Palou Complete Street Project
3rd Street to Barneveld Avenue
Project Overview and planning process
Community Meeting #1
August 28, 2014
Agenda

Welcome and introductions 5 minutes
Project overview and goals 10 minutes
Presentation and questionnaire 25 minutes
Questions and answers 15 minutes
Next steps 5 minutes
Palou Avenue: West of 3rd Street
Review pedestrian safety, traffic calming, greening, and improved traffic times project goals with guiding policies from:

- Better Streets Plan
- Complete Streets Policy
- Bicycle Plan
- Muni Forward
- Walk first
- Green Connections
- Candlestick & Hunters Point Shipyard long term plan
OVERALL PROJECT BUDGET:

- Streetscape budget (2011 Prop B funds): $2.4 million
- Paving budget: $3.45 million
Design Considerations

Pedestrian improvements and amenities at possible intersections of: Silver & Quint, Dunshee, Phelps, Newhall and 3rd.

Improved pedestrian and vehicle visibility at all 4-way stops

Enhance bus shelters with “Next Bus” system

Streetscape improvements: Street trees and plantings
Paving: Barneveld Ave. to Industrial St.

LEGEND
- BUS STOP - (E)
- COMMERCIAL - (E)
- EXISTING
- LIGHTING - (E)
- ROAD REPAVING
- STREET TREE - (E)
- MATCH LINE

PROJECT GOALS:
RE-PAVE STREETS

SFMTA Municipal Transportation Agency
Paving: Industrial St. to Silver Ave.

Legend:
- BUS STOP - (E)
- COMMERCIAL - (E)
- EXISTING
- LIGHTING - (E)
- ROAD REPAVING
- STREET TREE - (E)
- MATCH LINE

Project Goals:
Re-pave streets
Paving and Streetscape: Silver Ave. to 3rd St.
Key elements of the project

- Repaving
- Curb ramps
- Pedestrian improvements
- Landscaping
Crosswalks treatments

Design elements

Pedestrian and bus bulbouts

Bus stop improvements

Planting

Street trees
SFMTA proposed bike route to improve safety
SFMTA proposed bus route

23 Monterey

PROPOSED CHANGES
Reroute 23 Monterey 3 blocks south, off Jerrold Ave and onto Palou Ave

EXPECTED OUTCOMES
Reduce travel time and improve reliability by minimizing twists and turns
Increase ridership by moving line closer to high-demand residential areas, and away from low-demand industrial areas
Improve the walking, waiting, and riding experience for customers by taking advantage of streetscape improvements along Palou Ave

Faster, more direct trips through Bayview
Safer, more comfortable streets for walking and waiting

BY THE NUMBERS
900 Average weekday boardings between Griffith St and Bayshore Blvd
10% Percent of Bayview customers who use a Jerrold Ave stop
20 Typical travel time between Griffith St and Bayshore Blvd
5 Minutes required to serve the Jerrold Ave detour

The Jerrold Ave detour adds over 5 minutes through Bayview (25% of travel time), but serves only 10% of Bayview customers
Adjacent projects

• Quesada: Proposed bike route’s goal is to improve bicycle safety
• Oakdale Paving improvements

See FAQ sheet for additional information
Schedule

Streetscape and paving

Current – Oct 2014
Nov 2014 – Jul 2015
Aug 2015 – Dec 2015
Jan 2016 – Jan 2017

planning phase
design
bid / award
construction
Project Team

San Francisco Public Works

   Frank Filice, Project Manager
   Marci Camacho, Project Management Assistant
   Julian Pham, Public Affairs

Municipal Transportation Agency

   Chris Pangilinan, Transportation Engineer
   Felipe Robles, Transportation Planner
Compliance with Title VI of the Civil Rights Act of 1964

• Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

• San Francisco Public Works wants to ensure that residents and communities impacted by this project have been included in the decision making process.

• Participation in the Title VI questionnaire assists DPW in assuring that we have an effective and representative community outreach program.
Discussion and questionnaire
What works and what doesn’t?