**Eastern Neighborhoods**

**Pedestrian / Bicycle / Traffic Calming Improvements**

Adopted December 2008

### EAST SOMA

**2ND/3RD/4TH STREETS:** Pedestrian amenities and safety improvements such as curb bulbs, streetcar stops and landscaping should be explored for these major pedestrian and transit corridors.

**MID-BLOCK CROSSINGS:** Prominent mid-block crossings should be considered for SoMa's long blocks.

**MISSING SIDEWALKS:** Missing segments of sidewalks along streets such as Townsend and Ritch should be considered as new development occurs and funding allows.

**BICYCLE NETWORK:** Planned bicycle improvements on 2nd, 5th and Townsend Streets should be considered as new development occurs and funding allows.

### MISSION

**TRANSIT STATION ACCESS:** Care should be taken to improve the pedestrian environment around the 16th and 24th Street BART Stations.

**BICYCLE NETWORK:** Planned bicycle improvements on Cesar Chavez and 24th Street should be considered as part of the development 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 considered as part of the upcoming planning process for the neighborhood's major street, Cesar Chavez Street.

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

### CENTRAL WATERFRONT

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

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

**BICYCLE NETWORK:** Planned bicycle improvements on Indiana and Illinois Streets should be considered as part of the development of the San Francisco Bicycle Plan.

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

### SHOWPLACE SQUARE/POTRERO HILL

**MISSING SIDEWALKS:** Missing segments of sidewalks along streets (Utah, Henry Adams, Rhode Island, De Haro and Berry Streets) should be considered 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 bulbs 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 bulbs.

**BICYCLE NETWORK:** Planned bicycle improvements on Townsend Street and Potrero Avenue should be considered as part of the development of the San Francisco Bicycle Plan.

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

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