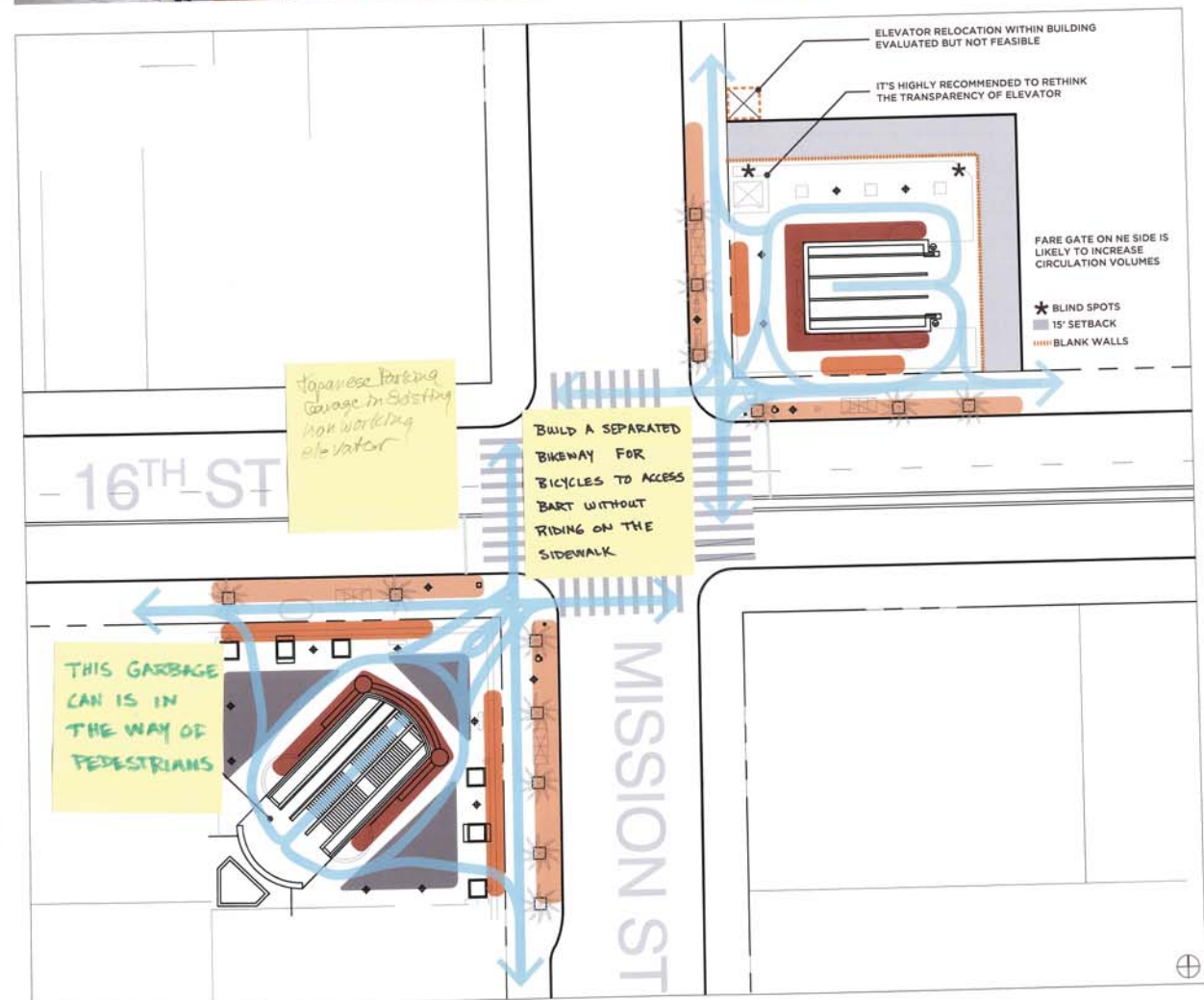


# 16TH BART PLAZA ACTIVATION

## 16TH STREET BART PLAZA

### MOVEMENT | BREAKDOWN OF SPACE

The first step in analyzing a space is to see how people are moving through and using the space. Below you will see how people are moving through the space and how spaces may be broken down to facilitate different types of seating/waiting and spaces for gathering/activation.



The two BART plazas located at 16th street are hubs of activity, serving both transit and residents. Waiting for transit is its primary function, but it also serves as city gateway, back yard, open space, and general hang out space. Redesigned in the early 2000's, the plaza functions to accommodate many users, however a perceived lack of cleanliness, safety, and activation prevent the plaza from being used to its full potential. Four working groups held in the summer helped to inform challenges and opportunities for 16th street BART plazas.

### CONCEPTUAL DESIGN ELEMENTS

These design elements showcase what could happen on the BART plazas and on its sidewalk edge. By providing different types of seating and activation opportunities, you are able to accommodate a wider range of users. Keeping certain areas clear and open provide visibility and increase safety in areas that are blocked off or not very visible. Below you will find examples of what these elements might look like.

#### 1 WAITING FOR TRANSIT

#### 2 ACTIVE SEATING

#### 3 URBAN SHADING

#### 4 INFORMATION | VENDING | ART

#### 5 INFORMAL SEATING

#### 6 LED INTERACTIVE TRANSIT INFO

#### 7 DECORATIVE INTERSECTION TREATMENT

**Handwritten notes:**

- YES TO SEATING
- MERCADOS ON THE PLAZA BY LOCALS
- Nice Plan for condos complex
- NO SHADING WE NEED SUN
- NO SHADOW
- Hard to maintain + see?

While I support additional housing in the mission, I oppose the unfair portion of market-rate condos to affordable housing w/ the 16th Street building. We need to address our long-time mission residents and businesses and what is happening to them when they can no longer afford to live here. del's gates gates@communityworks.org

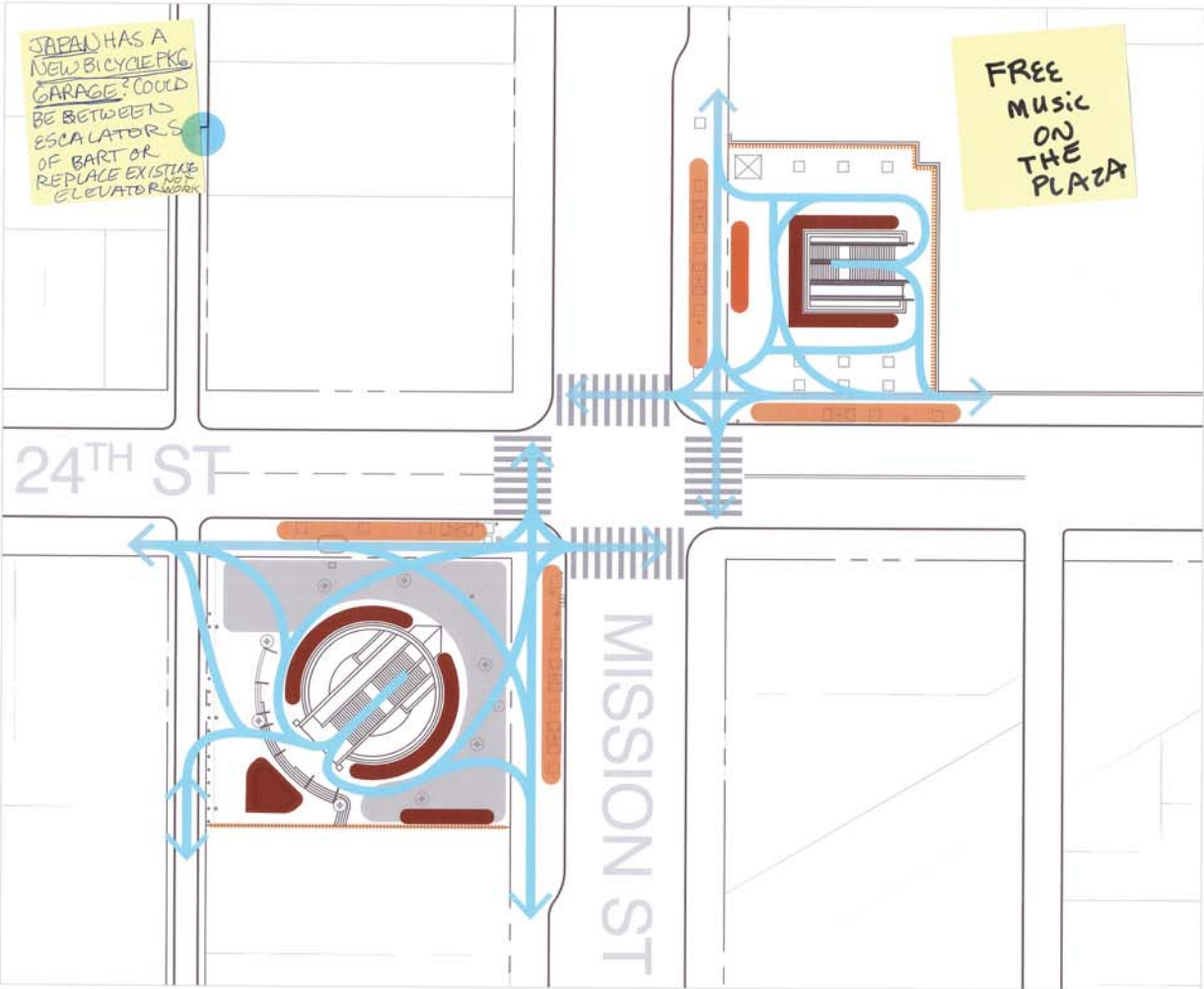


# 24TH STREET BART PLAZA ACTIVATION

## 24TH STREET BART PLAZA

### MOVEMENT | BREAKDOWN OF SPACE

The first step in public space analysis is to see how people are moving through and using the space. The diagram below illustrates how people are moving through the 24th BART plazas and how such spaces may be organized in different functional areas to facilitate uses such as seating/waiting and gathering/activation.



- CIRCULATION**  
— PATH OF TRAVEL
- SEATING AND LEANING**
  - WAITING FOR TRANSIT - WAITING/LEANING (PERIMETER)
  - ACTIVE SEATING - WAITING/LINGERING (MIDDLE)
  - INFORMAL SEATING - PEOPLE WATCHING/LINGERING (CORE)
- SERVICES AND GATHERING**
  - ACTIVE GATHERING/INFORMATION/SERVICES/PERFORMANCE

The two BART plazas (NW and SE) located at 16th street are hubs of activity, serving both transit users and residents. Although waiting for transit is the primary function, these plazas function also as city gateways, backyards, and open spaces to congregate. The SW plaza, rebuilt in 2012, improved pedestrian flow to and from the BART entrance by removing a tall fence along the west edge of the plaza (at Osage alley). Ideas to add trees and an info kiosk at the corner of Mission and 24th have been recently discussed at our meetings. The NE plaza has not undergone renovation in the recent past and it could be improved by opening up the business on the east side edge and by restoring the historic mural by Michael Rios on the Northern edge.

### CONCEPTUAL DESIGN ELEMENTS

These design elements showcase what could happen on the BART plazas and on the sidewalk edge. By providing different types of seating and activities it is possible to accommodate a wider range of users.

- Save the BART mural - a community treasure  
- remove the trees in front of the mural  
edge at Osage alley before renovation.



- 1 WAITING FOR TRANSIT**
- 2 ACTIVE SEATING**
- 3 INFORMATION | VENDING | ART**
- 4 CREATIVE INTERSECTION TREATMENT**
- 5 LED INTERACTIVE TRANSIT INFO**



WE NEED LATINO/A OPEN MERCADO ON 24TH & MISSION  
PLAZA 7 DAYS A WEEK FOR LOCAL ARTIST & VENDORS!

24TH ST BART PLAZA STATIONARY ACTIVITY

In May 2014, the Planning Department engaged in a significant effort of conducting a Public Life Survey on 16th street and 24th Street BART plazas. As part of this survey, volunteers observed and documented activities on both plazas between 8 am to 8 pm. The series of maps below indicate **where** people were observed on these plazas **at each hour**. (Please note that for today's presentation we are only showing information until 4 pm).

The goal of these observations is to inform any programming or design ideas that the community would like to pursue on the plazas and the surrounding areas. The Mission Public Life team has held multiple community focus groups specifically on the 16th Street BART plazas to help spur a community driven effort to introduce new programming and new potential design elements. Please read about this effort on the 16th Street Plazas Focus Group Summary flyer.



WEEKDAY (ONE COLORED CIRCLE REPRESENTS ONE PERSON)



WEEKEND (ONE COLORED CIRCLE REPRESENTS ONE PERSON)



<http://missionpublic.sfplanning.org>

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