

WHAT DO WE WANT ON OUR STREET?

The project could remove up to

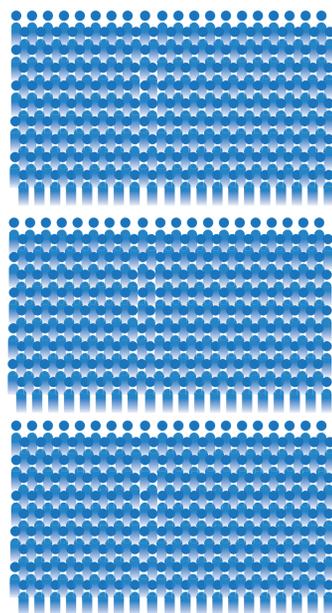


impacting as many as



* assuming parking spaces turn over at a rate of four per day

= 10



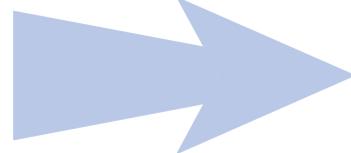
For comparison, about

3,000

people per day start or end their ride on Muni at a stop on Potrero Avenue



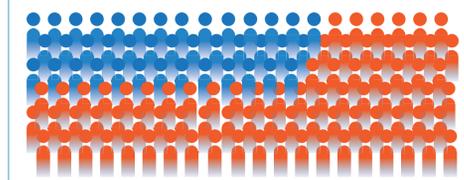
These people live or work in the area, are visiting the hospital or patronizing local businesses



SAVING MUNI CUSTOMERS' TIME

12,000

passengers ride Muni on Potrero Avenue each day



of which,

4,000

passengers ride the entire length of Potrero Avenue during the peak period

= 100

When completed, the project would save each person

3 minutes per round-trip



This adds up to over

13

hours saved per year for each person



Each commuter would save about a half day of travel time, which would add more than

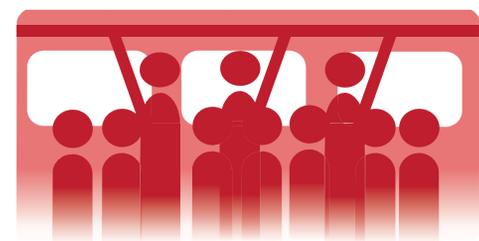
\$440,000

to the local economy every year in recovered time*

*using \$16.03/hr as the value of time (\$16.03 is half the average Bay Area wage)
Source: 2013 MTC data

IMPROVING THE QUALITY OF MUNI SERVICE

On average, the 9 and 9L have **21** buses during the morning commute and **20** buses during the evening commute



which are **standing room only.**

After the project is completed,

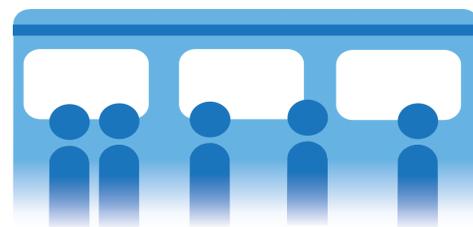
buses will experience **fewer delays**

and will run **more frequently**

resulting in **more reliable service**

shorter wait times

and **less crowding**



WALKING POTRERO, CROSSING MANY CULTURES



The project focuses on widening sidewalks in front of General Hospital to at least 14 feet, making Potrero a more walkable street

Artwork and designs representative of the community could be integrated into the sidewalks and crosswalks



POTRERO STREETScape IMPROVEMENTS

POTENTIAL BENEFITS

ELIMINATED CONCEPTS

These ideas were evaluated and eliminated because they did not meet the project goals or had unacceptable impacts

REMOVING MIXED TRAFFIC LANES

Removing one general traffic lane is called a Road Diet, and it is generally recommended for streets with up to 25,000 vehicles per day. More than 30,000 vehicles travel on Potrero each day.

Because there are more cars on Potrero than a Road Diet can handle, removing a travel lane would lead to more frequent and severe traffic jams.



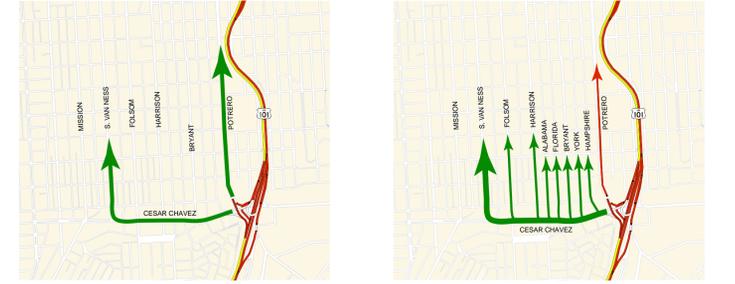
Limited buses would not be able to use the general traffic lanes to pass local buses.



Traffic congestion would also make cars more likely to violate the transit only lane and slow down Muni...



...or they may use other neighborhood streets as alternate routes, some of which have already had traffic calming measures put into place at the request of residents. This would reduce the effectiveness of those measures.



REMOVING MEDIANS

Medians are needed to provide space in the roadway for pedestrian refuges and left turn pockets. Option 1 would keep a greened median between 22nd and 24th streets. Options 2 and 3 would preserve six foot pedestrian refuges at crossings but not have landscaped medians midblock.



Potrero is a wide street, and those with lower mobility may not be able to cross the entire intersection at once. These people need a refuge in the center of the street that the median provides.



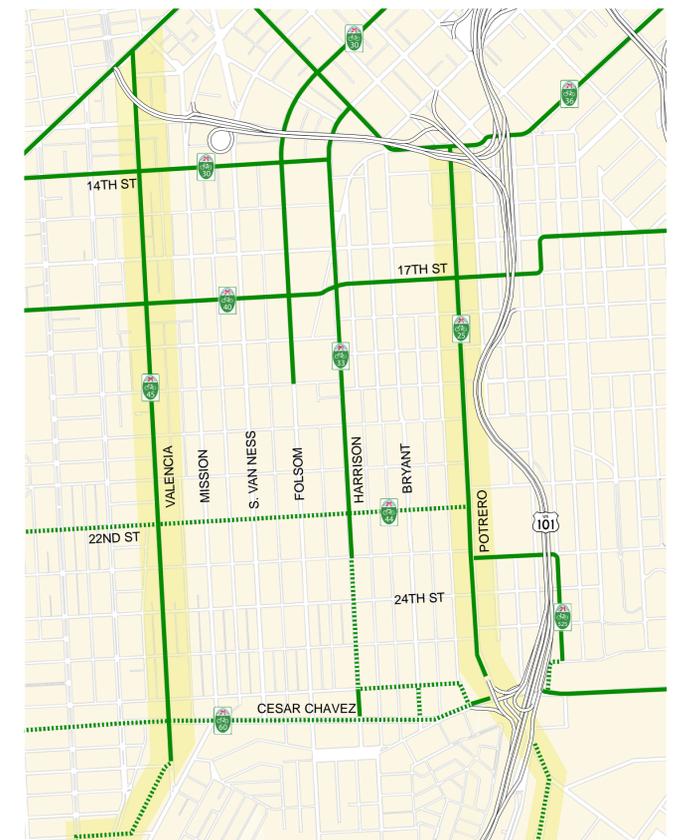
Medians also provide an opportunity to landscape the street with trees and other greenery to improve the overall aesthetic environment of Potrero. Landscaped medians are proposed on Potrero between 17th and 18th Streets as well as between 24th and 25th Streets.

REMOVING BIKE LANES

The idea of removing bike lanes was eliminated because Potrero is the only street besides Valencia that provides a direct connection between the Mission and the southern neighborhoods.

As shown on the right, Potrero and Valencia are the only through north-south bike routes between Twin Peaks and Highway 101. Bike routes on Potrero Avenue are needed to make cycling more safe, comfortable, and convenient.

Concept art of Potrero without bike lanes



POTRERO STREETSCAPE IMPROVEMENTS

OTHER OPTIONS CONSIDERED



NOV 2013

ELEMENTS OF DESIGN

avored by July meeting attendees and survey respondents

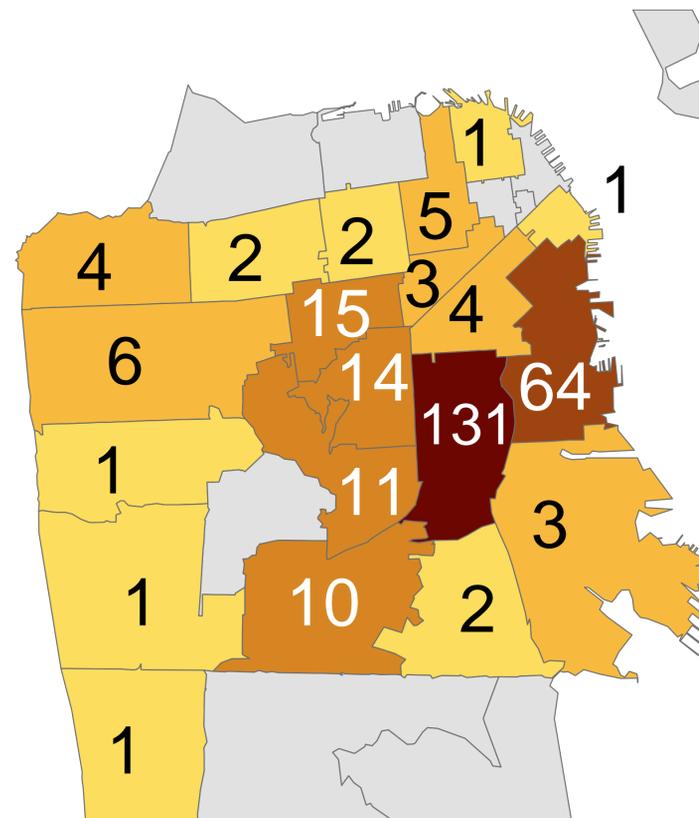
Desired Streetscape Design Elements

ordered from most favored to least

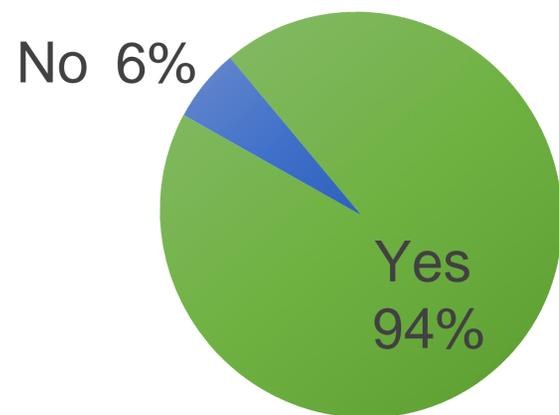


CHARACTERISTICS

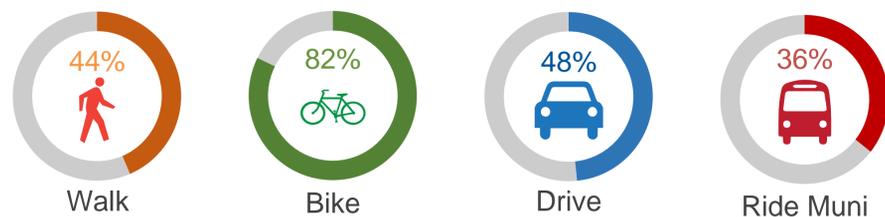
of the community and stakeholders, based on survey



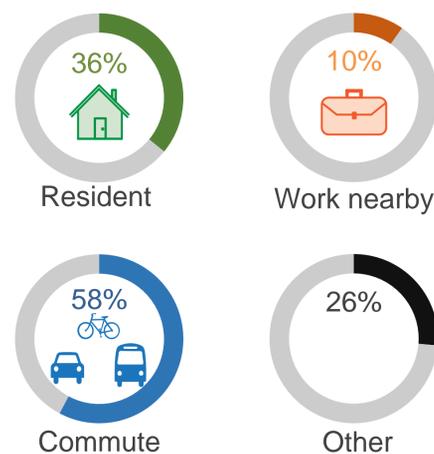
In general, would you walk an extra block to a bus stop for a quicker, more reliable bus?



How do you travel along Potrero Avenue?



What is your interest in Potrero?



CHANGES WE'VE MADE

in response to suggestions from the public



Sidewalk designs could be incorporated into the project to showcase the history of the community and its residents as well as provide a better walking experience along Potrero Avenue.



Sidewalk widening in Options 1 and 2 has been focused to the front of General Hospital and the Potrero Ave / 24th St transit hub. These improvements would provide a connection between the hospital and 24th St.



The proposed streetscape improvements would now remove at most 60 spaces, compared to 79 spaces in September and 105 spaces in July.



We are exploring opportunities to increase the number of parking spaces on Utah St and San Bruno Ave between 24th and 25th Streets by converting parallel parking into 90 degree parking.



New concepts to improve bicycle safety in the corridor have been incorporated into the design, such as maximizing buffered bike lanes and adding green color treatments.



Bus stops have been reevaluated with accessibility in mind. The proposed average stop spacing is 815 feet compared to 675 feet today.

POTRERO STREETSCAPE IMPROVEMENTS

COMMUNITY SUGGESTIONS



NOV 2013