**EAST SOMA**

**2ND/JUINIFTH STREETS:** Pedestrian amenities and safety improvements such as sidewalk bulb, street furniture and landscaping should be explored for these major pedestrian and transit corridors.

**MID-BLOCK CROSSINGS:** Prominent mid-block crossings should be considered for 19th, 21st and 22nd Streets.

**MISSING SIDEWALKS:** Plans for provision of sidewalks along streets such as Townsend and Brady should be considered as new development occurs and funding allows.

**BICYCLE NETWORK:** Planned bicycle improvements on 2nd, 6th and 10th Streets should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.

**TRANSIT STATION ACCESS:** Care should be taken to improve the pedestrian environment around the 22nd Street Caltrain and Third Street Light Rail stations.

**BICYCLE NETWORK:** Planned bicycle improvements on Indiana and Illinois Streets should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.

**TRAFFIC CALMING:** Traffic calming opportunities should be explored for streets like Guerrero Street and South Van Ness Avenue.

**CESAR CHAVEZ:** Pedestrian improvements should be explored as part of an upcoming planning process for the redesign of Cesar Chavez Street led by the Planning Department.

**BIKEWAY PROJECT:** The Mission Creek Bikeway proposal should be evaluated for feasibility, specifically issues surrounding cost and implementation.

**MISSING SIDEWALKS:** Missing segments of sidewalks along streets such as Utah, Henry Adams, Rhode Island, De Haro and Berry Streets should be constructed as new development occurs and funding allows.

**16TH STREET:** Pedestrian connections between Showplace Square and Potrero Hill should be established with appropriate treatments such as high-visibility crosswalks, curb bulbouts and countdown signals at signalized intersections.

**SHOWPLACE SQUARE & MISSION BAY CONNECTIONS:** Pedestrian connections should be established between the two neighborhoods with appropriate treatments such as pedestrian countdown signals, high visibility crosswalks, and curb bulbouts.

**BICYCLE NETWORK:** Planned bicycle improvements on Townsend Street and Potrero Avenue should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.

**TRAFFIC CALMING:** The SMTA’s Livable Streets program should implement recommendations from the neighborhood traffic calming project in Potrero Hill (2007/8).

**BIKEWAY PROJECT:** Proposals for the Mission Creek Bikeway should be evaluated for feasibility, specifically issues surrounding cost and implementation.

**CENTRAL WATERFRONT**

**STREET GRID:** New right-of-way and extensions to the street grid should be explored as part of planning processes for Port and private properties to allow greater access to the waterfront and increased connectivity for pedestrians and bicyclists.

**TRANSIT STATION ACCESS:** Care should be taken to improve the pedestrian environment around the 22nd Street Caltrain and Third Street Light Rail stations.

**BICYCLE NETWORK:** Planned bicycle improvements on Indiana and Illinois Streets should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.

**BAY TRAIL & BLUE-GREENWAY:** Opportunities for Bay Trail signage and waterfront trail alignment should be explored. The proposal for the Blue-Greenway should be further examined, specifically issues surrounding feasibility and implementation.

**CENTRAL WATERFRONT-DOGPATCH**

**PUBLIC REALM PLAN:** The 30 B Public Realm Plan developed concept designs for Complete Streets and Open Spaces in the Public Realm Plan Area. Please refer to this Public Realm Plan for more specific recommendations for implementation.